

ERCU

THE NEWSLETTER

february2007 | volume 3 | number 2

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Up Next

March 4..... Member Meeting
and Board Meeting
*Hydroplane & Raceboat Museum
Kent, Wash.*

March 25..... ERCU Test Session
*Location TBA
Place TBA*

On the Web

Unlimiteds Unanimous
www.unlimitednewsjournal.com

Unlimiteds Detroit
www.unlimitedsdetroit.com

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

Stat of the Month

≡ The Campbell brothers have dominated the modern class, combining for three drivers titles and 28 race wins.

ERCU Trivia

? The first 13 propeller-driven world water speed record-setting real hydroplanes went slower than our model boats go now (speeds ranged between 9.73 mph in 1897, and 43.6 mph in 1910).

RC Hydro Show Brings Out Lots of ERCU, RCU Members and their Boats

The third annual RC Hydro Show is now in the past, and while there weren't a ton of participants, the show has to be judged a big success.

The words of Marc Connelly on the RCU website, "there is just something right and good about a bunch of R/C hydro racers gathering at the world famous Hydroplane & Raceboat Museum for a public show and tell," summed it up great.

Members of ERCU, RCU and as many as four other gathered at the February 11 event inside the museum. With big boats both greeting visitors outside the museum, and backdropping the show inside, members had valuable time to visit, tell tall tales, buy things they needed, review each other's works in progress, and just plain have a great time with boats – without even racing.

When it came to the spending money part of the day, Craig Bradshaw, and John Burkey both

reported that they spent significant amounts of money during the day. RCU veteran Mick Shutt, who has been working on a 1/10-scale model of the

continued on pg. 4 ▼



photo by Kirk Page

Just part of the Newton fleet at the third annual RC Hydro Show at the Hydroplane and Raceboat Museum.

Red Dot Back for Another Year as Sponsor



photo by Jim Lilly

Gary & Mark Hansen take in the racing at Shady Lake last October.

Our sister club, RCU, may have beef jerky, but we've got air conditioning!

Red Dot is aboard as ERCU's series sponsor for the second season in a row.

ERCU Chairman **Ron Daum** made the announcement at the February membership meeting.

The ERCU racing series, which will begin in April, includes an 11-race schedule across the Puget

Sound region, and two in the Portland area.

All of the boats are exact duplicates in smaller scale (roughly 3 feet long) of their real-life unlimited hydroplane inspirations.

Founded in Seattle, Wash., in 1965, the Red Dot Corporation is a leading manufacturer of HVAC products for the heavy vehicle

continued on pg. 5 ▼

INSIDE THIS ISSUE

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

Big Boat News page 2-3

Columbia Division is getting going page 4

Ever wonder about scale speed? See this page 5

Last year's final standings pages 7-8



THE MILL

ERCUCU news briefs

Another Speed Control Option is Available

A speed control that appears to be compatible for use with the Himax brushless motor is available at www.unitedhobbies.com. The hexTronic 120A BESS is available online for \$57.25. It is currently being tested and so far has performed adequately. If you are interested this may be worth investigating.

Himax Motors Available from Gossler

Mike Gossler is now a dealer for the Himax brushless motor approved for club use this year. He can provide the basic motor right out of the box, or if you prefer a race-ready motor will be available. Interested people should call Mike at (206) 949-0681. The first 30 motors are on their way.

Several Boats Available for Registration

Of all the boats in our club that were registered last year, there were just nine registrations that were not renewed for 2007. Here's a list of the boats that were registered last season and have not been re-registered for this year. These boats are now available. If you're interested in registering one of them, contact **Henry Marvin**.

Vintage Class

- 1964 Miss U.S. 5 (U-2)
- 1975 Oh Boy! Oberto (U-75)
- 1977 Evergreen Roofing (U-10)

Modern Class

- 1974 Solo (VS-41)
- 1977 Atlas Van Lines (U-1)
- 1985 Miss Budweiser ("Bubble Bud", U-1)
- 1988 Miss Madison (U-6)
- 1991 American Spirit (U-50)
- 2000 Freddie's Club (U-2)
- 2006 Formula Boats (U-7)

New Chat Group for ERCUCU is Introduced

While the first time we tried this didn't work real well, we're going to give it another go. The club now has a chat forum — groups.yahoo.com. It's a great tool to chat, take polls, post photos and generally keep in touch with ERCUCU talk.

