

ERCU



THE NEWSLETTER

June 2007 | volume 3 | number 6

kmmarks Tools Help

[find us online](#)

<http://www.e-rcu.org>

Up Next

June 24 Rose Festival RC Regatta
*The Lake of Tualatin Commons,
Tualatin, Oregon*

July 15 Bernie Little Memorial
Bellevue Park, Bellevue, Wash.

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

On the Web

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

Bullthead Design
www.bullthead.com

KNDU HydroInsider- Tri-Cities TV
www.hydroinsider.com

Stat of the Month

After the 2007 President's Cup, **Jeff Campbell** finally wrestled away the vintage career points lead, long held by **David Newton**.

ERCU Trivia

? John Earnest, one of the founding members of RCU in 1973, posted his first ERCU race win by taking first place in the Gardner Cup - part of the Vandenberg Challenge.

Brow posts first career race win

As a young boy, **Doug Brow** probably ran around the pits while **Leo Vandenberg** worked on the Miss Bardahl, trying to beat the Miss Exide.

On June 3, Leo would've been proud of that young boy - who's all grown up now.

Brow survived the modern final long enough to claim his first official career win in ERCU driving his 1978 Squire Shop, taking the Leo Vandenberg Challenge, presented by **Alan Ameel**, at Lake Pleasant RV Park in Bothell. He had previously won the exhibition in Chelan



With his son in the pits, Doug Brow won a race for the first time in his brief ERCU career at the Vandenberg Challenge.

last season, but this was his first official race win.

It was one of the many high points in a fantastic day of racing, put on by **Bob VandenAkker** and **Judy Fenton**, who hosted the race. The morning started early with a great breakfast of giant pancakes and sausage, cooked up right there at the race site, thanks to **Steve** and **Marlene Hofer**.

The breakfast was followed by the

Challenge race, where **John Williams**, **Ron Daum**

continued on pg. 5 ▼

We told you so: Campbells Sweep Another

It almost seemed fitting that the Campbell brothers won the inaugural Oregon Emerald Cup's modern class.

For one, it was on their home turf - **Mike** and **Jeff Campbell** grew up in Tualatin, Ore., and their parents still live there. It was the second time this year, already, that Jeff and Mike both won finals on the same day.

Second, Jeff won the vintage final driving a boat named Pay 'n Pak.

In 1971, the only real Oregon

Emerald Cup for unlimited hydroplanes was run in Dexter, Ore., a small town on a big lake east of Eugene, and **Billy Schumacher** won driving the Pay 'n Pak.

More than 30 boats showed up for the inaugural running of the ERCU Oregon Emerald Cup, run under fine weather at the Lake of Tualatin Commons (Tualatin, Ore. - about 15 miles south of Portland).

The only drawback of the day was the Boy Scouts cleaning the

Courtesy Lesliefield.com



Billy Schumacher in 1971.

park benches during our race. Can you imagine what it sounded like with three-to-four power washers all going

at the same time?

Regardless, we managed to overcome the noise and go on with the race.

continued on pg. 4 ▼

INSIDE THIS ISSUE

See what's happening in "The Mill" pages 2-3

Jason Hartley celebrates big news page 2

President's Cup Recap page 4

Rose Festival RC Regatta Info page 6

Up-to-date career points standings pages 7-8



THE MILL

ERCUCU news briefs

1955 Miss Thriftway runs again

After years of careful restoration the U-60 Miss Thriftway and the U-40 Miss Bardahl took to the water before 300 loyal, vintage spectators June 7 at Stan Sayres Park in Seattle. The roar returned to the shores of Lake Washington and the event was just big enough to make the front page of The Seattle Times on June 8. As follow up, **Bill Smiley** ran the 1955 Miss Thriftway at the President's cup just a few days later.

This just in from the Jason Hartley household



There's another little Cougar in the world! **Jason Hartley** - recently absent from several races, for good reason - announced the arrival of daughter **Nyiah Kelly Hartley**. She was born on June 5 at 2:21 p.m. She weighed in at 8 pounds, 5 ounces and was 21 inches long. Both mother and baby are doing well and recovering from this wonderful event. "Hopefully when things settle down I will be able to sneak back to the lake and join everyone in the fun," Jason said. "Until then, keep your trigger down and blow one over for me."

New look coming to E-RCU.org

Before long, the club's website, www.ercu.org, will have a whole new look. Bullthead Design of Scappoose, Ore., (www.bullthead.com) has signed on as a new Gold Level season sponsor, and has agreed to take over the design and day-to-day maintenance of our website. **Jim Lilly's** work over the first four and a half years of ERCU's existence has been greatly appreciated and has given the club a valuable identity on the web. Numerous new members of the club have come to us because of the website . . . so next time you see, or talk to, Jim be sure to give him a hearty thanks for all the work he has done over the years. As the twists and turns of our lives go, Jim's has brought him several interests that he can enjoy with his kids, and the time involved in doing those things has made it difficult for Jim to keep up with the website. We're certainly thankful for all the work. On behalf of the entire membership, the editorial staff of ERCU: The Newsletter would like to say, "Thanks Jim! Cheers to you!"

Pacific Graphics has brushless motors, speed controls

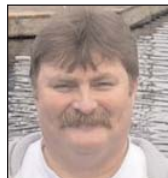
Pacific Graphics has ordered the brushless motors and speed controls in use by the club. A number of motors will be available soon, and an order for speed controls is also being prepared. If you have already ordered and want to check on the availability, or want to place an order, contact **Mike Gossler** by e-mail at gossler531@msn.com, or by phone at (206) 949-0681.

Remember ERCU chat group for an online hangout

The club now has a chat forum - groups.yahoo.com. It's a great tool to chat, take polls, post photos and generally keep in touch with ERCU talk. On your web browser, punch in: groups.yahoo.com/ercu-hydros, and you should be able to join. So far, there are several members of the group who have been a little bit active. More members will provide more activity in the group. See you there!

