

ERCU



THE NEWSLETTER

march2008 | volume 4 | number 3

kmmarks Tools Help

find us online

http://www.e-rcu.org

Up Next

- March 29... ERCU "Spring Training" Test Session
Cherokee Bay Community Club
- April 6..... ERCU Member Meeting
Red Dot Headquarters Lunchroom Kent
- April 12 Champion Spark Plug Regatta
Fort Borst Park, Centralia

On the Web

- ERCU Chat Group
groups.yahoo.com/ercu-hydros
- PGI Models, Inc.
www.pgimodels.org

Stat of the Month

ERCU now has two owners who do not drive their own boats — Kirk Pagel and Ben Keller.

ERCU Trivia

Website flashback: The latest ERCU member to emigrate from RCU is Jim Latimer, who purchased the Miss Everett this winter. This should solve the big mystery introduced on the website some time ago!

Kirk Pagel



Scale Inspector Bob VandenAkker completes the inspection of Patrick Gleason's Miss Spokane.

March member meeting provides insight, inspections

The March ERCU Member Meeting convened an hour early at 11 a.m., on Sunday, March 9, at the Red Dot headquarters in Kent.

The highlight of the meeting was a productive conversation on the rules applications and driving decisions, held in an effort to make it easier for drivers and officials to identify problems and problem areas on the race course.

Turnout was good, battery distribution went smoothly as did a good discussion on the new driving regulations.

Bob VandenAkker and Mike Campbell faithfully and diligently performed technical and scale inspections of the boats that were present.

Ron Daum also delivered a primer on how to operate the scoring spreadsheet used during race days at ERCU events. This should provide the opportunity for more than a handful of members to know how to use the program and provide assistance in running the race day.

There was also a discussion about the newsletter, and it was strongly decided to keep things as they are with the arrangements for the newsletter.

A full account of the meeting minutes is provided in this newsletter on page five.

story by Kirk Pagel, intrepid reporter

Meyers, Robertson join Lighter-than-Lights

Scott Meyers – owner of Meyers Auto Tech, and two-year sponsor of the ERCU Cascade Cup / APBA National Championships – has his new four-cylinder Stock Lighter-Than-Lights hydroplane pretty much ready for the 2008 season – his first as an owner in the ULHRA

Lighter Than Lights series. Jesse Robertson, a former driver in ERCU, will drive Meyers' Lighter-Than-Light hull.

While Meyers, a racing member of RC Unlimiteds, says he's no expert when it comes to hydroplanes, there were some things on the boat he said he did-

n't like. So now laying before him is what he calls, a very large puzzle.

"How it all goes back together, I'm not all that sure right now," he said with a laugh. "But I'll have it all figured out before too

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INSIDE THIS ISSUE

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Farl Fredley provides a peek at 2008 season page 6

Final season high points standings pages 7-9



THE MILL

ERCU news briefs

PGI Models launches new website

Mike Gossler's new company, PGI Models, Inc., has recently launched a really sharp looking website to provide the RC hobbyist with quality products from graphics and model kits to motors, speed controls and batteries. "Goss" says the offerings continue to grow, so to keep an eye on the website. The site has a shopping cart for easy online ordering, and easy payment methods including PayPal, Visa or MasterCard. You can find the new site at: www.pgimodels.com.

Sponsors sign up for Rose Festival RC Regatta in Portland

As the first race of the season draws nearer, the last race in May is starting to heat up. The Hometown Hobbies Rose Festival RC Regatta now has a pair of presenting sponsors as well, and special thanks go out to the Portland Parks & Recreation Bureau (**Jeff Milkes** and **Kevin Stoecker**) and TechJet Imaging (**Jason Beatty**) of Vancouver. The two of them are the race's presenting sponsors. Thanks again to these great sponsors. More information will be available about both sponsors, and the race, soon.

A reminder about boat bios

Just a reminder that there are still several boats that we need bios for to add to our website. If yours is one of them, please visit the website (www.ercu.org) and go to the bottom of the Club Info page for a boat bio form, complete the form and send it back. We'll even go find the photos for you that go with your bio. There's minimal work for you to do. The goal here is to collect and post as many as we possibly can for the "Boats" pages on our website. Once we receive that form, it'll be a quick turnaround to get your boat bio posted.



Tualatin, Portland sites confirmed for 2008 ERCU events

The race sites for the Hometown Hobbies Rose Festival RC Regatta presented by Portland Parks and TechJet Imaging, as well as the Oregon Emerald Cup and the Columbia Cup have been locked up and confirmed. The Rose Festival race will be run Saturday, May 24 at in the Casting Pond at Westmoreland Park in SE Portland. The Oregon Emerald Cup is set for Saturday, July 12 at the Lake of Tualatin Commons; and the Columbia Cup will be run on Saturday, August 16 at the Lake of Tualatin Commons. Be sure to mark all three dates on your racing calendars for 2008.

a moment with

JOHN EARNEST

Family:.. Wife Dianne, daughter Katherine (lives in Denmark with her husband and their daughter)
City he calls home:..... Battle Ground, Wash.
Job (when not boating):..... Safeway part time for hobby money. Retired middle school teacher.
College Football Loyalty:..... U of W or Central Washington University.
Favorite Current Unlimited Hydro:..... No modern boat - not real wood or engines
Favorite Unlimited Hydro of the past:... Slo-Mo-Shun IV or Gale V and VII.
Boats he races in ERCU:..... Slo-Mo-Shun IV, Gale V
What was your first car?..... 1946 Chevy, but never got it going around the block.

