

ERCU

THE NEWSLETTER

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Up Next

August 16 ERCU Columbia Cup
Lake of Tualatin Commons,
Tualatin, Ore.

August 24 . . . Stan Sayres Memorial
Cherokee Bay Community Club,
Maple Valley, Wash..

On the Web

APBA Gold Cup
www.gold-cup.com

Lamb-Weston Columbia Cup
www.waterfollies.com

ERCU the Blog
www.ercutheblog.blogspot.com

Stat of the Month

= Fewer than 2,500 points separate fourth place from seventh place in the updated modern career points standings..

ERCU Trivia

? Jeff and Mike Campbell were in attendance at the only real Oregon Emerald Cup held in 1971 at Dexter, Ore.

Justin Lenz



Nelson Holmberg's 1973 Red Man Too won the Sahara Cup final despite the fact that driver Skip Walther was decapitated during an accident earlier in the day. He was ready for Tualatin, though.

Campbell, Holmberg post Sahara wins

MONROE, Wash. - The year 2008 is shaping up to be quite a race in the modern class.

With six races on the 2008 ERCU Red Dot Championship Series complete, the modern class has seen five different race winners. **Mike Campbell** has won twice with the 1974 Country Boy, and is the only repeat winner this season, while **Mike Gossler**, **Gary Hansen**, **Bill Smiley** and **Nelson Holmberg** have each also won a race.

In the vintage class, it's a bit of a different story, yet still somehow very much the same.

The same, that is, as in the past.

Jeff Campbell has won four of the six vintage

finals, with brother Mike taking one of the other two, and Hansen winning in Portland.

Forty-six boats (the third-most ever at any ERCU event) showed up for the inaugural Sahara Cup at Lake Tye in Monroe, which provided the season's fourth different modern winner, and another win for Jeff Campbell in the vintage class.

Modern Class

ERCU's version of Red Man racing was just this close to doing something the real two-boat team never did in 1973; Put both boats in the final.

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Campbell brothers repeat at Emerald

TUALATIN, Ore. - In 2007, **Jeff and Mike Campbell** showed that they still had a soft spot in their hearts for their hometown of Tualatin.

They did it again at this year's MaxAmps Oregon Emerald Cup, presented by Schumacher Racing Team.

But two other race winners were also crowned at the day's race.

Craig Mullen delivered **Ben Keller** his first career win as an owner when he won the Chuck Hickling Memorial (a.k.a. the vintage first connie) driving the Hawaii Kai III. Mullen had a

good day - as usual - with Ben's boat and capped it off by holding off stiff competition from **Bob VandenAkker's** 1966 Miss Lapeer, **Kerry Kjos' 1960** Miss Thriftway, **John Earnest's 1962** Gale V, and **John Burkey's 1967** Miss Wickman.

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THE MILL

ERCUCU news briefs

Bernie Little Memorial postponed

Due to the obstruction sitting in Bellevue Pond, and the unavailability of an alternate Puget Sound region site for that date, the Bernie Little Memorial Race, originally scheduled for July 20, will be postponed until further notice. Think of it as too much debris in the water, similar to past problems for the big boats on the Ohio River.

Columbia Cup has a new CD

Mick Shutt has taken over as contest director of the Columbia Cup. We appreciate Mick joining in to help put on a race. The Columbia Cup will be held Saturday, August 16 at the Lake of Tualatin Commons in Tualatin, Ore..

ERCUCU: The Blog introduced to the club

The club now has a blog online. "ERCUCU: The Blog" can be found at: ercu-the-blog.blogspot.com. The beautiful thing about having a blog, which is different than the chat rooms or bulletin boards that we've tried in the past, is that the blog doesn't necessarily need the interactive participation in order to be a success. But it provides a quick, easy place to go for breaking news, and it's easier to update from places like race sites than a website is.

Rookies shed trailer start status

After the Sahara Cup at Lake Tye in Monroe, **Mark Gran** shook his rookie status, as he reached a total of 1,229 points in the vintage class. Gran no longer has to start preliminary heats as a trailer. Just three weeks later, during his third heat of the day, **Bill Shearer** earned the points he needed to earn to shed his trailer start status as well, during the MaxAmps Oregon Emerald Cup. Shearer reached a total of 1,276 to put himself over the top of the 1,200 mark. Congratulations Mark and Bill!

Holmberg moves into fifth in modern career points

He's been chasing **Gary Hansen** for almost a year, but with his performance at the MaxAmps Oregon Emerald Cup presented by Schumacher Racing Team, **Nelson Holmberg** finally passed Hansen to move into the top five in career points earned in the modern division. Holmberg has 24,634 points to Hansen's 24,101. Fourth place on the modern career points list is **Steve Twardus** with 25,472 points. **Rick Lentz** is seventh with 23,034 points.

BIG BOAT news

U-1 Ellstrom Racing Team — Erick Ellstrom

shocked the hydro world in mid-June by announcing that the defending National Champion boat will not compete on the Eastern circuit. Instead they will race only at the Tri-Cities, Seattle & San Diego in 2008. Erick went on to say that exhibitions are planned in Western Europe and the Middle East this coming Fall, with proposed races in 2009 in Abu-Dhabi, Dubai, Monte Carlo, Oman, Muscat and England. His time, energies and finances are all tied to this new plan. **Dave Villwock** sits on the beach, and one of several teams will most likely be the new national champion.

U-3 Cooper Motorsports —

Qualified at 151-plus at Evansville but withdrew with motor trouble. Had a DNF & DNS at Madison.

U-5 Formula Boats Racing Team —

Jeff Bernard took his Formula Boats to a heat win in 1B, and fourth in the final at Evansville. Then

surprised everyone with his first race win at Madison. Bernard bested the favorite,



Chris Denslow

Steve David, in the final after steering clear of debris in the river, which had shortened the race by one full heat section.

U-6 Miss Madison Racing Team — Its June 17 test in Madison, was cancelled due to high water & debris in the Ohio River.

Steve David came right back as top qualifier for the Evansville race, and promptly went out in Heat 1A to jump the gun and hit a buoy. David finished second overall in the final. The hometown Madison Regatta, shortened by a mess of river debris, handed the team a second place.

