

ERCU

THE NEWSLETTER

January 2008 | volume 4 | number 1

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Up Next

Jan. 25 ERCU Battery Order
Deadline

Contact Nelson Holmberg for more
information

Feb. 3 ERCU Member Meeting
noon, Red Dot Corporation

Kent, Washington

Feb. 3 ERCU Battery Order
Payment Deadline

Bring payment in full to Nelson
Holmberg at ERCU Member Meeting

On the Web

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

The Gar Wood Society
www.garwood.com

Unlimited Excitement LLC
www.unlimitedexcitement.com

Stat of the Month

Over the last two seasons,
Bob VandenAkker's 1963
Notre Dame has finished 81 of
83 heats [a .976 percentage].

ERCU Trivia

? If you're looking for tips on
how to be more consistent,
check with **Bob VandenAkker**,
over the last two years, his
boats have been in the top five
of finish percentage four times.

A look back: ERCU's fifth year now in the books

The year 2007 was ERCU's fifth anniversary, and what a great year it was. With the year now behind us, it's appropriate to look back on the year as we put it behind us.

January

The year 2007 was formally ushered in as 17 ERCU members once again braved the elements at Shady Lake for the annual New Years Day Fun Run. The lake was like glass for those who brought their equipment out under cloudy skies and 40 degree temperatures. At least three pop-up tents appeared on the lawn with parkas and gloves as necessary accessories for the day.

Other big stories include: Guys from the Columbia River Division added the Rose Festival RC Regatta, making it an official event of the Portland Rose Festival ... ERCU purchased an ad for the first time, buying space in the Unlimited News Journal ... The ERCU Contest Board made full-season APBA membership mandatory, beginning this year ... Patrick Gleason bought the 1963 Miss Bardahl from John Williams and turned it into the '65 version.

February

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 clubs gathered at the February 11 event inside the museum. With big boats both greeting visitors outside the museum, and back-dropping 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.

Ron Hartley



2007 was a great fifth anniversary year for ERCU, which didn't gamble on its awards banquet.

Other big stories include: Red Dot Corporation joins on for a second straight year of title sponsorship of the club ... **John Burkey** announced he was just about finished with the Miss Wickman, and still working on the "Smokin' Headache" (aka Smokin' Joes) ... **Ron Hartley** bought the \$ Bill from Craig Bradshaw, and Craig finished the Gilmore Special for Dan Gilmore.

March

Henry Marvin worked with **Terry Gottlieb** at American Music to make sure the club had a top-notch public address system, and the purchase was completed in more than enough time for the 2007 season. We put the system through its paces during the March 25 ERCU Test Session at Cherokee Bay, and it passed with flying colors.

Other big stories include: Three dates were secured for races at

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THE MILL

ERCU news briefs

Biokleen Soy Lube offers an opportunity to keep the water clean

At the January ERCU Member Meeting, we had a good discussion about doing what we can to avoid the oil sheens that sometimes come off our boats when we can. The question was asked if there were any good options that didn't leave a sheen, and the all-natural option of Biokleen's Soy Lube SL-100 was mentioned. All reviews are that SL-100 is the natural equivalent of WD-40. Here's a little more information about Soy Lube, direct from the Biokleen website.

Biokleen Soy Lube SL-100 is available at Fred Meyer stores, natural grocery stores like Whole Foods, and many other locations, both in the Puget Sound and Portland areas. More information about Biokleen and all of its products, including a store locator, is available at their website, www.biokleenhome.com.

Club battery orders being taken, will be placed on 2/3



A club battery order is being put together from MaxAmps — which is a Washington company, based in Nine Mile Falls (near Spokane). We'll be getting a 20 percent discount on this year's order, so if you're interested in buying, please contact Nelson Holmberg as soon as possible to place your order. Money will be collected from those who participate in the buy at the Feb. 3 club meeting.

Deadline to place your battery order is **JANUARY 25, 2008**. After that deadline, Nelson will request a specific cost for the

shipping and handling in order to know exactly what each of us will owe for our batteries. He will also ask whether direct shipping is available to each member who orders, or whether it'd be more cost-efficient to ship the whole order directly to Nelson, then distribution completed at the March ERCU Member Meeting.

Here are the details of the available batteries (within the club's battery regulations) from MaxAmps.com.

- 4,000 mAh (20C Constant); • 4,200 mAh (20C Constant); • Balancing taps of your choice can be added, if you choose, before delivery (Hyperion taps are standard, no charge. Others available, and installed for \$2.99 extra per pack, are ThunderPower, AstroFlight Blinky, Align/Equinox, or FMA Cell Pro Taps); • Deans plugs can be added, if you choose, before delivery (\$2.50 extra per pack).

With the 20 percent discount, pricing looks like this (with balancing taps and Dean's plugs added):

- 4,000 mAh — \$128.38 per pack, plus approximately \$9 for shipping and handling*;
- 4,200 mAh — \$154.78 per pack, plus approximately \$9 for shipping and handling*;

* — Shipping and handling charges could change as a result of this club order. Exact cost for shipping & handling will be shared with the club before money is collected.

DAN GILMORE

Family:..... Daughter Shannon Paige, son Brian, son-in-law Todd, grandbabies Tanner, Coleby, Kimberly and Joshua, great grandfather seven times over.

City he calls home:..... Maple Valley, Wash.

Job (when not boating):..... Retired and loving it.

College Football Loyalty: . Cougs by default. The whole family is Husky, but Brian played football for the Cougs, so I'm a Cougar, too.

Favorite Current Unlimited Hydro:..... Oh Boy! Oberto.

Favorite Unlimited Hydro of the past:..... Slo-Mo-Shun IV.

Boats he races in ERCU:..... 1982 U-13 Gilmore Special.

What was your first car?..... 1936 Ford V-8 60hp pickup.

What was your first job?.... Delivering papers, Seattle P-I.

When and how did you get involved in scale racing?

Ryan & Craig Bradshaw showed us what it's all about.

Have you ever had a manicure/pedicure?:.....

What's a manicure/pedicure?

Coke or Pepsi?..... R/C Cola.



In the early months of the new year, there's always something going on with the Big Boats:

BIG BOAT news

■ **U-1 Ellstrom Racing Team** — It's the New Year and the 2007 National Champions now have the right to wear a big U-1 on their hull. The website is still soliciting



Ellstrom Racing website

a title sponsor for the race boat. According to the folks in Madison, Ind., the perpetual race trophy hasn't yet been returned by the Elam team, and the Madison Regatta has announced it's ready to go to court to get it back, if need be.

