

# ERCU



## THE NEWSLETTER

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### Up Next

August 15... ERCU Columbia Cup  
Lake of Tualatin Commons,  
Tualatin, Ore.

August 30... Stan Sayres Memorial  
Cherokee Bay Community Club,  
Maple Valley, Wash.

Sept. 12... Sahara Cup  
Twin Lakes Park,  
Marysville, Wash.

### On the Web

Madison Unlimiteds  
[www.courierunlimiteds.com](http://www.courierunlimiteds.com)

U-5, U-7 Racing Team  
[www.u5racing.com](http://www.u5racing.com)

Superior Racing Team  
[www.superiorracingu25.com](http://www.superiorracingu25.com)

### Stat of the Month

— The Bernie Little Memorial marked the first time in ERCU history that both winners - Jason Hartley and Mike Gossler won their respective connies and then won the race and first time that both winners (not named Campbell) successfully defended from the previous year on the same day.

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Nelson Holmberg

## BIG ELECTRICS MAKE A SPLASH

Electric Scale Unlimiteds is a model boat club formed by a dedicated group of individuals who enjoy building and racing models of unlimited hydroplanes. The charter members of the club are involved with ERCU, the 1/10-scale electric hydroplane club formed in 2003, and are now expanding to these new larger scale versions.

All boats in the club are 1/7-scale in size, which means they are just over four feet long and nearly two feet wide. They are scale replicas of real boats, and include all of the features of the full-sized versions, including engine cowlings, exhaust stacks, windshields, cockpit details and scale drivers complete with helmet and life vest.

As in ERCU, correct color schemes and proper graphics are mandatory, verified by photographs of the real boat. The models will be run by brushless electric motors powered by 8S2P lithium polymer or 32 sub-C batteries. The boats are controlled by

two-channel radios, one for the throttle and the other for the rudder. Speeds around 50 miles per hour are common.

These boats will run in the counterclockwise direction, same as ERCU. This is the same direction as the full-sized counterparts run, which adds to the scale authenticity of the class.

There are three classes of boats that make up the roster. Vintage boats are those modeled after the round-nosed piston-powered unlimiteds that ran prior to 1970. Classic boats are modeled after piston-powered pickle-fork boats that ran in the 1970s and 1980s. Modern boats are styled after turbine-powered boats running from the 1990s through to present day.

Current boats include 1969 Savair's Mist, 1960 Nitrogen, 1957 Pay 'n Save, 1968 Eagle Electric, 1969 Lil Buzzard, 1963 Notre Dame, and the 1962 \$ Bill, with more on the way.



# THE MILL

## A MOMENT WITH ...

### JOHN HOWELL

Family:..... Mary (wife), Trevor, Amanda, dog Speckles and two damn cats  
 City he calls home:..... Troutdale, Ore.  
 Job (when not boating):..... Metal fabrication  
 College football loyalty:..... none  
 Favorite current unlimited hydro:..... U-3 Cooper's  
 Favorite Unlimited hydro of the past:..... 1959 Nitrogen  
 Boats he races in ERCU:..... 1975 Sunny Jim Jam  
 What was your first car? ..... 1964 Ford Galaxie: yellow with a red hood

## ERCU NEWSROOM

### Hydropalooza video hits the web

Ryan Opfer shot some video of this year's Hydropalooza - the special event at Henry Marvin's Bill Brow Memorial at Marysville - and posted it to YouTube. If you're interested in seeing it, a link to the video on YouTube can be found on the news page of [www.e-rcu.org](http://www.e-rcu.org).

### PGI Models business change

After decades of model boat builders using replicas of the real graphics, logos, names, etc., that real boats used with a total understanding from the companies that provided those sponsorships to the real boats as to why this was not a violation of trademark laws, Mike Gossler's PGI Models has received a threat from one national tool company that once sponsored the Miss Madison Racing Team with a yellow and black paint scheme (it's actually now owned by Black & Decker) that he's violating those laws by selling decals featuring the company's name and artwork.

As a result, PGI Models is no longer selling graphics for that particular boat, and you won't find those sets online at [www.pgimodels.com](http://www.pgimodels.com).

**Editor's Note:** We at the ERCU: The Newsletter office hopes this has satisfied the tool company, but we believe they need to look a little further into why these decals are being produced and sold to model boaters, and their legal counsel should consider why this should not be considered a trademark infringement. This editor, for one, will never again buy another orange and black, or yellow and black, tool because of this action. Makita, Craftsman, Husky, and others are just as good - if not better.

### Dayton Walther, Parco's are fastest

At the Oregon Emerald Cup presented by Island Hobbies, the day's special event (after the racing) was a straightaway speed challenge, where boats ran straightaways directly at a radar gun, and times were recorded. The fastest boats in both modern and vintage.

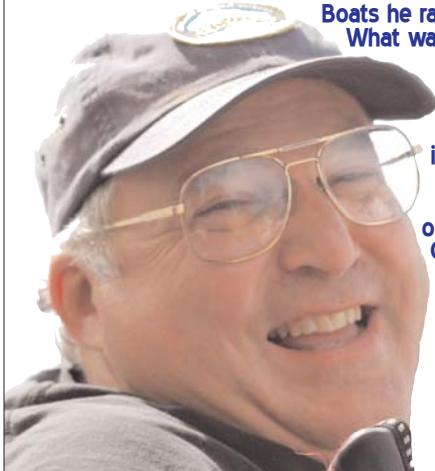
In the modern class, Terry Harmer's 1976 Spirit of Dayton Walther was the fastest, recording a speed of 44 miles per hour on its third of three runs. The second-fastest time was 43 mph, also by the Dayton Walther (second run). Jesse T. Shehan's 1977 Squire had the third-fastest run at 41 mph.