What was your first job?... Delivered the Spokane Spokesman Review for four years in high school.

When and how did you get involved in scale racing?In Seattle nationals, met Roger Newton and got Slo-Mo plans in 1974. Raced the Slo-Mo in RCU as a founding member of that club.

Have you ever had a manicure/pedicure?:... Do my own sometimes with scissors or by accident.

Coke or Pepsi?... New "Go" by Safeway.



BIG BOAT news

■ **U-1 Ellstrom Racing Team — Dave Villwock** starts the 2008 season with 55 career wins. Smart money would say he's good for at least three more wins this season. Will he break **Bill Muncey's** record of 62 career wins?

■ **U-3 Cooper Motorsports**

— Not much news to be found about the U-3 team, other than they're most likely building new turbocharged Allison's in preparation for the 2008 season.



Nelson Holmberg

■ **U-4 — Mark Evans** reports that his March, 2008 test run with two outboard motors on the back of his former American Maid hull was successful. The craft attained a 70 mph speed and Mark says it was just plain fun!

■ **U-5, U-7 Formula Racing Team — Ted Porter** has four race ready hulls in the stable now. One will be relegated to display only, but that leaves three hulls that could start any race on the circuit. Only two will compete with a good back up hull in waiting.

■ **U-6 Oh Boy! Oberto presents Miss Madison** — The Miss Madison Racing Team continues to evaluate old parts, and prepare new parts for the 2008 season. There's been some talk that the Miss Madison Racing Team is going to start machining its own props, too.

■ **U-10 USA Racing Partners — USA Racing Partners' engine specialist Mark Smith** was nominated for the Motorsports Hall of Fame. The former Miss Budweiser crew chief did not get inducted but was happy to be recognized in the racing community.

■ **U-13 Spirit of Detroit — J. Michael Kelly** returns to the cockpit here, and **Kurt Tavener** says the U-2 will be redone in green & yellow to resemble



U-13 Racing/KNDU

continued on pg. 3 ▼



Patrick Gleason

Go Fast Left Turn Racing Team's new U-50, fresh out of the paint shop, donning a Navy blue and yellow scheme that reminds one of the Blue Angels aircraft.





THE MILL

ERCU news & rumors

Ben Keller's test session with the Hawaii Kai III at Fort Steilacoom Park in Lakewood was an unqualified success. By all appearances,

the preparation and investment in all-new high-quality hardware and systems will really pay off for 2008. The boat accelerated incredibly and rode like it was on rails . . . Winter construction continues in many shops. **Mick Shutt**, for example, is working on two brand new boats for the 2008 season — the 1976 Miss Budweiser, and the 1975 Oh Boy! Oberto — has the paint done, with the exception of a little touch-up work on the Bud, and hardware has been test-fitted on the Oberto, and paint is up next on the to-do list . . . At the same time, **Rick Lentz** recently took delivery of his 2002 Silver Dollar Casinos hull in the rough, and the Nigel Steere-built cowling and wingset. Rick's to-do list on the new hull includes finishing fill and sanding, paint, hardware installation and cowling and wing work . . . **Mark Gran** says it's not much to look at yet, but sent pictures of his Breathless II, which is just about ready. Primer is done and the boat is ready for paint. Mark was hoping to test on March 22-23, and then get the boat out to the paint shop. . . . **John Burkey** is still working on the "Smokin' Headache" (aka the Smokin' Joes), and brought it to the March meeting for feedback and suggestions . . . **Kerry Kjos** reports having found another option for environmentally-safe lubricant that might just work for our boats. Having found "KEL Pure Silicone" at Parkrose Hardware, Kerry reports that it is a food-grade pure silicone lubricant. A 9 3/4 oz. spray can goes for \$10.99. Labeling says KEL is for food and drug equipment . . . Golden Thunder Race Team has committed to Biokleen's Soy Blends SL-100 lubricant for the 2008 ERCU season. Team owner and manager **Kirk Pagel** put the water displacement type lubricant to a field test, and came up pleased with the results. The 4-ounce spray container is available at local Fred Meyer stores or direct from the manufacturer. Google: Soy Blends SL100. The price is \$4.99 at most stores.



