

ERCU

THE NEWSLETTER

march2009 | volume 5 | number 3

[find us online](http://www.ercu.org) 

[ikmarks](#) [Tools](#) [Help](#)

<http://www.ercu.org>

Up Next

March 21 R/C Model Show
noon-4 p.m.
Hydroplane & Raceboat Museum
Kent, Wash.

April 4 Champion Spark Plug
Regatta
Set up begins at 8 a.m.
Fort Borst Park,
Centralia, Wash.

On the Web

Discovery Inn (Friday Harbor)
www.discovery-inn.com

Earthbox Motel (Friday Harbor)
www.earthboxmotel.com

ERCU the Blog
www.ercutheblog.blogspot.com

Stat of the Month

≡ Lake Wilderness edges Bellevue Pond, 13-12, as ERCU's most-often used venue.

In this Issue

Meet Roger May	2
Rumor Mill	3
Club Clippings	3
Meeting Minutes	4
From the Stat Geek.....	5
Jammy Handricks predix	6
Career stats	6
Final 2008 boat standings	7
Final 2008 driver standings.....	8



Kirk Pagel

REGIONAL CLUBS TO MEET AT RC BOAT SHOW

Mark your calendars for the R/C Boat Show on Saturday, March 21 from noon-4 p.m.

Past shows have been a wonderful array of both the vintage class boats, and the modern class boats. If you're a fan of the "big" boats you won't want to miss this event. Admission is free to museum members and children under 12, and \$5 for adults.

Members from as many as six R/C boat clubs across the Pacific Northwest will be participating in this event. Show tables (bring your own table) are available on a first-come-first-served basis, and set up will commence at 11 a.m., the day of the show. Cost per table is just \$5.

Both the 1/8-scale nitro boats, and the 1/10-scale fast electric boats, and possibly boats from other classes as well. You'll see some work in progress, and many finished, ready to race model race boats.

This is a great opportunity to bring the entire family, to a fun event, held right on the floor of the

Hydro Museum.

Model boats will be mixed in with the beautifully restored museum hulls and thousands of the museum's racing artifacts, creating a hydroplane fan's haven. Model builders and racers will be available throughout the hall to answer questions and interact with the public.

Six clubs – ERCU, Radio Controlled Unlimiteds, Unlimiteds Northwest, Classic Thunder, Puget Sound Fast Electrics Model Boat Club, and Rose City Model Yacht Club – are expected to have representation at the event.

Come one come all, you won't want to miss this fun event! Not a museum member? The Museum Store will be open during this event selling memberships and all the new books, shirts, and other Hydro Museum gear.

For driving instructions, please go to the Hydro Museum website at: www.thunderboats.org.



THE MILL

A MOMENT WITH ... ROGER MAY

ERCU NEWSROOM

Friday Harbor race coming together

Plans are nearly finalized for the Friday Harbor Race scheduled for Saturday, May 30. Doug Brow has been working diligently to make the necessary arrangements. He is preparing for a spaghetti dinner with no-host bar at the American Legion Hall Saturday evening, so everyone is encouraged to make a weekend of it.

To help with lodging arrangements, Doug has a commitment from the Discovery Inn (www.discovery-inn.com), located just steps from the course, for affordable rates for ERCU members - first-come/first-served. Rooms are available for Friday and Saturday nights - see the Discovery Inn flyer on the ERCU website for rates and contact information (If you plan on traveling Saturday you will need to catch the 5:30 a.m. ferry at Anacortes in order to arrive in time for the race).

Each person will need to make their own arrangements, but mention that you are with ERCU to get the favorable rates. There are 20 rooms available, and the owner will hold the rooms until the end of April. Since this motel is helping with race sponsorship, members are encouraged to support them.

If these rooms fill, additional accommodations are available at www.earthboxmotel.com for \$99 per night.

Information is being formalized for the discount ferry fares, and will be shared when confirmed. We will be asking for mandatory pre-registration in another message, but an informal headcount at this time would be helpful. Please respond back to this message whether you are or are not planning to attend.

Is your boat bio updated? Missing?

It's again time for our friendly monthly reminder that there are still several boats that we need bios for. If yours is one of them, please send in boat bio form. 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, as a resource for members and for visitors & fans. Once we receive that form, it'll be a quick turnaround to get your boat bio posted. Thanks! The list of boats that are missing bios is on the club's website at www.e-rcu.org.