In vintage, Gerry Bordon's 1970 Parco's O-Ring Miss, and Gary Simmons' 1960 Miss Everett were the fastest. The Parco's turned in speeds of 44 mph on its second pass, and 42 on its third pass through the radar trap. The Miss Everett turned in speeds of 41 on the first trip, and 44 on the second trip.

The third-fastest vintage boat was Ben Keller's 1957 Hawaii Ka'i III, which turned in a first run of 41 mph, using a plastic prop.

Both winners received gift cards from Starbucks in celebration of their straightaway speeds.

And, just for fun, Simmons ran his 1/7-scale Eagle Electric through the straightaway speed challenge, too. He recorded speeds of 47, 47, and 48 mph with the big boat.



What was your first job?..... Don't remember. Construction, I think

When and how did you get involved in scale racing? . 1977 - John Earnest got me hooked and I have paid for it ever since.

Have you ever had a manicure/pedicure? (come on, admit it):..... No. But I have had a shampoo. Coke or Pepsi?..... Diet Coke. Real men drink Diet Coke.



## BIG BOAT NEWS

■ **U-1 Oh Boy! Oberto** — The defending champion placed third in the final at Madison. At Detroit, Oberto made the final, and placed second. Oberto won in Tri-Cities.

■ **U-3 Cooper Racing Team** — Allison motors have no fuel restrictions like the turbines, now set at 4.1 gpm, posted a DNF in the final at Madison, taking sixth place overall. At Detroit, running as Miss Chrysler Jeep, had two blown engines, keeping the U-3 from the final heat.

■ **U-5 Formula Boats** — Ted Porter's, Formula Boats placed fourth at Madison. At Detroit, Jeff Bernard finished a respectable third. Watch this boat & driver out west.

■ **U-7 Graham Trucking** — J. Michael Kelly, finished second at Madison. In Detroit at the Gold Cup, JMK placed fourth. Mike then flipped at Tri-Cities and became a media star.

■ **U-13 Spirit of Detroit Racing** — Dave Bartush's U-13 was on display at the Gold Cup. It did not run.

■ **U-16 Ellstrom Racing Team** — Dave Villwock Had a perfect day, winning every heat and the final at Madison. A week later in Detroit, he did it again, winning his seventh Gold Cup and 58th race win. If he sweeps the season, he will tie in all time race wins with Bill Muncey, at 62.

■ **U-17 Our Gang Racing Team** — Ran as the Miss Activ Water at Madison, but did not make the final heat. At the Gold Cup, likewise, did not make the final.

■ **U-22 Webster Racing Team** — At Detroit, Mike Webster suffered a broken finger when his canopy fell on his hand after the second heat, and withdrew from further racing for the weekend.

■ **U-25 Superior Racing** — The main hull (No. 0925) won't be out of Ron Jones Jr's shop until the Seattle race. Meanwhile, Dr. Ken Muscatel is leasing his favorite Leland hull (No. 00100). He did not make the final at Madison. At Detroit, the old Leland hull (running as Miss Jarvis Repair) showed some life, but did not make the final heat.

■ **U-37 Schumacher Racing** — Running as Miss Bello Pizza in Madison, Jean Theoret blew over in Saturday's heat 1-B. Theoret was airlifted to a Louisville Hospital in critical condition upgraded by race day. DNF at Madison. J.W. Myers - crew chief on Muscatel's U-25 - was tapped to drive the boat as Miss NYC at the Gold Cup.

■ **U-48 Go Fast, Turn Left Racing** — Albert Lee Appliances, did not make Madison final. At Detroit, Brian Perkins broke a strut and did not make the final heat.

■ **U-100 Leland Racing** — Miss Shoreline Props painted maroon, black and gold, a huge departure from the red, white & blue former colors, placed fifth at Madison. At the Gold Cup in Detroit, running as Miss Jarvis Painting, Greg Hopp made the final heat, and finished fifth.

(Updated Big Boat News, including Tri-Cities, can be found online at [www.e-rcu.org](http://www.e-rcu.org)).

Compiled by Kirk Pagel, ace reporter



# THE MILL

## 2009 ERCU SCHEDULE

### MARCH

Date	Event	Location
15	ERCU Spring Training/Test Day	Cherokee Bay

### APRIL

Date	Event	Location
4	Champion Spark Plug Regatta Winners: M-Mike Campbell; V-Bob VandenAkker	Centralia
25	Rose Festival RC Regatta Winners: M-Mike Campbell; V-Jeff Campbell	Portland

### MAY

Date	Event	Location
9	Bill Brow Memorial Winners: M-Jeff Campbell; V-Bill Smiley	Marysville
30	Diamond Cup Winners: M-Jeff Campbell; V-Jeff Campbell	Friday Harbor

### JUNE

Date	Event	Location
14	President's Cup/MV Days Winners: M-Mike Campbell; V-Craig Mullen	Lake Wilderness
27	Seafair Trophy Race Winners: M-Mike McIntosh; V-Craig Mullen	Monroe

### JULY

Date	Event	Location
11	Bernie Little Memorial Winners: M-Mike Gossler; V-Jason Hartley	Bellevue
18	Oregon Emerald Cup Winners: M-Mike Campbell; V-Craig Mullen	Tualatin

### AUGUST

Date	Event	Location
15	Columbia Cup Contest Director: Mick Shutt	Tualatin
30	Stan Sayres Memorial Contest Directors: Ron Daum and Rick Lentz	Cherokee Bay

### SEPTEMBER

Date	Event	Location
12	Sahara Cup Contest Directors: B. VandenAkker & M. Gossler	Marysville
20	ERCU Gold Cup Contest Director: ERCU Contest Board	Lake Wilderness
27	Roger Newton Memorial Contest Directors: David Newton & Monte Steere	Cherokee Bay

### OCTOBER

Date	Event	Location
4	Backup date Contest Director: TBA	Monroe

Season high points for boats and drivers will be based on the 10 best finishes for the year. This schedule is always subject to change. See [www.e-rcu.org/schedule.html](http://www.e-rcu.org/schedule.html) for the most up-to-date schedule.