■ **U-5, U-7 Formula Racing Team** — Formula Boats team owner **Ted Porter** has a company named Thunderbird Productions, formed for the exclusive purpose of showing their display hull (#9219, Fender's former boat) for hire at public & private events and displays. Interested parties can contact **Vic Spellburg** or Elaine Monroe, (260) 724-9111 in Decatur, Ind., for details.

■ **U-17 Our Gang Racing Team/Miss Red Dot** — **Nate Brown** has the hull back up on the loft, strip-ped down and being readied for a new paint job. The team also has plans to build a new trailer and acquire a new transporter truck.



U-17 website

■ **U-21 Freedom Racing Team** — Owners **Jeffrey Michael Johnson** and **Kevin Aylesworth**.

Still have their state of the art **Dale Van Weiringen** hull with all the equipment, for sale.

■ **U-37 Schumacher Racing Team/Miss Beacon Plumbing** — **Billy & Jane Schumacher** have sold the old U-8 Lumar hull to an undisclosed buyer. They want the new owner to make the publicity statement. The U-37 team is also doing dramatic work



U-37 website

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The Formula Boats Racing Team display boat served a two-week stint at the Portland Boat Show, and drew a lot of attention from boat buyers.

a moment with





THE MILL

ERCU news & rumors

The "Great Lakes Boat Shop", builder of the Such Crust III and Miss Pepsi, and outfitter of the Wildroot Charlie, LLumar and Maverick has a new project. **Ron Daum** has obtained the registration for the "Prune Barge". Yes, another giant, the 1957 Thriftway Too. Design work will begin in earnest upon receipt of guidance plans from Newton Marine and the cowling from **Craig Bradshaw**. The construction method will be like that used on the Such Crust III and a beautiful straight grained booked Mahogany veneer for the deck and sides was obtained just this week. Ron also reported that the Wildroot Charlie is ready to go for

2008, the Such Crust III is getting some TLC this year, and the LLumar is being turned in to a plug for the creation of a new hull this year . . . **Mike Campbell** reports that the decks are on the new Harrah's Club, the cowling is glassed, and testing was expected to begin the week of Jan. 14. Next up, the construction of the Eliminator . . . **Rick Lentz** is seeking photos of the back of the 1974 U-95, without the wings . . . **Henry Marvin** is building the plug for a 1994 Miss Budweiser (T-4). He also worked over his brother-in-law **Bill Shearer's** model of the 1978 Miss Madison, put it back together and sent it home to Banks, Ore. . . . **Jeff Campbell** delivered two new boats before the meeting, but there are still boats being built. "There are boats everywhere," he said. The 1970 Hemi Pay 'n Pak is still for sale . . . **John Williams** is redoing the nitrous system for his 1971 Miss Madison, and it doesn't look like he'll have time for building dummy motors this winter . . . **Ryan Bradshaw** said the bottom of his Wayfarer's Club Lady is all finished up and ready for the season . . . **Gerry Bordon** is learning how to straighten prop shafts . . . **Patrick Gleason** reported a successful test of the Thousand Trails at the New Year's Day Fun Run, and that he has a new dummy motor for the 1965 Miss Bardahl . . . **Monte Steere** reports that the new carbon Slo-Mo-Shun IV is being touched again, and should be ready for the season . . . **Craig Bradshaw** said he's still building boats . . . **John Burkey** says work on the Smokin' "Headache" [Joos] continues into the winter . . . **Mark Gran** is starting work on the Turbine Pay 'n Pak, and construction of the Breathless II continues. Mark promised it will be running this year . . . **Ben Keller** introduced himself as the new owner of **Roger Newton's** Hawaii Kai III, and that he's looking for a [human] driver . . . **Steve Twardus** reported on construction of a new carbon Pay 'n Save . . . **Kirk Pagel** brought both of his boats for tech inspection, and reported on a good test session for the Maverick, with a

few difficulties . . . **John Earnest** brought the new Gale V, and the Slo-Mo-Shun IV for inspection. He also delivered the newly laid up Gales Roostertail hull for delivery to **Howard Price** . . . **Roger May** [a new member from the Portland area] announced his new Bradshaw-built boat will be The Rocket. He too is looking for a human driver . . . Howard said he'll be putting hardware into the Gales Roostertail and getting it ready for paint, and expects to be working on one of the big boats again this summer . . . **Judy Fenton** reported that she and **Dawna Gross** would drive anyone's boat for the right price . . . Dawna said she would be focusing on the Such Crust IV this season . . . **Bob VandenAkker** said his test of the Miss Lapeer [Fifi] at the New Year's Fun Run was good, and he's excited for the new season . . . **Nelson Holmberg** reported on a successful test run for the Red Man in Portland.

Jim Clark



Jim Clark



Jim Clark



BIG BOAT news

▲ continued from pg. 2
to the hull and turbines in order to try and get more speed out of the former T-4 Miss Budweiser hull.

■ U-48, U-50 Go Fast, Turn Left Racing Team/Miss Lakeridge

Paving — Crew Chief **Gale Whitestone** reports a lot of work going on between the two race



hulls. No name yet for the U-50 but several sub-sponsors have stepped up. U-48 hull may make the whole race circuit, and would park at Cooper's for seven weeks in between the Nashville and Evansville races.

■ 45 years ago [1963] — **Ron Musson** won the Gold Cup in



Detroit, and went on to capture the National High points Championship. New hulls this year included the U-3 Tahoe Miss and the U-75

Miss Exide. In her swan song year, the U-60 Miss Thriftway raced in her last season this year, with **Bill Muncey** winning the Diamond Cup.

■ 35 years ago [1973] — Miss Budweiser (the former Pay 'n Pak hull) won the Gold Cup with **Dean Chenoweth** at the wheel, but the National High Points Champion was the brand new "winged" Pay 'n Pak driven by **Mickey Remund**.

■ 25 years ago [1983] — **Chip Hanauer** took his Atlas Van Lines to Gold cup victory and National High Points Championship. Brand new hull this year is the U-3 Miss Renault, owned by **Jerry Schoenith**, which captured the World Championship race in Houston, Texas.