Boat inspection reminder

This is a reminder that all boats must pass inspection before entering a race. If you didn't get your boat(s) inspected during member meetings, or at the ERCU Spring Training event at Cherokee Bay, boat inspections are still possible on any race day, but be sure to plan your time so that your boat is checked before 9 a.m. Typically the trailer will arrive at 7 a.m., so inspections can commence as soon as the site is set up. Be sure to have a picture of your boat with you at inspection time.

Snohomish exhibition set for July

Mike Johnson of the Snohomish Parks Department has inquired about hosting ERCU at Blackman Lake as one of the city's Klallam Days Festival events. The date would be Sunday, July 19. Since this is the day after the already-scheduled Oregon Emerald Cup in Tualatin, Ore., the Snohomish event will be an exhibition this year. Ron Daum agreed to review the proposed site for logistics, and Gary Simmons is making arrangements with the city. If it works well for all parties it could become a regular feature starting in 2010.

Family:..... Wife, three daughters, five grandchildren
City he calls home:..... Portland
Job (when not boating):..... Take care of twin grandchildren and help with their homework
College football loyalty:..... WSU
Boats he races in ERCU:..... Miss Rocket
What was your first car?..... 1952 Chevrolet
What was your first job?..... Paper boy

When and how did you get involved in scale racing? ... I ran deep vees in the 1970's and then got out for 20 years before I saw electric boats run in 2006 kept researching for two years of what was working and what was not did not want to spend twice. In 2007, I went to Tualatin and met a great group of men having fun. I met Craig Bradshaw, who built me a fantastic scale hydro with the help of Jeff Campbell, who gave me the registration for the boat that he was going to build, the Miss Rocket.
Have you ever had a manicure/pedicure? (come on, admit it):..... I've even had my toenails painted Coke or Pepsi? Both Coke and Pepsi



BIG BOAT NEWS

■ U-1 Oh Boy! Oberto — Both the main race hull, and the former race hull (#8806) have been doing extra display duty before and after the winter meetings in Madison

■ U-5 Racing — Both boats will be taken to Kelowna for the August exhibition, but the U-5 will carry the company banner for most of the race season.

■ U-17 Our Gang Racing Team — Our Gang Racing has supplied color names & numbers on their website, so that scale modelers can match the U-17 paint scheme.

■ U-22 Webster Racing Team — Mike Webster is going full speed ahead, to get his boat finished for the Eastern swing.

■ U-100 Leland Unlimited — Things are quiet at Leland Racing, as Fred is still in Texas for treatment. He has improved but it is unknown when he will return to the Pacific Northwest.

Vintage Boat News

Save the date: Tuesday, April 14, will be a joint testing day with some Seattle-based Unlimited Lights and the 1962 Miss Bardahl along with the 1955 Miss Thriftway at Stan Sayres Park on Lake Washington.

San Diego on the ropes

The San Diego race, looks to be the next casualty on the race circuit, making the

Evansville bailout even more important. Early March 2009 indications look as though the San Diego Bayfair is in total financial ruin. Stay tuned.

ABRA Introduces New Starting Procedure

Starting in the 2009 ABRA season, the revised starting procedure is:
Heats 1A & 1B: The final order of qualifying will determine first choice of lane (i.e. top qualifier shall have first choice for lane assignment in his drawn heat; second place qualifier gets second choice of lane, etc.
Heats 2A & 2B: Lane choice shall be determined by the reverse of the final position of the previous heat. The last place finisher in the heat shall have first choice of lane for the heat in which he has drawn. The tie breaker shall be determined by qualifying order.
Heats 3A & 3B, Provisional Heat, and Final Heat: Choosing order for the provisional and final heats shall be determined by cumulative points from the qualification heats. Ties will be broken by qualifying results.

The start clock will continue to be used as it has been in the past: 10 minutes to the five minute gun; 5 minutes to the 5 minute gun. After that, the clock starts, five minutes, one minute, and start at zero.

A full Big Boat News report, with photos, is online at www.e-rcu.org/news.html.

Compiled by Kirk Pagel, ace reporter



THE MILL

2009 ERCU SCHEDULE

MARCH

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

APRIL

Date	Event	Location
4	Champion Spark Plug Regatta Contest Director: John Earnest	Centralia
25	Rose Festival RC Regatta Contest Director: Nelson Holmberg	Portland

MAY

Date	Event	Location
9	Bill Brow Memorial Contest Director: Henry Marvin	Marysville
30	Diamond Cup Contest Director: Doug Brow	Friday Harbor

JUNE

Date	Event	Location
14	President's Cup/MV Days Contest Director: John Williams	Lake Wilderness
27	Seafair Trophy Race Contest Director: 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
19	Kla Ha Ya Days Exhibition	Snohomish

AUGUST

Date	Event	Location
15	Columbia Cup Contest Director: Mick Shutt	Tualatin
30	Stan Sayres Memorial Contest Director: 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 Director: 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.e-rcu.org/schedule.html for the most up-to-date schedule.

