

# ERCU



## THE NEWSLETTER

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### Up Next

**July 22** ..... Columbia Cup  
*The Lake of Tualatin Commons,  
Tualatin, Oregon*

**July 27-28** ..... ERCU Exhibition  
with RCU  
*Family Fishing Pond, Columbia Park,  
Kennewick, Washington*

**August 12** ..... Diamond Cup  
*Pipe Lake,  
Covington, Washington*

### On the Web

**ERCU Chat Group**  
[groups.yahoo.com/ercu-hydros](http://groups.yahoo.com/ercu-hydros)

**Noslen Communication**  
[www.noslencommunication.com](http://www.noslencommunication.com)

**KNDU HydroInsider - Tri-Cities**  
[www.hydroinsider.com](http://www.hydroinsider.com)

### Stat of the Month

**=** In two races at Tualatin, rookie Brian Gilmore has finished second and fifth in the finals.

### ERCU Trivia

**?** ERCU, celebrating its fifth birthday in 2007, has never held a race that commemorates the Tri-Cities' summer favorite, the Columbia Cup.

## Mark Hansen gets first modern win

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, then cruised to the win with his 1972 Notre Dame.

**Jeff Campbell** won the vintage final, driving the nearly unstoppable 1969 Pay 'n Pak Outrigger.

A total of 19 vintage boats and 10 modern boats



*Mark Hansen got a great start and held off all challengers in the final of the Bernie Little Memorial, to win a modern final for the first time.*

showed up for the fourth annual Bernie Little Memorial Regatta presented by Pacific Graphics.

The race marked the halfway point of the 2007 ERCU Red Dot Championship Series presented by Bullithead Design.

Sunny skies and rough water were the order of the day, while racing was fast and furious as is the norm for the Bellevue Pond.

The preliminary heats saw lots of

crashing, bashing and equipment issues, which

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## "Fan Plan" fun for all at Tualatin

At the Rose Festival RC Regatta, it was Campbell Racing that again swept the finals, but one guy did it all this time.

When the "Fan Plan" was introduced as the format of the inaugural Rose Festival RC Regatta presented by Cougar Racing Team, the response was one questioned by hesitancy.

But, as expected, the race at the Lake of Tualatin Commons turned out to be a

Ron Hartley



*Mike Campbell won the vintage class with his 1969 Notre Dame, and for the first time this year, also won the modern class with his Country Boy at the same event.*

lot of fun – especially for three guys who haven't recently been regulars in the finals.

The format allowed for the top 10 modern boats (in season points) and the top 8 vintage boats (dictated by turnout) to run against one another in hand-drawn heats all day long. That meant the boats outside of the top 10/8 in season points also raced against one

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# THE MILL

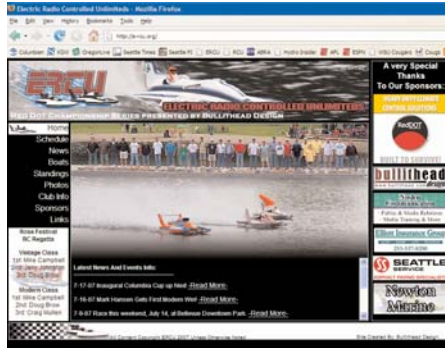
ERCU news briefs

## First Columbia Cup up next

Sunday, July 22 marks the third and final race at the Lake of Tualatin Commons - the inaugural ERCU Columbia Cup - for this season. The race site has earned high praise, and will more than likely return to the ERCU schedule next year, and into the future. The Columbia Cup will follow the usual ERCU format of three preliminary heats (five laps each), with connies and a final, and it does count toward the Red Dot Championship. The only difference about this race from previous ERCU races this year is that the race will not be the winner-take-all format. This will be a points race, meaning the order of finish when all is said and done is based on the total points accumulated throughout the day. The club's equipment trailer is in Vancouver, and the race course will be set up on Saturday night (July 21). If you have been to the new Tualatin race site, you know it's a great place to run. If not, you need to come on down. It's a fun place to race, and it is only a two-and-a-half hour drive from the Puget Sound area. After conversations around the pits at the Bernie Little Memorial, it sounds like it's fair to expect a good turnout. The weather forecast is for sunny and 81 degrees. Don't forget, the next race after this one isn't for three more weeks (Diamond Cup, August 12), so if you need your boat racing fix, this is a great chance to get it!

## Website is a work-in-progress

We appreciate everyone's patience with the development of our new website. Bullthead Design, one of our new sponsors, is putting together the new site as we tell them what it is we want. The base design has been finished for nearly a month, and we continue to work together to make it exactly what everyone in the club expects. We're currently in the process of building a new landing page for when you click on boats. Soon, the photos of boats will be back, and when you click on the photo, if that boat's owner has provided a boat bio, you'll get that. If not, you won't be able to click on the photo. We're also working on directions to each of the race sites, which you'll be able to get from the schedule page; and also soon, a For Sale page. There will be other, more subtle items as we continue to get the website to a point of being finished. If your boat bio isn't on the website when the pictures go up, that means we don't have a bio from you for it. A number of members received blank (or somewhat blank, anyway) boat bio forms by e-mail in mid-July. They're also available at the race sites. Be sure to ask, if your boat isn't featured on the website. Thanks for your support, patience and assistance.



BIG BOAT news

■ **U-1 Formula Boats** - Mike Allen rode up a roostertail in the third heat at Evansville turning over and landing right side up. Mike suffered a broken thumb and hull damage kept him out of the final heat. At Madison the U-1, didn't make the final heat. In the final at the Gold Cup, Mike went over again, doing a 360 degree flip & landing upside-down. He's okay, but re-injured his hand and arm. Points after three races: 1,713

■ **U-3 Cooper Motorsports** - Jimmy King finished a respectable third at Evansville, and made the final heat at Madison, but had to shut down, posting a DNF. Likewise, in the Gold Cup, with a DNF in the final. Points after three: 3,065.