Compiled by Kirk Pagel, ace reporter

2008 tentative schedule

(subject to change)

APRIL		
Date	Event	Location
12	Champion Spark Plug	Centralia
20	Silver Cup	Monroe

MAY		
Date	Event	Location
10	Bill Brow Memorial	Marysville
24	Oregon Emerald Cup	Tualatin

JUNE		
Date	Event	Location
7-8	President's Cup	Lake Wildemess
21	TBA	Marysville

JULY		
Date	Event	Location
12	Rose Festival RC Regatta	Portland
20	Bernie Little Memorial	Bellevue

AUGUST		
Date	Event	Location
9	Columbia Cup	Tualatin
24	Stan Sayres Memorial	Monroe

SEPTEMBER		
Date	Event	Location
6	Seafair Trophy Race	Monroe
21	Gold Cup	Lake Wildemess

OCTOBER		
Date	Event	Location
5	Diamond Cup	Cherokee Bay
11	Cascade Cup/Nats	Woodland

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

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



I-5 drivers witness ERCU opener

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the club's newest race site, the Lake of Tualatin Commons in Tualatin, Ore., the three races would become the Oregon Emerald Cup, the Rose Festival RC Regatta and the Island Hobbies Columbia Cup presented by DA Graphics ... **Craig Mullen** purchased the 1971 Pay 'n Pak from **Gale Whitestone** ... **Jeff Campbell** was down to just nine boats under construction in his shop.

April

More than 50,000 people — sure, they were drivers on I-5 overlooking the race course — saw ERCU's season-opening **Champion Spark Plug Regatta** at Fort Borst Park in Centralia. **Jason Hartley**, who was so close to his first career win several times in 2006, won the vintage final at the **Champion Spark Plug Regatta**. **Mike Campbell**

Jim Clark



Jason Hartley posted his first career win in the 2007 season opener at Centralia.

started a fantastic season, taking the modern final. New boats raced for the first time during the **Champion Spark Plug Regatta**, including: **Thousand Trails (Gleason)**, **1978 Miss Madison (Nelson Holmberg)**, **Lincoln Thrift (Bob VandenAkker)**, and the **Gilmore Special (Brian Gilmore)**. In the vintage class, the new boats that have already raced are: **70 Miss US (Marvin)**, **Slo-Mo-Shun IV (John Earnest)**, **1966 Miss Budweiser (Doug Brow)**, **Miss Wickman (John Burkey)**, **St. Regis (Jessie Shehan)**, and the **1974 Sunny Jim (Ralph Jorgenson)**.

Other big stories include: **Howard Price** reported that all of his fleet was in the usual state of readiness ... **Kirk Pagel** took delivery of the brand new **1957 Shanty I** from the **Campbell Boat Works** shop ... **VandenAkker** picked up three boats — the **Eagle Electric**, the **Nitrogen Too** and the **Lincoln Thrift** ... At the last minute, **Mick Shutt** bought the **1976 Vemor's** from **Ron Hartley** to have a boat to race in the season-opener.

May

It's happened before, that the **Campbell** brothers have swept race championships in both classes at the same event. And it'll likely happen again. The most recent event of that happened on **April 28** at **Bellevue Downtown Park**

(a.k.a. Bellevue Pond), when **Jeff Campbell** drove his new **1969 Outrigger Pay 'n Pak** to a perfect day, and **Mike** matched it with a perfect day for the **1974 Country Boy**. The **1978 Miss Circus Circus of Mike Gossler** never looked as fast as it did in the modern final of the **Bill Brow Memorial**, sponsored by **Seattle Service**, at **Twin Lakes Park** in **Marysville**. "Goss" posted his first career win by simply beating the competition. At the next race, **Mike and Jeff Campbell** swept the **Oregon Emerald Cup** in **Tualatin**.

Other big stories include: ERCU was featured on **KATU-TV (Portland)** show **AM Northwest** ... **Inaugural Oregon Emerald Cup** takes place on **Memorial Day Weekend** ... **Elliott Insurance Group** signs on as bronze sponsor ... **Bullthead Design** provides gold sponsorship and a new look to the website ... **Gleason and Christine Elliott** announced they were engaged to be married.

June

For the second straight month, a modern driver posted his first career victory as **Brow** won the **Leo VandenBerg Challenge** at **Lake Pleasant**, where a record of 53 boats participated. **Jeff Campbell** won the vintage final with the **1969 Outrigger Pay 'n Pak**. The **Campbells** also swept the **President's Cup** at **Maple Valley**, and **Mike** personally swept the **Rose Festival RC Regatta**.

Other big stories include: There's another little Cougar in the world! **Jason Hartley** — recently absent from several races, for good reason — announced the arrival of daughter **Nyiah Kelly Hartley**. She was born on **June 5** ... **Fred Holmberg (Nelson's father)** is currently working on the **1973 Red Man (roundnose)**, after reaching agreement to buy a **Karelsen** hull built by **Jeff Campbell**.

July

Moments before the modern final of this year's **Bernie Little Memorial** at **Bellevue Downtown Park**, **Mark Hansen** had a conversation with someone about how he had never won a modern final. Moments later, that changed. **Mark** held off an early competitor or two, and then cruised to the win with his **1972 Notre Dame**. **Jeff Campbell** won the vintage final, driving the nearly unstoppable

Puget Sound Fast Electrics



Craig Mullen (l) finished first in the NAMBA Fast Electrics national championships (division 2) at Lake Tye in Monroe, while Mike Campbell finished second.

1969 Pay 'n Pak Outrigger. A couple of weeks later, the **Campbells** again swept in **Tualatin**, winning the **Island Hobbies Columbia Cup** presented by **D.A. Graphics**.

Other big stories include: **Mark Gran** brought his **Breathless II** to the **Bernie Little Memorial** to let us all know that he really is making progress on construction. The boat does look good, and **Mark** should be proud of the progress he's made ... **ERCU** made a good showing at the **NAMBA Fast Electric Nationals** at **Lake Tye** in **Monroe**, the last weekend in **June** — **Jeff Campbell** won **Division 1 (vintage)** with the **Outrigger Pay 'n Pak**, while **Mullen** swept all three points heats in **Division 2 (modern)** to take first place with the **1971 Pay 'n Pak**. **Mike Campbell** was third in **Division 2** ... **Ron Daum's** new **Wildroot Charlie** was voted best of scale ... other ERCUers who participated in the race include: **Roger Newton**, **Gleason**, **Holmberg**, **Jim Clark**, and **VandenAkker**.

