

ERCU

THE NEWSLETTER

june2009 | volume 5 | number 6

Home Links Tools Help

find us online 

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

Up Next

July 11 **Bernie Little Memorial**
Bellevue Downtown Park,
Bellevue, Wash.

July 18 **Oregon Emerald Cup**
Lake of Tualatin Commons,
Tualatin, Ore.

On the Web

Electric Scale Unlimiteds
www.electricscaleunlimiteds.com

Hydropage
www.hydropage.com

Stat of the Month

— Hawaii Kai III's win at the President's Cup was the first by a Roger Newton-built hull since Kerry Kjos' Miss Thriftway at the 2006 Cascade Cup.

In this Issue

Meet Gale Whitestone	2
Rumor Mill	3
Club Clippings	3
President's Cup recap	4
Diamond Cup recap	5
From the Stat Geek.....	6



Nelson Holmberg

FRIDAY HARBOR RACE A REAL HAPPENING

Those who were in attendance at the ERCU Diamond Cup in Friday Harbor know that the event was a very special one.

Doug Brow worked very hard for nearly two years to put together this race, and due to his undying effort, and the passion of the community who got behind the event, it was more than just a model boat race.

Brow provided an early day for set up on Friday before the race, followed, of course by the race day and a spaghetti feed at the Friday Harbor American Legion Hall, which provided a great dinner hall, a cozy deck and a great view of the harbor.

But it didn't stop there.

Brow's popularity in the town of Friday Harbor went a long way in bringing out a great crowd of spectators who sat on the banks of "Lake X", near the Friday Harbor Public Works shop where Brow works, some with coolers, others with portable bar-

beques.

All who attended appeared to have a great time on the beautiful late-May Saturday. And most, if not all of them, were raucous supporters of Brow every time either the 1978 Squire Shop or the 1966 Miss Budweiser hit the water for competition.

They were thrilled, of course, when Brow got a great start and led nearly four laps of the modern final before ending up second place.

Brow also had town's support in the form of many sponsors, which many ERCU members solicited at one point or another during the week-end.

Sponsors for the event were: Discovery Inn - where most of the ERCU gang stayed while in town - The Little Store, Herb's Tavern, Friday Harbor American Legion, CarQuest Auto Parts, Haley's Bait Shop Bar & Grill.



THE MILL

A MOMENT WITH ...

GALE WHITESTINE

Family:..... Gale, Debbie, Scott, Cali, Dawnee, Amber, Dana
 City he calls home:..... South Hill
 Job (when not boating):..... Finance Analyst for Boeing
 College football loyalty:..... Huskies, of course
 Favorite current unlimited hydro:..... 1980 Miss Budweiser (restoration)
 Favorite Unlimited hydro of the past:..... 1966 Cabover Miss Bardahl

ERCU NEWSROOM

Columbia Cup passes available

The Columbia Cup will be here before you know it, and thanks to the courtesy of friend of ERCU **Chet Lepinski**, Columbia Cup passes and parking are available at a discount.

If you plan on being at the race this year, just fill out the form you can download from www.e-rcu.org, or from www.rcunlimiteds.org and send it to Chet (address included on form). The 2009 Columbia Cup Pass Ordering Form Must be Mailed no later than July 8.

Chet will, as he has for years, arrange ordering and pick up of the passes from the Water Follies office, and will mail your passes to you.

If you do go to the Tri-Cities, don't forget the RCU races will take place Friday (practice and testing) and Saturday (racing) at the Family Fishing Pond, just across the park from the big boat pits.

Thank you Chet, for sharing your courtesy with ERCU members, too!

Boat bio updates still requested

With several new boats in the club, we're again out looking for additional boat bios, to keep our boat roster fresh and up-to-date. If you have a boat (any boat, not just a new one) that hasn't yet been posted on the website's "Boats" page, please fill out a boat bio input form, and send it by email to the webmaster. You can find the form by visiting the Member Resources section of the "Club Info" page on www.e-rcu.org. We'll help you with photos.

If you have any questions or need help, please contact the webmaster.

To send thanks to Friday Harbor

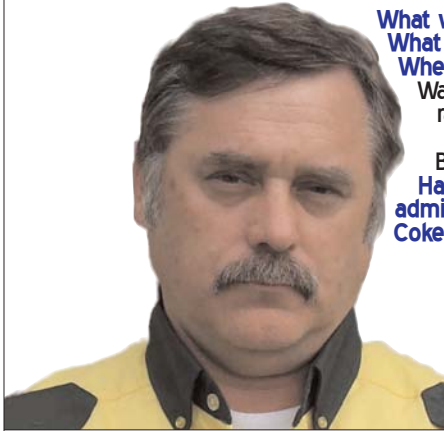
If you attended the ERCU Diamond Cup at Friday Harbor on May 30 and had a good time — whether you were a racer or a spectator — and would like to see the race return to Friday Harbor in future years, won't you take just a few minutes to write a thank you note to the appropriate folks in Friday Harbor? Here's who they are and how to reach them.