■ **U-5 Formula Boats** - Driver Jeff Bernard went up & over, doing a 360 degree flip at Evansville, and thanks to a hard-working crew, made it into the final, then opted out of the provisional heat. Earlier the U-5 was dropped nose first into the river, when the lifting straps failed. The U-5 did not make the final at Madison, and withdrew in the re-start of the Gold Cup final. Points after three: 1,502

■ **U-6 Oh Boy! Oberto** - The City of Madison took ownership of the new Oh Boy! Oberto, and Steve David put some scrapes on the new paint job, but still managed a seventh place finish at Evansville. Steve then drove his new charger to three heat wins in Madison, and placed second overall in the final. In the Gold Cup re-start of the final he placed second overall, steadily improving race to race. Points after three: 3,855.

■ **U-10 Ahern Rentals** - Rookie David Bryant placed a respectable fifth in the final at Evansville, and was running well at Madison before a prop failure in Heat 2-A put him out of the rest of the race, with visible damage to transom. The U-10 team withdrew from the Gold Cup. Points after the first two: 780



■ **U-13 Spirit of Detroit** - J. Michael Kelly got into the final when Jeff Bernard opted out at Evansville and went on to finish fifth overall. At Madison Kelly brought the U-

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a moment with ▼

## KERRY KJOS

- Family:**..... Two sons I adopted, Gabe & Skooter
- City he calls home:**..... Fairview, Ore.
- Job (when not boating):**Teaching assistant in K-5 grade school. Working now with kindergarten and first grade.
- College Football Loyalty:**My son Gabe is at U of O in Eugene, so I root for the Ducks.
- Favorite Current Unlimited Hydro:**..... Beacon Plumbing
- Favorite Unlimited Hydro of the past:**..... 1959-1963 Miss Thirtway
- Boats he races in ERCU:**..... 1960 National Champ, Miss Thirtway
- What was your first car?**..... 1965 Dodge Dart
- What was your first job?**..... Washing dishes in my grandparents' restaurant
- When and how did you get involved in scale racing?**..... I got involved in 1980. Before that, I raced limited hydros with the Campbell brothers' father, Larry Campbell so it was a natural progression to model unlimited hydroplanes.
- Have you ever had a manicure/pedicure?:**..... NO. NEVER
- Coke or Pepsi?**..... Coke. The REAL thing



Dave Villwock, driving the Miss Elam Plus, won the 2007 APBA Gold Cup - his sixth. The Gold Cup was Villwock's 54th career race victory.



# THE MILL

The 1978 Miss Madison is for sale. It's advertised without ESC, radio or motor. Hull and hardware for \$300.

## ERCU news & rumors

If you're really interested in getting a race-ready boat, Nelson will consider making a deal for the ESC, radio and motor. This Miss Madison is currently 9th in modern boat standings after just six races. Had a 1,050-point day and third place in the final right out of the box. Plywood construction. Contact **Nelson Holmberg** at n.holmberg@comcast.net . . . Speaking of the Holmbergs, Nelson's dad **Fred** has been to several races over the last two years, including the President's Cup this season, and he's decided he's



hooked . . . He's purchased a Karelsen hull from **Jeff Campbell**, and is in the process of building the 1973 U-8 Red Man roundnose . . . **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 **Craig 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, Patrick Gleason, Nelson Holmberg, Jim Clark, and Bob VandenAkker** . . . **Craig Bradshaw** is reportedly going to deliver the hull for the 1967 Miss Budweiser to Nelson Holmberg at the Columbia Cup . . . Craig also ran the Winston Eagle for the first time in 2007 at the Bernie Little Memorial. It was good to see it again . . . Speaking of vintage Miss Budweiser boats, **Mick Shutt's** 1972 Miss Budweiser is expected to be finished in time for the Columbia Cup, where it will make its debut with AstroFlight power. The boat was built in 2003 by **Geof Amos** and finished by Mick this year.



## BIG BOAT news

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13 to a respectable third place overall. Again at the Gold Cup Kelly brought the U-13 to a third place finish. Points after three: 2,409.

■ **U-16 Miss Elam Plus** - **Dave Villwock** held his annual driving clinic at Evansville, keeping Ellstrom's orange speedster down on the water, and into the winner's circle. At Madison, Villwock again made the winner's circle, despite a bad start in the final. After a perfect day at Detroit, winning each heat and the final Villwock walked off with his 54th race win and sixth Gold Cup victory. With the short season half-over, Ellstrom is the odds on favorite to win it all. Points after three: 4,925

■ **U-17 Red Dot presents Our Gang Racing** - By early July, the Our Gang Racing entry was still under construction with the crew working around the clock seven days a week. The hull has been lowered from the loft, and now gets the wiring, systems & paint. See www.ourgangracing.com for their progress.

■ **U-21 Freedom Racing Team** - Still under construction, the new hull did not make it to Evansville, or Madison, and was scratched from the Gold Cup. Now painted the hull is beautiful! Follow the last minute progress at the website: www.u21racing.com.

■ **U-25 Superior Racing Team** - **Ken Muscatel** had a DNF at Evansville and then on to Madison, where he had a podium third place finish in heat 3-A, but did not make the final heat. Feeling ill at Detroit, Muscatel turned the helm over to **Greg Hopp** whose U-100 was withdrawn in earlier racing. Greg brought the baby blue U-25 in to a fourth place finish at the Gold Cup. Points after three: 1,909.

■ **U-37 Miss Beacon Plumbing** - Beacon Plumbing was in clear water but caught some wind and did a 360 degree flip at Evansville. Very little damage got him into the final and a very respectable second place overall. At Madison, **Jean Theoret** fought hard all day, got into the final and settled for a fourth overall. Theoret had a bad day at the Gold Cup, not making the final heat. Points after three: 2,997.