## ERCU RUMOR MILL

ERCU statistician **Ben Keller** reports that **Nelson Holmberg's** 2009 Formula Boats is the first boat in ERCU to represent a currently racing unlimited hydroplane . . . Keller has sold the Miss U.S. 5 outside of the club, as **Dan Clark** - a member of Classic Thunder - has purchased the hull . . . Speaking of Classic Thunder, **Mitch Dillard** was in attendance at the Bernie Little



Nelson Holmberg

Memorial, and even dropped a couple of hints that he might bring his Free-1 and participate in the ERCU Roger Newton Memorial later in the season . . . **Terry Harmer** is the new owner of the 1976 Spirit of Dayton Walther, trading cash and the 1970 Pride of Pay 'n Pak (hemi) to **Mike McIntosh** for the Dayton Walther . . . **Patrick Gleason** has sold the Miss Spokane, and has the Thousand Trails up for sale. See [www.e-rcu.org/ForSale.html](http://www.e-rcu.org/ForSale.html) if you're in the market for a like-new modern boat . . .

**Doug Brow**, after deciding to jump into the 1/7-scale fray, has placed the 1978 Squire Shop up for sale, too. It's a proven winner, and a very fast boat. See [www.e-rcu.org/ForSale.html](http://www.e-rcu.org/ForSale.html) if you're interested . . . **Greg Sawicki** got qualified as ERCU's newest rookie during the Oregon Emerald Cup presented by Island Hobbies . . . **Dawn Holmberg** is considering becoming a boat owner herself, too.

## CLUB CLIPPINGS

**Rick Lentz & Monte Steere** pulling the old "switcheroo" . . . **Ron Daum** playing in the fountain . . . **Mick Shutt** passing the 80-30 point in construction of his new 1978 Miss Budweiser . . . **Howard Price & Ryan Opfer** burning the midnight oil . . . **Gary Simmons** giving away his new boat . . . **Doug Brow** making the right calls from his seat in the sky . . . **Brent Hall** keeping in touch . . . **Ben Keller** being innovative to keep cool . . . **Judy Fenton** off to take a sea cruise . . . **Chick Bartsch** nominating new ROTT members . . . **Justin Lentz** sharing photos . . . **Dave Reiser** repairing a sponson.

## RULES REMINDER — LANE CHANGES

- Drivers must maintain their lane and leave enough room for other boats on the race course. The referee has the discretion to issue a warning, a lap penalty or a disqualification, based on the severity of an infraction. The goal of the club is scale racing for enjoyment - no one benefits from reckless driving and damaged boats. Please race with the respect of others.
- When another boat is overtaking your own, you should maintain your lane and not try to get out of the way. It is the responsibility of the overtaking boat to make the pass safely.
- A driver may ask a judge for an explanation of a call, but at no time will an official listen to an argument.



## MULLEN, CAMPBELL CLAIM WINS AT OREGON EMERALD CUP

TUALATIN, Ore. – Good shade, a light breeze and a mist off of the fountain – not to mention fun racing made the nearly 90-degree temperatures hardly noticeable for most as the third annual Oregon Emerald Cup, presented by Island Hobbies, came off without a hitch.

Almost.

The one big hitch of the day was a mysterious gust that hit just a small portion of the Lake of Tualatin Commons pits flipping no fewer than four tents and tossing a handful of boats to the bricks. While one of the tents was a total loss, no significant damage was reported to any of the boats.

With 25 boats in the pits, the day moved smoothly and quickly, and produced a new winner in the vintage class.

After **Jeff Campbell** and his 1969 Pride of Pay 'n Pak Outrigger dominated the first two Oregon Emerald Cups, a new winner left for home with a first-place plate in hand.

**Craig Mullen** drove **Ben Keller's** 1957 Hawaii Ka'i III to its third win of the season, and bumped the boat into first place in the Red Dot Championship Series. It wasn't for a lack of challenge, either. **Mike Campbell** substituted as driver of the 1969 Pride of Pay 'n Pak Hooktail, and got the boat into the final as one of the top Flight A boats in the modified Fan Plan, used for this race.

In the final, however, while pushing for a race win, the Hooktail performed a classic blowover, which didn't excite Mike very

much – but did thrill the spectators who gathered around the lake to watch some very exciting racing.

Second in the vintage final went to **Bob VandenAkker** in his ever-steady 1963 Notre Dame, followed by **Gerry Bordon** in the 1970 Parco's O-Ring Miss, who started in the trailer position after winning the connie. Fourth place went to **Bill Shearer** – who topped the B-Flight in points to earn a spot in the final – with the 1970 Miss U.S. and fifth was **Ron Daum** with the 1957 Thriftway Too. Sixth place went to **John Earnest** with his 1962 Gale V.

The modern final was interesting, with Mullen driving Mike Campbell's Country Boy and VandenAkker driving Mullen's 1971 Pride of Pay 'n Pak. Whispers

in the pits said that Mullen just didn't want the pressure of trying to live up to the expectation of driving the Pak to a win in the Oregon Emerald Cup – repeating the history of the only real race in Oregon (**Billy Schumacher** drove the real Pak to a win at the 1971 Oregon Emerald Cup).