ERCU RUMOR MILL

After taking the 2008 season off to address family issues, it appears **Gary Levander** will again be seen on the shores of ERCU race sites this year, his boat's inspection at the March Member meeting was a good news indicator . . . **Ron Daum** is ready to roll with the Such Crust and the Wildroot Charlie, and his new 1957 Thriftway Too is on its way to the paint



Rick Lentz

shop, and the new 2004 Llummar Window Films coming right along. Ron provided a sneak peek of the new modern hull at the March meeting . . . **Rick Lentz** has purchased the 1969 Notre Dame from **Mike Campbell**, and has added it to his fleet of the U-95, and the 1957 Miss Bardahl . . . **Nelson Holmberg** took delivery of his vinyl graphics for the new Formula Boats U-5, coming soon to a pit area near you. Delivery of the hull is expected at

Spring Training . . . **Mark Gran** has the Atlas Van Lines ready for action and continues work on the new carbon fiber Breathless Too . . . **Dave Reiser** provides a sneak preview of his 1982 Executone. Paint is close to being finished and decals are next. He also tested his Breathless Too, which will run exclusively in Rose City Model Yacht Club . . . **Jesse Sheehan** tested his newly-built St. Regis on 3/1 at the RCMYC Spring Training in

Tualatin . . . **John Howell** tested the Sunny Jim Jam at the same Spring Training event as Reiser and Shehan . . . **John Earnest** tested the Gale V at Tualatin on 3/1 as well . . . **Roger May** gets the Miss Rocket back on 3/15 after some repairs and refining . . . **Mike Campbell** is continuing work on two new modern boats - the 1982 Oh Boy! Oberto (U-55) and the 1982 Executone (U-8) . . . **Mike McIntosh** is currently also building the 1975 Miss Technicolor and the 1977 Spirit of Dayton Walther, while also helping daughter **Kelsey McIntosh** finish up the 1994 Miss Budweiser (T-3) . . . Among the many boats currently being built at Bradshaw Boat Works this winter is a new "Lobster Boat" 1989 Winston Eagle, which **Craig Bradshaw** will race . . . **Monte Steere** is now the registered owner of the 1994 T-Plus . . . **John Williams** has joined the ranks of members building a **Ken Muscatel** boat. He's building the 2005 Silver Dollar Casinos presents Miss Rock.



Rick Lentz

CLUB CLIPPINGS

Mark Gran, **Rick Lentz**, and **Nelson Holmberg** planning a friendly Cougs-Huskies work day . . . **Greg Sawicki** getting involved . . . **Mick Shutt** seeking time for boat work . . . **Jesse Sheehan** testing props . . . **Ben Keller** committing to a busy schedule . . . **Craig Bradshaw** burning the candle at both ends . . . **Gary Levander** coming back . . . **Gary Simmons** keeping in touch . . . **Ryan Opfer** getting a close up look at a big boat . . . **Henry Marvin** finishing a big project . . . **Craig Mullen** closing a sale . . . **Roger May** moonlighting as a tailor . . . **Jeff Campbell** helping out . . . **Brian Gilmore** looking to the future . . . **Gerry Bordon** sharing a good message . . . **Mike Johnson** seeking out ERCU with a potential new race location . . . **John Earnest** gearing up.



MINUTES FROM MARCH 1 MEMBERS MEETING

Chairman **Jeff Campbell** opened the meeting with 26 members present. The February meeting minutes were approved as submitted. Board member comments were presented.

Statistician **Ben Keller** requested any available information from the 2003 and 2004 seasons, to be able to update the career standings. Members are reminded to inform the scorekeeper on race day when driver changes occur, so that race reports are accurate.

Scale and tech inspectors remind all that pre-season inspections are required for all boats before their first race of the season. The boat needs to be race-ready at the time of the inspection, and a picture of the real boat should be available.

Important inspection items include all running gear, orange stripes on the bottom, and current NAMBA membership number. The remaining times for inspections will be Spring Training on March 15, and then any race day before 9 a.m.

Members are reminded that at the Centralia race on April 4, all vintage boats will run with a Graupner 45 carbon fiber propeller "out of the package" – no modifications allowed. If you plan on running a used prop, have it approved by the inspectors in advance. These props are available at www.offshorelectrics.com.