Mark Gran



Jerry Dunlap

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Kirk Pagel

2008 tentative schedule

(subject to change)

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

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

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

JULY		
Date	Event	Location
12	Oregon Emerald Cup	Tualatin
20	Bernie Little Memorial	Bellevue

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

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

OCTOBER		
Date	Event	Location
5	Diamond Cup	Cherokee Bay
11	Cascade Cup/Nats	Woodland

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

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

BIG BOAT news

▲ continued from pg. 2
the number one hull. The U-13 Spirit of Detroit has been appointed as the 2008 Miss Detroit Yacht Club in this, the 100th running of the APBA Gold Cup.

■ U-17 Our Gang Racing Team/Miss Red Dot — Now that they have time, Our Gang Racing says this year's paint job will look much better than last season. Lots of hull work underway is evidenced on their website. Kip Brown takes over driving duties here.



on their website. Kip Brown takes over driving duties here.

■ U-22 Webster Racing Team — AMS OIL has signed on for 2008 with Webster Racing. AMS OIL is the first in synthetics and offers a superior product line that will in no doubt bring the Webster race team to the forefront of the competition.

■ U-25 Superior Racing Team — **Ken Muscatel** has been lending time and probably a few bucks to get the San Diego race back on track. The team intends to move its shop from Burien, perhaps to Renton.

■ U-28 New Kid In Town — **Ray Forsman** has purchased the U-8 Lumar hull from Schumacher Racing. Most recent word is that Ray will use the hull as a display boat. He has decided that the former Free! hull just wasn't going to perform the way he needed it to. No word yet on when or how Ray may return to the sport.

■ U-37 Miss Beacon Plumbing — **Jean Theoret** flew in from Canada and put the U-37 through its paces during the first unlimited test of the year. All reports indicate that the boat and driver both looked good. **Bill Cahill** - owner of U-37 sponsor Beacon Plumbing - even got to take the U-37 for a spin.



■ U-48, U-50 Go Fast, Turn Left Racing Team — **Greg O'Farrell's** backup hull has been painted in the Navy blue & yellow paint scheme of the Blue Angels.



The boat is fresh out of the paint shop and is going back together nicely. Plans are for the hull to run at Tri-Cities and Seattle this year. As you can see, the team expects the paint job to be real "crowd pleaser." Its number designation is U-50. Announcements on the driver and the sponsors will be announced soon.

■ U-100 Leland Racing Team — No news recently out of the Leland Racing Team, which is pretty typical for this time of the offseason.

Compiled by **Kirk Pagel**, ace reporter





Champion Spark Plug kicks off 2008

The 2008 season is just around the corner, and true to recent ERCU history, the Champion Spark Plug Regatta will kick off the season.

This year's race, which marks the third time in six years that the first race of the year is held at Fort Borst Park in Centralia, is expected to draw another large crowd.

Last season, **Jason Hartley** scored his first career race win, driving the Hallmark Homes to first place in the vintage final, while **Mike Campbell** started a sterling season with his 1973 Country Boy, taking first place in the modern final.

Contest Director **John Earnest** is so comfortable with the preparation for the

race that he and **Dianne** are vacationing in Denmark, where their daughter, son-in-law and granddaughter live.

Thanks to the pond's vicinity to I-5, more than 100,000 people are expected to witness ERCU's first race of the 2008 Red Dot Championship Series presented by Bullthead Design.

PGI Models and Pacific Graphics are providing plaques and new perpetual trophies are being prepared as we speak.

It promises to be an exciting start to the season, as always, so if your boats aren't yet ready for the year ahead, it's time to get out the dust rags and tools.

A special thanks goes out to Lois with the Centralia Parks Department for her help in arranging the park reservations.

Roger Newton



Contest Director John Earnest (l) presents the vintage class winner's trophy to Jason Hartley at the 2007 Champion Spark Plug Regatta.

Meyers makes jump from models to real raceboats

▲ continued from pg. 1

long. That's for sure."

The hull will campaign as the S-81. The previous owner numbered the boat after the local fire station that responded to his heart attack. Meyers said he plans to keep the 81 number to honor the firefighters.

This will be Meyers rookie year as owner of a hydroplane. But he's no stranger to the sport. For the Tri-Cities unlimited races, he's sponsored **Kevin Aylesworth** and **Brian Perkins** with his Meyers Auto Tech based out of Kennewick, Wash.

"The four-cylinder class seems like a very equal class," Robertson said. "This class is a drivers class for sure, and it's going to be a lot of fun."

Robertson is now commuting over to Kennewick and back a little more often as the season closes in to help Meyers get the boat ready.



The four cylinder engine being installed into the S-81 at Meyers Auto Tech in Kennewick.

And they both have their eyes at the schedule and looking at the ULHRA season opener at Phoenix Raceway, in Chandler, Ariz., April 19-20.

They're waiting to see if enough of the smaller boats commit to the race. "I'd very much like to go to Firebird - that would be a hoot," Meyers said. "It sounds like the coolest environment to race."