Under the Fan Plan, the top three vintage boats from Flight A earned spots in the final, with the top two Flight B boats and the top Flight C boats joining them on the front line. The rest of the boats were in the connie, regardless of flight, and the winner moved up as the trailer.

But Mullen did a great job with the Country Boy, finishing second behind Mike Campbell's impressive brand new 1982 Executone. It was the third straight year that Mike had won the race in his hometown.

Third place in the modern final went to **Nelson Holmberg's** 2009 Formula Boats, which enjoyed its best day of the season, scoring more than 1,300 points. Fourth place went to the 1974 U-95, which has become a fixture in final heats this season. Fifth was VandenAkker with the 1971 Pak. Those unable to finish included **Terry Harmer's** 1976 Spirit of Dayton Walther – which started the final as the trailer boat by winning the connie – and **Dave Reiser's** 1982 Executone.

Mullen also drove his 1991 American Spirit in an ERCU race for the first time, and the boat was impressive in its debut, finishing first and second in the two heats it started, and took third in the connie.



Nelson Holmberg

*Craig Mullen made it three wins in four races when he finished first in the Oregon Emerald Cup final at the Lake of Tualatin Commons.*



Nelson Holmberg

*Perhaps no surprise, the 1982 Executone of Mike Campbell was the modern champion in the Oregon Emerald Cup, presented by Island Hobbies.*

## HARTLEY, GOSSLER REPEAT AS BERNIE LITTLE WINNERS

BELLEVUE, Wash. — Back to front. That seemed to be the theme for the finals of the sixth annual Bernie Little Memorial, presented by Stout Tools.

Back to front is what both **Jason Hartley** and **Mike Gossler** did, when both started as the trailer boat in their respective finals and both ended up winning.

They also made history. It was the first time in ERCU club history that both trailer boats came from behind to win the race on the same day.

Gossler had an even more true case of back-to-front, as he had a difficult day finishing just one of the three preliminary heats with the 1978 Miss Circus Circus – first place, of course – and winning the connie to get into the final.

In the modern final, Gossler picked his way through the pack avoiding a pair of dead boats on the club's smallest course at Bellevue Downtown Park in order to get the win. **Gary Hansen** finished second with the 1974 Miss Cott's Beverage, while **Steve Twardus** was third with the 1972 Country Boy, and rookie **Terry Harmer** with his 1976 Spirit of Dayton Walther was fourth. It was Gossler's second consecutive win in the Bernie Little Memorial.

Heading into the final, it appeared that **Mark Hansen** was the favorite, as he had completed a perfect day, but he was unable to finish the final along with **Rick Lentz** in the U-95.

**Nelson Holmberg's** new 2009 Formula



Nelson Holmberg

*Mike Gossler's 1978 Miss Circus Circus won the Bernie Little Memorial modern final during ERCU's return to Bellevue Downtown Park after a one-year hiatus. Gossler won the final from the trailer position.*

Boats started to show signs of life during the Bernie race, finishing all but one heat while struggling with turning issues. In the connie, the turn issues seemed to be worked out, but the Circus was simply faster. The Circus and

the Formula were the only boats to finish the connie.

Hartley dominated the vintage connie to get into the final, then was able to move up to the front line late in the mill when Mark Hansen's 1972 Van's PX was unable to start. Second in vintage was **Mike Campbell**, who was substituting **Bill Smiley**, substituting for **Craig Mullen** in **Ben Keller's** Hawaii Ka'i III (got that?). Third went to Smiley, driving his own Hallmark Homes, while fourth was **Mark Gran** in the Atlas Van Lines and fifth was **Bob VandenAkker** in the 1963 Notre Dame.

**Jeff** and Mike Campbell did another great job on organizing, planning and running the race, providing several prizes – including another Stout Tools rechargeable band saw, which was won in a blind drawing by Gary Hansen, and a handmade custom propeller prepared by Mike Campbell, which was won by **Mick Shutt**, who appropriately plans to use it on his new Miss Budweiser when it's finished.

Thanks also go out to Twardus and his brother Al for their contribution of the pizza that provided a fantastic lunch for all of the racers and their guests.

Bernie smiled on the event with perfect weather in a great setting. The race – as usual – was great.



Nelson Holmberg

*In one of the preliminary heats at the Bernie Little Memorial, John Burkey (Miss Wickman) and eventual race winner Jason Hartley (Miss Timex) got a little too close.*



## MCINTOSH POSTS FIRST WIN AT SEAFAIR TROPHY RACE

MONROE, Wash. — Sunny skies and warm temperatures greeted 27 boats to the sandy shores of Lake Tye for the seventh annual running of the ERCU Seafair Trophy race sponsored by Remote Control Hobbies of Woodinville.

Carnage was the big story of the day, as wind and waves became a problem during the afternoon. Flipped boats became extra course markers to get around without contact, keeping spotters and drivers on the ball.

With 17 vintage and 10 modern boats on the beach, the day moved swiftly until chase boat runs dragged down the pace of the day. For the first time in recent memory, not one boat had a perfect points day. In the modern division, just one boat finished all of the heats it entered. Only five of the vintage boats finished each heat they entered.

The vintage first consolation heat featured a big milestone for **John Burkey**, as he drove the Miss Wickman to a connie win in its first racing action of the season. Burkey later decided to keep the points and not run in the final, allowing **Jerry Johnston** to move his 1971 Miss Timex Clock up as the trailer boat in the final. The Gale V, driven by **Ryan Opfer**; Miss US 5, driven by **Craig Mullen**; Miss Madison, driven by **Scott Fetterly**; and the Miss Everett, driven by **Gary Simmons**, were unable to finish.