The club treasury has a stable balance with no outstanding bills. The next expenditures will include a stair set for the scaffolding and a battery charger for the chase boat batteries. The mail-in registration worked very well. At the time of the meeting there were 57 members registering 109 boats, of which 67 are vintage and 42 are modern. Of that total, 93 are listed as active.

In old business, **Doug Brow** provided an update of the May 30 Friday Harbor race. The race will be held on Saturday, with a spaghetti feed and no-host bar being arranged at the American Legion Hall for



A good crowd turned out for the member meeting ...

Saturday evening. Members are encouraged to attend, and make a weekend out of it.

Doug has secured race support from the Discovery Inn, who will also be providing discount rate room accommodations, which is holding reservations for their 20 rooms for ERCU race attendees until the end of April.

If they should, fill, rooms will also be available at the Earthbox Motel (www.earthbox-motel.com). Pre-registration will be mandatory for this event, so that reduced-rate ferry fare can be arranged. Members will receive notice of pre-registration at the appropriate time, but an advance headcount would be appreciated. Notify **Rick Lentz** (rickl@mlarch.com) of you intentions so that proper planning can be arranged.

Mike Johnson of the Snohomish Parks Department has inquired about hosting ERCU at Blackman Lake as one of the city's Kla Ha Ya Days Festival events. The date would be Sunday, July 19.

Since this is the day after a scheduled race in Tualatin, Ore., the Snohomish race will be an exhibition this year. **Ron Daum** agreed to review the proposed site for logistics, and **Gary Simmons** is making arrangements with the city. If it works well for all parties it could become a regular feature starting with the 2010 season. More information will be shared as the date approaches.

The 2009 Master Hull Roster, with vintage and modern hull identification and current registration status, has been posted on the web site. Members are encouraged to check the roster to confirm the accuracy.

Notify **Henry Marvin** (henry22@earth-link.net) for any changes, updates or any registration issue. For all new registrations, send Henry the Intent to Build form and pictures of the real boat along with the registration

fee.

Members are reminded of the March events – March 15 is "Spring Training" at Cherokee Bay, running from 8 a.m. until about 4 p.m. March 21 is the R/C Model Show at the Hydroplane and Raceboat Museum in Kent.

Members are encouraged to bring their models for display in an event being hosted to highlight hydroplane racing for the public in general and model racing in particular. Set-up is 11 a.m., and is scheduled to run from noon to 4 p.m.

Unlimiteds Unanimous will also be holding their monthly meeting that afternoon.

The first race of the season is fast approaching. April 4 at Fort Borst Park in Centralia is the Champion Spark Plug Regatta hosted by CD **John Earnest**. A final reminder will be sent out prior to the race.

Members are encouraged to participate on race days from set-up until awards ceremony and clean-up. If you plan to attend the race, also plan to be there the full day whenever possible.

As a club we should be supporting everyone through the entire day, regardless of personal efforts. There is a need for judges, referees and spotters until the spray from the final heat has settled, and set-up and clean-up goes much faster with many helping hands.

There being no further business the meeting was adjourned to the trailer party, where many hands (thank you all) helped clean it and prepare for the start of the season.

See you at Spring Training. Plan to stop by even if you aren't quite ready to go, and see who's got what ready to go.



... and later stuck around for the trailer cleanup.

Respectfully submitted,
Rick Lentz, ERCU Secretary



STAT GEEK: A POTPOURRI OF STUFF YOU NEVER WOULD'VE DREAMED OF

Your new Stat Geek here - the title was invented by **Nelson Holmberg** but I like it too. For those of you who don't know it, Nellie has aspirations to political office (Vancouver School Board). I'm just a mere school employee but I'll try to uphold the tradition of the Stat Geek as best I can.

Let's look briefly at ERCU's heritage, career statistics, and some trends and trivia.

1. From 2003 through 2008, 73 vintage class and 41 modern class drivers scored points. Of those, 49 vintage drivers (67 percent) and 28 modern drivers (68 percent) scored in 2008. A trend of consistent and growing participation becomes apparent.
2. Only one person with a name other than Campbell or Newton has won an ERCU High Points title (**Mike Gossler**, modern, 2008).
3. Twice, the same owner-driver has won BOTH vintage and modern high point titles in the same season (**David Newton** in 2003 and **Jeff Campbell** in 2006). Jeff has won four straight vintage titles, an astonishing achievement. We ought to give him the "Bernie Award" since "Uncle" was the only owner to accomplish that feat in the full-size unlimited ranks, and he did it in a big way (1991-1995 and 1997-2002).
4. Lake Wilderness edges Bellevue Pond, 13-12, as most-often used venue.
5. The 1974 Country Boy, driven by **Mike Campbell**, is the only boat to win a race three years consecutively (Lilly Brothers Brewers Cup in 2004, 2005 and 2006).
6. There have been 17 drivers (23 percent of those who scored points) who have won races in the vintage class and 18 (44 percent) in the modern class. This would suggest that the modern class is nearly twice as competitive as the vintage class.
7. We are just scratching the surface of the fascinating world of

ERCU statistics. As we develop more "lenses" with which to look at the data, you'll see the results here!