John Shannon
San Juan County Director of Public Works
P.O. Box 729
Friday Harbor, WA 98250

Pete Rose
San Juan County Administrator
55 Second Street
Friday Harbor, WA 98250

NAMBA membership passes 1/10 rules

The rules for 1/10 scale hydro have passed, although there was a very low vote count throughout NAMBA. District 8 had the best vote count but it was still well below what I thought it would be. This being said, thanks for the hard work that was done on this project.



Boats he races in ERCU:..... 1976 Miss U.S.
 What was your first car?..... 1959 Triumph TR3
 What was your first job?..... Stock boy at Safeway
 When and how did you get involved in scale racing?
 Watched the 1973 Nationals at Greenlake the day they ran all of the scale boats together in the first model unlimited heat ever put together. Checkerboard Bardahl won the heat. Have been hooked ever since.
 Have you ever had a manicure/pedicure? (come on, admit it):..... Nope!
 Coke or Pepsi?..... The hard stuff ... Coke



BIG BOAT NEWS

■ **U-1 Oh Boy! Oberto** — Oh Boy Oberto is being readied to defend her national championship with crew chief **Mike Hanson** and driver **Steve David** returning for 2009.

■ **U-5 Racing** — The team conducted a successful day of testing north of Columbus, Ohio at Alum Creek Lake. Mike Allen has left the U-7 team, and owner **Ted Porter** named **J. Michael Kelly** as his replacement. **John Rice** has returned to Precision Performance Engineering. Rice becomes the new crew chief of the U-7 and will be a full-time staff member of PPE residing in Decatur, Ind. The team also recently announced that **Graham Trucking** would be the national sponsor for the U-7 in 2009.

■ **U-9 Jones Racing** — **Mike Jones** has been testing the waters to see if he can run in the Northwest races for 2009. All dependant on sponsor money, of course.



■ **U-13 Spirit of Detroit Racing** — With Kelly going over to the U-7, this team will be looking for a new driver. Former U-13 driver and 2005 Gold Cup Champion **Terry Troxell**, 61, passed away on June 13 at his home in Gig Harbor, due to a massive heart attack.

■ **U-16 Ellstrom Racing Team** — Ellstrom's website says the U-16 is ready to go for the upcoming 2009 season.

■ **U-17 Our Gang Racing Team** — **Nate Brown's** boat ran an exhibition with **Kip Brown** driving at Tastin' n Racin' and showed their new paint scheme, which is similar to last year's with solid red tail fins.

■ **U-22 Webster Racing Team** — The U-22 announced that it has secured ServPro Industries, Inc., as its primary sponsor for the Indiana Governor's Cup in Madison.

■ **U-25 Superior Racing** — Look for an entirely different looking U-25 when it comes out of **Ron Jones Jr.'s** shop.

■ **U-37 Schumacher Racing** — The new paint scheme was unveiled Tastin' n Racin'. No checkerboards with the new look, instead a lighter yellow with pinstripes on each sponsor and stripes down the top of the engine cowl. Seafair Pirates are still a sponsor, with American Family Insurance on the canard.

■ **U-48 Go Fast, Turn Left Racing** — U-48 Last year, he drove the U-50. But this season, **Brian Perkins** will drive the U-48, **Greg O'Farrell's** other boat. It appears the team will only run one boat this season. The U-48 ran exhibition laps at Tastin' n Racin'.

■ **U-100 Leland Racing** — **Jim Harvey** is now associated with **Fred Leland's** race team. He will take over as crew chief and team manager. **Kurt & Barney Tavenner** have joined the team, too and have revamped the 1999 hull and will introduce a new paint scheme. The U-100 will run again as **Mirage Boats**.



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 Contest Directors: Jeff & Mike Campbell	Bellevue
18	Oregon Emerald Cup Contest Director: Nelson Holmberg	Tualatin

AUGUST

Date	Event	Location
15	Columbia Cup Contest Director: Mick Shutt	Tualatin
30	Stan Sayres Memorial Contest Directors: R. Daum, R. Lentz, M. Steere	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 & Rick Lentz	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.ercu.org/schedule.html for the most up-to-date schedule.

