

E-RCU News

www.e-rcu.org

Volume 2, Issue 6

June 2006

UPCOMING EVENTS

July 16 . . Bernie Little Mem.
Bellevue Pond

July 23 Seafair Trophy
South Lake Union

YOU GOTTA SEE THIS!



All of the Bardahl boats that competed in the Bardahl Shootout at the Leo Vandenberg Challenge. The boats (l-r) John Williams' 63, Roger Newton's '68, Rick Lentz's 58, and Jim Clark's 67.

FEATURED WEBSITES

New Superior Racing Team site

www.noslencommunication.com/srt

Leo Vandenberg Challenge brings record turnout

The Leo Vandenberg Challenge brought 31 vintage and 13 modern hydros to Lake Pleasant in Bothell.

The Bardahl Classic, sponsored by **Kirk Pagel**, was the first event of the day. **John Williams' 63** Bardahl, **Czar's 68** Bardahl, **Rick Lentz's 58** Bardahl, **Jim Clark's 67**, **Henry Marvin's 64** Exide, and

Craig Bradshaw's 67 Atlas Van Lines wowed the crowd with Jim Clark finishing first.

Water and weather conditions cooperated for most of the day and the Modern final consisted of the 73 Country Boy, 70 Pay N Pak, 78 Circus Circus, 72 Notre Dame, Winston Eagle, the 73 Red Man, and the U-95 as the trailer. The Country Boy and the Pak battled five laps with the Country Boy winning by a roostertail.

Mike Gossler and the Circus took third. The vintage class had two connies with



Gary Hanson drove Steve Twardus' Pay 'N Save to a second place finish at the 2006 Leo Vandenberg Challenge at Lake Pleasant in Bothell.

Timex clipped upside down Notre Dame and was DQed.

The Hallmark, with driver **Mark Hanson**, had a victory. That left the door open for the Pay N Save driven by **Gary Hanson** to take second and **Bob VandenAkker** with the 66 Notre Dame taking third. **Jim Clark's** Bardahl cruised in as it did all day.

Congratulations to our race winners, **Mike Campbell** and **Mark Hanson**, who scored

Scott Fetterly's Miss Madison taking one and **Mike Campbell's** Notre Dame becoming the trailer in the final.

The water was great, the wind was not. Full throttle and the Evergreen and 69 Notre Dame blew over. The Timex and Hallmark battled to the final turn when the

(Continued on page 3)

Robertson repeats at Silver Cup

Jesse Robertson didn't wait long to win his second ERCU race.

In fact, it was just a week. Robertson — who won 25 races in RCU — outlasted **Jeff Campbell** and the Lil' Buzzard to win the ERCU Silver Cup vintage final May 21 at Bradley Lake in Puyallup.

Campbell won the modern class with his Pay 'N Pak, while Robertson gave 1960 Miss Thriftway owner **Kerry Kjos** his second win of the



Jesse Robertson (l) and Jeff Campbell (r) celebrate their Silver Cup wins.

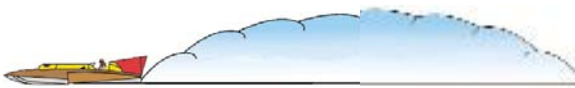
season.

A total of 17 vintage boats and seven modern sleds entered the Silver Cup, a small crowd, in part due to the nitro race in Marysville on the same day.

Campbell put all three of his boats into the vintage final and had to "hire" drivers to help him. Brother **Mike Campbell** was third with the Evergreen Roofing, while **Mike Gossler** was unable to finish with the Hallmark Homes. Also unable to finish were **Monte Steere** with the Slo-Mo-Shun IV, **Bob VandenAkker** with the 1963 Notre Dame, and **Jason Hartley** with the Timex II.

Monte, who almost chose to scratch his boat from the connie and was a last-minute addition to the fleet on Sunday morning, ended

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NEWSBRIEFS

A Special Message from Jerry Courtway

To my friends in ERCU:

You guys may have noticed that I'm no longer racing my electric, and have switched over to R/C Unlimiteds. I wanted to take a minute to explain why.