JOHN W. BURKEY

Family: Lelah (girlfriend) and the rest of our clans
City he calls home: Federal Way, Wash.
Job (when not boating): McBoeing
College Football Loyalty: None. Hockey!
Favorite Current Unlimited Hydro: U-13
Favorite Unlimited Hydro of the past: 1968 Miss Bardahl
Boats he races in ERCU: 1967 Miss Wickman, 1967 Atlas Van Lines, 1994 Smokin' Joes
What was your first car? 1965 VW Squareback
What was your first job? Machine shop
When and how did you get involved in scale racing? In 2005, I found the website and looked into it and met Roger Newton and all you guys. I was quickly hooked!
Have you ever had a manicure/pedicure?: NO!
Coke or Pepsi?: Coke



BIG BOAT news

■ **U-1 & U-5 Formula Boats** - **Mike Allen** will drive the Formula II (national champion) and **Jeff Bernard** will drive the Formula I at the Evansville and Madison races. **Weber** also expects to have the yellow display hull at the first two races to serve as a team backup hull.

■ **U-3 Cooper Motorsports** - One of the 11 entries to race at the season-opener at Evansville and Madison with **Jimmy King** driving **Ed Cooper's** piston-powered boat.

■ **U-6 Miss Madison/Oh Boy! Oberto** - With **Steve David** at the wheel, this brand new boat will be at Evansville and Madison as one of the 11 boats expected to run. Construction? Paint is well underway, as seen on www.madisoncamerunning.com.



Roger Bean

■ **U-10 USA Racing Partners** - Another of the 11 boats entered in the Evansville and Madison season openers with **David Bryant** listed as the number one driver.

■ **U-13 Spirit of Detroit** - **Dave Bartush's** team opted out of the early June testing in Tri-Cities with some engine problems, but is basically ready to go and is one of the 11 entries expected at Evansville and Madison for the season openers. **J. Michael Kelly** is expected to drive.

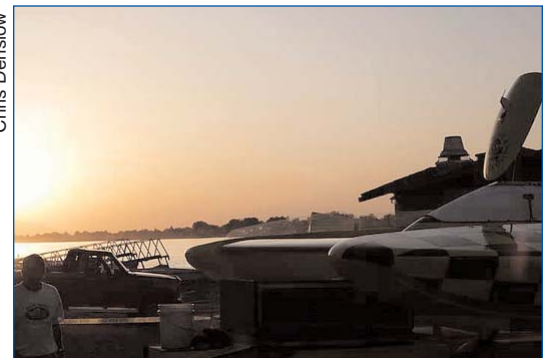
Chris Denslow



■ **U-16 Ellstrom Racing** - **Dave Villwock** was scheduled to take the Orange speedster from Ballard out for a test on Lake Washington in late June. Boat, crew & driver should be ready for the season openers in Evansville and Madison as one of the 11 expected entries.

continued on pg. 3 ▼

a moment with



Chris Denslow

A spring evening in the Neil F. Lampson pits during the ABRA Spring Training, where the U-37 and U-48 both tested June 2-3.



THE MILL

ERCU news & rumors

2007 schedule

It's probably about time for a mid-season report on the boats new to the club this season, so here goes. In the vintage class, first and foremost, it's

appropriate to mention the 1969 Outrigger Pay 'n Pak, as it has been pretty much dominant this year. **Jeff Campbell** has won three of six races with the 'rigger, and disregarding the first race of the year, the 'rigger has recorded at least 1,400 points at each race this season . . . The 1970 Miss U.S. of Henry Marvin is next on the new boat list, and has been a consistent performer, standing fourth in boat points through six races. John Earnest's brand new 1954 Slo-Mo-Shun IV is in the top-10 after attending only three races this season . . . **Doug Brow's** 1966 Miss Budweiser, and **Ralph Jorgenson's** 1974 Sunny Jim are also in the Top 20, while **Kirk Pagel's** 1951 Shanty I is just barely outside the top 20, at number 21 with only three races under its sponsors so far this season . . . Over in the modern class, new boats that debuted in 2007 include three that are in the top 10 in boat points after the first half of the season. **Dan Gilmore's** 1983 Gilmore Special (driven by **Brian Gilmore**) is sixth, followed by **Nelson Holmberg's** 1978 Miss Madison (7th) and **Bob VandenAkker's** Lincoln Thrift (10th) are all included in the club's top 10 modern boats. Others making great impressions are **Patrick Gleason's** Thousand Trails and **David Gardner's** Miss Weisfelds are both in the top 15, and **Craig Bradshaw's** new Vantage Ultra is 17th at the season's half-way point . . . More new boats are on the way, too. **Fred Holmberg** (Nelson's father) is currently working on the 1973 Red Man (round-nose), after reaching agreement to buy a Karelsen hull built by **Jeff Campbell** . . . the 1967 Miss Budweiser, registered to **Nelson Holmberg**, is under construction in the Bradshaw Boat Shop, while Nelson is starting construction on a pair of U-25 (Muscatel) hulls, one for himself (the 2005 Silver Dollar Casinos present Miss Rock) and one (the 2002 Silver Dollar Casinos) for **Rick Lentz** . . . The Rookie of the Year races look to be shaping up in both classes as well. Seems **Brian Gilmore** has a grasp on the modern class, but **Patrick Gleason** will put on as much pressure as possible . . . Among the vintage rookie drivers, there's a whole host of guys who could win the award this season, and it's a good thing there's a lot of season left to decide this race. Those with a chance include: **Doug Brow, John Earnest, Ralph Jorgenson, and Ron Hartley.**



BIG BOAT news

▲ continued from pg. 2

■ **U-17 Red Dot presents Our Gang Racing** - By early June the Red Dot had sponsors & cockpit installed and looks like it's finally taking shape. UNJ editor Mike Profit reports the team is now working 7 days a week to be ready by the end of July for the Tri-Cities. PR man Mike Simons re-affirms that the team will only compete in the Tri-Cities and Seattle this season.