And if he's worried on how the boat will get there, he doesn't

Scott Meyers



The S-81 Meyers Auto Tech Lighter than Light hydroplane being readied for the 2008 season in the Meyers Auto Tech shop in Kennewick. Scott Meyers and Jesse Robertson will compete in the LTL series this year.

Scott Meyers

have to look far for tow driver. "I'd love to go there and get a chance to race," said his driver. "I'd take the boat down and back by myself if that's what it took."

One date glows very bright to the Meyers Auto Tech team - May 17's "Desert Thunder" on their home Columbia River in Richland.

"I'm so looking forward to that race," Robertson said. "I'm going to have a lot of pressure on me, but that's a good thing I think. I know one thing, I'd better do good there or I might just have to start looking for another ride."

Regardless of where they race, the Meyers Auto Tech team is not going to go out on the water just to be part of the show. They plan to be competitive from the start of the season through the end.

"We're not just going out to field a team, we're going out to win," Robertson said.

While Meyers said that Robertson will drive for the season, he's planning on jumping in the cockpit and taking the boat out every now and then during test sessions.

"Good Lord, of course I'm planning on driving a few times," Meyers said. "But I found out over the years of doing a bunch of circle (car) racing that I can maintain things that go fast better than I can race them."

Over the last three seasons, the top drivers in the four-cylinder Stock Lighter-Than-Lights class have advanced to rides in the Unlimited Lights - **Kayleigh Perkins**, **Kevin Eacret** and **Eric Christensen**. That news was very encouraging to Robertson.

"Wow! That's cool," he said. "That's something to shoot for. But before we even think about that, we've got this year to do the best that we can. Everything else will fall into place."

Written by Bud McKay, ULHRA.org ("The Lighter Side")



From the Secretary's Desk

Minutes of the March 9 Member Meeting

Chairman **Ron Daum** opened the meeting with 26 members in attendance. The minutes of the February meeting were approved as submitted. **Henry Marvin** reported that the balance in the club has no outstanding invoices, and a good amount of money in the account.

There are currently 56 active members in the club, with a total of 119 boats registered.

Race Coordinator **Mike Gossler** reported that there were no changes to the season schedule at this time. The current schedule is posted on the website. The first "racing" event of the year will be "Spring Training" at Cherokee Bay on Saturday, March 29. Racers will need to show proof of active NAMBA membership prior to or by this date, or their first event. Members are advised that there could be a several week lag between ordering membership and actual receipt of the card and membership package. If the card has not been received from NAMBA, proof of application in the form of a FAX receipt showing acceptance can be used for the first event. If neither is available, the one-day registration of \$10 will have to be used. Keep in mind that this option can be used only once during a calendar year.

Race Contest Directors are in place for all races this year, but a request is made that more members consider helping out by taking on this responsibility starting next season. This task is not daunting, due mainly to the support of some members before, during and after race day. (This is not to say that more help would be appreciated.) A separate message will be sent to all members outlining the CD responsibilities along with some suggestions as to how this can be managed by new CDs.

Technical and Scale Inspections are continuing. Members are reminded that every boat must be inspected before its first race each year. Remaining opportunities for pre-season inspections will be the March 29 Spring Training and the April 6 Members Meeting. Everyone is encouraged to have their boats approved before race day. If you will be using a race day for inspection, plan to arrive early to allow time for

the inspection before the day's events get underway.

Henry reported on several budget items that were being considered for this year. The motor for the chase boat needs to be replaced. After discussion it was recommended by the members in attendance that the newsletter be continued in its current monthly format, at the cost of \$600 for the year.

Nelson Holmberg has taken the responsibility of maintaining the website. Although he is a very talented and creative guy, he could use help from all of us to keep things fresh, current and interesting. Everyone with anything relating to boats, or members, or progress of construction, or even rumors, is encourage to send information to Nelson.

All members are requested to update or create the boat biographies for use on the web site. The goal is to have information available for all active hulls before the start of the season. If you have not yet done so, please submit your boat information to Nelson or **Rick Lentz**. If the bio is not changed from 2007 that can be used without modification, with possibly just a recap of the 2007 season added.

The 2008 Rules are now approved and available for review. **Jeff Campbell** led a roundtable discussion on rules interpretation and intent of the revisions. The rules will be emailed to members and posted on the web site.

Ron Daum led a training session on computer operations, and will provide this again at the April Members Meeting. More people are needed to assist with this function to help share the responsibility during race day while still keeping records up-to-date.

There being no further business, the meeting was concluded. The next club event will be the March 29 Spring Training at Cherokee Bay, and the final members meeting of the spring will be Sunday, April 6 at noon at the Red Dot lunchroom.

— Minutes by **Rick Lentz**
ERCU Contest Board Secretary



The Mariners have nothing on us: It's Spring Training time

If you're ready for the long wet & cold winter to be over, so we can all go out and race model boats, then the ERCU Spring Training Fun Run is for you.

As we've done in years past, the last weekend of March will have an event set up that simulates a race, but provides the opportunity to do a little practice, get your boats inspected, and more.

