

february2007 | volume 3 | number 2

find us online

http://www.e-rcu.org

Up Next

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

March 25..... ERCUTest 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**

now in the past, and while there weren't a ton of participants the all The third annual RC Hydro Show is 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

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

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

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Dot Back for Another Year as Sponsor



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

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INSIDE THIS ISSUE

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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



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 BESC 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 ERCU 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 ERCU 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) Favorite Unlimited Hydro of the past:

Slo-Mo-Shun V

Boats he races in ERCU:

What was your first car? Late 70's vintage Dodge Aspen [faded orange]

What was your first job?

Chaseboat driver Archive Mark 1/8-scalé 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







■ <u>U-5 Formula Boats:</u> Very little offseason maintenance was done on



9

11

the two Formula Boat entries. both retaining their reď 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 sponsons hung, and hull work finished.

■ <u>U-10</u> **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 Elam 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>U-21 Freedom Racing Team:</u> 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>U-37 Beacon Plumbing:</u> The U-37 Beacon Plumbing was on display at the 2007 Seattle Boat

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Ron Daum's Wildroot Charlie is being finished this winter, and Ron is expecting to finish the sponsons on the Llumar 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 1/8scale T-5 Formula Boats.com hull . . . Pancakes and potluck lunch are on the schedule for the Leo Vandenberg Challenge at Lake Pleasant, **Bob Vanden**-**Akker** announced. There will be a Dash for Cash with a LeMans start, featuring the different vintage class winners in 2006, an R/CAir 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.



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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 Léland continues work on his auto powered

boat. He is still the winningest active owner in the sport and has sponsorship dol-



lars 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 run-

ning gear (less motor) from Mark Eváns 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 <u>Kirk Pagel *of UNJ*</u> U-37 Pic courtesy of Kirk Pagel Other pics courtesy of ABRA

(subject to change)

Q	MARCH Date 25	l Event Test Day	Location TBA
sche	APRIL Date 15 22/29	Event Champion Spark Plug Silver Cup	Location Centralia Puyallup
N	MAY Date	Event	Location

6	Date	Event	Location
	12	Bill Brow Memorial	Marysville
Ŏ	JUNE Date 3 9-10 24	Event Leo Vandenberg President's Cup Rose Festival R/C F	Location Lake Pleasant Lake Wildemess Regatta Portland

JULY Date Location Event 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 Wilderness 29-30 Apple Cup exhibition Chelan

OCTOBER

Date	Event	Location
7	Brewers Cup	Shady Lake
14	Cascade Cup/Nat'l C	hmp. 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.



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RC Hydro Show a Small Success

▲ continued from pg. 1



Nope. Not Gale Whitestine'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

races 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.

Pagel

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Boat racing fans came g 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.



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

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 Champ-ionship). 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 <u>Nelson</u> <u>Holmberg</u> *ERCU Statistician*







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.

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- 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 topnotch 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!



ICU secretary's repor

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 ERCU 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 web-

site 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.

9/29-30 10/7 10/14	Shady Lake Cascade Cup	Seafair Trophy Sayres Memorial M. Gold Cup Apple Cup Exhibition Brewer's Cup Woodland	atta N. Holmberg I. J. & M. Campbell Rick Lentz Ron Daum Steere/ D. Gilmore ERCU Board Rick Lentz Jim/ Dave Lilly Nelson Holmberg
10/14	Cascade Cup	Woodland	Nelson Holmberg
		vill again this year be ace as recognized by	

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.