■ **U-21 Freedom Racing Team** - **Brian Perkins** is listed as the driver for Evansville & Madison and is one of the 11 boats expected at the first two races of the season. You can continue to follow the progress on their website: www.u21racing.com

■ **U-25 Superior Racing Team** - **Ken Muscatel & Mike Eacrett** purchased **Jim Harvey's** entire inventory, and in a surprise announcement, will run the older (#9302) hull as their main boat. They will be at the season opener in Evansville and then on to Madison.

■ **U-37 Beacon Plumbing** - Beacon Plumbing is one of the 11 boats expected at Evansville and Madison. With Jean Theoret getting some test time in on June 1-2 in the Tri-Cities, this camp is prepared for battle.

■ **U-48 Lakeridge Paving** - The Lakeridge Paving made it's debut in the Tri-Cities on June 2 with new driver **David Williams**. The new paint scheme,

Mike Profit



reminiscent of the 1958 & 1962 Bardahl boats with pronounced scallops

across the front, was kept under wraps for PR effect until the test session. The U-48 won't race until the Tri-Cities in July.

■ **U-100 Leland Turbine Power** - Leland Racing (turbine power) is one of the 11 expected entries for Evansville & Madison, with **Greg Hopp** at the wheel. Look for a last minute sponsorship on the turbine hull. The U-99 auto power is still under construction, and not yet ready to join the fleet.

Unlimited Hydroplane Racing lost a true legend in the passing of Lucille Woods, 94, of Spokane. She was active as spectator right up through last season, following a long career as a Judge & Timer with her late husband Harry Woods. Lucille was regular at R.O.T.T. each year in the Tri-Cities. She will be missed by all.

— Compiled by **Kirk Pagel**

(subject to change)

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

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

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

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

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

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

OCTOBER		
Date	Event	Location
7	Brewers Cup	Shady Lake
14	Cascade Cup/Nats	Woodland

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

Columbia River Division races will count toward all members' 10 "high points" races.

Columbia River Division races include the Champion Spark Plug Regatta, the Oregon Emerald Cup, Rose Festival R/C Regatta, Columbia Cup, and the Cascade Cup/APBA National Championships





▲ continued from pg. 1

The Lake of Tualatin Commons – a man-made lake surrounded by restaurants, a hotel, condos, and a park in the heart of Tualatin – is a great site to stage a race. A Detroit-type course was set up due to the closeness of the wall on the backstretch. A few boats did make contact with the wall, but there was no major damage to speak of.

There were loads of good heats in both classes.

In the modern class, Mike Campbell won, driving the 1974 Country Boy. A surprise was **Brian Gilmore** taking second place driving his dad's Gilmore Special in just his fourth race of competition.

Gary Hansen won the connie with the Miss Cott's Beverage in his first racing action of the season, and was the trailer in the final.

Over in the vintage class, **Bill Smiley** pushed the Miss Wahoo to victory over

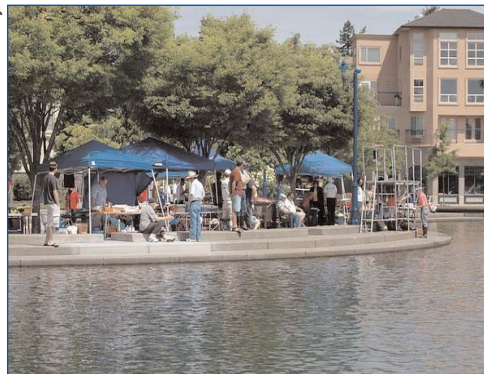
Gilmore takes second in modern final

Bob Vanden-Akker's Miss Eagle Electric in the connie. Smiley advanced to the final of the vintage class as the trailer.

The final of the vintage class was exciting for a lap or two until boats started dropping out like flies. Jeff Campbell won by basically avoiding the carnage and staying ahead of Smiley, who finished second.

Overall, it was a good race at a great race site. If you didn't make it this year, you'll have another chance to visit the Lake of Tualatin Commons July 22 for the Columbia Cup – and it's extremely

Ron Hartley



The Lake at Tualatin Commons proved to be a great site for ERCU racing.

likely the site will become a regular stop on the ERCU tour.

Many thanks go out to **John Earnest & Dave Reiser** (who handled day-of-event CD duties), Jeff & Mike Campbell (the **Don Poier** and **Steve Montgomery** of the day), **Doug**

Brow (towed the trailer), **Roger & David Newton** (led the site setup), and everyone else who helped put on this race, even though the CD couldn't be there because he was moving that weekend.

Those who stepped-up to help make sure the race was a success, and they deserve big-time props.

Trading Places: Campbells find another way to sweep

It's getting to be a regular thing: **Jeff Campbell** wins one final, and **Mike Campbell** wins another.

It happened again at the President's Cup, presented by Williams Racing Team and RC-hydros.com.

This time, though, there was a different twist.

Mike – who normally dominates the modern class, won the vintage final. And yep – you guessed it; Jeff – who's the unofficial king of the vintage class – won the modern final.

The President's Cup was the culmination of Maple Valley Days, which included ERCU in all of its promotional materials, banners, signage and even the parade. **John Williams**, as usual, did a fantastic job of putting on the race, which had 43 boats (including 19 modern boats for the second straight race) turnout.

Saturday's parade included John's truck with several boats and the President's Cup perpetual trophy, as well as ERCU signage displayed on it, and it was one of the more popular parade entries as kids from the community kept calling out about the hydros.

With the 1969 Pay 'n Pak Outrigger working on a perfect day heading into the final, it was a foregone conclusion that Jeff would win yet another race. But the 'rigger failed to finish the final and Mike took the race win. **Henry Marvin**, driving Jeff's Lil' Buzzard, was second, followed by Mark Hansen with the Vans PX – who passed his dad **Gary** in the Muvalong for a podium finish. Fifth place went to **Jim Clark** with the 1967 Miss Bardahl, and sixth was **Jerry Johnston** with the Miss Timex.