ERCU RUMOR MILL

Ron Daum introduced his new 1957 Thriftway Too (a.k.a. "prune barge") made her debut, successfully winning Heat 3B going away at the President's Cup in Maple Valley. Speed control gremlins bit in the first conne, but the boat is very fast, very stable, good handling and well mannered, Ron reports . . . The 1958 Bardahl is now officially parked in Gary Simmons' camp



Nelson Holmberg

. . . Mark Gran is very enthused with the brushless set-up in the Atlas, and now Scott Fetterly wants to join the brushless revolution, as soon as possible - plus his Circus Circus is about ready to launch, about as soon as the driver can be set in place . . . John Williams has the 2005 U-25 primed and "hardwired", ready to test, although a little heavy . . . And on the 1/7th side, there is now a completed '68 Eagle Electric and a '69 Lil

Buzzard added to the fleet . . . Nelson Holmberg took delivery of the newly repaired and repainted 2008 Formula Boats U-5 from Craig Bradshaw on Father's Day, and after a business trip to Detroit, Nelson had the boat ready in time for the Seafair Trophy Race in Monroe and finished second in one heat, then lost the cowling when the boat blew over in heat 3B. A new cowling is already on the way . . . During a stop at the Bradshaw Boat Works shop after the Seafair Trophy Race, Bradshaw was spotted working on his own boat! . . . Mick Shutt can't wait to get back to the race course, but moving, prepping a condo for rental, and going through household stuff keeps getting in the way.

CLUB CLIPPINGS

Nelson Holmberg & Rick Lentz scheming yet again . . . Ben Keller surviving the last two weeks of school . . . John Williams proposing a diet for his new boat . . . Craig Mullen celebrating a first . . . Doug Brow becomes a local super star . . . Mike Campbell accomplishing a milestone with a trusty machine . . . Jeff Campbell making calls to the "principal's office" . . . Scott Fetterly learning the ropes . . . Mark Gran and John Burkey enjoying a Spam moment - at Cougar Racing Team's expense - at the Seafair Trophy Race.

RULES REMINDER

- The "mill start" will be used in which all boats must fully circle the right and left hand turns (in that order) before being allowed to enter the infield. Cutting directly across the course from the pit area is a one lap penalty. The infield can be entered prior to the start only between the exit buoy of the left turn and the entry buoy to the right turn. Entry into the infield at any other point is a one lap penalty. Boats entering the race course from the infield must do so only onto the back stretch between the exit buoy of the right turn and the entry buoy to the left hand turn. Entry onto the race course from the infield at any other location is a one lap penalty. Boats entering the course from the infield must yield to those on the course. Failure to do so is a one lap penalty. If a buoy is missed during the mill, a penalty lap can be avoided by once again fully circling the right and left turn in order.
- A score-up buoy shall be used at a location on the course that is easily viewed by the drivers and officials as a pre-start point. The location will be established at the drivers meeting. During the mill start, the score-up buoy cannot be passed prior to the set time. The time shall be set in five-second increments. Boats violating the score-up line shall be assessed a one lap penalty.
- Circling the infield after the start of the race will result in a one-lap penalty. Boats having completed the required number of laps for a finish shall immediately enter the infield from the backstretch and park. Parked boats must remain parked until all boats have finished. Failure to park will result in disqualification from the heat.



MULLEN SCORES FIRST ERCU WIN, MIKE CAMPBELL 40TH

With perfect racing weather providing a great setting, the seventh annual President's Cup was a success on the waters of Lake Wilderness near Maple Valley. The course featured the longest straightaways of the season which proved to be a challenge for drivers. In fact, after seven DNFs in heat one of the modern class and eight DNFs in heat two of the vintage class a drivers' meeting was called "in the principal's office" by the ERCU trailer where Chairman **Jeff Campbell** encouraged drivers to improve the show for the Maple Valley Days spectators on hand. On the positive side, CD **John Williams** did his usual excellent job of running the two-day event which included testing on Saturday.

In the modern class final, **Mike Campbell**, driving his beautiful Country Boy from 1974, made it a milestone occasion. He notched his 40th ERCU win as a driver with his convincing victory, scoring a perfect 1,600 points on the day. Mike turned the reins of his 1982 Executone over to **Jason Hartley** for the final, who finished in fifth place. Defending modern class champion **Mike Gossler** was second in the 1978 Miss Circus Circus, scoring enough points to move into the lead in driver points after five races. Third went to **Gary Hansen** in the 1974 Miss Cott Beverages, and fourth to **Henry Marvin** with the season's first appearance of his gorgeous 1993 Kellogg's Frosted Flakes. Failing to finish were **Kelsey McIntosh** in the T3 Miss Budweiser and **Williams** in the 1980 backup Miss Budweiser, also making its first appearance of the season.