For the time I have in building the 1979 Griffon Miss Budweiser, I think that I could have almost built the real hull. The time and labor on this hull is unbelievable, and started two years ago with a goal to get back into R/CU.

In 1976 **Roger Newton** made me plans for the Northwest Tank Services 1/8th scale. I built the hull and went to four races that year and had some issues with money, then never got back into it, but I always went to races, and never had enough spare time to do it right. I remember having once said to myself that I would only get back into it if I could do it right — not half-assed.

Well I had the first hull of the Griffon Miss Budweiser made by **Troy McIntire** in Kennewick in a mirror-image concept for going right turns, meanwhile I worked on other things and never let go of my goals to step into the R/CU field. I joined E-RCU, "my home club", to see if I could take the heat of not driving and be a boat owner — I had some vision issues from being a diabetic for a long time it took its toll on my right eye mostly, which is why I've chosen not to drive.

I learned a lot my first year of not earning any points and how to set up a hydro, etc. With help of a few very special people in E-RCU, we got a hull from the Campbell brothers and we made the 76 Olympia Beer.

There was some talk in the club that we would never win with a wing boat, but we did win the 2005 Seafair Trophy Race on Lake Washington and became pretty competitive. The driver had a lot to do with the boat winning, but it still had to be setup and I was always working on trying something different than the other guys. Some worked and some didn't, but isn't that always the case?

There is so much advice that E-RCU and R/CU club members have, my advice to new club members is this: Don't be afraid to ask anyone a question. I have yet to have a non-helper in either club! Sometimes it took a crowbar, but I always got some hints how to do it better.

I have always told Zane that its not a take-take world. Nobody owes you anything, you have to earn it, and respect has to be earned. Nobody gives you respect.

Zane and I sat down in Wenatchee and talked some things out together about what was going on. We have decided together to sell the electric stuff for now so we can buy some equipment for the nitro hull team.

I want everyone to know that the Campbell brothers, the **Newton Family, Gale Whitestone, David Gardner, Ron Horning, the Lilly brothers, Rick Lentz, Ron Daum, Howard Price, Jim Clark, Bobby V and Judy, Monte Steere, Kerry Kjos, Robbie Roberts, John Earnest, Andy Kunz** of RC Hydros, **Jason Hartley, Bill Smiley**, and one of my biggest supporters **Jerry and Joan Johnston** — just everybody in E-RCU.

I want everyone to know that our nitro boat is doing very well in its short time out in R/CU, and that having come from E-RCU everyone has helped Zane and I get to this point and what I have learned I have tried to apply some how and somehow to this new team. I am very grateful to have a wonderful wife (**Bridget**) and two wonderful friends who drive for us (**Roger and David Newton**). It is a very strong team with one boss (Roger) and we all work very well together, it's pretty amazing. "Dynamo Dean" (Roger) is very exciting behind the wheel of the 1979 Griffon Bud.

I want the club members to know were not gone and we are still going to be club members and I hope Zane can drive for someone next year in E-RCU at the races what we can make, but its hard to do both with a young child and other sports going on, I hope everyone knows that our door is always open to them, and they look to us as Hay those guys came from the E-RCU club.

Jeff Campbell and I had a talk when I got in to E-RCU about owning a boat and not being able to drive, and Jeff said it might be hard thing to do?

Well it wasn't as hard as what I was hearing as rumors going around. It has been pretty different and he is right it hasn't been easy, but it was planed and a goal of acceptance to stay out of the lime light wasn't that hard for me. Life is too short about arguing about rules and that guy has this, and that guy has that, and we forget about the friends we made and why we made them in the first place to have fun together. I never got in the club to strictly win; I got into the club because everyone treated Zane and my family nice. That's a big thing to me, I don't give a damn about winning, if we do, we do, if we don't, we don't, but one thing you can count on, we are going to try to win, and have fun. I want everyone to know that if they make it to a R/CU race they are always welcome and am treated like family.