■ **U-48 Lakeridge Paving** - Lakeridge Paving had some additional seat time for driver **David Williams** in Seattle in a late June test at Stan Sayres Park. The U-48 won't race until the Tri-Cities, in late July.



■ **U-100 Mirage Boats** - **Greg Hopp** brought Leland's turbine entry into a fourth place finish at Evansville. The U-100 did not get any testing or qualifying at Madison, due to debris in the river, but Hopp who drove hard all day, won heat 2-C and made the final, only to have a DNF. After mechanical problems Leland withdrew the U-100 in early heat racing at the Gold Cup, allowing Hopp to drive **Ken Muscatel's** U-25. After three: 1,979 points and Greg Hopp as a driver has 2373 points.

Compiled by Kirk Pagel

## 2007 schedule

(subject to change)

APRIL	Date	Event	Location
	15	Champion Spark Plug	Centralia
	29	Silver Cup	Bellevue

MAY	Date	Event	Location
	12	Bill Brow Memorial	Marysville
	26	Oregon Emerald Cup	Tualatin, Ore.

JUNE	Date	Event	Location
	3	Leo Vandenberg	Lake Pleasant
	9-10	President's Cup	Lake Wilderness
	24	Rose Festival Regatta	Portland

JULY	Date	Event	Location
	15	Bernie Little Memorial	Bellevue
	22	Columbia Cup	Tualatin, Ore.

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

### SEPTEMBER

Date	Event	Location
8-9	Gold Cup	Lake Wilderness
23	Sayres Memorial	Cherokee Bay
30	Apple Cup exhibition	Chelan

### OCTOBER

Date	Event	Location
7	Brewers Cup	Shady Lake
14	Cascade Cup/ <b>Natis</b>	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





Ron Hartley



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another all day as well.

**Bob VandenAkker** brought out the Nitrogen Too for the first time this year, and had a great day, scoring 1,100 points in the second division, and rookie **Jessie Shehan** had a great day as well. As the top two boats in the lower-points division, they both earned spots in the vintage final. It was Shehan's first career final.

When Bob scratched the Nitrogen Too, it opened a spot in the seven-boat field, and it didn't take long for Jerry Johnston – who also came from the lower-points group – to find himself in that spot.

In the modern class, **Craig Mullen** had a fantastic day with the 1971 Pay 'n Pak. Not only was he the high points boat in the lower-points group – he outscored all modern racers with 1,325 points and finished third in the modern final.

**Rick Lentz** was also a benefactor of the Fan Plan, with a 938-point day from the "Wingless Wonder" U-95. Lentz was fourth in the modern final.

The plot of the story was the good racing, and the fun had by everyone who attended. It's relevant to report that not a single boat, through all of the hotly-contested racing, and two seven-boat finals, hit the concrete walls around the lake.

The sub-plot, of course, was the race winner. Yes, we said "winner" – singular.

**Mike Campbell** swept both the modern and vintage classes at the Rose

## Mike Campbell Sweeps Rose Festival

Festival RC Regatta.

It wasn't easy for Mike, though. In the modern final, he had to chase down **Doug Brow**, who absolutely nailed the start and had a huge lead into the first turn. Two laps later, Mike was closing fast, and by the time the end came, it was the 1974 Country Boy that had the huge lead.

Brow finished second with the 1978 Squire Shop, followed by Mullen's 1971 Pay 'n Pak – but that's a whole different story. Fourth place in the modern final went to Lentz with the U-95. **Brian Gilmore** – who, judging by racing results, seems to really like the Tualatin race site – finished fifth and **Henry Marvin** was sixth with the Frosted Flakes. **Steve Twardus** also earned a spot in the final with his 1971 Country Boy, but was unable to finish.

**Mike Gossler** won the modern connie with his 1978 Circus Circus, and a \$25 cash prize, provided by Cougar Racing Team, which sponsored the race. Goss was followed in the connie by **Ron Hartley** in the 1977 Squire, **Nelson Holmberg** in the 1973

Red Man, **Roger Newton** in the 1976 Olympia Beer and **Mick Shutt** in the 1976 Vernor's.

Mike Campbell also won the vintage final with the 1969 Notre Dame, after **Jeff Campbell's** 1969 Pay 'n Pak Outrigger blew over, landed right side up, stalled, and eventually finished the heat sixth.

Before the spectacular front-straight flip, Jeff looked like a lead-pipe-lock for another vintage win.

Johnston, who finished second in the vintage final, had won the vintage connie, and chose to race in the final rather than collect the \$25 cash prize. Third in the vintage final went to Brow with the 1966 Miss Budweiser, followed by VandenAkker and the Eagle Electric in fourth, Shehan in the St. Regis and Jeff Campbell. Marvin, driving the Lil' Buzzard, didn't finish.

The vintage connie second-place finisher, Hartley with the \$ Bill, collected the \$25 and was followed by Twardus with the Miss Pay 'n Save. Lentz's 1958 Miss Bardahl and Marvin's 1970 Miss U.S. didn't finish.

A total of 31 boats (15 modern, 16 vintage) turned out for the race, officially sanctioned by the Rose Festival – all but five of which came from outside the Portland metropolitan area.

Special thanks go out to Brow and Lentz for pulling the trailer, helping with setup and breakdown, loading and unloading the trailer, and more. Big thanks also to Jeff Campbell for setting the course on Saturday night and for helping out as chief referee throughout the racing day. Newton also helped with the race announcer and referee duties, **John Earnest** took care of ordering and picking up the trophies, and to Cougar Racing Team for ponying up the dough to pay the Rose Festival for its sanction fees, and helping to cover the cash prizes for the connies. Thanks, too, to John and **Dianne Earnest** for their sponsorship which went toward cash prizes and helped to pay for trophies.

To everyone who helped out, but whose names weren't mentioned, please know that everyone's efforts are much appreciated.



The "Tualatin Winds" get the best of Henry Marvin's Miss U.S., and the boat performed a classic blowover.