As to the vintage final, **Craig Mullen** had been close many times before but one gremlin or another always seemed to cause winning to be elusive. Not on this day. Mullen won his first race in convincing fashion, driving **Ben Keller's** 1957 Hawaii Ka'i III to a sensational win. It was also the first-ever ERCU race win for the Choral Enterprises Racing Team, although the Ka'i had won three times before under former owners **Marti** and **Roger Newton**. The race was a real barn-burner as Jason Hartley, driving the blazing-fast 1972 Miss Timex and Jeff Campbell's high points-leading Pride



Nelson Holmberg

Of Mike Campbell's 40 race victories, 32 are with the 1974 Country Boy, which has been a dominant, consistent and reliable craft over a number of years.

of Pay 'n Pak hooktail provided all the competition the Pink Lady could handle. In the upper turn on lap four, Hartley flipped the Timex, failing to finish the heat. After a somewhat controversial dash to the first turn at the start, Jeff went on to finish second. Young **Ryan Opfer**, steadily improving in the 1965 Gale's Roostertail, owned by grandpa **Howard Price**, finished third, followed by **Bob VandenAkker** in the steady 1963 Notre Dame, and the 1970 Parco's O-Ring Miss, owned and driven by **Gerry Bordon**, making yet another final. **Bill Smiley** in the 1971 black Hallmark Homes failed to finish.

The modern consolation heat was won by Mike Campbell, driving points leader

Executone, clearly the fastest boat and unaccustomed to qualifying for the final heat by winning the connie. Charlie's Girl, driven by **Bill Smiley**, is another perennial front-runner but was bit by gremlins during the day, finishing second, followed by **Terry Harmer** in the cabover Pride of Pay 'n Pak and **Craig Bradshaw** in the new lobster Winston Eagle. **Jerry Johnston**, driving his Anheuser

Busch Natural Light and **Doug Brow** in the 1978 The Squire Shop failed to finish.

Two connies were run in the vintage class. For the second connie, the 1963 Miss U.S. 5 was clearly the fastest boat, ably driven by Mullen to the win. In her first appearance of 2009, second went to the 1968 checkerboard Miss Bardahl, owned by **David Newton** and driven by **Smiley**. Hansen and the 1954 Muvalong were third. Shakey's Special with **Mike McIntosh**, Johnston in Miss Timex (clock) and Wildroot Charlie driven by **Ron Daum** all failed to finish.

Mullen moved up to the first connie with Keller's Miss U.S. 5 and after **Jesse Shehan** and St. Regis failed to start moved up to the front line from the trailer position. Hartley in Miss Timex made a great start and waxed the field, earning a position in the final heat. Mullen managed second, returning with a severely-chewed up propeller. Third place went to Daum in his brand-spankin'-new and beautiful 1957 Thriftway Too. The "Prune Barge" won a heat earlier in the day and showed real potential. **Gary Simmons'** Miss Everett, the 1961 Miss Madison with **Scott Fetterly**, and Bradshaw driving his 1958 Coral Reef all scored DNFs for the heat.

With the win by Hawaii Ka'i III and the appearance of the checkerboard Bardahl, memories of our founder and Czar Roger Newton surfaced, mostly unspoken. May he rest in peace as we carry on his legacy.



Craig Mullen scored his first ERCU win with Ben Keller's 1957 Hawaii Ka'i III.

CAMPBELL COMES FROM BEHIND – TWICE – AT DIAMOND CUP

Whether it was the racing, the setting, or the social event, those who attended the Diamond Cup at Friday Harbor unanimously said the whole thing was great.

And for **Gerry Bordon** and **Doug Brow** – the weekend was just about perfect.

Brow – who did a terrific job as a rookie contest director, from Friday's set up all the way through Saturday night's spaghetti dinner (which he paid for personally) and awards – couldn't have made a better start with his 1978 Squire Shop after **Mike McIntosh's** 1976 Spirit of Dayton Walther failed to start the modern final – especially since the Squire Shop was the trailer in the final. For four and three-quarter laps, Doug controlled the winner-take-all final, with a crowd of Friday Harbor locals cheering him on.

Controlled, that was, until a minor mistake left the inside lane open on the final turn and **Jeff Campbell** slipped through it into first place and a race win with brother **Mike's** 1974 Country Boy. Brow did finish a solid second, followed by **Mike Gossler** with the 1978 Circus Circus in third and **Craig Bradshaw's** 1989 Winston Eagle lobster boat in fourth. **Mike Campbell's** 1982 Executone did not finish.

The modern final provided big shoes to fill for the vintage class finalists, and Bordon lived up to the challenge.

After yet another nearly perfect start, Bordon piloted his 1970 Parco's O-Ring Miss around the course in the lead for four laps before Jeff Campbell was able to get the 1969



Nelson Holmberg

Doug Brow's 1978 Squire Shop came just "this close" to winning the ERCU Diamond Cup at Friday Harbor.

Pride of Pay 'n Pak hooktail around him in time to win the race, completing a sweep of the two classes. Bordon took second place, followed by **Bill Smiley** with the 1971 Hallmark Homes (black), **Bob Vanden-Akker** with the 1963 Notre Dame, **Ryan Opfer** in the 1965 Gale's Roostertail and McIntosh with the 1973 Shakey's Special.

In the connies, Brow clearly had the fastest boat, winning the modern connie going away. Second place went to **Nelson**

Holmberg, driving **Craig Mullen's** 1971 Pride of Pay 'n Pak, while third went to **Terry Harmer** in the 1970 Pride of Pay 'n Pak Hemi.