— Jerry & Zane Courtway

Big Boat News

The ghost of 1920 racing legend **J.W. Whitlock** from Rising Sun, Indiana is looking down from above and saying to himself "If I could get just make a comeback in HOOISER BOY, fans would really see why Indiana is truly the Heaven of all Heavens when it comes to powerboat racing."

Oh sure, the long time aficionados of the sport argue back and forth --- Detroit, Seattle, Detroit, Seattle. Now, the two big cities on the circuit better take a look around because the Hoosier State is making a run at the honor.

Not only does the state of Indiana host two of the seven races on the American Boat Racing Association circuit, three of the boat teams are now calling this Midwestern state homeport.

The Evansville race will open the 2006 ABRA season followed one week later by the Madison Governor's Cup.

The City of Madison has hosted the big hydros in the annual competition for the Indiana Governor's Cup since 1951; while Evansville, Indiana, has done likewise for Thunder On The Ohio since 1979.

The community-owned MISS MADISON (U-6) is the oldest continuously active Unlimited team. Currently sponsored by OH BOY! OBERTO, the U-6 is now in its 46th consecutive year of operation and last year, driver **Steve David** captured the Driver's National High Point Championship.

The Evansville-based team of **Ed Cooper, Jr.**, and the late **Ed Cooper, Sr.**, first appeared in 1986. Sponsored by MASTER TIRE, the Allison-powered U-3 is the only Unlimited hydroplane to use a reciprocating engine in a category dominated by Lycoming turbine power. And only three years ago, **Mitch Evans** gave the Cooper's the prestigious APBA Gold Cup Trophy with the big win on the Detroit River.

And this season, a brand new Unlimited team is making its headquarters in Decatur, Ind., and this team could be a major force on the circuit.

Driver and team manager **Mike Weber** have announced that two hulls (the T-5 and the T-6), formerly owned by **Bernie and Joe Little's** MISS BUDWEISER organization, have been acquired by Precision Performance Engineering, LLC.

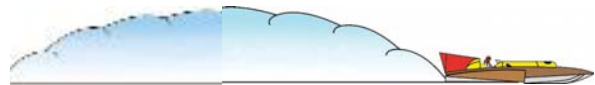
The organization plans on racing two boats during the 2006 season. One of the former BUD hulls will become the primary U-5 hull with full season sponsorship provided by FORMULA BOATS, a well-respected manufacturer of pleasure boats as well as offshore racing boats.

The two former MISS BUDWEISER hulls join last year's U-5 hydroplane, recently purchased from former owner **Chad Sanderson** of nearby Auburn, Ind., which Weber drove on the 2005 ABRA series tour.

A second hull will be raced as the U-7. The sponsorship search will decide if the team runs the other BUD hull or last year's U-5 hull, and will also determine the team's choice of a second driver.

Seattle and Detroit have long been the mainstays with regard to large numbers of active Unlimited teams and races. Seattle still maintains a sizeable fleet, while Detroit's boat count has dropped to only one or two in recent years.

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Wind provides huge challenges for vintage fleet at Bill Brow Memorial

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Bardahl racing jackets and framed Bardahl logos contributed by **Kirk Pagel**.

The next two events were Dash for Cash races. The first included the boats with the worse totals for the day vying for \$102 collected by the fans. The winner was **Ron Daum** with the Such Crust.

Clearview Nursery sponsored the next shootout for prior race winners. Those competing were the Skipalong, Lil Buzzard, 69 Notre Dame, 63 Thriftway, Hallmark Homes, and the Timex.

After a thrilling race, the Buzzard, with driver **Jeff Campbell** prevailed and won \$102.25 with a victory lap that ended in a blowover. He also scored a \$100 dollar membership to the Hydroplane Museum. What a finish to a great day of racing.