— Story by <u>Rick Lentz</u> ERCU Secretary







Statistics ■ 2006 Season (Final)

Vir	ntage	Boat	Points

No.	Boat	Owner	CSP	SSM	BBM	SC	LEO	PC	BLM	SEA	DIA	GOLD	GAR	BREW	CC/NC	Total	Drops	Hiah Pts
1.	Miss Thriftway	Kerry Kjos	1,269	1.071	1.327	1.600	748	1,100	0	1,400	1,369	1.452	1,325	1.269	1.900	15.830	1.819	14,011
2.	Lil Buzzard	Jeff Campbell		1,100	400	1,400	800	1,100	1.025	925	1,425	1.825	1,369	800	1,369	14,638	2.000	12,638
3.	Notre Dame (63)	Bob VandenAkker		1.095		900	910	1,500	823	1.169	506	1,055	1,052	1.000		13,550	2.229	11,321
4.	Evergreen Roofing	Jeff Campbell	400	1,327	1,100	1.225	1,200	1,025	1.000	700	625	756	1.025	800	.,	12.083	1,025	11,058
5.	Timex II (72)	Jason Hartley	0	785	700	800	1,000	1,020	1,500	800	1,169	1,100	1,500	850	0	11,224	700	10,524
6.	Hallmark (Black)	Jeff Campbell	300	969	1.025	969	1,425	950	0	682	800	1,338	1,100	969		11,340	982	10,358
7.	Notre Dame (69)	Mike Campbell	1,100	1,327	525	625	800	225	515	1,500	1,225	1,150	0	0	0	8,992	0	8,992
8.	Muvalong	Gary Hansen	638	900	0	023	825	300	0	0	750	1,625	1.195	1,225	1.175	8,633	0	8,633
9.	Notre Dame (66)	Bob VandenAkker	694	600	769	900	1,150	769	769	769	0	521	750	694	690	9,075	521	8,554
10.	Miss Bardahl (68)	Roger Newton	0	0	1,325	0	475	813	1,500	1,000	0	964	300	0)4	1.550	7,073	0	7,927
11.	Miss Exide	Henry Marvin	385	775	550	0	300	773	716	325	877	862	917	865	802	8,147	300	7,847
12.	Miss Bardahl (67)	Jim Clark	296	0	638	863	794	1,400	0	1.050	0	1.277	0	1.050	0	7.368	0	7,368
13.	Pay 'N Save	Steve Twardus	0	600	300	003	1,269	0	794	700	0	1,277	502	0.00	887	6,156	0	6,156
13. 14.	Miss Wahoo	Bill Smiley	0	000	0	0	600	563	1,019	885	0	1,104	624	0	1,039	5,868	0	5,868
	Vans PX	,		400	0	0	850	000	863	000	0	1,136 795	1.000	470	1,039	5,478	0	5,478
15.		Mark Hansen	1,100		619	-		-		-	549			739	-		-	
16.	Such Crust IV	Dawna Gross ®	641	0		0	563	254	352	469		127	450		577	5,340	0	5,340
17.	Skip-A-Long	Ron Hornung	694	450	0	0	300	0	0	0	0	869	1,013	1,052	0	4,378	0	4,378
18.	Hurricane IV	Ron Hornung	694	549	400	96	0	1,094	469	469	569	0	0	0	0	4,340	0	4,340
19.	Miss Bardahl (58)	Rick Lentz	0	0	338	0	300	0	577	675	710	765	0	0	787	4,152	0	4,152