The vintage connie went to Opfer in the Gale's Roostertail, with **Mark Gran** finishing second with the 1967 Atlas Van Lines and **Gary Simmons** taking third with the 1960 Miss Everett. Mullen in **Ben Keller's** 1957 Hawaii Ka'i III, Holmberg in Keller's 1963 Miss U.S. V, and Brow with the 1966 Miss Budweiser did not finish.

Simmons had won the second connie in order to move up to the first connie as the trailer. Second place in the second connie went to Bradshaw in the 1958 Coral Reef, followed by **Rick Lentz** with the 1969 Notre Dame in third and Vanden-Akker in the 1966 Miss Lapeer. John Earnest's 1962 Gale V was unable to finish.

Brow deserves a deeply special thanks for all of his hard work – over nearly two years – to pull together all of the appropriate approvals, make arrangements for sponsors, and plan all of the racing and social activities.

The Discovery Inn was a terrific host hotel for all of the racers and proved to be very hospitable. All of their help was greatly appreciated.

Brow also expressed deep thanks for the help provided by Mullen, Lentz and **Henry Marvin** in making sure the event could work what with getting equipment and racers across the ferry and back.

A great job was done by everyone in putting on one of the best races in ERCU history.



Nelson Holmberg

The Diamond Cup had numerous sponsors, who were recognized with a banner, and several announcements throughout the racing day.



STAT GEEK: DID YOU KNOW?

For this month, here are some little-known factoids about some of our membership. Did you know:

...that there are no fewer than 12 boats, race-ready or in various states of construction dominating the decor at the Federal Way residence of **John Burkey** and **Mark Gran**.

...that several of our ERCU members have big-boat affiliations either past or present: **The Campbell brothers, Doug Brow, Howard Price, Patrick Gleason, Ron Hornung, Czar Roger Newton, Kerry Kjos, Rick Lentz, Gale Whitestone, Nelson Holmberg, John Williams, John Burkey,** and **Mike McIntosh** just to name a few.

...that **Doug Brow** is an ABRA official.

...that **Craig Mullen** is the brother-in-law of **Edgar Kaiser, Jr.**, son of Hawaii Ka'i III owner **Edgar Kaiser Sr.** Craig was not present at the real Ka'i's viking funeral, however.

...that Hawaii Ka'i III's win at the President's Cup was the first by a **Roger Newton**-built hull since **Kerry Kjos'** Miss Thriftway at the 2006 Cascade Cup.

...that by his own admission **Jason Hartley** knows little of the history of big-boat unlimited hydroplane racing and does not follow the sport much at all.

...that **Lentz** is on the board of directors of the Hydroplane and Raceboat Museum as well as the ERCU contest board.

...that **Holmberg** is a candidate for the Vancouver School Board and has picked up several important major endorsements.

...that **Kirk Pagel** also has a thriving hydro photography business as part of his Golden Thunder Racing Team, and was

close friends with **Chuck** and **Mel Hickling** as a youngster.

...that **Scott Fetterly** and his wife are high school and college basketball referees.

...that **Jerry Johnston** holds the record for farthest distance traveled to attend a race (all the way from Palm Springs for the 2008 Silver Cup).

...that **Roger Newton** holds the record for combined High Points amassed by a single driver regardless of racing class - 275,669.

...that according to the newsletter's "A Moment With ..." column: Coke is the beverage of choice, 22 votes to Pepsi's seven. Three members voted for both Coke and Pepsi. There were two each for Mountain Dew, RC Cola, and Dr. Pepper, and one even voted for Budweiser as the King of Beers.

...according to the same column, 33 members have never had a manicure or pedicure but a surprising total of 11 have had manicures, and four have had both! (OK, that includes **Judy Fenton** and **Dawna Gross** but they still count).

...that **Jeff Campbell** has built more than 30 of the boats currently racing in ERCU and has been the mastermind behind the new 1/7 scale Elected Scale Unlimiteds (ESU) class. This may be stating the obvious but is still worthy of mention.

May trivia question

Last month's big-boat trivia question and answer:

- Name five boats owned by **Steve Woomer** and their drivers:



Kirk Pagel

- Miss Tosti Asti (**Steve Reynolds**)
- Miss 7-Eleven (**Steve Reynolds**)
- Cellular One (**Steve Reynolds**)
- The Vantage Ultra (**Larry Lauterbach**)
- Winston Eagle (**Mark Tate, Lauterbach, Jim Kropfeld**)
- Smokin' Joe's (Tate)
- Close Call (Tate)

June trivia questions:

- Which boat and driver were the first to win a race with Allison power?
- Which boat and driver were the first to win a race with Rolls-Merlin power?
- Which boat and driver were the first to win a race with turbine power?
- Who are the two remaining manicure-pedicure recipients according to the ERCU newsletter's "A Moment With ..." column?