Mark Hansen had moved into the final by winning the first vintage connie, and steadily moved up the final pack from the



After an accident just one week earlier at the Vandenberg Challenge, Rick Lentz ran the U-95 wingless at the President's Cup.

trailer position. **Bill Smiley's** 1955 Miss Thriftway was second, while **Bob VandenAkker** was third in the Eagle Electric and **Ralph Jorgenson** finished fourth. **Craig Bradshaw**, **Doug Brow** and Williams were unable to finish the first vintage connie.

Scott Fetterly and **Patrick Gleason** were the only finishers – in that order – of the vintage second connie.

In the modern final, it was Mike Campbell who got the DNF – joined by Mark Hansen – and Jeff who took advantage of the opportunity and won the final. Second place went to

Mike Gossler, who drove the 1978 Circus Circus from the trailer into second, and Gary Hansen, who took third in the Miss Cotts Beverages. Fourth was **Nelson Holmberg** with the 1973 Red Man's best performance of the season, while fifth went to Patrick Gleason's Thousand Trails, which turned in its own best performance.

Second place in the first modern connie went to **Brian Gilmore**, driving dad **Dan Gilmore's** 1983 Gilmore Special, followed by Bob VandenAkker's Lincoln Thrift and Jerry Johnston's Natural Light. The 1978 Miss Madison, driven by Scott Fetterly in his first modern ride finished fifth, and the 1976 Miss Vernor's of **Mick Shutt** was sixth. Henry Marvin's Frosted Flakes didn't finish after a fantastic flip in the front stretch.

By winning the modern second connie, **Craig Mullen** finished his first heat of the day. He was followed, in second place, by Craig Bradshaw with the Vantage Ultra and Doug Brow with the 1978 Squire Shop. Rick Lentz's wingless U-95 was fourth.



▲ continued from pg. 1

and **Ralph Jorgenson** all earned an extra 50 points by winning their challenge races. Williams even took home an extra \$50 for finishing overall first in the Challenge.

A record turnout of 53 boats meant there were 34 vintage boats and 19 modern crafts in attendance.

It wasn't long after the start of the modern final when both of the Campbell boats blew over in the front stretch, opening the door for the rest of the field. **Dave Gardner** with the Weisfields and **Ron Hartley** with the 1977 Squire were second and third behind Brow, while **Henry Marvin's** Frosted Flakes did not finish.

Henry was the trailer in the final, after having won the modern first connie, followed by Jerry Johnston's Natural Light and **Nelson Holmberg's** 1973 Red Man. **Rick Lentz**, driving the 1978 Miss Madison, was fourth.

Jeff Campbell won yet another race with the 1969 Outrigger Pay 'n Pak, beating the field in a fast and furious vintage

A record turnout at Lake Pleasant

final. **Mark Hansen**, who started as the trailer after winning the first vintage connie, finished second in the Van's PX, while Jeff's Lil' Buzzard was third and **Scott Fetterly's** 1961 Miss Madison was fourth. **Kerry Kjos's** 1960 Miss Thriftway failed to finish the final, while **Mike Campbell's** 1969 Notre Dame didn't start.

The first connie went to Mark, followed by **Jim Clark** and the 1967 Miss Bardahl, **Patrick Gleason** with the 1965 Miss Bardahl, and Williams with the 1971 Miss Madison.

John Earnest won the Gardner Trophy after a fantastic day of racing with his new Slo-Mo-Shun IV, which earned 1,450 points for the day. **Bob VandenAkker** made sure to recognize the great race days of Earnest, along with **Ryan Opfer**, and **Gary Levander**.

Special appreciation goes out to **Jeff & Mike Campbell**, **Craig Bradshaw**, **Rick Lentz**, **Bill Smiley**, **Czar**, **Ron Daum**, **Nelson Holmberg**, **Kirk Pagel**, and

especially **Judy Fenton**.

Of course, the event couldn't have been so special without the help of sponsors **Steve** and **Marlene Hofer** (barbeque), **Wayne Neilsen** and the staff at Lake Pleasant, **John Mathewson** of the Knights of Columbus, **Jim MacCauliffe** of Clearview Nursery, **Alan Ameel** for donating the hydro prints, and Lynn at FrameWright of Bothell – Custom Picture Framing.

Of course, it must be mentioned that **Bob VandenAkker** – over a number of years – has been one of the best contest directors of all time, consistently putting on a fantastic race and exceeding even his own expectations year after year. Bob has decided to not continue as CD of the Leo Vandenberg Challenge in future years, a task that **Scott Fetterly** and the Czar will step up to, but Bob certainly deserves recognition for the great work he's done.

Cheers Bob! Thanks for a first-class job!

ERCU stat geek

The numbers keep on growing . . .

In this, ERCU's fifth year, there's so much more than just statistics to report in terms of ERCU this year.

And I guess you could call all of it statistics. Someone's likely keeping a record of the numbers.

Some self-proclaimed "Stat Geek", most likely.

There's reason for the club to be very proud of the growth in numbers this year.

A record boat turn out – 53 at the Leo Vandenberg Challenge at Lake Pleasant.

Two consecutive races with 19 modern boats in attendance.

The club now has more than 100 boats registered, and it seems like more new members are coming all the time.

We've got a larger number of season sponsors – seven – than ever before.

The list of increasing numbers goes on.

We have more races (15) this year than in any of the club's previous four seasons.

For the first time, there are actual Columbia River Division races – five of them – and division high points standings.

There's even six Columbia River Division guys with a total of seven race-ready boats running around Western



Washington and the Portland area to get their racing fix – and there's at least one more Portland area guy currently building a boat to be ready to join the club.

At least four other boats are currently being built (or on the drawing board) for ERCU's southern contingent.

And then there's the number two. Yep, good ol' 2. That's the number of times – already – that ERCU has been granted the right to host the APBA National Championships for 1/10-scale hydros.

And we have one member who travels from Eastern Washington to race.

We even have one couple that we know of – a sponsor and a racer (**Christine Elliott** and **Patrick Gleason**) – who are currently making plans to get married.