Spring Training is scheduled for Saturday, March 29 at Cherokee Bay Community Club in Maple Valley.

Set up begins at 9 a.m. – please feel free to come early to help with setup – and the event will run through the day, as long as anyone wants to play.

And here's what you can expect:

- The driver's stand will be set up;
- A full course will be set up, using the club's buoys;
- The public address system will be set up; and

- The club's computer will be set up to practice entering race results and scoring.



Spring Training 2007 was a good thing, as one racing team discovered its canopy needed a little repair.

There's even a possibility that a period of the day will be blocked out for some practice heats that will provide for an opportunity to practice officiating, recognizing hazardous situations on the course, and the like.

While there is electricity available at Cherokee Bay Community Club, generators should be brought to the event, just in case there's a limited availability of plug-ins.

ERCU Contest Board members will be administering driving tests for new rookies, and the club's scale inspector and technical inspectors will be conducting annual inspections that are required for participation.

It's a great opportunity to shake out all of the bugs in your racing program before the season begins.

Not to mention satisfying your need for speed.





Statistics ■ Heat Finish Percentage 2006 & 2007

2006 Vintage Heat Finish Percentage

No.	Name	Boat	Races	Finish	Entered	Pct.
1.	Jesse Robertson	Miss Thriftway (1960)	9	35	36	0.972
2.	Bob VandenAkker	Notre Dame (1963)	13	51	53	0.962
3.	Jim Clark	Miss Bardahl (1967)	8	31	34	0.912
4.	Bob VandenAkker	Notre Dame (1966)	12	37	41	0.902
5.	Gary Hansen	Muvalong	8	31	35	0.886
6.	Bill Smiley	Miss Wahoo	7	24	29	0.828
7.	Ron Hornung	Skip-A-Long	6	19	23	0.826
8.	Henry Marvin	Miss Exide (1964)	12	41	50	0.820
9.	Jeff Campbell	Lil' Buzzard	13	44	54	0.815
10.	Scott Fetterly	Miss Madison (1961)	6	19	24	0.792
11.	Henry Marvin	Hallmark Homes ('72-Red)	6	17	22	0.773
12.	Mark Hansen	Vans PX	7	23	30	0.767
13.	Jason Hartley	Timex II (1972)	10	34	45	0.756
14.	Steve Twardus	Miss Pay 'n Save	6	21	28	0.750
	Jeff Campbell	Hallmark Homes ('72-Blk)	11	33	44	0.750
16.	Dawna Gross	Such Crust IV	11	32	43	0.744
17.	Mike Campbell	Notre Dame (1969)	12	37	50	0.740
18.	Ron Daum	Such Crust III	9	25	34	0.735
19.	Patrick Gleason	Miss Spokane	6	16	22	0.727
20.	Jeff Campbell	Evergreen Roofing	13	39	54	0.722
21.	Rick Lentz	Miss Bardahl (1957)	8	23	32	0.719
22.	Ron Hornung	Hurricane IV	7	17	25	0.680
23.	Craig Bradshaw	\$ Bill	8	20	31	0.645
24.	Patrick Gleason	Parco's O-Ring Miss	7	16	26	0.615
25.	Jerry Johnston	Miss Timex (Clock)	8	19	32	0.594
26.	Roger Newton	Miss Bardahl (1968)	6	14	26	0.538
27.	Robbie Roberts	Shanty I	6	6	20	0.300

2006 Modern Heat Finish Percentage

No.	Name	Boat	Races	Finish	Entered	Pct.
1.	Gary Hansen	Miss Cotts Beverage	8	33	34	0.971
2.	Jeff Campbell	Pay 'n Pak (1970)	13	50	55	0.909
3.	Mike Campbell	Country Boy (1973)	13	48	54	0.889
	Mark Hansen	Notre Dame (1972)	6	24	27	0.889
5.	Mike Gossler	Circus Circus (1978)	12	42	49	0.857
6.	Nelson Holmberg	Red Man (1973)	11	38	45	0.844
7.	Henry Marvin	Squire (1977)	12	42	50	0.840
8.	Jerry Johnston	Natural Light	8	26	33	0.788
9.	Rick Lentz	U-95	7	25	32	0.781
10.	Craig Bradshaw	Winston Eagle	6	17	22	0.773

2007 Modern Heat Finish Percentage

No.	Name	Boat	Races	Finish	Entered	Pct.
1.	Rick Lentz	U-95	10	38	44	0.864
2.	Brian Gilmore	Gilmore Special (1983)	15	51	63	0.810
	Nelson Holmberg	Red Man (1973)	14	47	58	0.810
4.	Mike Campbell	Country Boy (1974)	15	50	63	0.794
5.	Henry Marvin	Frosted Flakes (1993)	11	37	47	0.787
6.	Gary Hansen	Miss Cott's Beverage	8	26	34	0.765
7.	Jerry Johnston	Natural Light	8	25	34	0.735
8.	Patrick Gleason	Thousand Trails	7	21	29	0.724
9.	Steve Twardus	Country Boy (1971)	10	27	38	0.711
10.	Mike Gossler	Circus Circus (1978)	13	38	57	0.667
11.	Jeff Campbell	Pay 'n Pak (1970)	10	27	42	0.643
12.	Doug Brow	Squire Shop (1978)	13	32	53	0.604