August

Nigel Steere posted his first career race win, taking the **Diamond Cup** presented by **Noslen Communication** at the **Beckler Residence** on **Pipe Lake**. **Second place** went to **Holmberg** for his best finish ever, followed by the speedy **Gilmore Special**, the **Llumar**, **Pay 'n Pak** and the **U-95**. In the vintage class, **Mike Campbell** and his **1969 Notre Dame** took first place, followed by the trailer **Slo-Mo IV** and **Monte Steere**. Those not making it to the finish line included the **Sunny Jim** and **Ralph Jorgenson**, **Brow's Budweiser**, **Nigel Steere** and the **Slo-mo-V**, **Miss Madison** with **Scott Fetterly** and **Daum's** surprisingly-quick **Wildroot Charlie**. A couple of weeks later, the **Campbells** swept the **RC Hobbies Seafair Trophy Race** at **Coulon Park**.

Other big stories include: Collisions had become a big problem, so much so that the **Contest Board** made a change. Beginning with the **Diamond Cup**, any boat that strikes another boat for any reason, or by its own action causes another boat to have to veer out of its lane to avoid contact, shall be called for a one-lap penalty.

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From the Secretary's Desk

Minutes of the January ERCU Membership Meeting

Chairman **Ron Daum** opened the meeting with 30 members in attendance. The minutes for the December meeting were approved as distributed. Treasurer **Henry Marvin** reported that all bills are paid to date, and that the 2007 summary and 2008 budget will be presented at the February meeting.

Race Coordinator **Mike Gossler** submitted the preliminary race schedule. The schedule represents approximately two races per month starting in April, and avoids the major holidays — with the exception of Memorial Day. Please keep in mind that several of the locations are still being confirmed.

Statistician **Nelson Holmberg** reported on the percentage of heat completions for the past two years. In the vintage class 67 percent of the boats in 2007 finished their heats, compared to 74 percent in 2006. In the modern class it was 74 percent finishing in 2007 compared to 84 percent in 2006. This and more will be included with the January newsletter.

Technical Inspector **Mike Campbell** reported on a test of a 3S lipo battery at the January 1 Fun Run. Compared to a 4S pack, the 3S ran about 10 mph slower. In a similar test, a Graupner 45 propeller ran about 8 mph slower than a 447. This was presented for informational purposes only, in response to discussions held at the December meeting.

Club members are reminded that all boats need to be inspected prior to their first race of the season, even if they were in the active category last year. The best time to have this done is at the members meetings in February, March and April.

Scale inspector **Bob VandenAkker** mentioned that the Intent to Build Form was starting to be used. This is a good

idea for everyone contemplating a new boat, to be sure it will comply with the dimensional requirements when ready to hit the water. The Master Hull Roster can now be found on the website, along with the blank form.

The Rules Committee had completed the first half of their review at the time of the meeting, and was scheduled to complete their review and recommendations after the meeting. The results of their work will be presented at the next meeting in February.

The discussion of insurance for 2008 continued. ULHRA uses the same insurance company as APBA, so the \$120 per event fee would still apply if we were to become a class under them. The difference there, if we were able to work out an agreement in time for the start of the season, would be the registration fee of \$25 to join ULHRA instead of the \$45 fee for both NAMBA and APBA.

Comparing NAMBA and APBA, the cost per event is the major difference. NAMBA charges \$45 per venue, good for the calendar year. This also covers those sites for testing at any time. APBA by comparison charges \$120 per event, good only for that day, and does not include testing times separate from the day of the event. APBA has higher limits of coverage, but only NAMBA includes participants in the coverage package. There will be race day safety rules that need to be enacted with either program. A chart of comparisons will be prepared prior to the next meeting so that a final decision can be made at the February meeting.

Regarding environmental concerns, it has been observed that at times our boats will leave an oily sheen on the surface of

the water when launched. This could become a concern at some or all of our venues if action is not taken to stop it. The major culprits appear to be 3-in-1 oil and WD-40. Options to consider would be food-grade white mineral oil and vegetable oils. There is also a soy-based product named Biokleen Soy Lube SL-100, available at Fred Meyer and other outlets. By being proactive we can avoid future problems caused by any potential concerns over pollution.

Holmberg has organized a battery order from MaxAmps in eastern Washington. Either 4000 mAh or 4200 mAh lipo packs can be ordered at a savings of 20 percent over list price when combined with this order. If you are interested, notify Nelson by email with the number of packs desired and to confirm the actual price. Payment can be mailed to him or paid not later than the February meeting. The schedule for delivery will be the march Members meeting.

Nelson has also taken on the job of updating the website. He thanks those who have contributed information to date, and we encourage everyone to consider offering ideas and information that can be included in future updates.

There being no further business, the meeting was adjourned following News and Rumors.

The next meeting is scheduled for noon on Sunday, February 3 at the Red Dot lunchroom in Tukwila.

— Story by **Rick Lentz**
ERCU Contest Board
Secretary



An inside look at the club's heat finish percentages

Stat Geek Column

A couple of times this winter, members have asked for the Stat Geek to figure out how much difference brushless motors have made in our club, after their first year.

We've done the work to figure it out, and I'll share that later, but I thought it was important to note that just because there's a decline in the percentage of heats the club finished in 2007 over 2006, that doesn't necessarily mean the decline is absolutely a direct result of simply switching to brushless motors.

I think we should consider the fact that the club's drivers needed time to adjust to faster speeds, lighter boats and different driving skills, and the 2007 season may have just provided that for us. It wouldn't surprise me at all to see the percentage go back up again next year.

So . . . with that being said, here are the results of the research work done to compare 2006 to 2007 in terms of heat finish per-

Jim Clark



Bob VandenAkker's 1963 Notre Dame has finished all but two heats over the last two years.

centage.

In 2006, the club-wide heat finish percentage in the vintage class was .735, led by **Jesse Robertson's** .972 [35 finishes in 36 heats entered — including connies and finals] with **Kerry Kjos's** 1960 Miss Thriftway. Second on that list was **Bob VandenAkker's** .926 [51 of 53] with the 1963 Notre Dame.