Answers next month!

Compiled by Ben Keller, ERCU statistician

SEAFAIR: MULLEN, MCINTOSH WIN

Craig Mullen made it two in a row, and **Mike McIntosh's** 1976 Spirit of Dayton Walther was the only boat to survive the carnage of the modern final at the seventh annual ERCU Seafair Trophy Race in Monroe.

Mullen took advantage of a good rough water boat, a good start and plenty of speed. Ka'i had a big lead over the Parco's O-Ring Miss, who held off a last-gasp run from the '69 Notre Dame at the end to finish in second place.

That's ironic, because the normally less-flighty modern boats were a mess in their final.

Just two boats finished, including **Mike Gossler's** 1978 Miss Circus Circus without a cowl. That came off just before the start, and **Mike McIntosh**, scored his first career victory, as the 1977 Spirit of Dayton Walther flipped its way across the finish line.

Congratulations Mike, on your first win.

More details will be printed in the July issue of ERCU: The Newsletter, and online.

UPCOMING RACES: BERNIE LITTLE, OREGON EMERALD CUP

Two more races are coming up in the next month, before ERCU's summer break when the big boats hit the Pacific Northwest.

Bernie Little Memorial

The Bernie Little Memorial returns to its home at Bellevue Downtown Park (a.k.a. Bellevue Pond), on Saturday, July 11.

Not much has yet been officially announced, but more information is expected soon - perhaps even as early as the drivers meeting of the Seafair Trophy Race in Monroe.

One thing that ERCU members can count on is that CD's **Mike & Jeff Campbell** will have plenty of fun elements of the event, so everyone who is in this for fun, should be in attendance. It's always a fun race, and has a reputation that precedes it as truth.

It was announced at the Seafair Trophy Race that the Bernie Little will be an "any prop" race for vintage and modern divisions.

Keep an eye on www.e-rcu.org for more information, and head over to the website for

directions to Bellevue Pond if you haven't been there before.

Oregon Emerald Cup

Over its first two years, the Oregon Emerald Cup has become one that stands out as significantly different from the others in the Red Dot Championship Series.

This race is the only points race on the season schedule, and it follows a modified "Fan Plan".

The race is set for Saturday, July 18 at the Lake of Tualatin Commons in Tualatin, Ore.

Unless the trailer can be delivered to the race site on July 17 - in which case set up will occur on Friday afternoon - the duties of the day will begin at 7 a.m. with setup. Open water will follow set up, and boats that have been registered into the race scoring system for the day will be able to test. The drivers meeting will occur at 10:30 a.m., with heat 1A expected to begin at 10:45 a.m.

Graupner 45 carbon fiber props will be the order of the day for vintage boats.

VINTAGE BOAT POINTS – 2009 (THROUGH FIVE RACES)

No.	Boat	Year	Owner	CSP	RFR	BBM	DC	PC	SEA	BLM	OEC	CC	SSM	SC	GC	RNM	Total	Drops	High Points
1.	Pay 'n Pak (hooktail)	1969	Jeff Campbell	1,025	1,500	1,100	1,500	1,300									6,425		6,425
2.	Hallmark Homes (black)	1971	Bill Smiley	600	1,327	1,400	1,325	1,000									5,652		5,652
3.	Notre Dame	1963	Bob VandenAkker	1,325	821	0	1,269	1,094									4,509		4,509
4.	Hawaii Ka'i III	1957	Ben Keller	1,400	769	0	800	1,369									4,338		4,338
5.	Miss U.S. 5	1963	Ben Keller	1,019	400	800	750	550									3,519		3,519
6.	Wildroot Charlie	1958	Ron Daum	696	821	1,169	169	479									3,334		3,334
7.	Gales Roostertail	1965	Howard Price	479		750	877	1,050									3,156		3,156
8.	Miss Everett	1960	Gary Simmons	833	685	0	807	738									3,063		3,063
9.	Muvalong	1954	Gary Hansen	1,100	1,425			525									3,050		3,050
10.	Parco's O-Ring Miss	1970	Gerry Bordon	394	127		1,169	996									2,686		2,686
11.	Shakey's Special	1973	Mike McIntosh	638		750	920	296									2,604		2,604
12.	Gale V	1955	Howard Price			1,425	225	300									1,950		1,950
13.	Miss Budweiser	1966	Doug Brow	352		525	700	169									1,746		1,746
14.	Miss Burien	1960	Robbie Roberts	900		846		0									1,746		1,746
15.	Miss Timex (clock)	1971	Jerry Johnston		769	569		296									1,634		1,634
16.	Coral Reef	1958	Craig Bradshaw	169		465	300	545									1,479		1,479
17.	Atlas Van Lines	1967	Mark Gran		352	127	850										1,329		1,329
18.	St. Regis	1963	Jesse Shehan	338	415			489									1,272		1,272
19.	Miss Madison	1961	Scott Fetterly			577		675									1,252		1,252
20.	Miss Bardahl	1958	Rick Lentz	394	789												1,183		1,183
21.	Miss Pay 'n Save	1958	Steve Twardus			863		225									1,088		1,088
22.	Gale V	1962	John and Dianne Earnest	704			352										1,056		1,056
23.	Oh Boy! Oberto	1975	Mick Shutt	338		700											1,038		1,038
24.	Hallmark Homes (red)	1971	Craig Mullen	1,000													1,000		1,000
25.	Wayfarer's Club Lady	1966	Ryan Bradshaw	254		507	95										856		856
26.	Miss U.S.	1970	Bill Shearer	525	0	300											825		825
27.	Miss Timex	1972	Jason Hartley					800									800		800
28.	Skip-A-Long	1949	Ron's Rods and Customs	775													775		775
29.	Notre Dame	1969	Rick Lentz				750										750		750
30.	Miss Budweiser II	1970	Craig Bradshaw			700											700		700
31.	Thriftway Too	1957	Ron Daum					639									639		639
32.	Miss Lapeer	1966	Bob VandenAkker				605										605		605
33.	Such Crust III	1955	Ron Daum		582												582		582
34.	Shanty I	1957	Kirk Pagel			525											525		525
35.	Slo-Mo-Shun IV	1951	John and Dianne Earnest		491												491		491
36.	Miss Bardahl	1968	David Newton					470									470		470
37.	Maverick	1957	Zane Courtney			352											352		352
38.	Miss Exide	1964	Henry Marvin			300											300		300
39.	Miss Thriftway	1960	Kerry Kjos		269												269		269
40.	Breathless II	1957	Mark Gran					225									225		225
41.	Miss Peps V	1947	Ron's Rods and Customs	0													0		0
41.	Miss Wickman	1967	John Burkey				0										0		0