Ron Hartley



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translated into a lot of DNFs throughout the day.

The vintage second connie consisted of the Timex clock driven by **Jerry Johnston**, the Shanty I driven by **Nelson Holmberg**, **Ron Daum's** Wildroot Charlie, **Gary Hansen's** Muvalong, and the Miss Wickman driven by **John Burkey**. By the time the checkered flag dropped only the Wickman was still running.

The first connie saw some good racing action with the Miss U.S. Driven by **Henry Marvin** out running the Wahoo driven by **Bill Smiley**, the Sunny Jim driven by **Ralph Jorgenson**, the Tahoe Miss driven by **Gary Levander**. Not finishing were the St Regis, Seattle Too, and the Vans PX.

The vintage final consisted of seven boats. The Coral Reef driven by **Craig Bradshaw** did not finish, nor did **Monte Steere** driving the Slo-Mo-Shun IV, **Henry Marvin** driving the Miss U.S.

## Jeff Campbell wins another final

from the trailer spot finished fifth for the day. Fourth went to the ever-steady **Bob VandenAkker** driving the Eagle Electric, third went to **Jason Hartley** driving the Hallmark Homes, second went to **Mike Campbell** driving the Notre Dame.

The modern connie consisted of the 1971 Country Boy of **Steve Twardus**, the Natural Light of **Jerry Johnston**, the Gilmore Special driven by **Brian Gilmore**, the Winston Eagle of **Craig Bradshaw**, and the Country Boy driven by **Mike Campbell**. After a large first lap crash involving the Winston Eagle and the 1974 Country Boy, it was the Gilmore Special taking the victory and moving to the final as the trailer.

In the final it was all Hansen, as the father-son team ran first and second for most of the five laps.

In the end it was **Mark Hansen** driving the 1972 Notre Dame taking the victory followed closely by his dad, **Gary Hansen**, driving the Cott Beverage. Third

place went to the taped-together Frosted Flakes driven by **Henry Marvin**. Fourth went to the ever-consistent **Nelson Holmberg** driving the Red Man. Not finishing were the Gilmore Special and the race sponsor **Mike Gossler** driving the Circus Circus.

After regular racing had concluded there were three special heats of racing.

**Bob VandenAkker** with the Eagle Electric won the annual vintage dash for cash.

The dash for miscellaneous prizes was won by **Monte Steere** with the Slo-Mo.

Finally, the vintage-modern dash for fun was won by **Jason Hartley** driving the Hallmark Homes.

Special thanks go out to all who helped put on a fun race day, including **Mike & Patty Gossler** for providing the trophies, **Bob VandenAkker**, **Jessie Shehan** and **Fred Holmberg** for rescuing all the dead boats, and **Ron Daum** for helping with the computer.

ERCU promotional opportunity

## show off your boats at seafair!

All hydroplane racers have been invited to participate in Seafair's HydroMania Fan Fest event in conjunction with our Big Boat Brethren.

Below is the letter inviting us to the Seafair event to be held on July 31, 2007 from 3-8 p.m.

To: Unlimited Hydroplane Race Teams; Unlimited Light Hydroplane Racing Teams; G-Boat Racing Teams; Lighter Than Light Racing Teams; Hydroplane Raceboat Museum; R/C Unlimiteds; and ERCU.

From: Steve Sposari, Seafair Volunteer  
Re Seafair Hydro Mania Fan Fest!

Seafair is proud to inform you of an event developed to generate interest and awareness of the spectacular sport of Hydroplane Racing. The HydroMania Fan Fest will be held at the Seattle Center on Tuesday, July 31, 2007 from 3-8 p.m. This is an opportunity to showcase your equipment, provide your sponsors with additional exposure and give the public the opportunity to learn more about the sport.

In addition, we will be conducting an all-day autograph session so the public can meet and greet the drivers. This is a great opportunity to generate interest in your racing team and sponsors while also promoting the upcoming Chevrolet Cup to be held on August 5.



KMPS radio will be conducting interviews and broadcasting live from the event. Listeners will also be able to call into the event and ask questions about Hydroplane racing and your specific racing team. The hope is that Drivers, Crew Chiefs and Owners will be available to answer their questions.

Seafair is requesting you bring your boat, driver and crew to this event in their race team uniforms. The event is being held directly across the street from Fisher Plaza where the Chevrolet Cup Press Conference will take place earlier in the day. The schedule is as follows:

**Event time frame:**  
3-8 p.m. (Live radio from 3-7 p.m.)

Set up in Seattle Center: 1-2:45 p.m.  
Autograph sessions: Continuous 3-8 p.m.  
Tear down: 8-9 p.m.

Seafair will have staff on-site to assist with logistics.

We invite and encourage your participation in Seafair HydroMania. Contact me at (206) 999-4989 or respond via e-mail by clicking here. I am available at your convenience to answer any questions you might have.

This is now an annual event and listed on all Seafair schedules. It is a great chance to promote the sport of hydroplane racing, the Chevrolet Cup and your specific race team.

A more detailed information package will be sent to you once we have your commitment.

For more information, contact Steve Sposari at (206) 999-4989, or by email at [SSPO@skfoodgroup.com](mailto:SSPO@skfoodgroup.com).