20.	Miss Timex (clock)	Jerry Johnston	0	169	700	0	750	525	549	0	0	225	0	506	661	4,085	0	4,085
21.	Miss Madison (61)	Scott Fetterly	0	0	0	592	725	737	127	0	0	507	0	1,269	0	3,957	0	3,957
22.	Hallmark (Red)	Henry Marvin	675	619	0	0	95	450	1,027	0	1,000	0	0	0	0	3,866	0	3,866
23.	\$ Bill	Craig Bradshaw	0	0	0	0	511	225	502	0	600	704	891	352	0	3,785	0	3,785
24.	Slo-Mo-Shun IV (51)	Monte Steere	537	863	0	450	0	0	709	0	0	0	0	0	1,205	3,764	0	3,764
25.	Such Crust III	Ron Daum	296	0	469	0	0	0	0	281	788	1,042	0	0	844	3,720	0	3,720
26.	Hurricane VI	Kirk Pagel	569	225	300	0	0	0	469	0	0	0	910	642	0	3,115	0	3,115
27.	Parcos O-Ring Miss	Patrick Gleason ®	225	600	0	0	563	338	0	0	0	0	0	338	1,004	3,068	0	3,068
28.	Miss Madison (71)	John Williams	0	0	450	0	0	469	0	775	0	596	0	669	0	2,959	0	2,959
29.	Slo-Mo-Shun IV (54)	John Earnest	0	700	0	0	0	0	0	0	0	918	0	0	1,205	2,823	0	2,823
30.	Miss Spokane (60)	Patrick Gleason ®	0	0	0	0	352	619	0	0	694	0	169	338	574	2,746	0	2,746
31.	Atlas Van Lines (67)	John Burkey®	0	0	0	225	394	300	0	0	0	0	661	352	666	2,598	0	2,598
32.	Miss Thriftway (55)	Bill Smiley	0	0	969	900	0	0	0	0	0	0	0	0	0	1,869	0	1,869
33.	Thriftway Too	David Gardner	0	0	0	0	0	0	0	0	0	0	0	0	0	1,800	0	1,800
34.	Slo-Mo-Shun V	Nigel Steere	0	0	0	0	0	0	0	0	0	320	0	0	1,425	1,745	0	1,745
35.	Nitrogen Too	Craig Mullen®	0	0	0	0	0	0	0	0	863	831	0	0	0	1,694	0	1,694
36.	Shanty I	Robbie Roberts	1,052	0	225	0	Ō	400	Ō	0	0	0	0	0	0	1,677	0	1,677
37.	Miss Pepsi	Ron Daum	0	569	0	0	0	0	0	0	Ō	0	694	0	352	1,615	0	1,615
38.	Tahoe Miss	Gary Levander	Ö	0	0	Ö	708	469	254	Ö	0	Ö	0	0	0	1,431	Ö	1,431
39.	My Sin	Ron Hornung	0	0	0	0	0	0	0	Ö	0	Ö	0	0	917	917	Ö	917
40.	My Gypsy	Jim Lilly	0	0	0	0	0	0	0	0	0	0	0	779	0	779	0	779
41.	Gale V	Ryan Opfer	0	0	0	338	0	225	0	0	0	0	0	0	0	563	0	563
42.	Nitrogen	Bob VandenAkker	0	0	0	450	0	0	0	0	0	0	0	0	0	450	0	450
43.	Breathless II	Dave Reiser	225	0	0	0	0	0	0	0	0	0	0	0	0	225	0	225
43. 44.	Miss Bardahl (63)	John Williams	0	0	0	0	127	0	0	0	0	0	0	0	0	127	0	127
44. 45.	. ,	Howard Price	0	0	0	0	0	0	0	0	0	127	0	0	0	127	0	127
40.	IVIISS VEITIUIS	I IOWAIU FIICE	U	U	U	U	U	U	U	U	U	121	U	U	U	121	U	127