Website's Boat Bio Update Moving Right Along

Since the announcement that we were updating boat bios on the club website went out, we've had a rush of new bios being sent to **Jim Lilly**. Thank you, to those who've sent in boat bios already. However, since the beginning of February, the number of new boat bios coming in has slowed to a trickle. If you'd like to update your boat bio, contact **Rick Lentz** for the form.

NIGEL STEERE

Family: Wife Sarah and daughter Hudson (crew chief of the T-Plus)
City he calls home: The great community of West Seattle
Job (when not boating): . . . Sr. Design Engineer @ K2 Snowboard Bindings
College Football Loyalty: Washington Huskies
Favorite Current Unlimited Hydro: U-37 Schumacher Racing
Favorite Unlimited Hydro of the past: Slo-Mo-Shun V
Boats he races in ERCUCU: Slo Mo V and T-Plus
What was your first car? Late 70's vintage Dodge Aspen (faded orange)
What was your first job? Chaseboat driver for my dad's 1/8-scale Mo V
When and how did you get involved in scale racing? . . The RCU Cool-Aid Cup in the parking lot of the Kingdome, circa 1990. My dad, brother Grady, and I raced the nitro Mo-V and in following years ran demonstration laps with our 1/16-scale electrics
Have you ever had a manicure/pedicure?: Of course. I get one every time I travel to China
Coke or Pepsi? Coke, it's the original



BIG BOAT news

■ The U-1 Formula Boats: The newly crowned National Champion carried it's U-1 designation to the Detroit Boat show in February, Driver **Mike Allen** is likely for Rookie of the Year Honors, for 2006 season.

■ U-5 Formula Boats: Very little off-season maintenance was done on the two Formula Boat entries, both retaining their red paint schemes.



■ U-6 Oh Boy! Oberto/Miss Madison: More on the new hull; The spar and main frame for the center section were fabricated in the U-37 boat shop, and then shipped back to Madison to have sponsors hung, and hull work finished.

■ U-10 USA Racing Partners: Computer tech **Dixon Smith** is now associated with



the Gregory's team along with engine specialist **Mark Smith** (aka "Gumby").

■ U-13 Acura of Bellevue: Roger Newton reports that work continues at the Auburn boat shop, as the crew fabricates spare boat parts.

■ U-16 Miss Flam Plus: Very little in the way of news has come out of the Ballard boat shop. Both the main race hull and backup hull will carry the U-16 number and same or very similar paint schemes.

■ U-21 Freedom Racing Team: The sophomore team's new hull can be viewed on the team's construction log. Take a look at the ABRA website to view the progress. A **Ron Jones Jr.** canopy/capsule was delivered to the boat shop over the Holiday Season.

■ U-37 Beacon Plumbing: The U-37 Beacon Plumbing was on display at the 2007 Seattle Boat

continued on pg. 3 ▼



a moment with





THE MILL

ERCU news & rumors

Ron Daum's Wildroot Charlie is being finished this winter, and Ron is expecting to finish the sponsos on the Lumar and outfit the boat. He also announced that those two boats would be his primary racing hulls this season - with perhaps a couple of special appearances by the Crust and Pepsi . . . National Champion **Mike**



Campbell has the Notre Dame repairs done and ready for paint . . . **Craig Mullen** reported that work on the Karelsen Red Man is underway, and completion is expected in time for the 2007 season. That will bring all of the different versions of the Red Man involvement in hydroplane racing to our club . . . **John Burkey** has the Miss Wickman just about ready to hit the water, and showed off the construction progress of his "Smokin' Headache" (Joe's) . . . **David Newton** is busy converting the 1/8-scale Mr. Pringles to the open-cockpit Miss 7-Eleven, while **Roger** is working on the 1/10-scale Maverick, and building another 1/8-scale T-5 Formula Boats.com hull . . . Pancakes and potluck lunch are on the schedule for the Leo Vandenberg Challenge at Lake Pleasant, **Bob Vandenberg** announced. There will be a Dash for Cash with a LeMans start, featuring the different vintage class winners in 2006, an R/C Air Show, and the first annual Zig-