We've got thousands of great photographs, thanks to **Jim Clark** being generous enough to share the online albums with us after each race he's able to attend. Others, including **Jim Lilly**, **Roger Newton** and **Ron Hartley** are starting to build similar collections of photographs – maybe it's about time to publish a book.

I'm sure there are other such interesting numbers, but they're not popping to mind right now.

One last Stat Geek note. Congratulations go out to **Jeff Campbell**, who recently passed **David Newton** as the career leader in vintage points. David held that lead for four plus years – so it was no small task for Jeff to accomplish.

– Story by **Nelson Holmberg**
ERCU Statistician





Statistics ■ Career Driver Points

Vintage Class Career Points

No.	Name	2007	2006	2005	2004	2003	Total Pts.
1.	Jeff Campbell	8,500	12,638	12,014	9,844	1,150	44,146
2.	David Newton	0	4,213	13,113	12,230	13,550	43,106
3.	Mike Campbell	6,500	8,992	10,311	8,064	5,557	39,424
4.	Bob VandenAkker	5,678	11,321	9,568	3,576	1,276	31,419
5.	Bill Smiley	2,664	7,737	5,015	6,835	7,579	29,830
6.	Roger Newton	3,741	4,663	6,240	8,083	5,569	28,296
7.	Jim Clark	2,321	7,368	4,667	6,372	6,294	27,022
8.	Henry Marvin	4,069	7,617	7,946	3,761	0	23,393
9.	Ron Daum	1,562	4,983	7,979	8,730	0	23,254
10.	Ron Hornung	2,203	7,427	4,027	9,103	0	22,760
11.	Monte Steere	1,744	3,064	4,521	4,748	6,196	20,273
12.	Rick Lentz	896	3,387	5,997	5,377	4,463	20,120
13.	Jim Lilly	0	779	5,619	7,099	6,354	19,851
14.	Jason Hartley	2,300	10,552	5,809	0	0	18,661
15.	Steve Twardus	2,189	4,887	4,793	3,069	0	14,938
16.	Gary Hansen	2,613	8,633	2,909	0	0	14,155
17.	John Williams	1,225	3,086	2,496	1,800	4,102	12,709
18.	Jesse Robertson	0	11,209	0	0	400	11,609
19.	Mark Hansen	1,975	8,478	788	0	0	11,241
20.	Craig Bradshaw	3,090	4,043	2,684	0	0	9,817
21.	Nigel Steere	1,338	2,343	3,794	672	1,425	9,572
22.	David Gardner	0	2,250	3,845	3,357	0	9,452
23.	David Lilly	0	0	450	4,135	4,207	8,792
24.	Tony Perman	0	0	0	2,700	5,037	7,737
25.	Scott Fetterly	3,367	3,957	0	0	0	7,324
26.	Robbie Roberts	0	1,677	4,976	521	0	7,174
27.	Jerry Johnston	2,220	4,085	0	0	0	6,305
28.	Dave Helton	0	0	0	2,756	3,025	5,781
29.	Mike Gossler	0	0	0	5,655	0	5,655
30.	Dawna Gross	225	5,213	0	0	0	5,438
31.	Kevin Porter	0	0	0	0	5,391	5,391
32.	John Earnest	2,826	1,921	0	0	0	4,747
33.	Patrick Gleason	1,571	3,068	0	0	0	4,639
34.	Nelson Holmberg	1,816	1,407	0	750	0	3,973
35.	Steve Brown	0	0	0	225	3,686	3,911
36.	Joe Hewitson	0	0	0	1,169	2,600	3,769
37.	Doug Brow	3,538	0	0	0	0	3,538
38.	Gary Levander	694	1,431	0	846	300	3,271
39.	Vinnie Donati	0	0	0	3,127	0	3,127
40.	Grady Steere	0	320	2,189	0	0	2,509
41.	John Burkey	825	1,679	0	0	0	2,504
42.	Ralph Jorgenson	1,973	0	0	0	0	1,973
43.	Ron Hartley	1,873	0	0	0	0	1,873
44.	Gale Whitestine	0	0	1,769	0	0	1,769
45.	Pat Malyspina	0	0	1,756	0	0	1,756
46.	Ryan Opfer	1,125	563	0	0	0	1,688
47.	Jessie Sheehan	1,669	0	0	0	0	1,669
48.	Kerry Kjos	0	0	0	1,219	0	1,219
49.	John Dyer	0	0	1,150	0	0	1,150
50.	Lee Robertson	0	0	0	0	1,100	1,100
51.	Bill McGraw	0	0	0	0	1,094	1,094
52.	Doug Gunter	0	0	0	1,075	0	1,075
53.	Jeff Stubbers	0	0	0	0	900	900
54.	Harry Gatjens	0	0	0	869	0	869
55.	Carl Lewis	844	0	0	0	0	844
56.	Craig Mullen	0	831	0	0	0	831
57.	Don Mock	0	0	0	0	794	794
58.	Dave Reiser	550	225	0	0	0	775
59.	Howard Price	0	423	0	0	0	423