In the vintage first connie, it was Simmons who won the heat, moving the Miss Everett into the first connie as the trailer boat. The Shakey's Special of **Mike McIntosh** and **Mark Gran's** Breathless II both did not fin-

ish. **Kirk Pagel's** Shanty I scratched with radio interference issues all day.

The modern first consolation featured three of the club's fastest boats after **Nelson Holmberg's** new 2009 Formula Boats (U-5), and **Terry Harmer's** 1971 Pride of Pay 'n Pak (hemi) were both scratched from further action due to boat damage caused by water and wind. In the end, **Mike Campbell's** 1974 Country Boy won the connie, followed by **Bill Smiley's** 1977 Charlie's Girl. Johnston's

Natural Light was unable to finish.

The modern final shaped up to be a barn-burner when the six boats hit the water. Leading the charge was the 1982 Executone, 1974 Country Boy, 1978 Circus Circus, 1976 Spirit of Dayton Walther, 1971 Pride of Pay 'n Pak, and the 1974 U-95. Just two boats finished, including **Mike Gossler's** 1978 Miss Circus Circus without a cowling. McIntosh celebrated his first ever ERCU win in NASCAR fashion, doing a back-flip right at the finish line. The remaining four went out of the competition on their own, including the U-95, which ended up shark's teeth pointed upwards ("I feel better now that the boat without the wing set has been authenticated — same as the real boat," **Rick Lentz** said later. "I can run now with a clear conscious. I hope to not duplicate it any time soon.")

While the vintage final saw two boats go out without finishing, it was a cleaner race, even though it was run in arguably rougher water and higher winds. The rough water favoring Hawaii Ka'i, owned by **Ben Keller** and driven by **Mullen**, finished the final with a big lead over **Gerry Bordon's** Parco's O-Ring Miss, which held of a last-gasp run from Lentz's 1969 Notre Dame at the end to finish in second place. Fourth place went to Opfer with the Gale's Roostertail while fifth went to **Bob VandenAkker** in the 1963 Notre Dame. **Jeff Campbell's** 1969 Pride of Pay 'n Pak (hooktail) and Johnston's Timex Clock were unable to finish.



Nelson Holmberg

*After the U-95 assumed a familiar position to the real boat, Rick Lentz said, "I feel better now that the boat without the wing set has been authenticated — same as the real boat. I can run now with a clear conscious. I hope to not duplicate it any time soon."*



Justin Lentz

*Craig Mullen held off all challengers to end up winning the vintage final with Ben Keller's Hawaii Ka'i III at the Seafair Trophy Race in Monroe.*



## STAT GEEK: REVIEWING SOME DATA

Your Stat Geek here, with a look at race-by-race heat efficiency data. I'm not sure what conclusions can be drawn, but here it is to ponder:

### VINTAGE CLASS

Race	Finish	Entered	Pct.
Champion Spark Plug	62	82	.756
Rose Festival	50	69	.725
Bill Brow Memorial	63	88	.716
Diamond Cup	55	75	.716
President's Cup	60	77	.779
Seafair Trophy	41	67	.612
Bernie Little Memorial	61	70	.871
Emerald Cup	47	55	.855
Totals (8 races)	439	583	.753

### MODERN CLASS

Race	Finish	Entered	Pct.
Champion Spark Plug	41	55	.745
Rose Festival	31	45	.689
Bill Brow Memorial	40	71	.563
Diamond Cup	34	44	.773
President's Cup	40	60	.667
Seafair Trophy	23	38	.605
Bernie Little Memorial	29	38	.763
Emerald Cup	36	44	.818
Totals (8 races)	274	375	.731

### COMBINED CLUB TOTALS

Race	Finish	Entered	Pct.
Champion Spark Plug	103	137	.752
Rose Festival	81	114	.711
Bill Brow Memorial	103	159	.648
Diamond Cup	89	119	.748
President's Cup	100	137	.730
Seafair Trophy	64	105	.610
Bernie Little Memorial	90	108	.833
Emerald Cup	83	99	.838
Totals (8 races)	713	958	.744

### Conclusions

1. These are recounted actual totals. I discovered through working on this article that the heat efficiency tables are inaccurate. I will redo them prior to the next race.

2. There are some parallels between both classes. Both did poorly at the Seafair Trophy Race at Lake Tye where there were radio issues out of our control and very rough water; in fact it was the worst day so far for the vintage class.

At the next two races both classes rebounded to their best scores of the season so far, even at the feared Bellevue Pond with its short course, tight corners, and concrete walls. Comparing Lake Tye to Bellevue, vintage went from worst to first.

3. The vintage class has done better than the modern class at every race except the Seafair Trophy.

4. The best two races in terms of heat efficiency are the most recent. Let's hope this trend continues. It's all about how the boats are driven, ladies and gentlemen!

### June trivia answers

**Question:** Which boat and driver were the first to win a race with Allison power?

**Answers:** Miss Great Lakes, Danny Foster, 1946 President's Cup, Washington, DC  
Which boat and driver were the first to win a race with Rolls-Merlin power?

Miss Canada III, Harold Wilson, 1948  
Silver Cup, Detroit, Mich.

**Question:** Which boat and driver were the first to win a race with turbine power?

**Answer:** Pay 'n Pak, John Walters, Seneca,



Kirk Pagel

NY, 1982.

**Question:** Who are the two remaining manicure-pedicure recipients according to the ERCU newsletter's "A Moment With . . ." column?

**Answer:** Mike Gossler and Gerry Bordon

### July trivia answers

- Which boat and driver were the first to run a lap of 120 mph?
- Which boat and driver were the first to run a lap of 130 mph?
- Which boat and driver were the first to run a lap of 140 mph?
- Which boat and driver were the first to run a lap of 150 mph?
- Which boat and driver were the first to run a lap of 160 mph?
- Which boat and driver were the first to run a lap of 170 mph?