U-7 Formula Boats Racing Team — Mike Allen

won Evansville's 3B, and placed third in the final, and came back a week later to survive the river and take third place, once again at Madison.

U-10 USA Racing Partners —

Finished sixth overall at Evansville. At Madison, **David Bryant** won heat 1B, but after hitting some debris and damaging the rudder, withdrew for the rest of the day.

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a moment with

JUDY FENTON

Family: Sons Patrick, Tim, Kevin (who has the same birthday as Bob), and daughter Elizabeth.

City she calls home: Bothell, Wash.

Job (when not boating): Checker at Bothell Safeway.

College Football Loyalty: HUSKIES of the UW.

Favorite Current Unlimited Hydro: . . . Any hydro Jeff Campbell works on, or the Oberto.

Favorite Unlimited Hydro of the past: All the Notre Dames. I'm Catholic and my favorite color is blue.

Boats she races in ERCUCU: "Miss ZigZag" or Bob's Notre Dames.

What was your first car? 1972 Toyota Celica.

What was your first job? Babysitting for cash, filing insurance forms for a paycheck.

When and how did you get involved in scale racing? . . About four years ago, when Bob and I became an item. His passion is hydro history and his hobby is racing. I really enjoy all of the elements of scale racing, especially the club members. We have made some great friendships.

Have you ever had a manicure/pedicure? (come on, admit it): Both. But the pedicure is pure pleasure.

Coke or Pepsi? Propel or water.



Jim Simpson

Try as he might, J. Micheal Kelly was unable to shut down the turbine engine on the U-13 Graham Trucking during testing in Evansville, and nudged the seawall.



THE MILL

ERCU news & rumors

Henry Marvin's so-far hectic work schedule may be getting under control soon, so that he'll hopefully be able to make a race or two before the end of the season . . . **Dave Gardner** has back surgery scheduled for next week — best wishes to him for a successful surgery and a full recovery, and here's hoping he'll be able to make it back to the race course soon, too . . . Word is that both **Craig Bradshaw** and **Mick Shutt** (seperately) preferred a trip to Hawaii

over the MaxAmps Oregon Emerald Cup in Tualatin on July 12 — where ARE their priorities? . . . Rumor has it that **Justin Lentz** (Rick's son) is interested in getting



his first 1/10-scale hydro, and is particularly interested in an all red Miss Budweiser hull . . . **Bill Shearer** just "escaped" the rookie trailer-start status with his 1978 Miss Madison, and is ready to start over again. Bill is buying Henry's Miss U.S., and will start over as a rookie in the vintage class . . . **Nelson Holmberg** has announced that his next modern boat

will be the 2008 FormulaBoats.com (U-5). He also said that he will, sooner or later, build his model of the 2004 Silver Dollar Casinos present Miss Rock that has his company's decals — and Cougar logos — on the fairings . . . Speaking of Silver Dollar Casino boats, **Rick Lentz** is progressing, albeit slowly, with his 2002 Construction . . . **Mark Gran** continues to make progress on his 1980 Pay 'n Pak turbine, and recently retired his gorgeous Breathless II to display duty . . . **Doug Brow** continues to work on a new race site for 2009 in the San Juans, stay tuned for more information . . . Before deciding to postpone the Bernie Little Memorial, **Jeff** and **Mike Campbell** scouted at

least 15 different potential race sites to move the race to — including Centralia — and none were found to be suitable or available for moving the race . . . **Ron Daum** recently worked his magic on **Kirk Pagel's** Shanty I, rebalancing it and more, and is building himself a new Lumar . . . After a rough day with his nitro Pay 'n Pak at a UNW race, **Bill Smiley** reported that he had second thoughts about missing the MaxAmps Oregon Emerald Cup.



unlimitedexcitement.com



Rick Lentz collection

2008 schedule

(subject to change)

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

MAY		
Date	Event	Location
10	Bill Brow Memorial	Marysville
24	Rose Festival RC Regatta	Portland

JUNE		
Date	Event	Location
14-15	President's Cup	Lake Wilderness
21	Sahara Cup	Monroe

JULY		
Date	Event	Location
12	Oregon Emerald Cup	Tualatin
20	Bernie Little Mem (ppd.)	Bellevue

AUGUST		
Date	Event	Location
16	Columbia Cup	Tualatin
24	Stan Sayres Mem.	Cherokee Bay

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

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.

BIG BOAT news

▲ continued from pg. 2

■ **U-13 Spirit of Detroit** — Looking very well-prepared, bad luck struck on day one, giving **J. Michael Kelly** a DNF in early heat racing. Made it to the final, as a provisional entry, and posted a DNF. The team elected to skip Madison and be ready for the Gold Cup.

■ **U-17 Our Gang Racing Team/Miss Red Dot** — USNW, a global freight forwarding company, www.usnw.com, will again be a sponsor for the Our Gang Racing Team. Their season starts in the Tri-Cities as it did last year.

■ **U-25 Superior Racing Team** — Why the ruse, Dr. Ken? The black & yellow paint scheme, featured on the 2008 ABRA poster, turned into a white, orange & blue paint scheme at the season opener. The U-25 withdrew after the first heat in Evansville. At Madison, **Ken Muscatel** withdrew after suffering damage to the transom, during a Saturday test run.

■ **U-37 Miss Beacon Plumbing** — **Jean Theoret** took his checkerboard charger to a decisive race win in Evansville. At Madison the Beacon Plumbing placed third overall, in the final.

■ **U-48 Miss Lakeridge Paving** — Ready to join the tour out west, with **David Williams** at the wheel.

■ **U-50 Spirit of the Navy** — Owner **Greg O'Farrell** announced in mid June, **David Williams** and **Brian Perkins** will share driving duties for the U-50 Spirit of the Navy. Perkins drive in Evansville and Madison, and David is expected to drive in Detroit. When the tour goes west, Williams will drive the U-48, and Perkins the U-50. So, the U-50 placed first in heat 1A at Evansville with Perkins earning his first heat win, went on to placing fifth in the final. Perkins brought his Navy entry to a fifth place finish overall at Madison.

■ **U-100 Leland Racing Team** — **Greg Hopp** drove the Leland's Mirage Boats entry, but posted a DNF and withdrew from further racing at Evansville. Greg struggled with a sixth place finish in the Madison final.