MODERN BOAT POINTS – 2009 (THROUGH FIVE 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									6,952		6,952
2.	Miss Circus Circus	1978	Mike Gossler	1,269	1,094	1,300	1,225	1,300									6,188		6,188
3.	Executone	1982	Mike Campbell	1,500	1,200	1,200	1,200	696									5,796		5,796
4.	Pride of Pay 'n Pak	1971	Craig Mullen	869	450	1,150	550	569									3,588		3,588
5.	U-95	1974	Rick Lentz	821	825	889	750										3,285		3,285
6.	Charlie's Girl	1977	Bill Smiley	1,150	569	264	750	488									3,221		3,221
7.	Miss Budweiser (T3)	1994	Kelsey McIntosh	677		676	619	825									2,797		2,797
8.	Miss Cott Beverages	1974	Gary Hansen	395	750			1,050									2,195		2,195
9.	Spirit of Dayton-Walther	1976	Mike McIntosh	0		821	769	225									1,815		1,815
10.	Winston Eagle (lobster)	1989	Craig Bradshaw	0			994	610									1,604		1,604
11.	Natural Light	1977	Jerry Johnston	0	479	564		427									1,470		1,470
12.	Pay 'n Pak (caber)	1970	Terry Harmer	0	794	0	338	296									1,428		1,428
13.	The Squire Shop	1978	Doug Brow	0		225	795	395									1,415		1,415
14.	Kellogg's Frosted Flakes	1993	Henry Marvin					1,138									1,138		1,138
15.	Executone	1982	Dave Reiser		394	737											1,131		1,131
16.	Squire	1977	Jesse Shehan	437	433			225									1,095		1,095
17.	Country Boy	1971	Steve Twardus			844		0									844		844
18.	Formula Boats	2008	Nelson Holmberg	763													763		763
19.	Miss Budweiser	1973	Howard Price	563		169											732		732
20.	Miss Budweiser (backup)	1980	John Williams					625									625		625
21.	Miss Budweiser (T4)	1994	Henry Marvin			127											127		127
22.	Miss Madison	1978	Bill Shearer		0												0		0
22.	Miss Vernor's	1976	Mick Shutt			0											0		0



VINTAGE DRIVER POINTS — 2009 (THROUGH FIVE RACES)