Statisticians are always looking for "firsts" of any kind: At the March 15 Spring Training at Cherokee Bay **Craig Mullen** became the first 1/7-scale U-boat submarine commander, and the boat didn't even have a name yet!

Congratulations, Sparticus! The new class had a successful first public outing with four hulls on hand and several interested prospective owners and drivers taking turns handling the big boats. They throw spectacular roostertails reminiscent of their full-size counterparts.

Answers to last month's full-size trivia question: Name at least four unlimiteds driven by **Bill Muncey** NOT named Miss Thriftway or Atlas Van Lines: Miss Great Lakes, Dora My Sweetie, Notre Dame, Such Crust IV, \$ Bill, Miss Everett, Miss U.S., Myr Sheet Metal, and a case could be made for Thriftway Too.

This month's full-size trivia question: Among boats that entered more than one race, which unlimited hydroplane won every race she entered and retired undefeated? Where is she now? Who were owner, driver, and crew chief? Answer next month.

Respectfully submitted,
Ben Keller, ERCU Statistician



SPRING TRAINING BRINGS OUT SPRING WEATHER; NEW BOATS

Spring Training turned out to be fun, although it was a little slow to get under way.

After a snowy and drizzly start in pleasant 33 degree weather, 20 brave souls showed up through the morning. New member **Terry Harmer** was down from Bellingham and got some stick time (literally - he doesn't use a wheel) with his new toy - the cabover Pay 'n Pak. Although it was a better day for getting inspections completed, there were several intrepid (and soggy) drivers that got their boats wet.

Other boats that got water time were Miss Everett, Such Crust, Wildroot Charlie, Parco's O-Ring Miss, Wayfarer's Club Lady, U95, Country Boy, St. Regis, Squire, Thousand Trails, '65 Miss Bardahl, Spirit of Dayton-Walther, Hawaii Kai, and Miss U.S. V. Craig Bradshaw brought the Winston Eagle Lobster boat ready to run, found out it would float, but on its maiden voyage it spit out the shaft

after half a lap, retiring it for the day.

There were two other turbine hulls present - the Llummar hull ready for hardware installation, and **Mike & Kelsey McIntosh's** Bud T-3 that made a test run before paint.

Of special note was the four 1/7th-scale hulls, forming the next offshoot of ERCU - a new club named Electric Scale Hydroplanes (new website is www.electricscaleunlimiteds.com). These boats will run with ERCU this year as exhibitions.

They are fast and handle a little more like the real boats - can't just jam the throttle and turn left. They do roll, and **Craig Mullen** replicated the 1962 stuff job by Miss Seattle Too - it was quite fascinating to see the big boat nose in and disappear for five-plus seconds. Fortunately there was enough foam in the nose to bring it back up.

The day came to an end around 2 p.m., and all the frozen toes and fingers headed home to thaw out.

SEASON KICKS OFF AT CENTRALIA



The 2009 ERCU season is just about here!

John Earnest is set to host his fourth Champion Spark Plug Regatta at Fort Borst Lake in Centralia.

It has become a tradition to start the season in Centralia, with Earnest as the contest director.

Also a tradition for this event is unpredictable weather, but after two straight years of bitterly-cold and rainy weather, the 2008 season opener was absolutely gorgeous, weather-wise.

The racecourse will be open early for having boat inspections completed, get yourself and your boat(s) registered and start your first race-day testing of the year.

Racing will begin about 10:30 or 11 a.m.

JAMMY HANDRICKS FILLS IN WITH A LOOK AT ERCU: 2009

ERCU starts its seventh season with 54 members and 111 registered boats already in the fold. Due to a second consecutive disappointing pre-season prognostication effort, Farl Fredly has been sent to the pits to allow him some time to clear his head, and to figure out what he was thinking.

In his absence, Jammy Handricks will grab the spotlight and offer a much more accurate projection for the coming year (at least that's what he SAYS - time will tell). In Farl's defense, he did correctly predict five vintage boats and seven modern boats of the actual top 10 finishers, but only six were in the correct position.

But after two years, we just expect more.