ABRA High Points Standings

After two races, including time trail bonus points:

Boat #	Driver	Boat	Points
U-6	S. David	Oh Boy Oberto	2,469
U-5	J. Bernard	Formula Boats	2,389
U-37	J. Theoret	Beacon Plumbing	2,104
U-7	M. Allen	Formula Boats	1,902
U-50	B. Perkins	Spirit of Navy	1,774
U-10	D. Bryant	Ahem Rentals	1,240
U-100	G. Hopp	Mirage Boats	632
U-13	J.M. Kelly	Graham Trucking	330
U-3	Jimmy King	Master Tire	285
U-25	K. Muscatel	Jarvis Repair	199

Compiled by **Kirk Pagel**, ace reporter



U-81 Red Man wins its fourth

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While the 1973's true-scale versions U-8 and U-81 never won a race, even though the U-8 made four finals that year, the 1/10-scale versions are having a better go in 2008.

The U-8 made its debut at the President's Cup, and made the first connie, it repeated the feat at the Sahara Cup, just missing a spot the final. The U-81, on the other hand, was the last boat in to the final without going through a connie.

In the modern final, the U-81 and as many as three other boats made great starts together, with **Jerry Johnston** piloting his Natural Light through the first turn in first place, followed by the Red Man Too, **Doug Brow's** 1978 Squire Shop, Hansen's 1976 Miss Cott's Beverage, and **Rick Lentz's** U-95.

The hot pursuit during the winner-take-all final went on, with all three boats leading the way, and all three trying not to get hung up too far with the wind barreling down the front stretch. At the end of the third lap, the Natural Light caught just a little bit too much air and blew over, landing upside down.

As the Red Man Too and Squire advanced in positions, Brow was fighting wind and unbalance with his Squire, after the front cowling had come off, disrupting his boat's balance. Nearing the end of the fourth lap, Brow decided to make one last charge at the Red Man, but the wind and disruption of balance caused the Squire to go over, landing upside down.

After a spinout, the Cott's Beverage had fallen off the pace, to be replaced in third place late in the race by the U-95 - which moved up to second after Brow's flip.

When all the roostertails settled, and the carnage was collected, the final order of finish was Holmberg's 1973 Red Man (U-81), Lentz's U-95 - a one-two finish for Cougar Racing Team - Hansen's Miss Cott's Beverage, and **Bob VandenAkker's** Lincoln Thrift. Johnston's Natural Light, Brow's Squire Shop - the trailer - and **Dan Gilmore's** Gilmore Special did not finish.

It was Holmberg's second career win in ERCU.

Brow won the modern connie to give himself a spot in the final, by outpacing the rest of the field, followed by **Mark Hansen's** Notre Dame and **Patrick Gleason's** Thousand Trails. **Craig Bradshaw's** Winston Eagle, **Bill Smiley's** Charlie's Girl and Gossler's Circus Circus were unable to finish.

Jim Clark



Jeff Campbell's 1969 Pride of Pay 'n Pak Outrigger was the Sahara Cup vintage class winner, performing in a style it has come accustomed to, and expected to perform at.

Vintage Class

Jeff Campbell's Pay 'n Pak outrigger continued at the Sahara Cup, as he won for the fourth time in his five races this season. If not for a momentary "technical glitch" at the Rose Festival RC Regatta, it's possible that the 'rigger could be five for five this season.

In the Sahara Cup, Campbell again proved he could win from the outside lanes.

Smiley finished second with the black and white Hallmark Homes, followed by Mike Campbell and the Harrah's Club, **Craig Mullen** with the Hawaii Kai III - the trailer, VandenAkker's Notre Dame, and Mark Hansen's Van's PX - in its first action of the season. Brow was unable to finish, with his 1966 Miss Budweiser.

Mullen drove **Ben Keller's** Kai to the win during the vintage first connie, followed by **Mike McIntire** with his Shakey's Special and Bradshaw with his Miss Budweiser. Fourth place went to Johnston and the Miss Timex (Clock). **John Burkey** (Miss Wickman), Gilmore (Thriftway Too), and Holmberg (Red Man, U-8) all failed to finish.

In the second connie, Gossler's Miss U.S. V took first place, while Gary Hansen in the Muvalong was second and Holmberg was third with the 1957 Shanty I. Fourth went to Gleason's 1965 Miss Bardahl, and fifth was Mullen with his 1971 red Hallmark Homes. Those who did not finish included Jeff Campbell with the Pay 'n Pak Hooktail

and **Mark Gran** with the 1967 Atlas Van Lines.

With 30 vintage boats in attendance, CD's Gossler and VandenAkker had the opportunity to run a third connie, which **Ron Daum** won with the Wildroot Charlie. Second went to Lentz with the 1958 Miss Bardahl and **Ron Hornung** took third with the Skip-A-Long. Those who were unable to register points in the third connie were Gleason with the Miss Spokane, new rookie **Kelsey McIntosh** with the Lil' Buzzard, **Scott Fetterly** with the 1961 Miss Madison, **Robbie Roberts** with the 1956 Shanty I and **Ryan Bradshaw** with the Wayfarer's Club Lady.

And Finally ...

As usual, there are a number of folks who deserve recognition and thanks. Those folks include not only VandenAkker and Gossler who did a great job as CD's for the inaugural Sahara Cup, but also **Patty Gossler**, **Teri Campbell** and **Judy Fenton** for their help with registration, and for finding prizes that were distributed during the day and the perpetual trophies provided to race winners while they were on a recent trip together in Las Vegas.

Thanks also go out to Jeff Campbell for his diligent work as the chief referee, **Kirk Pagel**, **Roger Newton**, Mike Campbell and Gleason for calling heats as the PA announcer, and to everyone who stepped up to serve their duties as race officials.



Lentz, Mullen win connies; claim race victories

▲ continued from pg. 1



Beautiful sunny skies and a good turnout made for a very fun MaxAmps Oregon Emerald Cup at the Lake of Tualatin Commons.

In the Bob Miller Memorial (a.k.a. the modern connie), **Rick Lentz** posted his second career win and the first for the U-95. **Jesse Shehan's** 1976 Spirit of Dayton Walther was unable to finish when his batteries conked out halfway through the heat, and **Bill Shearer's** 1978 Miss Madison was unable to start, struggling with radio issues.