Zag race between **Judy "Shirley Mendelsohn" Fenton** and **Jeff Campbell** . . . **John Williams** announced he has decided to run the same boats he ran last year, and is reworking the 1982 Oberto with hopes that his nephew would want to race it. John also has dummy motors available for those who might want them . . . **Jeff Campbell** is continuing to build boats. He reported that there are 11 boats under construction in his shop. If you ordered hardware from Jeff, he's hoping to have it all ready by the end of February . . . **Steve Twardus** announced that the Covington Hobby Store is offering a 10 percent discount with an APBA or club card . . . **Jim Lilly** reported that the Gypsy might get a new paint job this winter, once the weather warms up. He's got a couple of hulls laying around - including a 30-foot Jones picklefork that he's hoping to also do something with. Lilly also just ordered another 250 decals, so if you need them, contact Jim. He also has dummy motors available . . . **Monte Steere** is working on the club trailer and buoys, while **Nigel** has built two new carbon Slo-Mo's for dad, as well as two carbon two-wing boats for others . . . **Ron Hornung** has the Skip-A-Long upside down and is working on repairs . . . **Craig Bradshaw** has the Gilmore ready for testing and is still working on fine-tuning the Winston Eagle. Craig is also getting the Wayfarer's Club Lady ready for **Ryan**, and recently announced that he had sold the \$ Bill to **Ron Hartley**, . . . **Dave Gardner** said the AstroFlight order should be received by the end of February . . . **Robbie Roberts** introduced his son **Robert** who will drive the 73 Bud



this season . . . **Henry Marvin** announced that Seattle Service is again on board as sponsor of the Bill Brow Memorial, and that he's still working on the converting the Hallmark Homes to the 1970 Miss U.S. . . . **Mike Gossler** has equipment, including an ESC and a charger, for sale. Contact Mike if you're interested . . . **Gale Whitestine** said the primer is on the 76 Miss US, and he's getting close to being done . . . **Ron Hartley**, who has bought not only the 75 Vernor's, but also the 77 Squire Shop from Twardus, has also now bought Bradshaw's \$ Bill, and is switching to brush-

less power and toying with battery combos . . . Having received a hardware kit from **Jeff Campbell, Nelson Holmberg** is just about finished with the 78 Miss Madison, and is prepping the 73 Red Man for 2007 . . . **Rick Lentz** and **Monte Steere** have worked on completing the Diamond Cup perpetual trophies, while also prepping the U-40 and the U-95 for the 2007 season. Rick says, "Now I just need to install water pick-ups, and order some vinyl for fairing/tail graphics on both boats." . . . **Mick Shutt**, a new member in the Columbia River Division, has purchased a Campbell hull and will be preparing the 1978 Miss Budweiser with the hull . . . He'll be registered in the Puget Sound Division with that boat. Eventually, Mick hopes to run his 1972 Miss Budweiser (U-1) in the Columbia Division. He also currently races the 1978 Miss Budweiser in RCU.

BIG BOAT news

▲ continued from pg. 2

Show. The new yellow and black checkerboard paint scheme was as advertised very reminiscent of the '68-'69 Checker-board Bardahl, and has a Bardahl Decal on each of the vertical tail fins. The newly painted hull will also be on display at the March ABRA Banquet in Seattle.

■ **U-100 Leland Racing:** The nay-sayers are lining up now as **Fred Leland** continues work on his auto powered boat. He is still the winningest active owner in the sport and has sponsorship dollars behind him on this project, so only time will tell.



■ **Elsewhere:** **Nate Brown** is building a turbine powered unlimited in his Preston, Wash., boat shop. He has just acquired the truck and running gear (less motor) from **Mark Evans U-4 American Maid**.



■ **Elsewhere:** Former Seafair Director **Sharon Hasson** of Kirkland, Wash., passed away in January. Following her Seafair duties she headed the Kirkland, Wash.-based Signature Marketing Group, responsible for big boat sponsorships like T-Plus and Kellogg's Frosted Flakes. She was 60 years old.

— Compiled by **Kirk Pagel of UNJ U-37 Pic** courtesy of **Kirk Pagel**
Other pics courtesy of **ABRA**

2007 schedule

(subject to change)

MARCH		
Date	Event	Location
25	Test Day	TBA
APRIL		
Date	Event	Location
15	Champion Spark Plug	Centralia
22/29	Silver Cup	Puyallup
MAY		
Date	Event	Location
12	Bill Brow Memorial	Marysville
JUNE		
Date	Event	Location
3	Leo Vandenberg	Lake Pleasant
9-10	President's Cup	Lake Wildermess
24	Rose Festival R/C Regatta	Portland
JULY		
Date	Event	Location
15	Bernie Little Memorial	Bellevue Pond

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

SEPTEMBER		
Date	Event	Location
9	Stan Sayres Memorial	Cherokee Bay
22-23	Gold Cup	Lake Wildermess
29-30	Apple Cup exhibition	Chelan

OCTOBER		
Date	Event	Location
7	Brewers Cup	Shady Lake
14	Cascade Cup/Nat'l Chmp.	Woodland

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

There is a good possibility, too, that there will be more Columbia Division races in the Portland area during the season. Those events will be announced on the club's website as they are confirmed throughout the spring and summer.