In vintage, the correctly predicted finishes were first (the Outrigger), second (Harrah's Club) and ninth (U.S.V., which finished either first or up-side down in most heats). However, the 1960 Miss Thriftway, the 1974 Sunny Jim ran a limited schedule, the 1970 Miss U.S. was sold and run sparingly, and the 1969 Notre Dame was a no-show for the year. The hooktail Pay 'n Pak was much better than predicted, and the 1966 Miss Lapeer was not run as much as expected, although her stablemate Notre Dame did make a good showing (close, but not acceptable).

In modern, the 1973 Red Man Too (third), 1982 Gilmore Special (fourth) and the 1974 U95 (ninth) finished as projected, and the top two finished in inverted order, with the 1978 Circus Circus prevailing over the 1973 Country Boy. The 1974 Miss Cott's Beverage (10th) and the '88 Winston Eagle (eighth) swapped predicted places. The 1974 Lincoln Thrift and the 1978 Squire Shop were close, but just missed the top 10, while the 1993 Frosted Flakes ran a limited schedule for the year. Maybe it's easier to predict the modern class, since there were 28 boats earning points for the year, as compared to a whopping 62 vintage boats.

Jammy may have bitten off more than he could chew, as there are a few questions (as



Jim Clark

Jerry Johnston's Natural Light is a favorite for the Top-10 this season.

always) surrounding the season that will affect the final outcomes, not the least being the current state of the economy, possibly affecting the amount of "play money" available to the teams. There are several new boats just about to hit the water, several of which appear to be potentially formidable. In spite of all that, here is the projection for the year.

Vintage

1. 1969 Pay 'n Pak Hooktail
2. 1957 Hawaii Kai
3. 1963 Notre Dame
4. 1954 Muvalong
5. 1970 Parco's O-Ring Miss
6. 1971 Hallmark Homes (black)
7. 1968 Harrah's Club
8. 1963 Miss U.S. V
9. 1971 Miss Timex (clock)
10. 1958 Wildroot Charlie

Some explanations may be in order. It has been rumored that the Outrigger may sit out most of the season, with the hooktail getting top billing out of the Campbell camp. Harrah's Club will also be running a limited schedule, but will be quick when it does show. The red Hallmark was a strong finisher last year, but is now on the block looking for a new owner, so Craig Mullen can focus on the Kai and its new partner, the U.S. V. The Timex (clock) has shown to

be a consistent finisher, and could surprise.

The Muvalong will perform well, when it does make it to an outing, and rumor has it that Wildroot Charlie has been practicing running outside of the buoys, which will help its finishes immensely.

Modern

1. 1982 Executone
2. 1978 Circus Circus
3. 1971 Pay 'n Pak
4. 1973 Country Boy
5. 1974 Cott's Beverage
6. 1977 Charlie's Girl
7. 2008 Formula Boats.com
8. 1977 Natural Light
9. 1974 U-95
10. 1990 Winston Eagle "Lobster"

Circus has thrown the gauntlet, and Executone and Country Boy are more than willing to challenge the 2008 results. There are several new hulls in the works that could really mess up the standings if they can start out strong. Watch out for the 2007 Llummar, the 1994 T-3 Budweiser, and the 1974 Spirit of Dayton Walther. Formula is a projected top 10 boat mostly because it will be a one-boat camp, which should allow time for the attention needed to whip a new hull into shape.

Now Jammy can only stand by nervously chewing on what's left of his nails while the season progresses, to see if the final results can merit another go next season.

Only time will tell . . .



Jim Clark

Muvalong is predicted to have another solid season in 2009.

**Filling in for Farl Fredley,
Jammy Handricks, ERCU Prognosticator**

[illegible]