## Statistics ■ Career Driver Points

### Vintage Class Career Points

No.	Name	2007	2006	2005	2004	2003	Total Pts.
1.	Jeff Campbell	11,395	12,638	12,014	9,844	1,150	47,041
2.	David Newton	1,116	4,213	13,113	12,230	13,550	44,222
3.	Mike Campbell	9,100	8,992	10,311	8,064	5,557	42,024
4.	Bob VandenAkker	7,666	11,321	9,568	3,576	1,276	33,407
5.	Bill Smiley	3,383	7,737	5,015	6,835	7,579	30,549
6.	Roger Newton	2,925	4,663	6,240	8,083	5,569	27,480
7.	Jim Clark	2,321	7,368	4,667	6,372	6,294	27,022
8.	Henry Marvin	5,171	7,617	7,946	3,761	0	24,495
9.	Ron Daum	1,900	4,983	7,979	8,730	0	23,592
10.	Ron Hornung	2,203	7,427	4,027	9,103	0	22,760
11.	Monte Steere	1,744	3,064	4,521	4,748	6,196	20,273
12.	Rick Lentz	896	3,387	5,997	5,377	4,463	20,120
13.	Jason Hartley	3,550	10,552	5,809	0	0	19,911
14.	Jim Lilly	0	779	5,619	7,099	6,354	19,851
15.	Steve Twardus	2,889	4,887	4,793	3,069	0	15,638
16.	Gary Hansen	2,709	8,633	2,909	0	0	14,251
17.	John Williams	1,225	3,086	2,496	1,800	4,102	12,709
18.	Mark Hansen	2,375	8,478	788	0	0	11,641
19.	Jesse Robertson	0	11,209	0	0	400	11,609
20.	Craig Bradshaw	3,890	4,043	2,684	0	0	10,617
21.	Nigel Steere	1,338	2,343	3,794	672	1,425	9,572
22.	David Gardner	0	2,250	3,845	3,357	0	9,452
23.	David Lilly	0	0	450	4,135	4,207	8,792
24.	Tony Perman	0	0	0	2,700	5,037	7,737
25.	Scott Fetterly	3,367	3,957	0	0	0	7,324
26.	Jerry Johnston	3,220	4,085	0	0	0	7,305
27.	Robbie Roberts	0	1,677	4,976	521	0	7,174
28.	Dave Helton	0	0	0	2,756	3,025	5,781
29.	Mike Gossler	0	0	0	5,655	0	5,655
30.	Dawna Gross	225	5,213	0	0	0	5,438
31.	Kevin Porter	0	0	0	0	5,391	5,391
32.	John Earnest	3,333	1,921	0	0	0	5,254
33.	Patrick Gleason	1,571	3,068	0	0	0	4,639
34.	Doug Brow	4,513	0	0	0	0	4,513
35.	Nelson Holmberg	2,041	1,407	0	750	0	4,198
36.	Gary Levander	1,529	1,431	0	846	300	4,106
37.	Steve Brown	0	0	0	225	3,686	3,911
38.	Joe Hewitson	0	0	0	1,169	2,600	3,769
39.	Jessie Shehan	3,217	0	0	0	0	3,217
40.	Vinnie Donati	0	0	0	3,127	0	3,127
41.	John Burkey	1,225	1,679	0	0	0	2,904
42.	Ron Hartley	2,723	0	0	0	0	2,723
43.	Ralph Jorgenson	2,611	0	0	0	0	2,611
44.	Grady Steere	0	320	2,189	0	0	2,509
45.	Gale Whitestine	0	0	1,769	0	0	1,769
46.	Pat Malyspina	0	0	1,756	0	0	1,756
47.	Ryan Opfer	1,125	563	0	0	0	1,688
48.	Kerry Kjos	0	0	0	1,219	0	1,219
49.	John Dyer	0	0	1,150	0	0	1,150
50.	Lee Robertson	0	0	0	0	1,100	1,100
51.	Bill McGraw	0	0	0	0	1,094	1,094
52.	Doug Gunter	0	0	0	1,075	0	1,075
53.	Jeff Stubbers	0	0	0	0	900	900
54.	Harry Gatjens	0	0	0	869	0	869
55.	Carl Lewis	844	0	0	0	0	844
56.	Craig Mullen	0	831	0	0	0	831
57.	Don Mock	0	0	0	0	794	794
58.	Dave Reiser	550	225	0	0	0	775
59.	Howard Price	0	423	0	0	0	423

### Modern Class Career Points

No.	Name	2007	2006	2005	2004	2003	Total Pts.
1.	Mike Campbell	9,048	13,521	13,348	11,850	0	47,767
2.	Jeff Campbell	6,690	13,650	12,125	11,744	0	44,209
3.	Mike Gossler	6,013	9,921	8,172	0	0	24,106
4.	Steve Twardus	6,398	4,215	5,429	5,090	0	21,132
5.	David Newton	0	1,100	9,284	2,045	5,325	17,754
6.	Gary Hansen	3,808	8,807	4,513	0	0	17,128
7.	Henry Marvin	7,215	8,920	0	0	0	16,135
8.	Nelson Holmberg	5,303	7,688	1,769	0	0	14,760
9.	John Williams	994	3,124	2,596	2,744	5,300	14,758
10.	Mark Hansen	2,825	5,807	5,490	0	0	14,122
11.	David Gardner	1,957	1,400	3,401	6,170	0	12,928
12.	Rick Lentz	1,553	4,571	5,348	395	0	11,867
13.	Gale Whitestine	0	1,852	4,683	2,400	0	8,935
14.	Jerry Johnston	2,956	4,929	0	620	0	8,505
15.	Doug Brow	4,694	3,589	0	0	0	8,283
16.	Roger Newton	1,297	3,908	694	0	950	6,849
17.	Brian Gilmore	5,690	0	0	0	0	5,690
18.	Bob VandenAkker	3,330	0	1,239	1,046	0	5,615
19.	Craig Bradshaw	2,280	3,239	0	0	0	5,519
20.	Ron Hartley	3,658	1,530	0	0	0	5,188
21.	Nigel Steere	1,800	3,338	0	0	0	5,138
22.	Doug Gunter	0	0	0	2,713	0	2,713
23.	Craig Mullen	1,919	502	0	0	0	2,421
24.	Dave Sacry	0	0	2,309	0	0	2,309
25.	Jesse Robertson	0	1,950	127	0	0	2,077
26.	Patrick Gleason	2,011	0	0	0	0	2,011
27.	Bill Smiley	1,400	0	0	0	0	1,400
28.	Robbie Roberts	0	1,290	0	0	0	1,290
29.	Mick Shutt	1,246	0	0	0	0	1,246
30.	Ron Hornung	0	0	0	825	0	825
31.	Jason Hartley	0	0	638	0	0	638
32.	Robert Roberts	469	0	0	0	0	469
33.	Howard Price	0	0	0	450	0	450
34.	David Lilly	0	0	281	0	0	281
35.	Scott Fetterly	64	0	0	0	0	64
36.	Dave Helton	0	0	0	0	0	0



Bill Muncey, 1972, the best so far. Kirk Pagel photo.