Modern Class Career Points

No.	Name	2007	2006	2005	2004	2003	Total Pts.
1.	Mike Campbell	7,694	13,521	13,348	11,850	0	46,413
2.	Jeff Campbell	6,290	13,650	12,125	11,744	0	43,809
3.	Mike Gossler	4,538	9,921	8,172	0	0	22,631
4.	Steve Twardus	4,946	4,215	5,429	5,090	0	19,680
5.	David Newton	0	1,100	9,284	2,045	5,325	17,754
6.	Gary Hansen	2,739	8,807	4,513	0	0	16,059
7.	John Williams	994	3,124	2,596	2,744	5,300	14,758
8.	Henry Marvin	5,269	8,920	0	0	0	14,189
9.	Nelson Holmberg	3,475	7,688	1,769	0	0	12,932
10.	David Gardner	1,957	1,400	3,401	6,170	0	12,928
11.	Mark Hansen	1,325	5,807	5,490	0	0	12,622
12.	Rick Lentz	1,553	4,571	5,348	395	0	11,867
13.	Gale Whitestine	0	1,852	4,683	2,400	0	8,935
14.	Jerry Johnston	1,962	4,929	0	620	0	7,511
15.	Doug Brow	3,694	3,589	0	0	0	7,283
16.	Roger Newton	812	3,908	694	0	950	6,364
17.	Bob VandenAkker	3,330	0	1,239	1,046	0	5,615
18.	Nigel Steere	1,800	3,338	0	0	0	5,138
19.	Craig Bradshaw	1,811	3,239	0	0	0	5,050
20.	Ron Hartley	3,244	1,530	0	0	0	4,774
21.	Brian Gilmore	4,186	0	0	0	0	4,186
22.	Doug Gunter	0	0	0	2,713	0	2,713
23.	Dave Sacry	0	0	2,309	0	0	2,309
24.	Jesse Robertson	0	1,950	127	0	0	2,077
25.	Patrick Gleason	2,011	0	0	0	0	2,011
26.	Bill Smiley	1,400	0	0	0	0	1,400
27.	Robbie Roberts	0	1,290	0	0	0	1,290
28.	Craig Mullen	594	502	0	0	0	1,096
29.	Mick Shutt	1,055	0	0	0	0	1,055
30.	Ron Hornung	0	0	0	825	0	825
31.	Jason Hartley	0	0	638	0	0	638
32.	Robert Roberts	469	0	0	0	0	469
33.	Howard Price	0	0	0	450	0	450
34.	David Lilly	0	0	281	0	0	281
35.	Scott Fetterly	64	0	0	0	0	64
36.	Dave Helton	0	0	0	0	0	0

Rose Festival RC Regatta to use new format

The Inaugural Rose Festival RC Regatta is coming up this weekend at the Lake of Tualatin Commons, and a new race format promises a lot of fun.

Bill Muncey would be proud of ERCU for this one, as a modified "Fan Plan" will be used for the race.

Since there won't be time for qualifying, we'll use the points standings – which will also eliminate the chance for sandbagging in qualifying – to determine which boats run in the "fast heats", and which run in the "not-so-fast heats".

Full points will be awarded for wins in the "fast heats", while second place and down points (i.e. 300 for a first place, 225 for second, etc.), will be awarded for the "not-so-fast" heats.

Preliminaries will be run a little differently, too. The first flight of heats will be three-lap sprints, recognizing ABRA. The second flight will remind us of Hydro-Prop, with four-lappers. And finally, the third flight, as well as connies and finals, will be the way we all love, running five laps.

The Top 15 vintage boats will race against one another in all preliminary heats, while those ranked 16 and below in points will race against one another.

In modern, the top 10 boats will run in the "fast" heats, and the next 10 in the "not-so-fast" heats.

Fields will be adjusted (# of top and "sub-top" boats) according to turnout.

This is a great race site. Hope to see you all there!

Elliott Insurance Group

AUTO - HOME - LIFE - BUSINESS

253-537-8200





Statistics ■ 2007 Season (through six races)

Vintage Boat Points

No.	Boat	Driver	CSP	SC	BBM	EC	LEO	PC	RFR	BLM	CC	DC	ST	GC	SSM	BC	CC	Total
1.	Pay 'n' Pak (1969 Outrigger)	Jeff Campbell	800	1,600	1,500	1,600	1,600	1,200										8,300
2.	Lil Buzzard	Jeff Campbell	1,100	1,200	1,200	800	1,250	1,400										6,950
3.	Notre Dame (1969)	Mike Campbell	1,200	400	1,200	1,200	1,100	1,400										6,500
4.	Miss US (1970)	Henry Marvin	900	1,300	700	400	375	394										4,069
5.	Notre Dame (1963)	Bob VandenAkker	1,325	1,050	-	-	-	1,400										3,775
6.	Miss Madison (1961)	Scott Fetterly	760	-	869	-	1,169	569										3,367
7.	Miss Eagle Electric	Bob VandenAkker	-	-	996	975	469	863										3,303
8.	Coral Reef	Craig Bradshaw	-	525	619	694	577	675										3,090
9.	Miss Thriftway (1960)	Roger Newton	1,200	-	-	869	1,000	-										3,069
10.	Slo-Mo-Shun IV (1951)	John Earnest ®	589	-	-	787	1,450	-										2,826
11.	Miss Budweiser (1966)	Doug Brow ®	525	1,169	300	750	225	569										3,538
12.	Miss Bardahl (1968)	Roger Newton	600	-	-	900	816	400										2,716
13.	Miss Bardahl (1967)	Jim Clark	-	-	600	-	769	952										2,321
14.	Hallmark Homes (1971)	Jason Hartley	1,500	800	-	-	-	-										2,300
15.	Miss Timex (Clock)	Jerry Johnston	-	-	600	-	525	1,095										2,220
16.	My Sin	Ron Hornung	-	794	469	-	419	521										2,203
17.	Vans PX	Mark Hansen	-	-	-	-	1,225	750										1,975
18.	Sunny Jim (1974)	Ralph Jorgenson ®	0	300	525	-	494	654										1,973
19.	\$ Bill	Ron Hartley ®	-	648	-	600	625	-										1,873
20.	Miss Bardahl (1965)	Patrick Gleason	395	-	506	-	563	371										1,835
21.	Shanty I (1957)	Nelson Holmberg ®	-	952	769	-	95	-										1,816
22.	Slo Mo Shun IV	Monte Steere	694	500	-	-	550	-										1,744
23.	St. Regis	Jessie Sheehan ®	169	450	137	353	169	391										1,669
24.	Miss Wahoo	Bill Smiley	-	-	100	925	625	-										1,650
25.	Notre Dame (1966)	Bob VandenAkker	-	638	-	-	-	863										1,501
26.	Miss Pay 'n Save	Steve Twardus	-	850	-	544	0	-										1,394
27.	Slo Mo Shun V	Nigel Steere	882	456	-	-	-	-										1,338
28.	Such Crust III	Ron Daum	648	589	-	-	-	0										1,237
29.	Miss Madison (1971)	John Williams	-	-	-	-	700	525										1,225
30.	Hawaii Kai III	Roger Newton	-	-	1,025	-	-	-										1,025
31.	Miss Seattle Too	Steve Twardus	0	-	795	-	225	-										1,020
32.	Miss Thriftway (1955)	Bill Smiley	395	0	-	-	-	619										1,014
33.	Miss Bardahl (1958)	Rick Lentz	-	375	-	-	127	394										896
34.	Breathless II	Dave Reiser ®	550	-	-	338	-	-										888
35.	Gale V (1954)	Carl Lewis ®	-	619	225	-	-	0										844
36.	Miss Wickman	John Burkey ®	225	300	300	-	-	-										825
37.	Hurricane VI	Nelson Holmberg ®	-	-	525	-	-	-										525
38.	Miss Spokane (1960)	Patrick Gleason	225	-	225	-	0	-										450
39.	Miss Pepsi	Ron Daum	-	-	-	-	325	-										325
40.	Candyman (1982)	Dawna Gross	-	0	225	-	-	-										225
41.	Shanty I (1956)	Robbie Roberts	0	-	-	-	-	-										0