VINTAGE BOAT POINTS — 2008 FINAL

No.	Boat	Year	Owner	CSP	SC	BBM	RFR	PC	SC	OEC	BLM	CC	SSM	ST	GC	DC	CC/Nats	Total	Drops	High Points
1.	Pay 'n Pak Outrigger	1969	Jeff Campbell	1500	1600		1425	1600	1600	1769			1600	1500	2,000	1,369	2,000	17,963	1,369	16,594
2.	Halrah's Club	1968	Mike Campbell	1500	1227	1600	1500	1100	1120	1700		1200	1025	700	1900	1600	1900	18,072	2,825	15,247
3.	Pay 'n Pak Hooktail	1969	Jeff Campbell	400	1094		1269	1327	527	1100	751		900	1127	1500	1369	1138	12,502	927	11,575
4.	Notre Dame	1963	Bob VandenAkker	1094	920	844	1000	1094	1127	1394	525	1094	925	1069	1014	1194	975	14,269	3,214	11,055
5.	Hawaii Kai III	1957	Benjamin Keller ®	675	394	785	848	1025	769	1000	752	1200	1200	850	500	1100	1325	12,423	2,321	10,102
6.	Hallmark Homes (Red)	1971	Craig Mullen ®	127	785	400	725	1400	557	927	990	527	885	1200	1525	785	225	11,058	1,279	9,779
7.	Thriftway Too	1960	Dan Gilmore ®	1325	395	1100	975	752	696	300	1120	1269	644	800			825	10,201	695	9,506
8.	Parco's O-Ring Miss	1970	Gerry Bordon ®	169	400		833	1013		1050	1094	727	719	732	889	964	1088	9,678	569	9,109
9.	Miss US 5	1963	Mike Gossler	850	800	1100	469	700	500	700	300		900	300	1000	1100	800	9,519	1,069	8,450
10.	Timex (Clock)	1971	Jerry Johnston		1100	1225		1000	785	569				100	1394	638	1064	7,875		7,875
11.	Wildroot Charlie	1958	Ron Daum	925		794	896	300	269	1188	569		758		892	938		7,529		7,529
12.	Muvalong	1954	Gary Hansen		725		1325		469		625		1169	1250			1094	6,657		6,657
13.	Miss Bardahl	1958	Rick Lentz	545	788	338	577	656	413	525	479		821		338	549	563	6,592	676	5,916
14.	Hallmark Homes (Black)	1971	Bill Smiley				0	500	1195		1169			1400		975	521	5,760		5,760
15.	Miss Budweiser	1970	Craig Bradshaw	539	525	225	300	619	732		689	694	394		806			5,523		5,523
16.	Shanty I	1957	Kirk Pagel		804	952		502	581		727			540	747			4,853		4,853
17.	Miss Budweiser	1966	Doug Brow	825	469	779		394	925				469				769	4,630		4,630
18.	Miss Wickman	1967	John Burkley	225				492	596	1063	577		296			581	694	4,521		4,521
19.	Atlas Van Lines	1967	Mark Gran ®						394	563	638		596	525	628	489	606	4,439		4,439
20.	Miss Lapeer	1966	Bob VandenAkker			569	760			994		969	925	525	628			4,217		4,217
21.	Gales Roostertail	1965	Howard Price/Ryan Opfer					0			837		450	625	1377	169	729	4,187		4,187
22.	Miss Bardahl	1968	R. Newton/D. Newton			869	1195	0	300		1225							3,589		3,589
23.	St. Regis	1963	Jesse Shehan	0			169	394		356	394	664	359	0		466	676	3,478		3,478
24.	Timex	1972	Jason Hartley	900	169						1400					1000		3,469		3,469
25.	Gale V	1962	John Earnest	394						887		564				850	733	3,428		3,428
26.	Maverick	1957	Kirk Pagel	952		469			296		569				1010	427		3,427		3,427
27.	Lil' Buzzard	1970	D. Gross/K. McIntosh ®	169	618	225		370	869	1169	507	169	296		563	352		3,396		3,396
28.	Red Man	1973	Fred Holmberg ®					825										3,032		3,032
29.	Van's PX	1972	Mark Hansen					1195					750				1025	2,970		2,970
30.	Miss Madison	1961	Scott Fetterly					769	127					704	957	400		2,957		2,957
31.	Pay 'n Save	1958	Steve Twardus	813	0	264		525						694	450			2,746		2,746
32.	Eagle Electric	1958	Bob VandenAkker								975					619	952	2,546		2,546
33.	Such Crust III	1955	Ron Daum									300	619	394	675	557		2,545		2,545
34.	Shakey's Special	1973	Mike McIntosh ®		0			225	769		569			75	792			2,430		2,430
35.	Miss Thriftway	1960	Kerry Kjos ®	479						938		750					0	2,167		2,167
36.	Oh Boy! Oberito	1975	Mick Shutt ®								850				545	254	507	2,156		2,156
37.	Miss U.S.	1970	Bill Shearer ®								394				638	450	525	2,007		2,007
38.	\$ Bill	1962	Ron Hartley	300		760	938											1,998		1,998
39.	Skip-A-Long	1949	Ron Hornung		673	469	0	525	281									1,948		1,948
40.	Slo-Mo-Shun V	1954	Monte Steere											525	669	725		1,919		1,919
41.	Sunny Jim	1974	Ralph Jorgenson	700	450			625										1,775		1,775
42.	Vernor's	1974	Ryan Opfer		300	675		469					95	225				1,764		1,764
43.	Gale V	1955	Ryan Opfer		338			95				620	581					1,634		1,634
44.	Wayfarers Club Lady	1966	Ryan Bradshaw ®					169	95			225			489	450		1,428		1,428
45.	Coral Reef	1958	Craig Bradshaw				525							169		569	127	1,390		1,390
46.	Hurricane IV	1948	Ron Hornung		569	525	225											1,319		1,319
47.	Miss Everett	1960	Jim Latimer ®	521		751												1,272		1,272
48.	Miss Madison	1971	John Williams					225		400			225		400			1,250		1,250
49.	Miss Exide	1964	Henry Marvin	475		495										225		1,195		1,195
50.	Breathless II *	1957	Dave Reiser ®	169			394					325					300	1,188		1,188
51.	Pay 'n Save 2	1958	Aaron Olson ®		1019													1,019		1,019
52.	Miss Rocket	1957	Roger May ®									127	423			465		1,015		1,015
53.	Miss Spokane	1960	Patrick Gleason					300					469	225				994		994
54.	Miss Everett	1960	Gary Simmons ®														948	948		948
55.	Nitrogen Too	1960	Johnanna VandenAkker		900													900		900
56.	Shanty I	1956	Robbie Roberts	525					169				169	0				863		863
57.	Breathless II	1957	Mark Gran ®	127		581		127										835		835
58.	Miss Bardahl	1965	Patrick Gleason		169				619				0					788		788
59.	Sunny Jim Jam	1975	John Howell ®									56					394	450		450
60.	Miss Seattle Too	1962	Steve Twardus	300	0	0												300		300
61.	Peps V	1947	Ron Hornung					95	95									190		190
62.	Slo-Mo-Shun IV	1951	John Earnest							169								169		169