2007 Vintage Heat Finish Percentage

No.	Name	Boat	Races	Finish	Entered	Pct.
1.	Bob VandenAkker	Notre Dame (1963)	7	30	30	1.000
2.	Bob VandenAkker	Miss Eagle Electric	10	35	37	0.946
3.	Jeff Campbell	Pay 'n Pak Outrigger	14	53	57	0.930
4.	Scott Fetterly	Miss Madison (1961)	7	25	29	0.862
5.	Mike Campbell	Notre Dame (1969)	15	51	60	0.850
6.	Jeff Campbell	Lil' Buzzard	10	33	39	0.846
7.	Gary Hansen	Muvalong	8	26	33	0.788
8.	Craig Bradshaw	Coral Reef	10	27	38	0.711
9.	Ralph Jorgenson	Sunny Jim (1974)	12	36	51	0.706
10.	Ron Daum	Wildroot Charlie	7	19	27	0.704
11.	Rick Lentz	Miss Bardahl (1958)	10	28	41	0.683
12.	Jerry Johnston	Miss Timex (Clock)	7	20	31	0.645
13.	Henry Marvin	Miss US (1970)	10	23	39	0.590
14.	Monte Steere	Slo-Mo-Shun IV	7	15	27	0.556
	Patrick Gleason	Miss Bardahl (1965)	7	15	27	0.556
16.	Jesse Shehan	St. Regis	15	32	58	0.552
17.	Nelson Holmberg	Shanty I (1957)	8	17	31	0.548
18.	Doug Brow	Miss Budweiser (1966)	13	25	48	0.521
19.	Steve Twardus	Miss Seattle Too	8	13	29	0.448
20.	Steve Twardus	Miss Pay 'n Save	7	10	25	0.400



BUILT TO SURVIVE!





Statistics ■ 2007 Season (Final)