RC Hydro Show a Small Success

▲ continued from pg. 1

photo by Kirk Pagel



Nope. Not Gale Whitestone's new Miss U.S., but a boat (without an ERCU registration) that was for sale at the show.

1972 Miss Budweiser, didn't wait long before finding perhaps the best deal of the day, buying a **Jeff Campbell** built hull for just \$250. It soon will be the 1978 Miss Budweiser, which is the same hull Shutt

racers in RCU.

He even got the boat registered during **Henry Marvin's** time at the show, and bought a driver, stacks, and more.

Just a guess, but Mick will probably leave his checkbook at home next year.

Among the many boats in the show – those that we ERCU'ers don't see regularly – include **Bob Hulliger's** gorgeous 2000 Elam, **Jerry Courtway's** 1979 Miss

Budweiser, **Robbie Roberts' Oh Boy!** Oberto, the 1969 Notre Dame, owned by **Marc Connelly**, and a Miss Spokane and Eagle Electric of **Rich Matkin**.

Kerry Kjos' 1960 Miss

Thriftway (1/8-scale) was sold, and the new owner took delivery at the show, as well.

Boat racing fans came from as far away as Idaho and Portland to see the show, so it's got to be a success.

Special thanks go out to all who helped put on the show, especially **Roger Newton, Kirk Pagel, Marc Connelly** – who ordered and hawked pizza for us – and "Shirley" (**Judy Fenton**) – who spent her day heading up the front entry, and accepting entry fees from folks.

We couldn't have done it without them.

Photo by Kirk Pagel



Jerry Johnston's beautiful Timex Clock was on display at the museum during the RC Hydro Show.

ERCU "stat geek" report

A break from stats for a quick look at the Columbia River Division

This month, we'll take a quick break from the whole Stat Geek thing, so that we can provide a look at where the club is headed with the Columbia River Division.

Three years ago, the division was born, with the idea that there were several guys in the Portland and Southwest Washington area who wanted to participate, but maybe their best way of getting involved was to have some events in their area.

It's also a great way to grow the club.

Over time, it has taken awhile for this division to get going, but this year, we have real intentions to get a true start.

So . . . here's the scoop.

We're finding race sites. **Kerry Kjos** has been working hard on identifying a site in Rainier, Ore. It's actually the reflecting pond for the former Trojan Nuclear plant.

I'm working on a site in Tualatin (about 15 miles south of Portland), and one in Estacada, Ore. (about 30 miles southeast of Portland).

The idea is that we'll plan 4-6 race events – separate from the main ERCU



schedule – in the Portland area that, depending on boat count, will involve as many racers as possible. In those events, we'll keep standings that are separate from the club's main standings. We'll also make our schedule easy to find

(in the newsletter and on the ERCU website, so if anyone from up north has time, and wants to come south to race, you're more than welcome.

We'll decide the format of our races (i.e. modern vs. modern, or modern-vintage mixed), when we see our boat count at events.

It is also important to know that we will never schedule a Columbia Division event that conflicts with a Puget Sound Division race. We'll schedule events in the holes in the main schedule. Look at this as a way to have opportunities to race during down times in the ERCU schedule, such as the July 15-August 12 period.

In addition to that, we have already worked out races at Westmoreland Park (June 24, the Rose Festival R/C Regatta), and at Horseshoe Lake Park in Wood-

land (October 14, the Cascade Cup/APBA National Championship). In addition to those things, **John Earnest**, from the Columbia Division, is the CD of the season-opening Champion Spark Plug Regatta in Centralia.

Of course, John is getting support from the rest of us.

All but one of the guys in the Columbia Division have experience running the nitro boats, and some are still running nitro, while adding the electrics to their fleets.

Here's a quick look at the boats and members that are currently from the Columbia Division includes:

John Earnest – 56 Slo-Mo-Shun IV and Gale V

John Howell – 74 Lincoln Thrift, 75 Sunny Jim Jam

Dave Reiser – Breathless II

Nelson Holmberg – 73 Red Man, 78 Miss Madison, 04 Silver Dollar Casinos present Miss Rock (coming in 2008), 67 Miss Budweiser (coming in 2008)

Mick Shutt – 72 Miss Budweiser, 78 Miss Budweiser

Roger May – 60 Miss Madison

Ron Billings – Miss Bardahl (U-4)

Ted Meyer – 04 Vacationville.com

– Story by **Nelson Holmberg**
ERCU Statistician





ERCU chairman's chatter

the 2007 state of the club address

A mere four years ago, ERCU had just formed under the leadership of **Jim Lilly** and prepared to embark on a first season of racing with a membership not significantly larger than the five-man Contest Board.