In the modern final, Mike Campbell won the modern final with his trusty and dependable 1974 Country Boy. It was a great race between Mikes — Campbell and **Mike Gossler**. The two fastest modern boats in the club dueled in the final, with Gossler finishing second in his 1978 Circus Circus. Third place went to **Jerry Johnston** in the 1977 Natural Light, followed by **Brian Gilmore**, driving his dad's 1983 Gilmore Special. Fifth place went to Lentz in the U-95, who started as the trailer.

Nelson Holmberg

Mullen and **Nelson Holmberg** were unable to finish after the two played bumper-boats in the front straightaway just after the start. Both boats ended up taking on water, with the Red Man Too upside down and the 1971 Pride of Pay 'n Pak pickle forks straight up.

Jeff Campbell's Pay 'n Pak Outrigger looked unstoppable again throughout the day, except for the one time it was involved in some bumping and ended up upside down in a preliminary heat. In the final, however, it was pretty clear that there would be no stopping the Outrigger.

After a great start, Campbell was able to simply cruise for the win. Second place went to Mike Campbell's 1968 Harrah's Club, followed by VandenAkker's steady and consistent 1963 Notre Dame. **Ron Daum** took fourth in the 1958 Wildroot Charlie after starting from the trailer position. **Fred Holmberg's** 1973 Red Man (driven by his son, Nelson) made the final for the first time in its three race history — earning a season-best 1,169 points in the preliminaries — but hit a buoy and kicked up its rudder, knocking the boat out of the race and causing a DNF. Other boats that were unable to finish the final included **Gerry Bordon's** 1970 Parco's O-Ring Miss and the 1969 Pay 'n Pak Hooktail that was driven by Gossler.

The weather was beautiful, and a consistent breeze, along with the shade provided by the trees in the Tualatin Commons and a slight mist off the big fountain behind the pits kept everyone cool and comfortable in the 90-plus degree heat.

It was just another fun day of racing as well.

Special thanks go out to Kerry Kjos, Jesse Shehan, Jeff Campbell, Mike Campbell, **Dan** and Brian Gilmore, Bill Shearer, Rick Lentz, Gerry Bordon, Jerry Johnston, John Burkey, Craig Mullen and **Ben Keller, Mark Gran,** and Ron Daum for their help with pulling the trailer and all of the race set up and breakdown — as well as the operations of the day's event.

Another special thanks, too, goes to our sponsors — MaxAmps.com, Schumacher Racing Team and Cougar Racing Team, which provided the special "fun" prizes for connie participants.

Upcoming Races: A long break, then the Columbia Cup

It's that time of year that rolls around each summer — time for a break in the ERCU racing schedule that allows the hydroplane geeks in our crowd to make their annual pilgrimage to the desert heat of the Tri-Cities one week, and to the inevitable morning overcast at Seattle's Lake Washington the following week.

It's time for the Columbia Cup-Seafair break in the ERCU Red Dot Championship Series.

We'll pick up where we left off just a couple of weeks after Seafair.

The next event on the ERCU Red Dot Championship Series is the Columbia Cup, set for Saturday, August 16 at the Lake of Tualatin Commons. **Mick Shutt** is the contest director for that race, and would be happy to accept any help that's offered for his first turn CD'ing an ERCU race.

It will be ERCU's second visit to the Lake of Tualatin Commons in just over a month, when the Columbia Cup takes to the race course.

Shutt is planning an excellent, fun-filled day with weather



The Blue Bridge (background) is a landmark that shows you're in the Tri-Cities, and boats hanging from Lampson cranes mean it's time for the Columbia Cup.

Nelson Holmberg

equally as nice as the weather for the Oregon Emerald Cup.

The Columbia Cup is a points race, so consistency is super-important. It also means that it's possible to win the final yet still not win the race. In 2007, **Mike** and **Jeff Campbell** swept the vintage and modern championships in Tualatin.

Jeff had a perfect day, scoring 1,600 points with the 1969 Pay 'n Pak Outrigger, while Mike survived a challenge from

Henry Marvin and the Frosted Flakes, which finished just 31 points behind the 1974 Country Boy.

Set up begins at 8 a.m., with testing beginning immediately after course set up is complete. The drivers meeting will begin at 11 a.m., followed immediately by modern heat 1A.

Mike Webster postpones ABRA debut, for good reason

Editor's Note: ERCU The Newsletter's own intrepid reporter Kirk Pagel took time to get in touch with Mike Webster of Webster Racing Team to find out just where the new team stands in terms of converting the Cooper boat formerly known as "Tubby" and getting ready to race on the American Boat Racing Association circuit, and the team's decision to delay their maiden season until 2009.

What follows is the text from an email response Webster sent us. He was also kind enough to send us photos of the boat and hauler.

"We are delaying getting wet until 2009.

"The orchestration of getting the hauler, boat, props, gear boxes, and turbines is no small task. Add on top of that the fact that I still work full time and don't have a primary sponsor to get things done a little more efficiently has slowed progress, you might say. We knew it would be a monumental task, but as the 2008 season approached, we knew that in order to run and look like we are accustomed to it just was going to require more time.

"I didn't want my first unlimited showing to be embarrassing.

"Fortunately our current sponsors are on board with this concept and understand our position. We are working very hard on the boat and hauler.

"About the hauler, it is nearly identical to Billy Schumacher's T2000 Kenworth except it is painted red.

"The boat is going on a diet. We will be running the turbine instead of the Allison power plant. That right there is a huge weight-saving then you subtract the amount of fuel and oil differences that we carry and you have a very big number. With this we installed a new belly pan to fit the dimension of the turbine and reduce overall weight.

"Our main sponsors helping us thus far are MAS Epoxies,



Here's what Tubby looked like in mid-June. Notice the new cowling has been built and placed for fit. Guess who's providing the pizza for work crews.

Deka Batteries, and Van Industries. We working on adding a title sponsor for 2009 — Any thoughts or suggestions in this area would be really appreciated!

"The last thing I would like to thank **Billy Schumacher**, **Ed Cooper Jr.**, and **Ted Porter** for all of their support to get us to this point."