In the modern class of 2006, the club's heat finish percentage was .839, led by **Gary Hansen's** .971 [33 of 34] with the Miss Cott's Beverage. Second on that list was **Jeff Campbell's** .909 [50 of 55] with

the 1970 Hemi Pay 'n Pak.

In 2007, the vintage heat finish percentage was .667, led by VandenAkker's perfect 1.000 percentage with the 1963 Notre Dame [30 of 30], and followed by VandenAkker's Miss Eagle Electric [35 of 37].





VandenAkker is ERCU's "Mr. Consistency"

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The 2007 modern class heat finish percentage was .744, led by **Rick Lentz's** 1974 U-95, which finished 38 of 44 heats [.846]. **Brian Gilmore** with the 1982 Gilmore special [51 of 63, .810] and **Nelson Holmberg's** 1973 Red Man, which finished 47 of 58 heats [.810] were second.

Percentages are based on the heats finished versus the number of heats entered during the season, with a minimum of seven races participated in during the 2007 season, and six races participated in during the 2006 season.

Jim Clark



Rick Lentz's 1974 U-95 was the club's most consistent modern boat in 2007.

Not that we believe in putting people down or embarrassing people here, but there has been some question about who finished last, so in the spirit of "Mr. Irrelevant" [the last guy picked in the NFL Draft each year], here they are:

In 2006, the vintage class Mr. Inconsistency was **Robbie Roberts** with his 1975 Miss Vernors, finishing 30 percent of his heats [6 of 20], and in the modern class it was **Craig Bradshaw** with the 1988 Winston Eagle, finishing just over 77 percent of his heats [17 of 22].

This past year, the vintage Mr. Inconsistency was **Steve Twardus** with the 1957 Pay 'n Save, finishing 40 percent of heats [10 of 25], and in the modern class the distinguished honor goes to **Doug Brow** with the 1978 Squire Shop, finishing 60 percent of his heats [32 of 53].

— Story by **Nelson Holmberg**
ERCU Statistician



New boats already coming, before '08 even starts

▲ continued from pg. 4

Before the Contest Board's recent action on this, there was a rule in the book but no consequence for a violation of it ... **Kirk Pagel** acquired the 1957 U-12 Maverick from **Roger Newton** ... **Bill Shearer**, brother-in-law of **Marvin**, bought the 1978 Miss Madison from **Holmberg** at the Columbia Cup.

September

Jeff Campbell couldn't be at the Gold

Cup, due to a business trip to Chicago, but that didn't stop the Outrigger Pay 'n Pak from winning the 2007 ERCU Gold Cup. **Mike Campbell** drove the 'rigger to first place in the Gold Cup vintage final,

just shortly after piloting his own 1974 Country Boy to a win in the modern final. Second place in the respective finals went to **Holmberg** (1973 Red Man) and **Gary Hansen** (1954 Muvalong). A couple of weeks later, the Campbells swept another race, taking the **Stan Sayres Memorial** hardware home.

Other big stories include: **Mick Shutt** was pondering a permanent move to ERCU. ... **Ron Billings** (Island Hobbies general manager and future ERCU member) traveled to China where he adopted a second daughter. **Ron** found himself wearing an ERCU t-shirt several days (hope he washed it) while visiting China — talk about some good international advertising ... ERCU's own **Dawna Gross** was featured in one of the San Diego photos on the ABRA website working on the U-13.

October

Williams and **Holmberg** both recorded career wins No. 1 at the **Brewer's Cup** at **Shady Lake**. **Williams** won the vintage final with his 1971 Miss Madison, and **Holmberg** with the 1973 Red Man. Second place in the respective finals went

to **Jeff Campbell** (1969 Pay 'n Pak), and **Gossler** (1978 Circus Circus). Just one week later, at the final race of the year, **Mike Campbell** swept the APBA National Championships with his 1969 Notre Dame (vintage) and the 1974 Country Boy (modern). **Mike** also won the modern Cascade Cup, which means he gets to place that race anywhere he wants (most likely in the Puget Sound area) in 2008. **Jeff Campbell** won the vintage Cascade Cup.

Other big stories include: **John Earnest** launched his brand new Gale V at **Westmoreland Park** in **Portland** just before the APBA National Championships, then debuted it for competition at that race ... **Shutt's** work on the 1978 Miss Budweiser continued, as the white basecoat was finished, and gold was also sprayed.

November

Our first member meeting of the 2007-08 offseason was a fun event, held in conjunction with the **Schumacher Racing Team** open house, held **November 3** at the U-37 boat shop in the **Interbay** area of **Seattle**. The awards banquet came off without a hitch, as our guests — **Nate Brown** and the crew of the restored **Miss Bardahl** — made great presentations and numerous awards were given out to club members.

Other big stories include: **Gossler**, **VandenAkker** and **Marvin** were elected to positions on the ERCU Contest Board ... **Kevin Fenton** — **Judy's** 14-year old son - was the **Virginia Mason Seahawks** Honorary Co-Captain on **Monday Night Football**. **Kevin** was on the field with captains from the **Seahawks** and the **San Francisco 49ers** before the **Hawks** shutout win over the **Niners** ... **Gossler** also announced that **Pacific Graphics** now has a new printer and can do all of the supplemental graphics we may ever need.



1965 Bardahl crew members speak at the ERCU Awards Banquet in November.

December

The Rules Committee is wrestling with those issues and will report out in **January**. No major changes are anticipated, 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. What ever decisions are ultimately arrived at, the 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**.

Other big stories include: 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.** ... **New Years Day Fun Runs** were scheduled for **Shady Lake** in **Renton** and **Westmoreland Park** in **Portland** ... **Gary Hansen** is building a new "Race HQ" on **Lake Tapps**. He's considering building a 1/10-scale model of the **Miss Red Dot** in the future.