Today we are a membership of 50 plus individuals and roster of registered boats that exceeds 120. Our annual budget approaches \$1,300 and we are embarking on a 14-event season which includes the APBA National Championship for 1/10 scale electric powered unlimited hydroplanes.

From a time when there were not enough modern boats to make a race, to resorting to filling out the field with vintage boats to make a race, there are now over 20 modern boats available to compete.

As the technology available to us has changed, the membership has had the wisdom to embrace those changes. More importantly, those changes have drawn us closer to fully realizing our stated goal: "to replicate the look and competition of real unlimited hydroplane racing."

Four years ago, boats parked on the backstretch to make the run to the start in the dwindling seconds of a one minute clock and barely have enough left in the batteries to finish five short laps on Bellevue Pond.

Today we do a one-minute mill start and have enough

"left in the tank" to run a penalty lap or two on the long course at Lake Wilderness. We have come a long way in just four short years.

This year we are embarking on our fifth season with the Red Dot Corporation returning as our title sponsor.

Yes, ERCU has come a long way and as an organization I believe that I can confidently report that ERCU is in good health.

A growing and involved membership will see to our remaining this way for the foreseeable future. I look forward to seeing all of you at the races.

Happy roostertails to you all.

— Story by **Ron Daum**
ERCU Chairman



How fast does that boat go . . . in scale?

I have on more than one occasion been asked "how fast would the real boat be going?" by someone watching our boats fly over the water. The first answer most people arrive at is 10 times since our boats are 1/10 scale. That however would be wrong. The speed varies as the square root of the scaling factor, in our case 3.16.

For a 1/10 scale unlimited clocked on the radar gun at 40 mph, the full size boat would be traveling the equivalent of 126.4 mph.

Why is this so you ask with some skepticism? There are a couple ways of answering this but **Bob Boucher** in his article titled "Understand-ing Scale Speed" on the Astro-Flight website under the Articles on Electric Flight

link, he tells us that time has been made to run faster in our model than it does in real life.

The model's clock is ticking at a faster rate than ours. This is an exact literal truth. If a miniature clock were to be made exactly 1/4-scale it would tick exactly twice as fast. This same scaling law causes the heart of a child to beat much quicker than an adult, and the wings of a hummingbird to beat much faster than the wings of that of an eagle.

I will not put you all to sleep by going into the mathematics that validate the simple statement above but as a naval architect, I can tell you that when doing model tank towing tests, the model speed is reduced by the

square root of the scaling factor from the intended speed of the real hull to obtain the required information to determine the characteristics of the full size ship. While Bob's article is directed at aircraft, the same principals apply to boats.

For a great read, check out Boucher's article on scale speed. If you want the real scoop, or have insomnia, I recommend that you take a squint at the Resistance and Propulsion Chapter in the Society of Naval Architects and Marine Engineers book titled "Principals of Naval Architecture".

— Story by **Ron Daum**
ERCU Chairman

▲ continued from pg. 1 Red Dot back for another year!

industry, both on- and off-highway.

"We're really excited about the opportunity to again associate our company with a great organization like ERCU," said Red Dot VP Gary Hansen, "and we're proud to announce that this year's ERCU series again will be known as the 'BUILT TO SURVIVE! High Point Championship presented by Red Dot Corporation'."

Red Dot will be recognized in all of ERCU's print materials, on its website and throughout the season during

races. It will also receive promotion during all of ERCU's events.

"Red Dot is a top-notch organization, and we're proud to bring them into the ERCU family," Daum said.

In Red Dot's first season as sponsor of ERCU, the company got exposure in the club's newsletter, at the annual awards banquet and on the web, and

at various races, Daum said.

This season, the recognition will be expanded to all of the club's races and events.

Thanks, again, Red Dot!





ERCUCU secretary's report

minutes from the february 4, 2007 membership meeting

Chairman **Ron Daum** opened the meeting with 25 members in attendance. The minutes of the January meeting were approved as submitted. Treasurer/Registrar **Henry Marvin** reported that membership forms need to be completed, with name, APBA membership number, phone and email for club use. A copy of that form is attached. Members without email are encouraged to link up with a contact, as messages and updates are sent regularly by that method. At the time of the meeting there were 50 members and 120 boats registered for 2007.