— Mike Webster



The "before" picture of "Tubby" when the Websters picked it up at the Cooper Motorsports shop in Posey County, Ind.

PHOTOS BY
MIKE WEBSTER



Webster Racing Team's brand new hauler. This Kenworth T2000 is very similar to the hauler owned by Schumacher Racing Team.

APBA Gold Cup scrubbed

Wind speeds in excess of 20 miles per hour out of the west, kept the unlimited hydroplanes on the beach for most of the day on Sunday, July 13, and then finally defeated the nine boat field for the 100th running of the Chrysler Jeep Superstores APBA Gold Cup. The race was ruled

'No Contest' and the 100th running of the Gold Cup will now take place in 2009.

This is the first time the race has been ruled 'No Contest' since 1960 when the APBA Gold Cup was contested in Lake Mead, Nev.

— abrahydroplanes.com



Statistics ■ Career Standings (current)

Vintage Career Points

No.	Name	2008	2007	2006	2005	2004	2003	TOTAL
1.	Jeff Campbell	9,494	15,600	12,638	12,014	9,844	1,150	60,740
2.	Mike Campbell	9,747	14,525	8,992	10,311	8,064	5,557	57,196
3.	David Newton	0	1,116	4,213	13,113	12,230	13,550	44,222
4.	Bob VandenAkker	7,473	10,693	11,321	9,568	3,576	1,276	43,907
5.	Bill Smiley	1,695	4,660	7,737	5,015	6,835	7,579	33,521
6.	Ron Daum	4,372	7,084	4,983	7,979	8,730	0	33,148
7.	Roger Newton	2,364	4,325	4,663	6,240	8,083	5,569	31,244
8.	Rick Lentz	3,842	5,351	3,387	5,997	5,377	4,463	28,417
9.	Jim Clark	0	2,321	7,368	4,667	6,372	6,294	27,022
10.	Henry Marvin	970	6,140	7,617	7,946	3,761	0	26,434
11.	Ron Hornung	1,332	3,697	7,427	4,027	9,103	0	25,586
12.	Monte Steere	0	4,744	3,064	4,521	4,748	6,196	23,273
13.	Jason Hartley	1,069	4,719	10,552	5,809	0	0	22,149
14.	Gary Hansen	2,519	7,059	8,633	2,909	0	0	21,120
15.	Jim Lilly	0	0	779	5,619	7,099	6,354	19,851
16.	Steve Twardus	1,602	3,864	4,887	4,793	3,069	0	18,215
17.	Mark Hansen	1,195	5,925	8,478	788	0	0	16,386
18.	Craig Bradshaw	2,940	6,530	4,043	2,684	0	0	16,197
19.	John Williams	225	4,370	3,086	2,496	1,800	4,102	16,079
20.	Jerry Johnston	4,679	4,697	4,085	0	0	0	13,461
21.	Jesse Robertson	0	0	11,209	0	0	400	11,609
22.	Nelson Holmberg	5,571	3,704	1,407	0	750	0	11,432
23.	Nigel Steere	0	2,813	2,343	3,794	672	1,425	11,047
24.	David Gardner	0	1,514	2,250	3,845	3,357	0	10,966
25.	Scott Fetterly	896	6,061	3,957	0	0	0	10,914
26.	Mike Gossler	5,119	0	0	0	5,655	0	10,774
27.	Ralph Jorgenson	1,775	7,970	0	0	0	0	9,745
28.	Doug Brow	3,392	5,926	0	0	0	0	9,318
29.	David Lilly	0	0	0	450	4,135	4,207	8,792
30.	Robbie Roberts	694	750	1,677	4,976	521	0	8,618
31.	Dawna Gross	1,382	1,385	5,213	0	0	0	7,980
32.	Tony Perman	0	0	0	0	2,700	5,037	7,737
33.	John Earnest	1,281	4,196	1,921	0	0	0	7,398
34.	Jesse Shehan	919	5,022	0	0	0	0	5,941
35.	Patrick Gleason	469	2,284	3,068	0	0	0	5,821
36.	Dave Helton	0	0	0	0	2,756	3,025	5,781
37.	Craig Mullen	4,921	0	831	0	0	0	5,752
38.	Ron Hartley	1,998	3,736	0	0	0	0	5,734
39.	Brian Gilmore	5,543	0	0	0	0	0	5,543
40.	Kevin Porter	0	0	0	0	0	5,391	5,391
41.	John Burkey	2,373	1,225	1,679	0	0	0	5,277
42.	Gerry Bordon	3,465	1,421	0	0	0	0	4,886
43.	Ryan Opfer	1,482	2,804	563	0	0	0	4,849
44.	Gary Levander	0	1,529	1,431	0	846	300	4,106
45.	Steve Brown	0	0	0	0	225	3,686	3,911
46.	Joe Hewitson	0	0	0	0	1,169	2,600	3,769
47.	Vinnie Donati	0	0	0	0	3,127	0	3,127
48.	Kerry Kjos	1,417	0	0	0	1,219	0	2,636
49.	Grady Steere	0	0	320	2,189	0	0	2,509
50.	Mark Gran	1,792	0	0	0	0	0	1,792
51.	Gale Whitestine	0	0	0	1,769	0	0	1,769
52.	Pat Malyspina	0	0	0	1,756	0	0	1,756
53.	Dave Reiser	563	550	225	0	0	0	1,338
54.	Jim Latimer	1,272	0	0	0	0	0	1,272
55.	John Dyer	0	0	0	1,150	0	0	1,150
56.	Lee Robertson	0	0	0	0	0	1,100	1,100
57.	Bill McGraw	0	0	0	0	0	1,094	1,094
58.	Doug Gunter	0	0	0	0	1,075	0	1,075
59.	Aaron Olson	1,019	0	0	0	0	0	1,019
60.	Mike McIntosh	994	0	0	0	0	0	994
61.	Jeff Stubbers	0	0	0	0	0	900	900
62.	Harry Gatjens	0	0	0	0	869	0	869
63.	Carl Lewis	0	844	0	0	0	0	844
64.	Don Mock	0	0	0	0	0	794	794
65.	Howard Price	0	300	423	0	0	0	723
66.	Zane Courtway	469	0	0	0	0	0	469
67.	Kelsey McIntosh	296	0	0	0	0	0	296
68.	Ryan Bradshaw	225	0	0	0	0	0	225