Answers next month.

## UPCOMING RACES: COLUMBIA CUP, STAN SAYRES MEMORIAL

August brings the end of the big boat unlimited series in the Washington state, so ERCU will resume its schedule after a one-month hiatus to allow our members to do some needed midseason maintenance, attend the big boat races, work on big boat crews, or just relax a little bit.

But as of Saturday, Aug. 15, it's time to get back after the Red Dot Championship Series when the ERCU Columbia Cup comes to the Lake of Tualatin Commons in Tualatin, Ore., hosted by Contest Director **Mick Shutt**.

Just two weeks after the Columbia Cup, **Ron Daum** and **Rick Lentz** will CD the annual Stan Sayres Memorial at Cherokee Bay Community Club, where **Dan Gilmore** will again be our host.

### Columbia Cup

The Columbia Cup will be run at the same location as the last race before ERCU's mid-season break - the Lake of Tualatin Commons. Shutt's plans are to keep the points race format that has been used for each of the first two ERCU Columbia Cups.

Under the points format, the winner of the race will be determined by the boat that earns the most points in the course of the race, regardless of where that boat finishes in the winner-take-all final.

Mike Campbell's 1974 Country Boy is the two-time defending champion in the modern class recording 1,369 points to win the 2008 race by just 200 points over the 1973 Red Man Too.

In the vintage class, Jeff Campbell's 1969 Pay 'n Pak Outrigger won the first race, and in 2008, Brian Gilmore drove the 1960 Thriftway

Too to a race win with 1,269 points - beating the Hawaii Ka'i III by just 69 points.

The Ka'i won the final heat, and that broke a points tie for second place with Mike Campbell's 1969 Harrah's Club.

A regular ERCU racing format will be followed throughout the day, other than cumulative points determining the race winner.

As usual, raceday setup will begin around 7 a.m., with testing to begin after boats are registered, and a driver's meeting around 10:30 a.m., with racing to start at 10:45 a.m.

### Stan Sayres Memorial

For the first time ever, **Monte Steere** will not be one of the contest directors for the Stan Sayres Memorial. He has, instead, teamed up with **David Newton** to put on the Roger Newton Memorial later in the season.

Rick Lentz and Ron Daum have taken over the Sayres Memorial this year, and plan a terrific event, hosted by Dan Gilmore at Cherokee Bay Community Club on Sunday, Aug. 30.

A regular ERCU racing format will be followed throughout the day, other than cumulative points determining the race winner.

As usual, raceday setup will begin around 7 a.m., with testing to begin after boats are registered, and a driver's meeting around 10:30 a.m., with racing to start at 10:45 a.m.







### VINTAGE BOAT POINTS – 2009 (THROUGH EIGHT RACES)

No.	Boat	Year	Owner	CSP	RFR	BBM	DC	PC	SEA	BLM	OEC	CC	SSM	SC	GC	RNM	Total	Drops	High Points
1.	Hawaii Kai III	1957	Ben Keller	1,400	769	0	800	1,369	1,400	1,400	1,369						8,507		8,507
2.	Pay 'n Pak (hooktail)	1969	Jeff Campbell	1,025	1,500	1,100	1,500	1,300	1,200		700						8,325		8,325
3.	Notre Dame	1963	Bob VandenAkker	1,325	821	0	1,269	1,094	1,227	1,052	1,069						7,857		7,857
4.	Hallmark Hornes (black)	1971	Bill Smiley	600	1,327	1,400	1,325	1,000		1,325							6,977		6,977
5.	Parco's O-Ring Miss	1970	Gerry Bordon	394	127		1,169	996	1,225	907	746						5,564		5,564
6.	Miss Everett	1960	Gary Simmons	833	685	0	807	738	300	450	546						4,359		4,359
7.	Gale's Roostertail	1965	Howard Price	479		750	877	1,050	919								4,075		4,075
8.	Miss U.S. 5	1963	Ben Keller	1,019	400	800	750	550	400								3,919		3,919
9.	Muvalong	1954	Gary Hansen	1,100	1,425			525		719							3,769		3,769
10.	Wildroot Charlie	1958	Ron Daum	696	821	1,169	169	479		427							3,761		3,761
11.	Notre Dame	1969	Rick Lentz				750		1,325	769	850						3,694		3,694
12.	Shakey's Special	1973	Mike McIntosh	638		750	920	296	225								2,829		2,829
13.	Miss Timex (clock)	1971	Jerry Johnston		769	569		296	525	596							2,755		2,755
14.	Gale V	1955	Howard Price			1,425	225	300	625								2,575		2,575
15.	Miss Burien	1960	Robbie Roberts	900		846		0	625								2,371		2,371
16.	Atlas Van Lines	1967	Mark Gran		352	127	850			1,019							2,348		2,348
17.	Oh Boy! Oberto	1975	Mick Shutt	338		700				553	612						2,169		2,169
18.	Miss Eagle Electric	1968	Bob VandenAkker							854	1,200						2,054		2,054
19.	Gale V	1962	John and Dianne Earnest	704			352			920							1,976		1,976
20.	Thriftway Too	1957	Ron Daum					639	300		977						1,916		1,916
21.	Miss Timex	1972	Jason Hartley					800		1,100							1,900		1,900
22.	Miss U.S.	1970	Bill Shearer	525	0	300					938						1,763		1,763
23.	Miss Budweiser	1966	Doug Brow	352		525	700	169									1,746		1,746
24.	St. Regis	1963	Jesse Shehan	338	415			489			402						1,674		1,674
25.	Miss Madison	1961	Scott Fetterly			577		675	394								1,666		1,666
26.	Miss Pay 'n Save	1958	Steve Twardus			863		225		469							1,557		1,557
27.	Coral Reef	1958	Craig Bradshaw			465	300	545									1,479		1,479
28.	Miss Wickman	1967	John Burkey				0		800	450							1,250		1,250
29.	Slo-Mo-Shun IV	1951	John and Dianne Earnest		491						694						1,185		1,185
30.	Miss Bardahl	1958	Rick Lentz	394	789												1,183		1,183
31.	Shanty I	1957	Kirk Pagel						0	625							1,150		1,150
32.	Miss Van's PX	1972	Mark Hansen			525				1,100							1,100		1,100
33.	Hallmark Hornes (red)	1971	Craig Mullen	1,000													1,000		1,000
34.	Miss Exide	1964	Henry Marvin			300				694							994		994
35.	Wayfarer's Club Lady	1966	Ryan Bradshaw	254		507	95										856		856
36.	Skip-A-Long	1949	Ron's Rods and Customs LLC	775													775		775
37.	Miss Budweiser II	1970	Craig Bradshaw			700											700		700
38.	Miss Lapeer	1966	Bob VandenAkker				605										605		605
39.	Such Crust III	1955	Ron Daum / Alex Daum ®		582					0							582		582
40.	Miss Bardahl	1968	David Newton					470									470		470
41.	Breathless II	1957	Mark Gran					225	225								450		450
41.	Sunny Jim Jam	1975	John Howell								450						450		450
43.	Maverick	1957	Zane Courtway			352											352		352
44.	Miss Thriftway	1960	Kerry Kjos		269												269		269
45.	Miss Peps V	1947	Ron's Rods and Customs LLC	0													0		0