Red Dot Corporation has signed up as the ERCUCU Series sponsor for the second year. Our thanks and appreciations go to **Gary Hansen** for the support his company is providing. Look for the new Red Dot logo on the website and club correspondence. The logo will also be placed on the trailer, and a Red Dot banner will be placed on the scaffolding at all races.

The 2007 schedule continues to formalize. The updated schedule is as follows, pending final approvals from several of the race sites.

Date	Location	Race	Contest Director
4/15	Centralia	Champion Sparkplug	John Earnest
4/22	Puyallup	Silver Cup	Monte Steere
5/27	Marysville	Bill Brow Memorial	Henry Marvin
6/3	Lake Pleasant	Leo Vandenberg	Bob VandenAkker
6/9-10	Lake Wildemess	President's Cup	John Williams
6/24	Portland	Rose Festival RC Regatta	N. Holmberg
7/15	Bellevue Pond	Bernie Little Memorial	J. & M. Campbell
8/12	Pipe Lake	Diamond Cup	Rick Lentz
8/26	Coulon	Seafair Trophy	Ron Daum
9/9	Cherokee Bay	Sayres Memorial	M. Steere/D. Gilmore
9/22-3	Lake Wildemess	Gold Cup	ERCUCU Board
9/29-30	Chelan	Apple Cup Exhibition	Rick Lentz
10/7	Shady Lake	Brewer's Cup	Jim/Dave Lilly
10/14	Cascade Cup	Woodland	Nelson Holmberg

(Note: the Cascade Cup will again this year be the official National Championship race as recognized by APBA)

Bob VandenAkker reported on the process for approvals needed prior to a boat's first race of the year. Members are asked to have a picture of the real boat available at the time of inspection. Per Technical Inspector **Mike Campbell**, boat inspections can be done at the March and April meetings and at the March test day, and

members are encouraged to use these dates in order to reduce inspection time on race days. To assist with new construction, an "Intent to Build" form is being developed. This will confirm that the dimensions to be used meet the

requirements of the Master Hull Roster, that the boat configuration requested is available, and confirm placement in either Vintage or Modern class. The Master Hull Roster is maintained by RCU and is available on their website —

www.rcunlimiteds.org.

Our webmaster, **Jim Lilly** is preparing the updated boat roster for 2007. Members need to send in information and pictures to be used in the roster. If the 2006 roster information on your boat is correct, a note to Jim would be helpful, along with any information you may want to add specific to the 2006 season results. The website is averaging about 400 unique hits per day, and has been renewed for the current year. Members are encouraged to submit any

item of interest any time to Jim to update the site — any item that could be of interest to club members is acceptable, including construction notes, pictures, ideas, information on coming attractions, or anything else hydro or model related.

Statistician **Nelson Holmberg** has updated the career points and stats records, and these have been posted on the website. Members are encouraged to check the list and tell Nellie if there are conflicts or errors, so that the correct record can be set and maintained. The goal for 2007 will be to

update the season records for boats and drivers after every race. In the marketing efforts, contributing sponsors continue being sought for individual races or for general club support.

The season brochure has been prepared, and sends readers to the website for schedule information.

Ron Daum reported that the final rules for the 2007 season will be released prior to the March meeting. The last change envisioned for this year is a modification to the battery section. Testing has shown that lipo cells with high mAh rating will have a performance advantage. Therefore, the battery rule has been modified to allow any sub-C or lipo battery with a rating limit of 4500 mAh.

There being no further business, the meeting was adjourned following News and Rumors from the members in attendance. Check the newsletter for the latest gossip and news.

The next members' meeting is scheduled for Sunday, March 4, 2 p.m., at HARM.



Photo by Nelson Holmberg



Photo by Nelson Holmberg



— Story by **Rick Lentz**
ERCUCU Secretary



photo by Jim Clark



Jeff Campbell's Lil' Buzzard was second in boat points in 2006.

March

2007

Sun	Mon	Tue	Wed	Thu	Fri	Sat
				1	2 Neither Rain Nor Snow day	3
4 ERCU Board & Member Meetings	5	6 Defy Superstition Day	7	8	9	10
11	12	13 Stay Away From Seattle Day	14	15	16	17
18 Crush a Can Day	19	20	21	22	23	24 National Punch Day
25 ERCU Testing Day Site & Time TBA	26	27	28	29	30 Ask a Stupid Question Day	31

E-RCU News

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