Modern Boat Points

No.	Boat	Driver	CSP	SC	BBM	EC	LEO	PC	RFR	BLM	CC	DC	ST	GC	SSM	BC	CC	Total
1.	Country Boy (1974)	Mike Campbell	1,600	1,600	825	1,600	969	1,100										7,694
2.	Pay 'n' Pak (1970)	Jeff Campbell	569	1,500	1,121	800	1,100	1,200										6,290
3.	Frosted Flakes (1993)	Henry Marvin	1,100	750	1,227	1,125	415	652										5,269
4.	Circus Circus (1978)	Mike Gossler	0	1,069	1,200	569	700	1,000										4,538
5.	Country Boy (1971)	Steve Twardus	825	844	1,125	1,052	469	-										4,315
6.	Gilmore Special (1983)	Brian Gilmore ®	450	554	563	1,150	694	775										4,186
7.	Miss Madison (1978)	Nelson Holmberg	1,050	458	750	-	779	716										3,753
8.	Squire Shop (1978 - Red)	Doug Brow	800	752	871	0	1,120	151										3,694
9.	Red Man (1973)	Nelson Holmberg	788	451	281	-	863	1,169										3,552
10.	Lincoln Thrift	Bob VandenAkker	994	-	779	675	-	882										3,330
11.	Squire (1977)	Ron Hartley	0	1,050	-	869	1,325	-										3,244
12.	Miss Cotts Beverage	Gary Hansen	-	-	-	664	825	1,250										2,739
13.	Thousand Trails	Patrick Gleason	750	-	95	-	264	1,052										2,161
14.	Natural Light	Jerry Johnston	-	-	579	-	677	706										1,962
15.	Miss Weisfields	Dave Gardner	-	-	907	-	1,050	-										1,957
16.	Oh Boy! Oberto (1982)	B. Smiley, J. Williams	1,400	-	469	-	-	0										1,869
17.	Vantage Ultra	Craig Bradshaw	-	-	667	450	394	300										1,811
18.	T-Plus	Nigel Steere	700	1,100	-	-	-	-										1,800
19.	U-95	Rick Lentz	-	723	-	-	450	380										1,553
20.	Notre Dame (1972)	Mark Hansen	-	-	-	-	400	925										1,325
21.	Vernors (1976)	Mick Shutt ®	518	-	-	-	-	537										1,055
22.	Olympia Beer	Roger Newton	-	-	-	412	400	0										812
23.	Pay 'n' Pak (Gold - 1971)	Crag Mullen ®	494	-	-	-	-	100										594
24.	Pay 'n Pak	John Williams	-	-	-	-	525	-										525
25.	Miss Budweiser (1973)	Robert Roberts ®	469	-	-	-	-	-										469



Statistics ■ 2007 Season (through six races)

Vintage Driver Points

No.	Driver	Boat	CSP	SC	BBM	EC	LEO	PC	RFR	BLM	CC	DC	ST	GC	SSM	BC	CC	Total
1.	Jeff Campbell	Pak (69 Outrigger); Buzzard	800	1,600	1,500	1,600	1,600	1,400										8,500
2.	Mike Campbell	Notre Dame (1969)	1,200	400	1,200	1,200	1,100	1,400										6,500
3.	Bob VandenAkker	N.D. (63); N.D. (66); Eagle Elect.	1,325	1,050	996	975	469	863										5,678
4.	Henry Marvin	Miss US (1970)	900	1,300	700	400	375	394										4,069
5.	Roger Newton	Bardahl (68); Thriftway (60); Kai	600	-	1,025	900	816	400										3,741
6.	Doug Brow ®	Miss Budweiser (1966)	525	1,169	300	750	225	569										3,538
7.	Scott Fetterly	Miss Madison (1961)	760	-	869	-	1,169	569										3,367
8.	Craig Bradshaw	Coral Reef	-	525	619	694	577	675										3,090
9.	John Earnest ®	Slo-Mo-Shun IV (1951)	589	-	-	787	1,450	-										2,826
10.	Bill Smiley	Thriftway (55); Wahoo	395	0	100	925	625	619										2,664
11.	Gary Hansen	Muvalong	-	-	-	925	494	1,194										2,613
12.	Jim Clark	Miss Bardahl (1967)	-	-	600	-	769	952										2,321
13.	Jason Hartley	Hallmark Homes (1971)	1,500	800	-	-	-	-										2,300
14.	Jerry Johnston	Miss Timex (clock)	-	-	600	-	525	1,095										2,220
15.	Ron Hornung	My Sin	-	794	469	-	419	521										2,203
16.	Steve Twardus	Seattle Too; Pay 'n Save	0	850	795	544	0	-										2,189
17.	Mark Hansen	Vans PX	-	-	-	-	1,225	750										1,975
18.	Ralph Jorgenson ®	Sunny Jim (1974)	0	300	525	-	494	654										1,973
19.	Ron Hartley ®	\$ Bill	-	648	-	600	625	-										1,873
20.	Nelson Holmberg ®	Shanty I (1957)	-	952	769	-	95	-										1,816
21.	Monte Steere	Slo-Mo-Shun IV	694	500	-	-	550	-										1,744
22.	Jessie Sheehan ®	St. Regis	169	450	137	353	169	391										1,669
23.	Patrick Gleason	Spokane (60); Bardahl (65)	225	-	506	-	469	371										1,571
24.	Ron Daum	Such Crust III; Pepsi	648	589	-	-	325	0										1,562
25.	Nigel Steere	Slo-Mo-Shun V	882	456	-	-	-	-										1,338
26.	John Williams	Miss Madison (1971)	-	-	-	-	700	525										1,225
27.	Ryan Opfer	Gale V (1955)	-	-	-	-	1,125	-										1,125
28.	Rick Lentz	Miss Bardahl (1958)	-	375	-	-	127	394										896
29.	Dave Reiser ®	Breathless II	550	-	-	338	-	-										888
30.	Carl Lewis ®	Gale V (1954)	-	619	225	-	-	0										844
31.	John Burkey ®	Miss Wickman	225	300	300	-	-	-										825
32.	Gary Levander	Tahoe Miss	-	-	-	-	694	0										694
33.	Dawna Gross	Candyman (1982)	-	0	225	-	-	-										225
34.	Robbie Roberts	Shanty I (1956)	0	-	-	-	-	-										0