Vintage Driver Points

No.	Driver	Boat	CSP	SC	BBM	EC	LEO	PC	RFR	BLM	CC	DC	ST	GC	SSM	BC	CC/APBA	Total	Drops	High Points
1.	Jeff Campbell	Pak (69 rigger); Lil' Buzzard	800	1,600	1,500	1,600	1,600	1,400	1,295	1,600	1,600	-	1,400	-	1,600	1,500	1,600	19,095	3,495	15,600
2.	Mike Campbell	ND (69); Pak (1969 rigger)	1,200	400	1,200	1,200	1,100	1,400	1,400	1,200	900	1,600	1,325	2,000	1,400	469	1,800	18,594	4,069	14,525
3.	Bob VandenAkker	ND (63); ND (66); Eagle; Nit.	1,325	1,050	996	975	469	863	919	1,069	807	919	863	961	1,069	952	1,377	14,614	3,921	10,693
4.	Ralph Jorgenson®	Sunny Jim (1974)	0	300	525	-	494	654	-	638	544	1,000	-	900	802	1,019	1,394	8,270	300	7,970
5.	Ron Daum	Crust III; Pepsi; Wroot Charlie	648	589	-	-	275	0	-	338	1,052	1,269	869	-	619	1,025	400	7,084	0	7,084
6.	Gary Hansen	Muvalong	-	-	-	925	494	1,194	-	96	-	-	800	1,300	800	-	1,450	7,059	0	7,059
7.	Craig Bradshaw	Coral Reef; 71 Budweiser	-	525	619	694	577	675	-	800	694	600	450	-	596	750	-	6,980	450	6,530
8.	Rick Lentz	Miss Bardahl (1958)	-	375	-	-	127	394	0	-	1,094	863	710	850	-	938	934	6,285	0	6,285
9.	Henry Marvin	Miss US (1970)	900	1,300	700	400	375	394	225	877	0	-	800	-	-	-	169	6,140	0	6,140
10.	Scott Fetterly	Miss Madison (1961)	760	-	869	-	1,169	569	-	-	-	-	925	517	1,252	-	-	6,061	0	6,061
11.	Doug Brow®	Miss Budweiser (1966)	525	1,169	300	750	225	569	975	-	-	300	400	225	638	300	100	6,476	550	5,926
12.	Mark Hansen	Vans PX	-	-	-	-	1,225	750	-	400	-	-	1,325	900	1,325	-	-	5,925	0	5,925
13.	Jesse Shehan®	St. Regis	169	450	137	353	169	391	952	596	864	225	436	394	286	169	300	5,891	869	5,022
14.	Monte Steere	Sio-Mo-Shun IV	694	500	-	-	550	-	-	800	-	1,100	-	0	1,100	-	-	4,744	0	4,744
15.	Jason Hartley	Hallmark (71); Miss Timex II	1,500	800	-	-	-	-	-	1,250	-	-	-	1,169	-	-	-	4,719	0	4,719
16.	Jerry Johnston	Miss Timex (clock)	-	-	600	-	525	1,095	1,000	0	-	-	-	0	606	-	871	4,697	0	4,697
17.	Bill Smiley	Miss Thriftway (55); Wahoo	395	0	100	925	625	619	-	719	-	-	977	300	-	-	-	4,660	0	4,660
18.	John Williams	Miss Madison (1971)	-	-	-	-	700	525	-	-	-	-	800	0	920	1,425	-	4,370	0	4,370
19.	Roger Newton	Bardahl (68); T'way (60); Kai	600	-	1,025	900	-	400	0	-	1,400	-	-	-	-	-	-	4,325	0	4,325
20.	John Earnest®	Sio-Mo IV (51); Gale V (62)	589	-	-	787	1,450	-	507	-	-	-	-	-	-	-	863	4,196	0	4,196
21.	Steve Twardus	Seattle Too; Pay 'n Save	0	850	795	544	0	-	300	400	225	-	-	450	-	-	300	3,864	0	3,864
22.	Ron Hartley®	\$ Bill	-	648	-	600	625	-	1,150	-	-	-	-	-	713	-	-	3,736	0	3,736
23.	Nelson Holmberg®	Shanty I (1957)	-	952	769	-	95	-	-	225	-	-	0	1,094	269	300	-	3,704	0	3,704
24.	Ron Hornung	My Sin; Skippy; Hurricane	-	794	469	-	419	521	-	-	-	394	300	800	-	0	-	3,697	0	3,697
25.	Nigel Steere	Sio-Mo-Shun V	882	456	-	-	-	-	-	-	-	1,100	-	-	375	-	-	2,813	0	2,813
26.	Ryan Opfer®	Gale V (1955); Vemor's (75)	-	-	-	-	1,125	-	-	-	-	-	469	-	-	-	1,210	2,804	0	2,804
27.	Jim Clark	Miss Bardahl (1967)	-	-	600	-	769	952	-	-	-	-	-	-	-	-	-	2,321	0	2,321
28.	Patrick Gleason	Spokane (60); Bardahl (65)	225	-	506	-	469	371	-	-	-	-	-	-	169	544	0	2,284	0	2,284
29.	Gary Levander	Tahoe Miss	-	-	-	-	694	0	-	835	0	-	-	-	-	-	-	1,529	0	1,529
30.	Dave Gardner	Nitrogen	-	-	-	-	-	-	-	-	-	850	664	-	-	-	-	1,514	0	1,514
31.	Gerry Bordon®	Parcos O-Ring Miss	-	-	-	-	-	-	-	-	-	-	-	-	352	169	900	1,421	0	1,421
32.	Dawna Gross	Candyman (1982)	-	0	225	-	-	-	-	-	-	-	264	501	-	-	395	1,385	0	1,385
33.	John Burkey®	Miss Wickman	225	300	300	-	-	-	-	400	-	-	-	0	-	-	-	1,225	0	1,225
34.	David Newton	Miss Thriftway (1960)	-	-	-	-	816	-	300	-	-	-	-	-	-	-	-	1,116	0	1,116
35.	Howard Price	Miss Everett; Vemor's (75)	-	-	-	-	-	-	-	-	-	-	300	-	0	596	-	896	0	896
36.	Dave Reiser®	Breathless II	550	-	-	338	-	-	-	-	-	-	-	-	-	-	-	888	0	888
37.	Carl Lewis®	Gale V (1954)	0	619	225	-	-	0	-	-	-	-	-	-	-	-	-	844	0	844
38.	Robbie Roberts	Shanty I (1956)	0	-	-	-	-	-	-	-	-	750	-	-	-	0	-	750	0	750
39.	Ryan Bradshaw®	Wayfarers Club Lady	-	-	-	-	-	-	-	225	0	-	-	-	492	0	-	717	0	717