Modern Career Points

No.	Name	2008	2007	2006	2005	2004	2003	TOTAL
1.	Mike Campbell	6,127	15,225	13,521	13,348	11,850	0	60,071
2.	Jeff Campbell	0	10,215	13,650	12,125	11,744	0	47,734
3.	Mike Gossler	9,045	9,526	9,921	8,172	0	0	36,664
4.	Steve Twardus	2,915	7,823	4,215	5,429	5,090	0	25,472
5.	Nelson Holmberg	5,565	9,612	7,688	1,769	0	0	24,634
6.	Gary Hansen	3,048	7,733	8,807	4,513	0	0	24,101
7.	Rick Lentz	5,964	6,756	4,571	5,348	395	0	23,034
8.	Henry Marvin	1,350	8,722	8,920	0	0	0	18,992
9.	David Newton	0	0	1,100	9,284	2,045	5,325	17,754
10.	Mark Hansen	550	5,570	5,807	5,490	0	0	17,417
11.	John Williams	352	1,463	3,124	2,596	2,744	5,300	15,579
12.	Jerry Johnston	5,029	4,527	4,929	0	620	0	15,105
13.	Brian Gilmore	5,895	9,077	0	0	0	0	14,972
14.	Doug Brow	2,557	8,525	3,589	0	0	0	14,671
15.	David Gardner	0	1,957	1,400	3,401	6,170	0	12,928
16.	Craig Bradshaw	3,119	4,772	3,239	0	0	0	11,130
17.	Bill Smiley	5,175	4,113	0	0	0	0	9,288
18.	Bob VandenAkker	2,683	4,203	0	1,239	1,046	0	9,171
19.	Gale Whitestine	0	0	1,852	4,683	2,400	0	8,935
20.	Ron Hartley	2,029	4,339	1,530	0	0	0	7,898
21.	Nigel Steere	0	4,052	3,338	0	0	0	7,390
22.	Craig Mullen	3,425	3,015	502	0	0	0	6,942
23.	Roger Newton	0	1,297	3,908	694	0	950	6,849
24.	Mick Shut	1,964	3,801	0	0	0	0	5,765
25.	Patrick Gleason	1,051	4,368	0	0	0	0	5,419
26.	Robbie Roberts	1,154	2,622	1,290	0	0	0	5,066
27.	Jesse Shehan	2,398	1,448	0	0	0	0	3,846
28.	Doug Gunter	0	0	0	0	2,713	0	2,713
29.	Dave Sacry	0	0	0	2,309	0	0	2,309
30.	Jesse Robertson	0	0	1,950	127	0	0	2,077
31.	Bill Shearer®	1,276	0	0	0	0	0	1,276
32.	Jason Hartley	0	450	0	638	0	0	1,088
33.	Ron Hornung	0	0	0	0	825	0	825
34.	Robert Roberts	0	469	0	0	0	0	469
35.	Howard Price	0	0	0	0	450	0	450
36.	David Lilly	0	0	0	281	0	0	281
37.	Scott Fetterly	0	64	0	0	0	0	64



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Statistics ■ 2008 Season (Through seven races)

Vintage Boat Points

No.	Boat	Year	Owner	CSP	SC	BBM	RFR	PC	SC	OEC	BLM	CC	SSM	ST	GC	DC	CC/Nats	Total	Drops	High Points
1.	Harran's Club	1968	Mike Campbell	1,500	1,227	1,600	1,500	1,100	1,120	1,700								9,747		9,747
2.	Pay 'n Pak Outrigger	1969	Jeff Campbell	1,500	1,600		1,425	1,600	1,600	1,769								9,494		9,494
3.	Notre Dame	1963	Bob Vandenakker	1,094	920	844	1,000	1,094	1,127	1,394								7,473		7,473
4.	Pay 'n Pak Hooktail	1969	Jeff Campbell	400	1,094		1,269	1,327	527	1,100								5,717		5,717
5.	Thriftway Too	1960	Dan Gilmore	1,325	395	1,100	975	752	696	300								5,543		5,543
6.	Hawaii Kai III	1957	Benjamin Keller®	675	394	785	848	1,025	769	1,000								5,496		5,496
7.	Miss US 5	1963	Mike Gossler	850	800	1,100	469	700	500	700								5,119		5,119
8.	Hallmark Homes (Red)	1971	Craig Mullen	127	785	400	725	1,400	557	927								4,921		4,921
9.	Miss Timex (Clock)	1971	Jerry Johnston		1,100	1,225		1,000	785	569								4,679		4,679
10.	Wildroot Charlie	1958	Ron Daum	925		794	896	300	269	1,188								4,372		4,372
11.	Miss Bardahl	1958	Rick Lentz	545	788	338	577	656	413	525								3,842		3,842
12.	Parco's O-Ring Miss	1970	Gerry Bordon®	169	400		833	1,013		1,050								3,465		3,465
13.	Miss Budweiser	1966	Doug Brow	825	469	779		394	925									3,392		3,392
14.	Miss Budweiser	1970	Craig Bradshaw	539	525	225	300	619	732									2,940		2,940
15.	Red Man	1973	Fred Holmberg					869	825	1,169								2,863		2,863
16.	Shanty I	1957	Kirk Pagel		804	952		502	581									2,839		2,839
17.	Muvalong	1954	Gary Hansen		725		1,325		469									2,519		2,519
18.	Miss Wickman	1967	John Burkey	225				492	596	1,060								2,373		2,373
19.	Miss Bardahl	1968	Roger Newton			869	1,195	0	300									2,364		2,364
20.	Miss Lapeer	1966	Bob VandenAkker			569	760			994								2,323		2,323
21.	\$ Bill	1962	Ron Hartley	300		760	938											1,998		1,998
22.	Skip-A-Long	1949	Ron Hornung		673	469	0	525	281									1,948		1,948
23.	Sunny Jim	1974	Ralph Jorgenson	700	450			625										1,775		1,775
24.	Hallmark Homes (Black)	1971	Bill Smiley				0	500	1,195									1,695		1,695
25.	Lil' Buzzard	1970	Dawna Gross	169	618	225		370	296									1,678		1,678
26.	Pay 'n Save	1958	Steve Twardus	813	0	264		525										1,602		1,602
27.	Vernor's	1974	Ryan Opfer		300	675	469											1,444		1,444
28.	Maverick	1957	Kirk Pagel	952		469												1,421		1,421
29.	Miss Thriftway	1960	Kerry Kjos®	479						938								1,417		1,417
30.	Hurricane IV	1948	Ron Hornung		569	525	225											1,319		1,319
31.	Gale V	1962	John Earnest	394						887								1,281		1,281
32.	Miss Everrett	1960	Jim Latimer	521		751												1,272		1,272
33.	Van's PX	1972	Mark Hansen						1,195									1,195		1,195
34.	Timex	1972	Jason Hartley	900	169													1,069		1,069
35.	Pay 'n Save 2	1958	Aaron Olson		1,019													1,019		1,019
36.	Shakey's Special	1973	Mike McIntosh		0			225	769									994		994
37.	Miss Exide	1964	Henry Marvin	475		495												970		970
38.	Atlas Van Lines	1967	Mark Gran						394	563								957		957
39.	St. Regis	1963	Jesse Shehan	0			169	394		356								919		919
40.	Nitrogen Too	1960	Johanna VandenAkker		900													900		900
41.	Miss Madison	1961	Scott Fetterly					769	127									896		896
42.	Breathless II	1957	Mark Gran	127		581		127										835		835
43.	Miss Bardahl	1965	Patrick Gleason		169				619									788		788
44.	Shanty I	1956	Robbie Roberts	525					169									694		694
45.	Breathless II	1957	Dave Reiser®	169			394											563		563
46.	Coral Reef	1958	Craig Bradshaw				525											525		525
47.	Gale V	1955	Ryan Opfer		338			95										433		433
48.	Miss Seattle Too	1962	Steve Twardus	300	0	0												300		300
49.	Miss Spokane	1960	Patrick Gleason						300									300		300
50.	Wayfarers Club Lady	1966	Ryan Bradshaw					169	95									264		264
51.	Miss Madison	1971	John Williams					225										225		225
52.	Peps V	1947	Ron Hornung					95	95									190		190
53.	Slo-Mo-Shun IV	1951	John Earnest							169								169		169
54.	Gales Roostertail	1965	Howard Price					0										0		0