Modern Driver Points

No.	Driver	Boat	CSP	SC	BBM	EC	LEO	PC	RFR	BLM	CC	DC	ST	GC	SSM	BC	CC	Total
1.	Mike Campbell	Country Boy (1974)	1,600	1,600	825	1,600	969	1,100										7,694
2.	Jeff Campbell	Pay 'n Pak (1970)	569	1,500	1,121	800	1,100	1,200										6,290
3.	Henry Marvin	Frosted Flakes (1993)	1,100	750	1,227	1,125	415	652										5,269
4.	Steve Twardus	Country Boy (1971)	825	844	1,125	1,052	1,100	-										4,946
5.	Mike Gossler	Miss Circus Circus (1978)	0	1,069	1,200	569	700	1,000										4,538
6.	Brian Gilmore ®	Gilmore's Special (1983)	450	554	563	1,150	694	775										4,186
7.	Doug Brow	Squire Shop (1978)	800	752	871	0	1,120	151										3,694
8.	Nelson Holmberg	Red Man (73); Madison (78)	788	458	281	-	779	1,169										3,475
9.	Bob VandenAkker	Lincoln Thrift	994	-	779	675	-	882										3,330
10.	Ron Hartley	Squire (1977)	-	1,050	-	869	1,325	-										3,244
11.	Gary Hansen	Miss Cotts Beverage	-	-	-	664	825	1,250										2,739
12.	Patrick Gleason ®	Thousand Trails	600	-	95	-	264	1,052										2,011
13.	Jerry Johnston	Natural Light	-	-	579	-	677	706										1,962
14.	Dave Gardner	Miss Weisfields	-	-	907	-	1,050	-										1,957
15.	Craig Bradshaw	Vantage Ultra	-	-	667	450	394	300										1,811
16.	Nigel Steere	T-Plus	700	1,100	-	-	-	-										1,800
17.	Rick Lentz	U-95	-	723	-	-	450	380										1,553
18.	Bill Smiley	Oh Boy! Oberto (1982)	1,400	-	-	-	-	-										1,400
19.	Mark Hansen	Notre Dame (1972)	-	-	-	-	400	925										1,325
20.	Mick Shutt ®	Vernor's	518	-	-	-	-	537										1,055
21.	John Williams	Pay 'n Pak (73); Oberto (82)	-	-	469	-	525	0										994
22.	Roger Newton	Olympia Beer	-	-	-	412	400	0										812
23.	Craig Mullen ®	Pay 'n Pak (1971)	494	-	-	-	-	100										594
24.	Robert Roberts ®	Miss Budweiser (1973)	469	-	-	-	-	-										469
25.	Scott Fetterly ®	Miss Madison (1978)	-	-	-	-	-	64										64

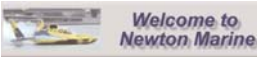
photo by Jim Clark



thanks to our sponsors



BUILT TO SURVIVE!



Jeff Campbell's model of the 1982 Evergreen Roofing finished fourth in boat points during the 2006 season. In the offseason it was sold to Bob VandenAkker, and now it is the Miss Eagle Electric.

July

2007

Sun	Mon	Tue	Wed	Thu	Fri	Sat
1 ABRA Freedom Cup Evansville, Ind.	2	3 National Baked Beans Day	4 Independence Day	5	6 ABRA Madison Regatta, Madison, Ind.	7 ABRA Madison Regatta, Madison, Ind.
8 ABRA Madison Regatta, Madison, Ind.	9 Lasagna Awareness Day	10	11	12	13 APBA Gold Cup Detroit, Mich.	14 APBA Gold Cup Detroit, Mich.
15 Bernie Little Memorial Bellevue Pond APBA Gold Cup	16	17	18 National Ice Cream Day	19	20	21
22 Columbia Cup Lake at Tualatin Commons Tualatin, OR	23 National Culinary Arts day	24	25	26	27 ABRA Columbia Cup Kennewick, WA	28 ABRA Columbia Cup Kennewick, WA
29 ABRA Columbia Cup Kennewick, WA	30	31				

E-RCU News

Publisher
Rick Lentz

Editor/Designer/Reporter
Nelson Holmberg

Reporter
Kirk Pagel

Photography
Jim Clark

unless otherwise noted