### MODERN BOAT POINTS – 2009 (THROUGH EIGHT RACES)

No.	Boat	Year	Owner	CSP	RFR	BBM	DC	PC	SEA	BLM	OEC	CC	SSM	SC	GC	RNM	Total	Drops	High Points
1.	Country Boy	1974	Mike Campbell	1,025	1,127	1,600	1,600	1,600	450		1,500						8,902		8,902
2.	Miss Circus Circus	1978	Mike Gossler	1,269	1,094	1,300	1,225	1,300	895	800							7,883		7,883
3.	Executone	1982	Mike Campbell	1,500	1,200	1,200	1,200	696	969		1,369						6,765		6,765
4.	U-95	1974	Rick Lentz	821	825	889	750		600	919	919						5,723		5,723
5.	Pride of Pay 'n Pak	1971	Craig Mullen	869	450	1,150	550	569	600		1,027						5,215		5,215
6.	Spirit of Dayton-Walther	1976	Mike McIntosh/Terry Harmer	0		821	769	225	1,194	938	675						4,622		4,622
7.	Charlie's Girl	1977	Bill Smiley	1,150	569	264	750	488	550								3,771		3,771
8.	Miss Cott Beverages	1974	Gary Hansen	395	750			1,050		1,000							3,195		3,195
9.	Formula Boats	2009	Nelson Holmberg	763					300	544	1,325						2,932		2,932
10.	Miss Budweiser (T3)	1994	Kelsey McIntosh	677		676	619	825									2,797		2,797
11.	Natural Light	1977	Jerry Johnston		479	564		427	469	619							2,558		2,558
12.	Country Boy	1971	Steve Twardus			844		0		1,225							2,069		2,069
13.	Executone	1982	Dave Reiser		394	737					925						2,056		2,056
14.	Pride of Pay 'n Pak	1970	Terry Harmer	0	794	0	338	409	450								1,991		1,991
15.	Squire	1977	Jesse Shehan	437	433			225			544						1,639		1,639
16.	Winston Eagle (lobster)	1989	Craig Bradshaw	0			994	610									1,604		1,604
17.	The Squire Shop	1978	Doug Brow	0		225	795	395									1,415		1,415
18.	Notre Dame	1972	Mark Hansen							1,200							1,200		1,200
19.	Kellogg's Frosted Flakes	1993	Henry Marvin					1,138									1,138		1,138
20.	Miss Vernor's	1976	Mick Shutt			0				320	563						883		883
21.	American Spirit	1991	Craig Mullen								813						813		813
22.	Miss Budweiser	1973	Howard Price														732		732
23.	Miss Budweiser (backup)	1980	John Williams	563		169		625									625		625
24.	Red Man Too	1973	Greg Sawicki ®								469						469		469
25.	Miss Budweiser (T4)	1994	Henry Marvin			127											127		127
26.	Miss Madison	1978	Bill Shearer		0												0		0