Modern Driver Points

No.	Driver	Boat	CSP	SC	BBM	EC	LEO	PC	RFR	BLM	CC	DC	ST	GC	SSM	BC	CC/APBA	Total	Drops	Points
1.	Mike Campbell	Country Boy (1974)	1,600	1,600	825	1,600	969	1,100	1,100	1,200	254	485	1,500	2,000	1,425	1,200	2,000	18,858	3,633	15,225
2.	Jeff Campbell	Pay 'n Pak (1970)	569	1,500	1,121	800	1,100	1,200	400	-	925	-	1,100	-	-	300	1,500	10,515	300	10,215
3.	Nelson Holmberg	Red Man (73); Madison (78)	788	458	281	-	779	1,169	807	1,019	600	1,094	662	1,425	338	1,000	869	11,289	1,677	9,612
4.	Mike Gossler	Miss Circus Circus (1978)	0	1,069	1,200	569	700	1,000	725	750	-	700	738	775	1,500	1,069	1,069	10,795	1,269	9,526
5.	Brian Gilmore®	Gilmore's Special (1983)	450	554	563	1,150	694	775	879	625	1,075	825	821	738	1,225	619	895	11,888	2,811	9,077
6.	Henry Marvin	Frosted Flakes (1993)	1,100	750	1,227	1,125	415	652	1,021	925	1,169	-	300	-	-	-	338	9,022	300	8,722
7.	Doug Brow	Squire Shop (1978)	800	752	871	0	1,120	151	1,000	-	-	752	0	1,295	320	895	569	8,525	0	8,525
8.	Steve Twardus	Country Boy (1971)	825	844	1,125	1,052	1,100	-	700	752	300	-	-	525	-	-	600	7,823	0	7,823
9.	Gary Hansen	Miss Cott Beverage	-	-	-	664	825	1,250	-	1,069	-	-	1,250	450	1,100	-	1,125	7,733	0	7,733
10.	Rick Lentz	U-95	-	723	-	-	450	380	938	-	422	673	863	704	-	994	609	6,756	0	6,756
11.	Mark Hansen	Noire Dame (1972)	-	-	-	-	400	925	-	1,500	-	-	550	1,495	700	-	-	5,570	0	5,570
12.	Craig Bradshaw	Vantage Ultra; Winston Eagle	-	-	667	450	394	300	-	469	921	127	-	-	750	694	-	4,772	0	4,772
13.	Jerry Johnston	Natural Light	-	-	579	-	677	706	675	319	-	-	-	300	427	-	844	4,527	0	4,527
14.	Patrick Gleason®	Thousand Trails	600	-	95	-	264	1,052	-	-	-	-	-	-	896	582	879	4,368	0	4,368
15.	Ron Hartley	Squire (1977)	-	1,050	-	869	1,325	-	414	-	-	-	-	-	681	-	-	4,339	0	4,339
16.	Bob VandenAkker	Lincoln Thrift	994	-	779	675	-	882	-	-	-	-	-	-	-	-	873	4,203	0	4,203
17.	Bill Smiley	Charlie's Girl; Oberto (1982)	1,400	-	-	-	-	-	-	-	-	394	-	725	-	-	1,594	4,113	0	4,113
18.	Nigel Steere	T-Plus	700	1,100	-	-	-	-	-	-	-	1,325	-	-	927	-	-	4,052	0	4,052
19.	Craig Mullen®	Pay 'n Pak (1971)	494	-	-	-	-	100	1,325	-	-	1,096	1,000	-	-	-	-	4,015	0	4,015
20.	Mick Shutt®	Miss Vemor's	518	-	-	-	-	537	191	-	746	-	-	1,263	-	-	546	3,801	0	3,801
21.	Ron Daum	Llumar	-	-	-	-	-	-	-	-	-	1,069	619	-	507	675	-	2,870	0	2,870
22.	Robbie Roberts	Miss Budweiser (1973)	-	-	-	-	-	-	-	-	-	-	540	-	919	-	1163	2,622	0	2,622
23.	Dave Gardner	Miss Weisfields	-	-	907	-	1,050	-	-	-	-	-	-	-	-	-	-	1,957	0	1,957
24.	John Williams	Pak (73); Oberto (82); Bud (80)	-	-	469	-	525	0	-	-	-	-	469	-	-	0	-	1,463	0	1,463
25.	Jesse Shehan®	Spirit of Dayton Waller	-	-	-	-	-	-	-	-	-	-	694	0	402	352	0	1,448	0	1,448
26.	Roger Newton	Olympia Beer	-	-	-	412	400	0	485	-	-	-	-	-	-	-	-	1,297	0	1,297
27.	Robert Roberts®	Miss Budweiser (1973)	469	-	-	-	-	-	-	-	-	-	-	-	-	-	-	469	0	469
28.	Jason Hartley®	Natural Light	-	-	-	-	-	-	-	-	-	-	-	450	-	-	-	450	0	450
29.	Scott Fetterly®	Miss Madison (1978)	-	-	-	-	-	64	-	-	-	-	-	-	-	-	-	64	0	64





Rod Smith



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BUILT TO SURVIVE!



Dan and Brian Gilmore were high fliers during the 2007 Red Dot Championship Series presented by Bullithead Design. The 1983 Gilmore Special performed beautifully during their first season in the club.



April

Sun	Mon	Tue	Wed	Thu	Fri	Sat
		1	2	3	4	5
6 <small>ERCU Member Meeting noon, Red Dot Headquarters</small>	7	8	9	10	11	12 <small>Champion Spark Plug Fort Borst Park, Centralia</small>
13	14	15	16	17	18	19 <small>Silver Cup Lake Tye Park, Monroe</small>
20	21	22	23	24	25	26
27	28	29	30			

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