## Can Villwock go 6-for-6?

With the ABRA season now half over **Dave Villwock** is poised for a season sweep with Ellstom's U-16 in all six races.

This feat has not been accomplished in the modern era, since the unlimited class came to fruition in 1946.

In 1962, **Bill Muncey**, took the U-60 Century 21 to 6 out of 7 race wins, posting a DNF in that 7th race, the Harrah's Tahoe Trophy race.

Then in 1972 Muncey, driving Schoenith's U-71 Atlas Van Lines, took six of seven races, placing second in the President's Cup.

Nearly perfect!

One last time in 1978, Muncey driving his "Blue Blaster" U-00 Atlas Van Lines took six of seven races on the season, with a fifth place in the Columbia Cup keeping him from the elusive "sweep".

After sixty seasons, no other driver in a single boat has come close. Budweiser had two hulls in both 1986 and again in 1998 with one team loss, so the single boat record looms large.

Now in 2007, the question is; Can Dave Villwock go six for six? The next three races will tell, so stay tuned!

— Kirk Pagel



**SEATTLE SERVICE**

**ASPHALT PAVING SPECIALISTS**



## Statistics ■ 2007 Season (through eight races)

### Vintage Boat Points

No.	Boat	Driver	CSP	SC	BBM	EC	LEO	PC	RFR	BLM	CC	DC	ST	GC	SSM	BC	CC	Total
1.	Pay 'n' Pak (1969 Outrigger)	Jeff Campbell	800	1,600	1,500	1,600	1,600	1,200	1,295	1,600								11,195
2.	Notre Dame (1969)	Mike Campbell	1,200	400	1,200	1,200	1,100	1,400	1,400	1,200								9,100
3.	Lil Buzzard	Jeff Campbell	1,100	1,200	1,200	800	1,250	1,400	1,200	-								8,150
4.	Miss Eagle Electric	Bob VandenAkker	-	-	996	975	469	863	919	1,069								5,291
5.	Miss US (1970)	Henry Marvin	900	1,300	700	400	375	394	225	877								5,171
6.	Miss Budweiser (1966)	Doug Brow®	525	1,169	300	750	225	569	975	-								4,513
7.	Coral Reef	Craig Bradshaw	-	525	619	694	577	675	-	800								3,890
8.	Notre Dame (1963)	Bob VandenAkker	1,325	1,050	-	-	-	1,400	-	-								3,775
9.	Hallmark Homes (1971)	Jason Hartley	1,500	800	-	-	-	-	-	1,259								3,559
10.	Miss Thriftway (1960)	R. Newton; D. Newton	1,200	-	-	869	1,000	-	300	-								3,369
11.	Miss Madison (1961)	Scott Fetterly	760	-	869	-	1,169	569	-	-								3,367
12.	Slo-Mo-Shun IV (1951)	John Earnest®	589	-	-	787	1,450	-	507	-								3,333
13.	Miss Timex (Clock)	Jerry Johnston	-	-	600	-	525	1,095	1,000	0								3,220
14.	St. Regis	Jessie Shehan®	169	450	137	353	169	391	952	596								3,217
15.	\$ Bill	Ron Hartley®	-	648	-	600	625	-	1,150	-								3,023
16.	Miss Bardahl (1968)	Roger Newton	600	-	-	900	816	400	0	-								2,716
17.	Sunny Jim (1974)	Ralph Jorgenson®	0	300	525	-	494	654	-	638								2,611
18.	Slo Mo Shun IV	Monte Steere	694	500	-	-	550	-	-	800								2,544
19.	Vans PX	Mark Hansen	-	-	-	-	1,225	750	-	400								2,375
20.	Miss Wahoo	Bill Smiley	-	-	100	925	625	-	-	719								2,369
21.	Miss Bardahl (1967)	Jim Clark	-	-	600	-	769	952	-	-								2,321
22.	Miss Pay 'n Save	Steve Twardus	-	850	-	544	0	-	813	0								2,207
23.	My Sin	Ron Hornung	-	794	469	-	419	521	-	-								2,203
24.	Shanty I (1957)	Nelson Holmberg®	-	952	769	-	95	-	-	225								2,041
25.	Miss Bardahl (1965)	Patrick Gleason	395	-	506	-	563	371	-	-								1,835
26.	Miss Seattle Too	Steve Twardus	0	-	795	-	225	-	300	400								1,720
27.	Tahoe Miss	Gary Levander	-	-	-	-	694	0	-	835								1,529
28.	Notre Dame (1966)	Bob VandenAkker	-	638	-	-	-	863	-	-								1,501
29.	Slo Mo Shun V	Nigel Steere	882	456	-	-	-	-	-	-								1,338
30.	Such Crust III	Ron Daum	648	589	-	-	-	0	-	-								1,237
31.	Miss Madison (1971)	John Williams	-	-	-	-	700	525	-	-								1,225
32.	Miss Wickman	John Burkey®	225	300	300	-	-	-	-	400								1,225
33.	Hawaii Kai III	Roger Newton	-	-	1,025	-	-	-	-	-								1,025
34.	Miss Thriftway (1955)	Bill Smiley	395	0	-	-	-	619	-	-								1,014
35.	Miss Bardahl (1958)	Rick Lentz	-	375	-	-	127	394	0	-								896
36.	Breathless II	Dave Reiser®	550	-	-	338	-	-	-	-								888
37.	Gale V (1954)	Carl Lewis®	-	619	225	-	-	0	-	-								844
38.	Hurricane VI	Nelson Holmberg®	-	-	525	-	-	-	-	-								525
39.	Miss Spokane (1960)	Patrick Gleason	225	-	225	-	0	-	-	-								450
40.	Wildroot Charlie	Ron Daum	-	-	-	-	-	-	-	338								338
41.	Miss Pepsi	Ron Daum	-	-	-	-	325	-	-	-								325
42.	Candyman(1982)	Dawna Gross	-	0	225	-	-	-	-	-								225
43.	Shanty I (1956)	Robbie Roberts	0	-	-	-	-	-	-	-								0