Special thank you's go to many people who helped to make the Leo Vandenberg Challenge a success. **Jeff Campbell**,

Rick Lentz, **Ron Daum**, and **Czar** for set up and technical support, not to mention **Pat Gleason** for play by play. **Steve** and **Marlene Hoffer** for hosting and feeding all the competitors and fans. **Wayne Neilson**, owner of Lake Pleasant RV Park, for supplying steaks and parking for the pit area.

The Knights of Columbus (John) for parking and the facility to store our food (mention E-RCU and receive a \$50 rental discount). **Jim Macauliffe** of Clearview Nursery in Snohomish for steak and prize money. **Jim Swanson** of Swanson's Shoe repair for the shoe shine kit. Lon for the arial photos.

Thank you also to our prize contributors. Main Street Ale House, Alexa's Cafe, Sparta's Pizza, Randy and Pat Parkhurst, Ron Tully Hydro Prints, the Unlimited News Journal and the Hydroplane and Raceboat Museum.

The biggest thank you of all goes to **Bob VandenAkker** who contributed a lot of time, effort, and prizes to make this race special.

It was a great day, and Noah won his soccer game.

Rough water moves Sayres Memorial to Bellevue

Continued from page 1

up winning the connie and earning a spot in the final as the trailer. He was running as high as third place before the boat went dead in the water before the finish of the final.

Bill Smiley was second in the vintage connie with the 1955 Miss Thriftway, and **Jim Clark** was third with the 1967 Miss Bardahl. The club's newest rookie, **Scott Fetterly**, was fourth with his beautiful new 1961 Miss Madison, and **Mike Campbell** was fifth with the 1969 Notre Dame. **David Gardner** in the Nitrogen was unable to finish.

In the modern final, **Jeff Campbell** was the grand marshal of a boat parade after he pulled away from **Mike Campbell's** 1973 Country Boy. **Mike Gossler** fit nicely into third place with the 1978 Circus Circus, while **Nelson Holmberg** finished fourth with the 1973 Red Man. Both **Craig Bradshaw** (steering servo) with the Winston Eagle and **Jesse Robertson** (fried motor) with **Howard Price's** Miss Budweiser, were unable to start.

Fried motors seemed to be the story of

the day, as **Mike Gossler** (78 Squire Shop) burned three (two in testing), and **Roger Newton** (Hawaii Kai III), **Ryan Opfer** (Gale V) joined Robertson with one burned motor each.

In the vintage final, Robertson and Campbell dueled for a lap before the Thriftway's inside lane advantage was too much for the Lil' Buzzard. **Jason Hartley's** day was too much of and up and down affair. The Timex II either finished first or didn't finish at all, taking a pair of DNF's, including the final. In its two heat wins, the Timex II beat the Buzzard and then the Evergreen Roofing.

The Bradley Lake course turned out to be a fine early season (before the lily-pads grow in) race track, as long as the Parks Department will have us, and the Silver Cup was yet another fantastic event directed by **Monte Steere** and **Roger Newton**.

Roger and Monte both took time to thank all the drivers for their good sportsmanship throughout the day and commended them on the good quality driving with no major accidents or collisions.

Hilltop Battlepack Sponsors Gold Cup



Welcome Aboard **Steve** and **Sarah Hill** of Hilltop Battlepack as sponsors for the 2006 ERCU Gold Cup.

Hilltop Battlepack offers the highest quality Gold Peak, Intellect and Sanyo NIMH cells and packs. Sanyo NICAD cells and packs.

Kjos buys Olympia Beer

Kerry Kjos is the new owner of **Jerry & Zane Courtway's** Olympia Beer.

It went to the Newton boat shop to be re-outfitted for the Presidents Cup race.

David Newton drove the boat to a second place finish in the modern class.

The boat should be at the rest of the 2006 races, possibly with **Jesse Robertson** driving.