### VINTAGE DRIVER POINTS — 2009 (THROUGH EIGHT RACES)

No.	Driver	Year	Boat	CSP	RFR	BBM	DC	PC	SEA	BLM	OEC	CC	SSM	SC	GC	RNM	Total	Drops	High Points
1.	Bob VandenAkker	1963	Notre Dame	1,325	821	0	1,269	1,094	1,227	1,052	1,069						7,857		7,857
2.	Jeff Campbell	1969	Pay 'n Pak (hooktail)	1,025	1,500	1,100	1,500	1,300	1,200								7,625		7,625
3.	Craig Mullen	1957	Hawaii Ka' I III	1,400	769	0	800	1,369	1,400		1,369						7,107		7,107
4.	Bill Smiley	1971	Hallmark Homes (black)	600	1,327	1,400	1,325	1,000		1,325							6,977		6,977
5.	Gerry Bordon	1970	Parco's O- Ring Miss	394	127		1,169	996	1,225	907	746						5,564		5,564
6.	Ron Daum		Wildroot Charlie/Thriftway Too	696	821	1,169	169	479	300	427	977						5,068		5,068
7.	Gary Simmons	1960	Miss Everett	833	685	0	807	738	300	450	546						4,359		4,359
8.	Rick Lentz		Miss Bardahl / Notre Dame	394			750		1,325	769	850						4,088		4,088
9.	Gary Hansen	1954	Muvalong	1,100	1,425			525		719							3,769		3,769
10.	Mike McIntosh	1974	Shakey's Special	638		750	920	296	225								2,829		2,829
11.	Mark Gran		Atlas Van Lines / Breathless II		352	127	850	225	225	1,019							2,798		2,798
12.	Jerry Johnston	1971	Miss Timex (clock)		769	569		296	525	596							2,755		2,755
13.	Nelson Holmberg		Miss Bardahl/Shanty I/US. 5		789	525	750		0	625							2,689		2,689
14.	John Earnest		Gale V / Slo-Mo-Shun IV	704	491		352				920						2,467		2,467
15.	Robbie Roberts	1960	Miss Buriem	900		846		0	625								2,371		2,371
16.	Mick Shutt	1975	Oh Boy! Oberto	338		700				553	612						2,203		2,203
17.	Ryan Opfer		Gale's Roostertail / Gale V	479		750	225	300	625								2,199		2,199
18.	Jason Hartley	1972	Miss Timex					800		1,100							1,900		1,900
19.	Bill Shearer	1970	Miss U.S.	525	0	300					938						1,763		1,763
20.	Doug Brow	1966	Miss Budweiser	352		525	700	169									1,746		1,746
21.	Jesse Shehan	1963	St. Rejis	338	415			489			402						1,731		1,731
22.	Scott Fetterly	1961	Miss Madison			577		675	394								1,666		1,666
23.	Steve Twardus	1958	Miss Pay 'n Save			863		225		469							1,557		1,557
24.	Craig Bradshaw	1958	Coral Reef	169		465	300	545									1,479		1,479
25.	John Burke	1967	Miss Wickman				0		800	450							1,250		1,250
26.	Mark Hansen	1972	Miss Van's PX							1,100							1,100		1,100
27.	Henry Marvin	1964	Miss Exide			300				694							994		994
28.	Ryan Bradshaw	1966	Wayfarer's Club Lady	254		507	95										856		856
29.	Ron Hornung	1949	Skip-A-Long	775													775		775
30.	Mike Campbell	1969	Pride of Pay 'n Pak (hooktail)								700						700		700
31.	John Howell	1975	Sunny Jim Jam								450						450		450
32.	Zane Courtway	1957	Maverick			352											352		352
33.	Kerry Kjos	1960	Miss Thriftway		269												269		269
34.	Alex Daum ©	1955	Such Crust III							0							0		0

### MODERN DRIVER POINTS — 2009 (THROUGH EIGHT RACES)

No.	Boat	Year	Owner	CSP	RFR	BBM	DC	PC	SEA	BLM	OEC	CC	SSM	SC	GC	RNM	Total	Drops	High Points
1.	Mike Campbell		Executone/Country Boy	1,500	1,200	1,200	1,200	696*	969		1,369						8,134		8,134
2.	Mike Gossler	1978	Miss Circus Circus	1,269	1,094	1,300	1,225	1,300	895	800							7,883		7,883
3.	Rick Lentz	1974	U-95	821	825	889	750		600	919							5,723		5,723
4.	Craig Mullen	1971	Pride of Pay 'n Pak	869	450	1,150		569	600		900						4,538		4,538
5.	Bill Smiley	1977	Charles Girl	1,150	569	264	750	488	550								3,771		3,771
6.	Terry Harmer		Pay 'n Pak/Dayton-Walther	0	794	0	338	409	450	938	675						3,604		3,604
7.	Nelson Holmberg		Formula Boats/Pay 'n Pak	763			550		300	544	1,325						3,482		3,482
8.	Gary Hansen	1974	Miss Cott Beverages	395	750			1,050		1,000							3,195		3,195
9.	Mike McIntosh	1976	Spirit of Dayton-Walther	0		821	769	225	1,194								3,009		3,009
10.	Kelsey McIntosh	1994	Miss Budweiser (T3)	677		676	619	825									2,797		2,797
11.	Jerry Johnston	1977	Anheuser Busch Natural Light		479	564		427	469	619							2,558		2,558
12.	Steve Twardus	1971	Country Boy			844		0		1,225							2,069		2,069
13.	Dave Reiser	1982	Executone		394	737					925						2,056		2,056
14.	Craig Bradshaw	1989	Winston Eagle (lobster)	0			994	610									1,604		1,604
15.	Jesse Shehan	1977	Squire	437	433			225			544						1,539		1,539
16.	Doug Brow	1978	The Squire Shop	0		225	795	395									1,415		1,415
17.	Henry Marvin		MissBudweiser (T4) / Kellogg's			127		1,138									1,265		1,265
18.	Mark Hansen	1972	Notre Dame							1,200							1,200		1,200
19.	Mick Shutt	1976	Miss Vemor's			0				320	563						883		883
20.	John Williams	1980	Miss Budweiser (backup)					625									625		625
21.	Ryan Opfer	1973	Miss Budweiser	563													563		563
22.	Greg Sawicki ©	1973	Red Man Too								469						469		469
23.	Howard Price	1973	Miss Budweiser			169											169		169
24.	Bill Shearer	1978	Miss Madison		0												0		0
	Jeff Campbell	1974	Country Boy			0*	0*										0		0

\* won race with non-points boat