— Story by **Nelson Holmberg**
ERCU Statistician

Jim Clark





Statistics ■ Heat Finish Percentage 2006 & 2007

2006 Vintage Heat Finish Percentage

No.	Name	Boat	Races	Finish	Entered	Pct.
1.	Jesse Robertson	Miss Thriftway (1960)	9	35	36	0.972
2.	Bob VandenAkker	Notre Dame (1963)	13	51	53	0.962
3.	Jim Clark	Miss Bardahl (1967)	8	31	34	0.912
4.	Bob VandenAkker	Notre Dame (1966)	12	37	41	0.902
5.	Gary Hansen	Muvalong	8	31	35	0.886
6.	Bill Smiley	Miss Wahoo	7	24	29	0.828
7.	Ron Hornung	Skip-A-Long	6	19	23	0.826
8.	Henry Marvin	Miss Exide (1964)	12	41	50	0.820
9.	Jeff Campbell	Lil' Buzzard	13	44	54	0.815
10.	Scott Fetterly	Miss Madison (1961)	6	19	24	0.792
11.	Henry Marvin	Hallmark Homes ('72-Red)	6	17	22	0.773
12.	Steve Twardus	Miss Pay 'n Save	6	21	28	0.750
13.	Mark Hansen	Vans PX	7	23	30	0.767
14.	Jason Hartley	Timex II (1972)	10	34	45	0.756
15.	Jeff Campbell	Hallmark Homes ('72-Blk)	11	33	44	0.750
16.	Dawna Gross	Such Crust IV	11	32	43	0.744
17.	Mike Campbell	Notre Dame (1969)	12	37	50	0.740
18.	Ron Daum	Such Crust III	9	25	34	0.735
19.	Patrick Gleason	Miss Spokane	6	16	22	0.727
20.	Jeff Campbell	Evergreen Roofing	13	39	54	0.722
21.	Rick Lentz	Miss Bardahl (1957)	8	23	32	0.719
22.	Ron Hornung	Hurricane IV	7	17	25	0.680
23.	Craig Bradshaw	\$ Bill	8	20	31	0.645
24.	Patrick Gleason	Parco's O-Ring Miss	7	16	26	0.615
25.	Jerry Johnston	Miss Timex (Clock)	8	19	32	0.594
26.	Roger Newton	Miss Bardahl (1968)	6	14	26	0.538
27.	Robbie Roberts	Shanty I	6	6	20	0.300

2006 Modern Heat Finish Percentage

No.	Name	Boat	Races	Finish	Entered	Pct.
1.	Gary Hansen	Miss Cotts Beverage	8	33	34	0.971
2.	Jeff Campbell	Pay 'n Pak (1970)	13	50	55	0.909
3.	Mike Campbell	Country Boy (1973)	13	48	54	0.889
4.	Mark Hansen	Notre Dame (1972)	6	24	27	0.889
5.	Mike Gossler	Circus Circus (1978)	12	42	49	0.857
6.	Nelson Holmberg	Red Man (1973)	11	38	45	0.844
7.	Henry Marvin	Squire (1977)	12	42	50	0.840
8.	Jerry Johnston	Natural Light	8	26	33	0.788
9.	Rick Lentz	U-95	7	25	32	0.781
10.	Craig Bradshaw	Winston Eagle	6	17	22	0.773

2007 Modern Heat Finish Percentage

No.	Name	Boat	Races	Finish	Entered	Pct.
1.	Rick Lentz	U-95	10	38	44	0.864
2.	Brian Gilmore	Gilmore Special (1983)	15	51	63	0.810
3.	Nelson Holmberg	Red Man (1973)	14	47	58	0.810
4.	Mike Campbell	Country Boy (1974)	15	50	63	0.794
5.	Henry Marvin	Frosted Flakes (1993)	11	37	47	0.787
6.	Gary Hansen	Miss Cott's Beverage	8	26	34	0.765
7.	Jerry Johnston	Natural Light	8	25	34	0.735
8.	Patrick Gleason	Thousand Trails	7	21	29	0.724
9.	Steve Twardus	Country Boy (1971)	10	27	38	0.711
10.	Mike Gossler	Circus Circus (1978)	13	38	57	0.667
11.	Jeff Campbell	Pay 'n Pak (1970)	10	27	42	0.643
12.	Doug Brow	Squire Shop (1978)	13	32	53	0.604

2007 Vintage Heat Finish Percentage

No.	Name	Boat	Races	Finish	Entered	Pct.
1.	Bob VandenAkker	Notre Dame (1963)	7	30	30	1.000
2.	Bob VandenAkker	Miss Eagle Electric	10	35	37	0.946
3.	Jeff Campbell	Pay 'n Pak Outrigger	14	53	57	0.930
4.	Scott Fetterly	Miss Madison (1961)	7	25	29	0.862
5.	Mike Campbell	Notre Dame (1969)	15	51	60	0.850
6.	Jeff Campbell	Lil' Buzzard	10	33	39	0.846
7.	Gary Hansen	Muvalong	8	26	33	0.788
8.	Craig Bradshaw	Coral Reef	10	27	38	0.711
9.	Ralph Jorgenson	Sunny Jim (1974)	12	36	51	0.706
10.	Ron Daum	Wildroot Charlie	7	19	27	0.704
11.	Rick Lentz	Miss Bardahl (1958)	10	28	41	0.683
12.	Jerry Johnston	Miss Timex (Clock)	7	20	31	0.645
13.	Henry Marvin	Miss US (1970)	10	23	39	0.590
14.	Monte Steere	Slo-Mo-Shun IV	7	15	27	0.556
15.	Patrick Gleason	Miss Bardahl (1965)	7	15	27	0.556
16.	Jesse Shehan	St. Regis	15	32	58	0.552
17.	Nelson Holmberg	Shanty I (1957)	8	17	31	0.548
18.	Doug Brow	Miss Budweiser (1966)	13	25	48	0.521
19.	Steve Twardus	Miss Seattle Too	8	13	29	0.448
20.	Steve Twardus	Miss Pay 'n Save	7	10	25	0.400



BUILT TO SURVIVE!