Modern Boat Points

IVI	odern Boat Points																	
No.	Boat	Owner	CSP	SSM	BBM	SC	LEO	PC	BLM	SEA	DIA	GOLD	GAR	BREW	CC/NC	Total	Drops	High Pts
1.	Pay n' Pak (70)	Jeff Campbell	1,325	1,400	1,200	1,500	1,500	895	1,400	738	1,200	1,825	720	1,269	1,200	16,172	2,353	13,819
2.	Country Boy (73)	Mike Campbell	700	871	925	1,100	1,200	1,500	1,500	1,200	827	996	1,500	1,600	2,000	15,919	2,398	13,521
3.	Circus Circus (78)	Mike Gossler	1,250	1,300	1,000	1,150	1,025	775	704	1,300	696	721	381	0	1,019	11,321	1,077	10,244
4.	Squire (77)	Steve Twardus	619	900	1,150	0	714	994	750	300	1,050	1,090	732	921	225	9,445	525	8,920
5.	Miss Cott's Beverage (74)	Gary Hansen	696	996	0	0	779	0	0	0	1,400	1,569	1,027	971	1,369	8,807	0	8,807
6.	Red Man (73)	Nelson Holmberg	634	0	525	994	769	225	0	300	676	864	994	919	1,013	7,913	225	7,688
7.	Squire Shop (78)	Doug Brow	796	965	694	300	563	0	952	442	844	788	0	0	0	6,344	0	6,344
8.	Olympia Beer (76)	Roger Newton	723	0	0	0	0	1,400	800	1,100	0	920	865	0	0	5,808	0	5,808
9.	Notre Dame (72)	Mark Hansen	994	296	0	0	1,169	0	0	0	0	1,352	1,021	975	0	5,807	0	5,807
10.	Natural Light (77)	Jerry Johnston	0	521	863	0	689	415	620	0	0	1,121	0	319	381	4,929	0	4,929
11.	U-95	Rick Lentz	0	0	851	0	821	0	788	394	521	0	127	0	1,069	4,571	0	4,571
12.	Country Boy (71)	Steve Twardus	0	727	694	0	0	0	0	844	0	877	890	0	0	4,032	0	4,032
13.	T-Plus	Nigel Steere	0	0	0	0	0	0	0	0	0	1,669	0	0	1669	3,338	0	3,338
14.	Winston Eagle	Craig Bradshaw	0	578	544	675	846	0	0	0	0	596	0	0	0	3,239	0	3,239
15.	Miss Budweiser (73)	Robbie Roberts	0	0	0	925	225	0	394	0	600	296	0	0	0	2,440	0	2,440
16.	Pay n' Pak (73)	John Williams	0	0	0	0	169	765	0	877	0	350	0	0	0	2,161	0	2,161
17.	Pay 'n Pak (72)	Gale Whitestine	0	0	0	0	0	0	0	0	0	0	0	352	1,500	1,852	0	1,852
18.	Miss Vernors	Ron Hartley ®	0	0	0	0	0	0	0	0	0	0	573	0	957	1,530	0	1,530
19.	Red Man (74)	David Gardner	0	0	1,400	0	0	0	0	0	0	0	0	0	0	1,400	0	1,400
20.	Miss Budweiser (80)	John Williams	0	0	963	0	0	0	0	0	0	0	0	0	0	963	0	963
21.	American Spirit	Craig Mullen ®	0	0	0	0	0	0	0	0	0	502	0	0	0	502	0	502
22.	Frosted Flakes	Henry Marvin ®	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0





Statistics • 2006 Season (Final)