2006 ERCU SCHEDULE

MARCH

Date	Event	Location
19	Test Day	Lake Union

APRIL

Date	Event	Location
15	Champion Spark Plug Regatta	Centralia
23	Stan Sayres Memorial	Lake Union

MAY

Date	Event	Location
13	Bill Brow Memorial	Twin Lakes
21	Silver Cup	Puyallup

JUNE

Date	Event	Location
4	Leo Vandenberg Challenge	Lake Pleasant
10-11	President's Cup	Lake Wilderness

JULY

Date	Event	Location
16	Bernie Little Memorial	Bellevue Pond
23	Seafair Trophy	Lake Union

AUGUST

Date	Event	Location
20	TBD	Coulon Park
27	Diamond Cup	Lake Union

SEPTEMBER

Date	Event	Location
9-10	Gold Cup	Lake Wilderness
16	Exhibition	Port Ludlow
24	Dean Chenoweth Memorial	Long Lake
30	Apple Cup exhibition	Chelan

OCTOBER

Date	Event	Location
1	Apple Cup exhibition	Chelan
8	Brewers Cup	Shady Lake

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



Statistics — 2006 Season (through Leo Vandenberg Challenge)

Vintage Driver Points

Place	Boat	Driver	Total
1.	Notre Dame (63)	Bob VandenAkker	4,951
2.	Lil Buzzard	Jeff Campbell	4,800
3.	Miss Thriftway	Jesse Robertson	4,746
4.	Notre Dame (69)	Mike Campbell	4,377
5.	Timex II (72)	Jason Hartley	3,285
6.	Miss Bardahl (67)	Jim Clark	2,591
7.	Thriftway (55)/Wahoo	Bill Smiley	2,469
8.	Muvalong	Gary Hansen	2,363
9.	Vans PX	Mark Hansen	2,350
10.	Such Crust IV	Dawna Gross	1,823

Vintage Boat Points

Place	Year	Boat	Owner	Total
1.	1960	Miss Thriftway	Kerry Kjos	6,015
2.	1979	Evergreen Roofing	Jeff Campbell	5,252
3.	1963	Notre Dame	Bob VandenAkker	4,951
4.	1963	Lil Buzzard	Jeff Campbell	4,800
5.	1972	Hallmark (Black)	Jeff Campbell	4,688
6.	1966	Notre Dame	Bob VandenAkker	4,113
7.	1969	Notre Dame	Mike Campbell	3,577
8.	1972	Timex II	Jason Hartley	3,285
9.	1967	Miss Bardahl	Jim Clark	2,591
10.	1954	Muvalong	Gary Hansen	2,363

Modern Driver Points

Place	Boat	Driver	Total
1.	Pay n' Pak	Jeff Campbell	6,925
2.	Circus Circus (78)	Mike Gossler	5,725
3.	Country Boy (73)	Mike Campbell	4,796
4.	Squire (77)	Henry Marvin	3,383
5.	Red Man (73)	Nelson Holmberg	2,922
6.	Winston Eagle	Craig Bradshaw	2,643
7.	Miss Cott Beverage	Gary Hansen	2,471
8.	Notre Dame (72)	Mark Hansen	2,459
9.	Natural Light	Jerry Johnston	2,073
10.	U-95	Rick Lentz	1,672

Modern Boat Points

Place	Year	Boat	Owner	Total
1.	1970	Pay n' Pak	Jeff Campbell	6,925
2.	1978	Circus Circus	Mike Gossler	5,725
3.	1973	Country Boy	Mike Campbell	4,796
4.	1977	Squire	Henry Marvin	3,383
5.	1978	Squire Shop	Mike Gossler/Doug Brow	3,318
6.	1973	Red Man	Nelson Holmberg	2,922
7.	1988	Winston Eagle	Craig Bradshaw	2,643
8.	1974	Miss Cott Beverage	Gary Hansen	2,471
9.	1972	Notre Dame	Mark Hansen	2,459
10.	1977	Natural Light	Jerry Johnston	2,073

President's Cup a big hit at Maple Valley Days

The festivities of Maple Valley Days were a hit with the racers, and the ERCU President's Cup was a hit with Maple Valley Days celebrants, as the two mixed June 10-11 at Lake Wilderness.