Statistics ■ 2007 Season (Final)

Vintage Boat Points

No.	Boat	Driver	CSP	SC	BBM	EC	LEO	PC	RFR	BLM	CC	DC	ST	GC	SSM	BC	CC/APBA	Total	Drops	High Points
1.	Pay n' Pak (1969 Outrigger)	Jeff Campbell	800	1,600	1,500	1,600	1,600	1,200	1,295	1,600	1,600	-	1,400	2,000	1,600	1,500	1,600	20,895	4,795	16,100
2.	Notre Dame (1969)	Mike Campbell	1,200	400	1,200	1,200	1,100	1,400	1,400	1,200	900	1,600	1,325	1,425	1,400	469	1,800	18,019	4,069	13,950
3.	Lil Buzzard	Jeff Campbell	1,100	1,200	1,200	800	1,250	1,400	1,200	-	400	-	1,369	-	-	-	1,595	11,514	0	11,514
4.	Miss Eagle Electric	Bob VandenAkker	-	-	996	975	469	863	919	1,069	807	-	-	1,169	869	925	-	9,061	0	9,061
5.	Sunny Jim (1974)	Ralph Jorgenson®	0	300	525	-	494	654	-	638	544	1,000	-	900	802	1,019	1,394	8,270	300	7,970
6.	Notre Dame (1963)	Bob VandenAkker	1,325	1,050	-	-	-	-	-	-	-	1,094	-	961	1,069	952	1,377	7,828	0	7,828
7.	Muvalong	Gary Hansen	-	-	-	925	494	1,194	-	96	-	-	800	1,300	800	-	1,450	7,059	0	7,059
8.	Coral Reef	Craig Bradshaw	-	525	619	694	577	675	-	800	694	-	450	-	596	750	-	6,380	0	6,380
9.	Miss Bardahl (1958)	Rick Lentz	-	375	-	127	394	0	0	1,094	863	710	850	-	-	938	-	6,285	0	6,285
10.	Miss US (1970)	Henry Marvin	900	1,300	700	400	375	394	225	877	0	-	800	-	-	169	-	6,140	0	6,140
11.	Miss Madison (1961)	Scott Fetterly	760	-	869	-	1,169	569	-	-	-	925	517	1,252	-	-	-	6,061	0	6,061
12.	Miss Budweiser (1966)	Doug Brow®	525	1,169	300	750	225	569	975	-	-	300	400	225	638	300	100	6,476	550	5,926
13.	Vans PX	Mark Hansen	-	-	-	-	1,225	750	-	400	-	-	1,325	900	-	-	-	5,925	0	5,925
14.	Wildroot Charlie	Ron Daum	-	-	-	-	-	-	-	338	1,052	1,269	869	-	619	1,025	400	5,572	0	5,572
15.	St. Regis	Jessie Shehan®	169	450	137	353	169	391	952	596	864	225	436	394	286	169	300	5,891	869	5,022
16.	Miss Thriftway (1960)	R. Newton; D. Newton	1,200	-	-	869	1,000	-	300	-	1,400	-	-	-	-	-	-	4,769	0	4,769
17.	Miss Timex (Clock)	Jerry Johnston	-	-	600	-	525	1,095	1,000	0	-	-	-	0	606	-	871	4,697	0	4,697
18.	Miss Madison (1971)	John Williams	-	-	-	-	700	525	-	-	-	800	0	920	1,425	-	-	4,370	0	4,370
19.	\$ Bill	Ron Hartley®	-	648	-	600	625	-	1,150	-	-	-	-	-	713	-	-	3,736	0	3,736
20.	Shanty I (1957)	Nelson Holmberg®	-	952	769	-	95	-	-	225	-	0	1,094	269	300	-	-	3,704	0	3,704
21.	Slo Mo Shun IV	Monte Steere	694	500	-	-	550	-	-	800	-	1,100	-	-	-	-	-	3,644	0	3,644
22.	Hallmark Homes (1971)	Jason Hartley	1,500	800	-	-	-	-	-	1,259	-	-	-	-	-	-	-	3,559	0	3,559
23.	Slo-Mo-Shun V	N. Steere; M. Steere	882	456	-	-	-	-	-	-	-	1,100	-	-	1,100	-	-	3,538	0	3,538
24.	Miss Pay 'n Save	Steve Twardus	-	850	-	544	800	-	813	0	225	-	-	-	-	-	169	3,401	0	3,401
25.	Slo-Mo-Shun IV (1951)	John Earnest®	589	-	-	787	1,450	-	507	-	-	-	-	-	-	-	-	3,333	0	3,333
26.	Miss Seattle Too	Steve Twardus®	0	-	795	-	225	-	300	400	525	-	-	450	-	300	-	2,995	0	2,995
27.	Miss Bardahl (1968)	Roger Newton	600	-	-	900	816	400	0	0	-	-	-	-	-	-	-	2,716	0	2,716
28.	Miss Wahoo	Bill Smiley	-	-	100	925	625	563	-	719	-	-	-	300	-	-	-	2,669	0	2,669
29.	Miss Bardahl (1965)	Patrick Gleason	395	-	506	-	-	371	-	-	-	-	-	-	169	544	0	2,548	0	2,548
30.	Miss Timex II	J. Hartley, J. Campbell	-	-	-	-	-	-	-	-	-	-	-	1,169	-	1,200	-	2,369	0	2,369
31.	Notre Dame (1966)	Bob VandenAkker	-	638	-	-	-	863	-	-	-	-	836	-	-	-	-	2,337	0	2,337
32.	Miss Bardahl (1967)	Jim Clark	-	-	600	-	769	952	-	-	-	-	-	-	-	-	-	2,321	0	2,321
33.	My Sin	Ron Hornung	-	794	469	-	419	521	-	-	-	-	-	-	-	-	-	2,203	0	2,203
34.	Nitrogen Too	Bob VandenAkker	-	-	-	-	-	-	1,100	-	-	919	-	-	-	-	-	2,019	0	2,019
35.	Miss Thriftway (1955)	Bill Smiley	395	0	-	-	-	619	-	-	-	-	977	-	-	-	-	1,991	0	1,991
36.	Miss Vernors (1975)	H. Price; R. Opfer®	-	-	-	-	-	-	-	-	-	-	-	-	0	596	1210	1,806	0	1,806
37.	Gale V	Ryan Opfer	-	-	-	-	1,125	-	-	-	-	-	469	-	-	-	-	1,594	0	1,594
38.	Tahoe Miss	Gary Vandervander	-	-	-	694	0	-	835	0	-	-	-	-	-	-	-	1,529	0	1,529
39.	Nitrogen	Dave Gardner	-	-	-	-	-	-	-	-	-	850	664	-	-	-	-	1,514	0	1,514
40.	Parcós O-Ring Miss	Gerry Bordon®	-	-	-	-	-	-	-	-	-	-	-	352	169	900	-	1,421	0	1,421
41.	Skip-A-Long	Ron Hornung	-	-	-	-	-	-	-	-	-	225	300	800	-	0	-	1,325	0	1,325
42.	Such Crust III	Ron Daum	648	589	-	-	-	0	-	-	-	-	-	-	-	-	-	1,237	0	1,237
43.	Miss Wickman	John Burkey®	225	300	300	-	-	-	-	400	-	-	-	0	-	-	-	1,225	0	1,225
44.	Hawaii Kai III	Roger Newton	-	-	1,025	-	-	-	-	-	-	-	-	-	-	-	-	1,025	0	1,025
45.	Candyman (1982)	Dawna Gross	-	0	225	-	-	-	-	-	-	-	264	501	-	-	-	990	0	990
46.	Breathless II	Dave Reiser®	550	-	-	338	-	-	-	-	-	-	-	-	-	-	-	888	0	888
47.	Gale V (1954)	Carl Lewis®	-	619	225	-	-	0	-	-	-	-	-	-	-	-	-	844	0	844
48.	Shanty I (1956)	Robbie Roberts	0	-	-	-	-	-	-	-	-	750	-	-	-	0	-	750	0	750
49.	Hurricane IV	Ron Hornung	-	-	-	-	-	-	-	-	394	356	-	-	-	-	-	750	0	750
50.	Wayfarers Club Lady	Ryan Bradshaw®	-	-	-	-	-	-	-	225	0	-	-	492	0	-	-	717	0	717
51.	Miss Budweiser (1971)	Craig Bradshaw	-	-	-	-	-	-	-	-	600	-	-	-	-	-	-	600	0	600
52.	Miss Spokane (1960)	Patrick Gleason	225	-	225	-	0	-	-	-	-	-	-	-	-	95	-	545	0	545
53.	Hurricane VI	Nelson Holmberg®	-	-	525	-	-	-	-	-	-	-	-	-	-	-	-	525	0	525
54.	Miss Everett	Howard Price	-	-	-	-	-	-	-	-	-	300	-	169	-	-	-	469	0	469
55.	Such Crust IV	Dawna Gross	-	-	-	-	-	-	-	-	-	-	-	-	-	395	-	395	0	395
56.	Miss Pepsi	Ron Daum	-	-	-	-	275	-	-	-	-	-	-	-	-	-	-	275	0	275