o. Boat	Driver	CSP		BBM	SC	LEO	PC	BLM	SEA	DIA	GOLD		BREW			Drops	High P
Lil Buzzard/Evergreen/Hallmark Notre Dame (63)/Notre Dame (66)	Jeff Campbell Bob VandenAkker	1,100 919	1,100 1,095	400 1,127	1,400 900	800 910	1,100 1,500	1,025 823	925 1,169	1,425 506	1,825 1,055	1,369 1,052	800 1,000	1,369 1,494	14,638 13,550	2,000 2,229	12,6 11,3
Miss Thriftway	Jesse Robertson	0	1,071		1,600	748	1,100	0	1,400	1,369	0	1,325	1,269		11,209	0	11,2
Timex II (72)/Hallmark (Black)	Jason Hartley	Ő	785	700	800	1,000	1,020	1,500	800	1,169	1,100	1,500	850		12,037	1,485	10,5
Notre Dame (69)	Mike Campbell	1,100	1,327	525	625	800	225	515	1,500	1,225	1,150	0	0	0	8,992	0	8,9
Muvalong	Gary Hansen	638	900	0	0	825	300	0	0	750	1,625	1,195	1,225	1,175	8,633	0	8,6
Thriftway (55)/Wahoo	Bill Smiley	0	0	969	900	600	563	1,019	885	0	1,138	624	0	1,039	7,737	0	7,7
Miss Exide	Henry Marvin	385	775	550	0	0	773	716	325	877	862	917	865	802	7,847	325	7,5
Skip-A-Long/Hurricane IV/My Sin	Ron Hornung	694	450	400	96	300	1,094	0	469	569	869	1,013	1,052	917	7,923	496	7,4
Miss Bardahl (67)	Jim Clark	296	0	638	863	794	1,400	0	1,050	0	1,277	0	1,050	0	7,368	0	7,3
Vans PX	Mark Hansen	1,100	400	0	0	850	0	863	0	0	795	1,000	470	0	5,478	0	5,4
Such Crust IV/Hawaii Kai III	Dawna Gross	641	0	619	0	563	254	352	469	549	127	450	739	577	5,340	127	5,2
Such Crust III/Miss Pepsi	Ron Daum	296	569	469	0	0	0	0	281	788	1,042	694	0	844	4,983	0	4,9
Pay 'N Save	Steve Twardus	0	600	300	0	0	0	794	700	0	1,104	502	0	887	4,887	0	4,8
Miss Bardahl (68)/Kai/Thriftway	Roger Newton	0	0	1,325	694	475	0	0	1,000	0	869	300	0	0	4,663	0	4,6
Miss Bardahl (68)/Thriftway (60)	David Newton	0	0	0	0	0	813	1500	0	0	0	0	0	1,900	4,213	0	4,2
Miss Timex (clock)	Jerry Johnston	0	169	700	0	750	525	549	0	0	225	0	506	661	4,085	0	4,0
\$ Bill/Atlas Van Lines (67)	Craig Bradshaw	0	0	0	225	394	300	502	0	600	704	891	427	0	4,043	0	4,0
Miss Madison	Scott Fetterly	0	0	0	592	725	737	127	0	0	507	0	1,269	0	3,957	0	3,9
Miss Bardahl (58)	Rick Lentz	0	0	338	0	300	0	577	675	710	0	0	0	787	3,387	0	3,3
Miss Madison/Miss Bardahl (63)	John Williams	0	0	450	0	127	469	0	775	0	596	0	669	0	3,086	0	3,0
Parcos O-Ring Miss	Patrick Gleason	225	600	0	0	563	338	0	0	0	0	0	338	1,004	3,068	0	3,0
Slo-Mo-Shun IV (54)	Monte Steere	0	700	0	450	0	0	709	0	0	0	0	0	1,205	3,064	0	3,0
Slo-Mo-Shun IV (54)	Nigel Steere	0	0	0	0	0	0	0	0	0	918	0	0	1425	2,343	0	2,3
Nitrogen/Thriftway Too	David Gardner	0	0	0	450	0	0	0	0	0	0	0	0	1,800	2,250	0	2,2
Slo-Mo-Shun IV (51)	John Earnest	537	863	0	0	0	0	0	0	0	0	0	0	521	1,921	0	1,9
Atlas Van Lines (67)	John Burkey®	0	0	0	0	0	0	0	0	0	0	661	352	666	1,679	0	1,6
Shanty I	Robbie Roberts	1,052	0	225	0	700	400	0	0	0	0	0	0	0	1,677	0	1,6
Tahoe Miss	Gary Levander	0	0	0	0	708 0	469 0	254 0	0	0	0 765	0	0	0	1,431 1,407	0	1,4
Miss Bardahl (58)/Hurricane VI	Nelson Holmberg ®	0	0	0	0	0	0	0	0	0	831	0	642 0	0	831	0	1,4 8
Nitrogen Too	Craig Mullen ® Jim Lilly	0 0	0	0	0	0	0	0	0	0	031	0	779	0	779	0	7
My Gypsy Gale V	Ryan Opfer	0	0	0	338	0	225	0	0	0	0	0	0	0	563	0	5