Modern Boat Points

No.	Boat	Year	Owner	CSP	SC	BBM	RFR	PC	SC	OEC	BLM	CC	SSM	ST	GC	DC	CC/Nats	Total	Drops	High Points
1.	Circus Circus	1978	Mike Gossler	1,500	1,425	1,195	1,500	900	625	1,900								9,045		9,045
2.	Country Boy	1974	Mike Campbell	0	1,200	927	1,200	1,200	400	1,200								6,127		6,127
3.	U-95	1974	Rick Lentz	900	945	627	769	827	1,094	802								5,964		5,964
4.	Gilmore Special	1983	Brian Gilmore	300	794	1,225	713	700	869	1,294								5,895		5,895
5.	Red Man Too	1973	Nelson Holmberg	525	610	498	925	1,125	1,094	788								5,565		5,565
6.	Charles Girl	1977	Bill Smiley		600	1,025	1,325	1,600	625									5,175		5,175
7.	Natural Light	1977	Jerry Johnston		1,127	1,052		600	825	1,425								5,029		5,029
8.	Pay 'n Pak	1971	Craig Mullen	1,325	0	0	600	400		1,100								3,425		3,425
9.	Winston Eagle	1988	Craig Bradshaw		850	779	296	669	525									3,119		3,119
10.	Colt's Beverage	1974	Gary Hanson		685		1,038	1,325										3,048		3,048
11.	Country Boy	1971	Steve Twardus	700	469	469	433	844										2,915		2,915
12.	Lincoln Thrift	1974	Bob VandenAkker	1,195				450	1,038									2,683		2,683
13.	Squire Shop	1978	Doug Brow	625	582	638		112	600									2,557		2,557
14.	Spirit of Dayton Walter	1976	Jesse Shehan®	619			821	606		352								2,398		2,398
15.	Squire	1976	Ron Hartley	625		854	550											2,029		2,029
16.	Vernor's	1976	Mick Shutt	432		486	877											1,795		1,795
17.	Kellogg's Frosted Flakes	1993	Henry Marvin	550		800												1,350		1,350
18.	Miss Madison	1978	Bill Shearer®	567			371			338								1,276		1,276
19.	Miss Budweiser	1973	Robbie Roberts			802			352									1,154		1,154
20.	Thousand Trails	1981	Patrick Gleason		544				507									1,051		1,051
21.	Notre Dame	1972	Mark Hansen						550									550		550
22.	Miss Budweiser (backup)	1980	John Williams					288										288		288
23.	Miss U.S.	1975	Gale Whitstine		169													169		169



Statistics ■ 2008 Season (Through seven races)