Modern Boat Points

No.	Boat	Driver	CSP	SC	BBM	EC	LEO	PC	RFR	BLM	CC	DC	ST	GC	SSM	BC	CC/APBA	Total	Drops	High Points
1.	Country Boy (1974)	Mike Campbell	1,600	1,600	825	1,600	969	1,100	1,100	254	1,200	485	1,500	2,000	1,425	1,200	2,000	18,858	3,633	15,225
2.	Pay n' Pak (1970)	Jeff Campbell	569	1,500	1,121	800	1,100	1,200	400	-	925	-	1,100	-	-	300	1,500	10,515	300	10,215
3.	Red Man (1973)	Nelson Holmberg	788	451	281	-	863	1,169	807	1,019	600	1,094	662	1,425	338	1,000	869	11,366	1,670	9,696
4.	Circus Circus (1978)	Mike Gossler	0	1,069	1,200	569	700	1,000	725	750	-	700	738	775	1,500	1,069	-	10,795	1,269	9,526
5.	Gilmore Special (1983)	Brian Gilmore®	450	554	563	1,150	694	775	879	625	1,075	825	821	738	1,225	619	895	11,888	2,811	9,077
6.	Frosted Flakes (1993)	Henry Marvin	1,100	750	1,227	1,125	415	652	1,021	925	1,169	-	300	-	-	-	-	9,022	300	8,722
7.	Squire Shop (1978 - Red)	Doug Brow	800	752	871	0	1,120	151	1,000	-	-	752	0	1,295	320	895	569	8,525	0	8,525
8.	Miss Cott Beverage	Gary Hansen	-	-	-	664	825	1,250	-	1,069	-	-	1,250	450	1,100	-	1,125	7,733	0	7,733
9.	Country Boy (1971)	Steve Twardus	825	844	1,125	1,052	469	-	700	752	300	-	525	-	-	-	600	7,192	0	7,192
10.	U-95	Rick Lentz	-	723	-	-	450	380	938	-	422	673	863	704	-	994	609	6,756	0	6,756
11.	Notre Dame (1972)	Mark Hansen	-	-	-	400	925	-	1,500	-	-	-	550	1,495	700	-	-	5,570	0	5,570
12.	Natural Light	Jerry Johnston	-	-	579	-	677	706	675	319	-	-	-	750	427	-	844	4,977	0	4,977
13.	Thousand Trails	Patrick Gleason	750	-	95	-	264	1,052	-	-	-	-	-	-	896	582	879	4,518	0	4,518
14.	Squire (1977)	Ron Hartley	0	1,050	-	869	1,325	-	414	-	-	-	-	-	681	-	-	4,339	0	4,339
15.	Lincoln Thrift	Bob VandenAkker	994	-	779	675	-	882	-	-	-	-	-	-	-	-	873	4,203	0	4,203
16.	Miss Madison (1978)	Nelson Holmberg	1,050	458	750	-	779	716	352	-	-	-	-	-	-	-	-	4,105	0	4,105
17.	T-Plus	Nigel Steere	700	1,100	-	-	-	-	-	-	-	1,325	-	-	927	-	-	4,052	0	4,052
18.	Pay n' Pak (Gold - 1971)	Craig Mullen®	494	-	-	-	-	100	1,325	-	-	1,096	1,000	-	-	-	-	4,015	0	4,015
19.	Miss Vernors (1976)	Mick Shutt®	518	-	-	-	-	537	191	-	746	-	-	1,263	-	-	546	3,801	0	3,801
20.	Miss Budweiser (1973)	R. Roberts®	469	-	-	-	-	-	-	-	-	-	540	-	919	-	1,163	3,091	0	3,091
21.	Winston Eagle	Craig Bradshaw	-	-	-															



Jim Clark



thanks to our sponsors



BUILT TO SURVIVE!



While it's not physically the oldest boat in ERCU, no other boat in the club is a duplicate of a boat older than Ron Hornung's model of the 1938 My Sin.

February

Sun	Mon	Tue	Wed	Thu	Fri	Sat
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	

ERCU Member Meeting
Noon, Red Dot Headquarters

2008



E-RCU News

Publisher
Rick Lentz

Editor/Designer/Reporter
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Reporter
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