### Modern Boat Points

No.	Boat	Driver	CSP	SC	BBM	EC	LEO	PC	RFR	BLM	CC	DC	ST	GC	SSM	BC	CC	Total
1.	Country Boy (1974)	Mike Campbell	1,600	1,600	825	1,600	969	1,100	1,100	254								9,048
2.	Frosted Flakes (1993)	Henry Marvin	1,100	750	1,227	1,125	415	652	1,021	925								7,215
3.	Pay 'n' Pak (1970)	Jeff Campbell	569	1,500	1,121	800	1,100	1,200	400	-								6,690
4.	Circus Circus (1978)	Mike Gossler	0	1,069	1,200	569	700	1,000	725	750								6,013
5.	Country Boy (1971)	Steve Twardus	825	844	1,125	1,052	469	-	700	752								5,767
6.	Gilmore Special (1983)	Brian Gilmore®	450	554	563	1,150	694	775	879	625								5,690
7.	Red Man (1973)	Nelson Holmberg	788	451	281	-	863	1,169	807	1,019								5,378
8.	Squire Shop (1978 - Red)	Doug Brow	800	752	871	0	1,120	151	1,000	-								4,694
9.	Miss Madison (1978)	Nelson Holmberg	1,050	458	750	-	779	716	352	-								4,105
10.	Miss Cott Beverage	Gary Hansen	-	-	-	664	825	1,250	-	1,069								3,808
11.	Squire (1977)	Ron Hartley	0	1,050	-	869	1,325	-	414	-								3,658
12.	Lincoln Thrift	Bob VandenAkker	994	-	779	675	-	882	-	-								3,330
13.	Natural Light	Jerry Johnston	-	-	579	-	677	706	675	319								2,956
14.	Notre Dame (1972)	Mark Hansen	-	-	-	-	400	925	-	1,500								2,825
15.	U-95	Rick Lentz	-	723	-	-	450	380	938	-								2,491
16.	Thousand Trails	Patrick Gleason	750	-	95	-	264	1,052	-	-								2,161
17.	Miss Weisfields	Dave Gardner	-	-	907	-	1,050	-	-	-								1,957
18.	Pay 'n' Pak (Gold - 1971)	Crag Mullen®	494	-	-	-	-	100	1,325	-								1,919
19.	Oh Boy! Oberto (1982)	Bill Smiley, John Williams	1,400	-	469	-	-	0	-	-								1,869
20.	Vantage Ultra	Craig Bradshaw	-	-	667	450	394	300	-	-								1,811
21.	T-Plus	Nigel Steere	700	1,100	-	-	-	-	-	-								1,800
22.	Olympia Beer	Roger Newton	-	-	-	412	400	0	485	-								1,297
23.	Vernors (1976)	Mick Shutt®	518	-	-	-	-	537	191	-								1,246
24.	Pay 'n Pak	John Williams	-	-	-	-	525	-	-	-								525
25.	Miss Budweiser (1973)	Robert Roberts®	469	-	-	-	-	-	-	-								469
26.	Winston Eagle	Craig Bradshaw	-	-	-	-	-	-	-	469								469