The racing was great, and 26 vintage boats turned out, in addition to 8 modern class crafts.

In the modern, **Mike Campbell** won with the Country Boy, while **David Newton**, driving **Kerry Kjos'** newly-acquired Olympia Beer was second.

Mike Gossler finished third in points with the 78 Circus Circus, while **Henry Marvin's** 77 Squire was fourth.

Jeff Campbell and his 70 Pay 'N Pak took fifth in points with 895, and Contest Director **John Williams** finished sixth with the 73 Pay 'N Pak, followed by **Jerry Johnston's** Natural Light with 415 points. **Nelson Holmberg** finished third in the first heat with the 73 Red Man, but was left on the beach the rest of the day after substantial damaged resulted from a combination of hitting something in the water, then colliding with the Natural Light.

In the vintage class, the race winner was never reported to the newsletter staff, so here are the points standings. **Bob VandenAkker** was first in points



The Lake Wilderness pits in Maple Valley. The President's Cup was well-attended and exciting for all the attendees of Maple Valley Days.

with 1,500 in the 63 Notre Dame. The 67 Bardahl, with **Jim Clark** was second with 1,400 points and **Jesse Robertson** was third with 1,100 points.

Jeff Campbell's 1,100 points in the Lil Buzzard was good enough to tie for third in points. **Ron Hornung** was fourth with 1,094 points in the Hurricane IV, while Jeff was also successful with the Evergreen Roofing at 1,025 points.

E-RCU News

Publisher Rick Lentz
Editor/Designer/Contributor Nelson Holmberg
Contributor Kirk Pagel
Photography Jim Clark, unless otherwise noted

Big Boat News

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Now, the state of Indiana is making its presence felt with two races, three teams and four active hulls of its own on the 2006 tour. Not since 1983 has the Hoosier State had this kind of representation. (That was the year when the community-owned U-6, Jim Sedam's U-22, and the Bill Cantrell/Graham Heath-owned U-18—all from the Madison area—participated on the Unlimited hydroplane circuit.)

Indiana is now becoming home for many in the sport. A number of competitive teams and two great races on the historic Ohio River make this Midwest state an unlikely place for the growth of Unlimited Hydroplane Racing.

— Fred Farley, ABRA Historian

Superior Racing Team Launches New Website

Superior Racing Team is proud to announce the launching of its new website, in time for the 2006 ABRA hydroplane racing season. **Scott Stanton** of Bullthead Design designed and built the site.

For the time being, the site can be found at www.noslencommunication.com/srt (it will eventually be changed over to the domain, www.superior-racing.com).

There are several photos on the site (thanks to **Craig Barney** and **Jim Clark**), in addition to a lot of information about the team, the boat, etc.

Please feel free to visit our new website and comment on our blog, which you can link to from the website.

All of us at Superior Racing Team are as excited about the beginning of the season as you all are and we're looking forward to seeing you in Evansville, Madison or the other stops around the nation.

— Nelson Holmberg, Superior Racing Team

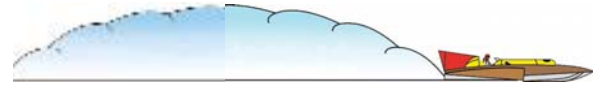


photo by Jim Clark



Nelson Holmberg's 1973 Red Man, which finished third in boat points during 2005, with three different drivers.

July 2006

SUN	MON	TUE	WED	THU	FRI	SAT
						1
2	3 Toothache Day	4	5	6	7	8
9	10	11	12	13 Do a Grouch a Favor Day	14	15
16 Bernie Little Memorial Bellevue Pond	17	18 International Polar Bear Day	19	20 Multiple Personalities Day	21	22
23 Seafair Trophy South Lake Union	24	25	26	27	28	29
30	31 Panic Day					