Slo-Mo-Shun V		0	0	0	0	0	0	0	0	0	320	0	0	0	320	0	3
	Grady Steere	0	0	0	0	0	0	0	0	0	320 127	0	0	169	296	0	2
Miss Vernor's Breathless II	Howard Price Dave Reiser	225	0	0	0	0	0	0	0	0	0	0	0	0	290	0	2
Miss Everett	Howard Price	0	0	0	0	0	0	0	0	0	0	0	0	127	127	0	1
Hallmark (Red)	Henry Marvin	0	0	0	0	95	0	0	0	0	0	0	0	0	95	0	1.
Hurricane VI	Mike Gossler	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
odern Driver Points		Ü	ŭ	Ü	ŭ		Ü	Ü	Ü		ŭ	ŭ	Ü		Ü	Ü	
Boat	Driver	CSP	SSM	BBM	SC	LEO	PC	BLM	SEA	DIA	GOLD	GAR	BREW	CC/NC	Total	Drops	High F
Pay n' Pak (70)	Jeff Campbell	1,325	1,400	1,200	1,500	1,500	895	1,400	738	1,200	1,825	720	1,100		16,003	2,353	13,6
Country Boy (73)	Mike Campbell	700	871	925	1,100	1,200	1,500	1,500	1,200	827	996	1,500	1,600	2,000	15,919	2,398	13,5
Circus Circus (78)	Mike Gossler	1,250	1,300	1,000	1,150	1,025	775	704	1,300	696	721	381	0	1,019	11,321	1,400	9,9
Squire (77)/Frosted Flakes	Henry Marvin ®	619		1,150	0	714	994	750	300	1,050		732	921	0	9,220	300	8,9
Miss Cott's Beverage (74)	Gary Hansen	696	996	0	0	779	0	0	0	1,400	1,569	1,027	971	1,369	8,807	0	8,8
Red Man (73)	Nelson Holmberg	634	0	525	994	769	225	0	300	676	864	994	919	1,013	7,913	225	7,6
Notre Dame (72)	Mark Hansen	994	296	0	0	1,169	0	0	0	0	1,352	1,021	975	0	5,807	0	5,8
Natural Light (77)	Jerry Johnston	0	521	863	0	689	415	620	0	0	1,121	0	319	381	4,929	0	4,9
U-95	Rick Lentz	0	0	851	0	821	0	788	394	521	0	127	0	1,069	4,571	0	4,5
Ctry. Boy (71)/Vernors/Squire	Steve Twardus	0	727	694	0	0	0	848	844	0	877	0	0	225	4,215	0	4,2
Olympia Beer	Roger Newton	723	0	0	0	0	1,400	0	0	0	920	865	0	0	3,908	0	3,9
Squire Shop (78)	Doug Brow ®	0	0	0	0	563	0	952	442	844	788	0	0	0	3,589	0	3,5
T-Plus	Nigel Steere	0	0	0	0	0	0	0	0	0	1,669	0	0	1,669	3,338	0	3,3
Winston Eagle	Craig Bradshaw	0	578	544	675	846	0	0	0	Ö	596	0	0	0	3,239	Ö	3,2
Pay n' Pak (73)/Bud (80)	John Williams	0	0	963	0	169	765	0	877	0	350	0	0	Ö	3,124	Ö	3,1
Miss Bud (73)/Oly	Jesse Robertson	0	0	0	925	225	0	800	0	0	0	0	0	Ö	1,950	Ö	1,9
Miss Vernors	Ron Hartley ®	0	0	0	0	0	0	0	0	0	0	573	0	957	1,530	0	1,5
Pay 'N Pak (72)	Gale Whitestine	0	0	0	0	0	0	0	0	0	0	0	352	1,500	1,852	0	1,8
	David Gardner	0	0	1,400	0	0	0	0	0	0	0	0	0	0	1,400	0	1,4
REGINALI (74)																	
Red Man (74) Miss Budweiser (73)	Robbie Roberts	0	0	0	0	0	0	394	0	600	296	0	0	0	1,290	0	1,2

0 0 0 0 0 0 0 394 0 0 0 0 0 0 0 0 0 0 0 0 0 0

David Newton

Craig Mullen ®

600 296 0 0 0 0 0 0 0 0 0 502 0 0 0

0

1,100 0

0

1,100

502

1,100

502

0

0



21. Olympia Beer22. American Spirit





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

March

E-RCU News

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2007

Sun	Mon	Tue	Wed	Thu	Fri	Sat
				1	2 Neither Ra Snow day	3 in Nor
4 ERCU Board Member Mee		6 Defy Supe Day	7 erstition	8	9	10
11	12	13 Stay Away Seattle Da		15	16	17
18 Crush a Ca	19 an Day	20	21	22	23	24 National Punch Day
25 ERCU Testing Site & Time T		27	28	29	30 Ask a Stup Ouestion [