Vintage Driver Points

No.	Boat	Year	Owner	CSP	SC	BBM	RFR	PC	SC	OEC	BLM	CC	SSM	ST	GC	DC	CC/Nats	Total	Drops	High Points
1.	Harrah's Club	1968	Mike Campbell	1,500	1,227	1,600	1,500	1,100	1,120	1,700								9,747		9,747
2.	Pay'nPak Outrigger	1969	Jeff Campbell	1,500	1,600		1,425	1,600	1,600	1,769								9,494		9,494
3.	Noire Dame	1963	Bob VandenAkker	1,094	920	844	1,000	1,094	1,127	1,394								7,473		7,473
4.	MaV/Shanty/Red Man	1957	Nelson Holmberg	952	804	952		869	825	1,169								5,571		5,571
5.	Thriftway Too	1960	Brian Gilmore	1,325	395	1,100	975	752	696	300								5,543		5,543
6.	Miss US 5	1963	Mike Gossler	850	800	1,100	469	700	500	700								5,119		5,119
7.	Hallmark Homes (Red)	1971	Craig Mullen	127	785	400	725	1,400	557	927								4,921		4,921
8.	Miss Timex (Clock)	1971	Jerry Johnston		1,100	1,225		1,000	785	569								4,679		4,679
9.	Wildroot Charlie	1958	Ron Daum	925		794	896	300	269	1,188								4,372		4,372
10.	Miss Bardahl	1958	Rick Lentz	545	788	338	577	656	413	525								3,842		3,842
11.	Parco's O- Ring Miss	1970	Gerry Bordon ®	169	400		833	1,013		1,050								3,465		3,465
12.	Miss Budweiser	1966	Doug Brow	825	469	779		394	925									3,392		3,392
13.	Miss Budweiser	1970	Craig Bradshaw	539	525	225	300	619	732									2,940		2,940
14.	Muvalong	1954	Gary Hansen		725		1,325		469									2,519		2,519
15.	Miss Wickman	1967	John Burkey	225				492	596	1,060								2,373		2,373
16.	Miss Bardahl	1968	Roger Newton			869	1,195		300									2,364		2,364
17.	\$ Bill	1962	Ron Hartley	300		760	938											1,998		1,998
18.	Breathless II/Atlas	1957	Mark Gran ®	127		581		127	394	563								1,792		1,792
19.	Sunny Jim	1974	Ralph Jorgenson	700	450			625										1,775		1,775
20.	Hallmark Homes (Black)	1971	Bill Smiley				0	500	1,195									1,695		1,695
21.	Pay-n-Save/Seattle Too	1958	Steve Twardus	813	0	264		525										1,602		1,602
22.	Vernor's	1974	Ryan Opfer		338	675		469										1,482		1,482
23.	Miss Thriftway	1960	Kerry Kjos ®	479						938								1,417		1,417
24.	Lil' Buzzard	1970	Dawna Gross	169	618	225		370										1,382		1,382
25.	Skip-A-Long/Peps V	1949	Ron Hornung		673	469	0	95	95									1,332		1,332
26.	Gale V	1962	John Earnest	394						887								1,281		1,281
27.	Miss Everett	1960	Jim Lalimer ®	521		751												1,272		1,272
28.	Van's PX	1972	Mark Hansen						1,195									1,195		1,195
29.	Timex	1972	Jason Hartley	900														1,069		1,069
30.	Pay 'n Save 2	1958	Aaron Olson		1,019													1,019		1,019
31.	Shakey's Special	1974	Mike McIntosh		0			225	769									994		994
32.	Miss Exide	1964	Henry Marvin	475		495												970		970
33.	St. Regis	1963	Jesse Shehan	0			169	394		356								919		919
34.	Miss Madison	1961	Scott Fetterly					769	127									896		896
35.	Shanty I	1956	Robbie Roberts	525					169									694		694
36.	Breathless II	1957	Dave Reiser ®	169			394											563		563
37.	Maverick	1957	Zane Courtway			469												469		469
38.	Miss Bardahl/Spokane	1965	Patrick Gleason		169				300									469		469
39.	Lil' Buzzard	1970	Kelsey McIntosh						296									296		296
40.	Wayferers Club Lady	1966	Ryan Bradshaw					169	95									264		264
41.	Miss Madison	1971	John Williams					225										225		225

Modern Driver Points

No.	Boat	Year	Owner	CSP	SC	BBM	RFR	PC	SC	OEC	BLM	CC	SSM	ST	GC	DC	CC/Nats	Total	Drops	Points
1.	Circus Circus	1978	Mike Gossler	1,500	1,425	1,195	1,500	900	625	1,900								9,045		9,045
2.	Country Boy	1974	Mike Campbell	0	1,200	927	1,200	1,200	400	1,200								6,127		6,127
3.	U-95	1974	Rick Lentz	900	945	627	769	827	1,094	802								5,964		5,964
4.	Gilmore Special	1982	Brian Gilmore	300	794	1,225	713	700	869	1,294								5,895		5,895
5.	Red Man Too	1973	Nelson Holmberg	525	610	498	925	1,125	1,094	788								5,565		5,565
6.	Charles Girl	1977	Bill Smiley		600	1,025	1,325	1,600	625									5,175		5,175
7.	Natural Light	1977	Jerry Johnston		1,127	1,052		600	825	1,425								5,029		5,029
8.	Pride of Pay 'n Pak	1971	Craig Mullen	1,325	0	0	600	400		1,100								3,425		3,425
9.	Winston Eagle	1988	Craig Bradshaw		850	779	296	669	525									3,119		3,119
10.	Cott's Beverage	1974	Gary Hansen		685		1,038		1,325									3,048		3,048
11.	Country Boy	1971	Steve Twardus	700	469	469	433	844										2,915		2,915
12.	Lincoln Thrift	1974	Bob VandenAkker	1,195				450	1,038									2,683		2,683
13.	Squire Shop	1978	Doug Brow	625	582	638		112	600									2,557		2,557
14.	Spirit of Dayton Walter	1976	Jesse Shehan ®	619			821	606		352								2,398		2,398
15.	Squire	1977	Ron Hartley	625		854	550											2,029		2,029
16.	Vernor's	1976	Mick Shutt	432		486	877		169									1,964		1,964
17.	Kelloggs Frosted Flakes	1993	Henry Marvin	550		800												1,350		1,350
18.	Miss Madison	1978	Bill Shearer ®	567			371			338								1,276		1,276
19.	Miss Budweiser	1973	Robbie Roberts			802			352									1,154		1,154
20.	Thousand Trails	1981	Patrick Gleason		544				507									1,051		1,051
21.	Notre Dame	1972	Mark Hansen						550									550		550
22.	Miss Budweiser (backup)	1980	John Williams					288										288		288



Jim Clark



Kirk Pagel's Shanty I recently underwent some mid-season tweaking, including rebalancing, installation of a new motor, and more in the Ron Daum Boat Shop.

August

Sun	Mon	Tue	Wed	Thu	Fri	Sat
					1	2
3 <small>Chevrolet Cup at Seafair Lake Washington</small>	4	5	6	7	8	9
10	11	12	13	14	15	16 <small>Columbia Cup Lake of Tualatin Commons, Tualatin, Ore.</small>
17	18	19	20	21	22	23
24 <small>Stan Sayres Memorial Cherokee Bay Maple Valley</small>	25	26	27	28	29	30
31						

2008

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