No.	Driver	Year	Boat	CSP	RFR	BBM	DC	PC	SEA	BLM	OEC	CC	SSM	SC	GC	RNM	Total	Drops	High Points
1.	Jeff Campbell	1969	Pride of Pay 'n Pak (hooktail)	1,025	1,500	1,100	1,500	1,300									6,425		6,425
2.	Bill Smiley	1971	Hallmark Homes (black)	600	1,327	1,400	1,325	1,000									5,652		5,652
3.	Bob VandenAkker	1963	Notre Dame	1,325	821	0	1,269	1,094									4,509		4,509
4.	Craig Mullen	1957	Hawaii Ka' I III	1,400	769	0	800	1,369									4,338		4,338
5.	Ron Daum	1958	Wildroot Charlie	696	821	1,169	169	479									3,334		3,334
6.	Gary Simmons	1960	Miss Everett	833	685	0	807	738									3,063		3,063
7.	Gary Hansen	1954	Muvalong	1,100	1,425			525									3,050		3,050
8.	Gerry Bordon	1970	Parco's O- Ring Miss	394	127		1,169	996									2,686		2,686
9.	Mike McIntosh	1974	Shakey's Special	638		750	920	296									2,604		2,604
10.	Nelson Holmberg		Bardahl/Shanty I/Miss U.S. V		789	525	750										2,064		2,064
11.	Doug Brow	1966	Miss Budweiser	352		525	700	169									1,746		1,746
	Robbie Roberts	1960	Miss Burien	900		846		0									1,746		1,746
13.	Jerry Johnston	1971	Miss Timex (clock)		769	569		296									1,634		1,634
14.	Ryan Opfer		Gale's Roostertail/Gale V	479		750	225	300									1,574		1,574
15.	Mark Gran		Atlas Van Lines/Breathlessl		352	127	850	225									1,554		1,554
16.	John Earnest		Gale V/Slo-Mo-Shun IV	704	491			352									1,547		1,547
17.	Craig Bradshaw	1958	Coral Reef	169		465	300	545									1,479		1,479
18.	Jesse Shehan	1963	St. Regis	338	415			489									1,329		1,329
19.	Scott Fetterly	1961	Miss Madison			577		675									1,272		1,272
20.	Rick Lentz		Miss Bardahl/Notre Dame	394			750										1,144		1,144
21.	Steve Twardus	1958	Miss Pay 'n Save			863		225									1,088		1,088
22.	Mick Shutt	1975	Oh Boy! Oberto	338		700											1,038		1,038
23.	Ryan Bradshaw	1966	Wayfarer's Club Lady	254		507	95										856		856
24.	Bill Shearer	1970	Miss U.S.	525	0	300											825		825
25.	Jason Hartley	1972	Miss Timex					800									800		800
26.	Ron Hornung	1949	Skip-A-Long	775													775		775
27.	Zane Courtway	1957	Maverick			352											352		352
28.	Henry Marvin	1964	Miss Exide			300											300		300
29.	Kerry Kjos	1960	Miss Thriftway		269												269		269
30.	John Burkey	1967	Miss Wickman				0										0		0

MODERN DRIVER POINTS — 2009 (THROUGH FIVE RACES)

No.	Boat	Year	Owner	CSP	RFR	BBM	DC	PC	SEA	BLM	OEC	CC	SSM	SC	GC	RNM	Total	Drops	High Points
1.	Mike Gossler	1978	Miss Circus Circus	1,269	1,094	1,300	1,225	1,300									6,188		6,188
2.	Mike Campbell	1982	Executone	1,500	1,200	1,200	1,200	696									5,796		5,796
3.	Craig Mullen	1971	Pride of Pay 'n Pak	869	450	1,150		569									3,588		3,588
4.	Rick Lentz	1974	U-95	821	825	889	750										3,285		3,285
5.	Bill Smiley	1977	Charlies Girl	1,150	569	264	750	488									3,221		3,221
6.	Kelsey McIntosh	1994	Miss Budweiser (T3)	677		676	619	825									2,797		2,797
7.	Gary Hansen	1974	Miss Cott Beverages	395	750			1,050									2,195		2,195
8.	Mike McIntosh	1976	Spirit of Dayton Walther	0		821	769	225									1,815		1,815
9.	Craig Bradshaw	1989	Winston Eagle (lobster)	0			994	610									1,604		1,604
10.	Jerry Johnston	1977	Anheuser Busch Natural Light		479	564		427									1,470		1,470
11.	Terry Harmer	1970	Pride of Pay 'n Pak (cabover)	0	794	0	338	296									1,428		1,428
12.	Doug Brow	1978	The Squire Shop	0		225	795	395									1,415		1,415
13.	Nelson Holmberg		Formula Boats/Pay 'n Pak	763			550										1,313		1,313
14.	Henry Marvin		Miss Budweiser (T4)/Kellogg's			127		1,138									1,265		1,265
15.	Dave Reiser ®	1982	Executone		394	737											1,131		1,131
16.	Jesse Shehan	1977	Squire	437	433			225									1,095		1,095
17.	Steve Twardus	1971	Country Boy			844		0									844		844
18.	John Williams	1980	Miss Budweiser (backup)					625									625		625
19.	Ryan Opfer	1973	Miss Budweiser	563													563		563
20.	Howard Price	1973	Miss Budweiser			169											169		169
21.	Bill Shearer	1978	Miss Madison		0												0		0
	Mick Shutt	1976	Miss Vemor's			0											0		0