## Statistics ■ 2007 Season (through eight races)

### Vintage Driver Points

No.	Driver	Boat	CSP	SC	BBM	EC	LEO	PC	RFR	BLM	CC	DC	ST	GC	SSM	BC	CC	Total
1.	Jeff Campbell	Pay 'n Pak (69 rigger); Buzzard	800	1,600	1,500	1,600	1,600	1,400	1,295	1,600								11,395
2.	Mike Campbell	Notre Dame (1969)	1,200	400	1,200	1,200	1,100	1,400	1,400	1,200								9,100
3.	Bob VandenAkker	ND (63); ND (66); Eagle Elect.	1,325	1,050	996	975	469	863	919	1,069								7,666
4.	Henry Marvin	Miss US (1970)	900	1,300	700	400	375	394	225	877								5,171
5.	Doug Brow ®	Miss Budweiser (1966)	525	1,169	300	750	225	569	975	-								4,513
6.	Craig Bradshaw	Coral Reef	-	525	619	694	577	675	-	800								3,890
7.	Jason Hartley	Hallmark Homes (1971)	1,500	800	-	-	-	-	-	1,250								3,550
8.	Bill Smiley	Miss Thriftway (1955); Wahoo	395	0	100	925	625	619	-	719								3,383
9.	Scott Fetterly	Miss Madison (1961)	760	-	869	-	1,169	569	-	-								3,367
10.	John Earnest ®	Slo-Mo-Shun IV (1951)	589	-	-	787	1,450	-	507	-								3,333
11.	Jerry Johnston	Miss Timex (clock)	-	-	600	-	525	1,095	1,000	0								3,220
12.	Jessie Sheehan ®	St. Regis	169	450	137	353	169	391	952	596								3,217
13.	Ron Hartley ®	\$ Bill	-	648	-	600	625	-	1,150	-								3,023
14.	Roger Newton	Bardahl (68); Thriftway (60); Kai	600	-	1,025	900	-	400	0	-								2,925
15.	Steve Twardus	Seattle Too; Pay 'n Save	0	850	795	544	0	-	300	400								2,889
16.	Gary Hansen	Muvalong	-	-	-	925	494	1,194	-	96								2,709
17.	Ralph Jorgenson ®	Sunny Jim (1974)	0	300	525	-	494	654	-	638								2,611
18.	Monte Steere	Slo-Mo-Shun IV	694	500	-	-	550	-	-	800								2,544
19.	Mark Hansen	Vans PX	-	-	-	-	1,225	750	-	400								2,375
20.	Jim Clark	Miss Bardahl (1967)	-	-	600	-	769	952	-	-								2,321
21.	Ron Hornung	My Sin	-	794	469	-	419	521	-	-								2,203
22.	Nelson Holmberg ®	Shanty I (1957)	-	952	769	-	95	-	-	225								2,041
23.	Ron Daum	Crust;Pepsi; Wildroot Charlie	648	589	-	-	325	0	-	338								1,900
24.	Patrick Gleason	Spokane (60); Bardahl (65)	225	-	506	-	469	371	-	-								1,571
25.	Gary Levander	Tahoe Miss	-	-	-	-	694	0	-	835								1,529
26.	Nigel Steere	Slo-Mo-Shun V	882	456	-	-	-	-	-	-								1,338
27.	John Williams	Miss Madison (1971)	-	-	-	-	700	525	-	-								1,225
28.	John Burkey ®	Miss Wickman	225	300	300	-	-	-	-	400								1,225
29.	Ryan Opfer	Gale V (1955)	-	-	-	-	1,125	-	-	-								1,125
30.	David Newton	Miss Thriftway (1960)	-	-	-	-	816	-	300	-								1,116
31.	Rick Lentz	Miss Bardahl (1958)	-	375	-	-	127	394	0	-								896
32.	Dave Reiser ®	Breathless II	550	-	-	338	-	-	-	-								888
33.	Carl Lewis ®	Gale V (1954)	-	619	225	-	-	0	-	-								844
34.	Dawna Gross	Candyman (1982)	-	0	225	-	-	-	-	-								225
35.	Robbie Roberts	Shanty I (1956)	0	-	-	-	-	-	-	-								0

### Modern Driver Points

No.	Driver	Boat	CSP	SC	BBM	EC	LEO	PC	RFR	BLM	CC	DC	ST	GC	SSM	BC	CC	Total
1.	Mike Campbell	Country Boy (1974)	1,600	1,600	825	1,600	969	1,100	1,100	254								9,048
2.	Henry Marvin	Frosted Flakes (1993)	1,100	750	1,227	1,125	415	652	1,021	925								7,215
3.	Jeff Campbell	Pay 'n Pak (1970)	569	1,500	1,121	800	1,100	1,200	400	-								6,690
4.	Steve Twardus	Country Boy (1971)	825	844	1,125	1,052	1,100	-	700	752								6,398
5.	Mike Gossler	Miss Circus Circus (1978)	0	1,069	1,200	569	700	1,000	725	750								6,013
6.	Brian Gilmore ®	Gilmore's Special (1983)	450	554	563	1,150	694	775	879	625								5,690
7.	Nelson Holmberg	Red Man (73); Madison (78)	788	458	281	-	779	1,169	807	1,019								5,301
8.	Doug Brow	Squire Shop (1978)	800	752	871	0	1,120	151	1,000	-								4,694
9.	Gary Hansen	Miss Cott Beverage	-	-	-	664	825	1,250	-	1,069								3,808
10.	Ron Hartley	Squire (1977)	-	1,050	-	869	1,325	-	414	-								3,658
11.	Bob VandenAkker	Lincoln Thrift	994	-	779	675	-	882	-	-								3,330
12.	Jerry Johnston	Natural Light	-	-	579	-	677	706	675	319								2,956
13.	Mark Hansen	Notre Dame (1972)	-	-	-	-	400	925	-	1,500								2,825
14.	Rick Lentz	U-95	-	723	-	-	450	380	938	-								2,491
15.	Craig Bradshaw	Vantage Ultra; Winston	-	-	667	450	394	300	-	469								2,280
16.	Patrick Gleason ®	Thousand Trails	600	-	95	-	264	1,052	-	-								2,011
17.	Dave Gardner	Miss Weisfields	-	-	907	-	1,050	-	-	-								1,957
18.	Craig Mullen ®	Pay 'n Pak (1971)	494	-	-	-	-	100	1,325	-								1,919
19.	Nigel Steere	T-Plus	700	1,100	-	-	-	-	-	-								1,800
20.	Bill Smiley	Oh Boy! Oberto (1982)	1,400	-	-	-	-	-	-	-								1,400
21.	Roger Newton	Olympia Beer	-	-	-	412	400	0	485	-								1,297
22.	Mick Shutt ®	Vernors	518	-	-	-	-	537	191	-								1,246
23.	John Williams	Pay 'n Pak (73); Oberto (82)	-	-	469	-	525	0	-	-								994
24.	Robert Roberts ®	Miss Budweiser (1973)	469	-	-	-	-	-	-	-								469
25.	Scott Fetterly ®	Miss Madison (1978)	-	-	-	-	-	64	-	-								64



photo by Jim Clark



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BUILT TO SURVIVE!



The well-traveled 1977 Squire, now owned by Ron Hartley, was owned by Steve Twardus and driven by Henry Marvin last season. It finished fourth in modern boat points and won the Bill Brow Memorial in 2006.

# August 2007

Sun	Mon	Tue	Wed	Thu	Fri	Sat
			1	2	3 ABRA Chevrolet Cup at Seafair Seattle	4 ABRA Chevrolet Cup at Seafair Seattle
5 ABRA Chevrolet Cup at Seafair Seattle	6	7	8	9	10	11
12 Diamond Cup Pipe Lake	13	14	15	16	17	18
19	20	21	22	23	24	25
26 Seafair Trophy Coulon Park	27	28	29	30	31	

### E-RCU News

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