MODERN BOAT POINTS — 2008 FINAL

No.	Boat	Year	Owner	CSP	SC	BBM	RFR	PC	SC	OEC	BLM	CC	SSM	ST	GC	DC	CC/Nats	Total	Drops	High Points
1.	Circus Circus	1978	Mike Gossler	1500	1,425	1195	1500	900	625	1900	1500		1500	1,425	1200	1100	1900	17,670	2,625	15,045
2.	Country Boy	1974	Mike Campbell	0	1,200	927	1,200	1,200	400	1,200		1,369	1,327	1,600	1,600	1,200	1,500	14,723	1,327	13,396
3.	Red Man Too	1973	Nelson Holmberg	525	610	498	925	1125	1,094	788	1,069	1,169	994	921	1,600	770	1,050	13,138	2,403	10,735
4.	Gilmore Special	1983	Brian Gilmore	300	794	1,225	713	700	869	1,294	1,325	790	1,150		732		790	10,682	1,000	9,682
5.	Charlie's Girl	1977	Bill Smiley		600	1,025	1,325	1,600	625		800			1,000		738	1,527	9,240		9,240
6.	Pay 'n Pak	1971	Craig Mullen	1,325	0	0	600	400		1,100	0	694	1,169	1,225	1,025	469		9,003		9,003
7.	U-95	1974	Rick Lentz	900	945	627	769	827	1,094	802	769		465	233	1,200	790	675	10,096	1,325	8,771
8.	Winston Eagle	1988	Craig Bradshaw		850	779	296	669	525		925	704	825	450	882	996	994	8,895	719	8,176
9.	Natural Light	1977	Jerry Johnston		1,127	1,052		600	825	1,425				233	525	877	788	7,452		7,452
10.	Cott's Beverage	1974	Gary Hansen		685		1,038	1,325			1,052		775	854		750		6,479		6,479
11.	Lincoln Thrift	1974	Bob VandenAkker	1,195				450	1,038					900	900			4,483		4,483
12.	Vernor's	1976	Mick Shutt	432		486	877		169		546	488			254	529	469	4,250		4,250
13.	Squire Shop	1982	Doug Brow	625	582	638		112	600				394				625	3,576		3,576
14.	T-Plus	1993	Nigel Steere												1,052	1,100		3,377		3,377
15.	Country Boy	1993	Steve Twardus	700	469	469	433	844						225	1,100	1,225		3,140		3,140
16.	Kelloggs Frosted Flakes	1978	Henry Marvin	550		800					450				1,169			2,969		2,969
17.	Squire Shop	1980	Brent Hall ®								1,125				1,060	779		2,964		2,964
18.	Notre Dame	1972	Mark Hansen						550				825				1,569	2,944		2,944
19.	Spirit of Dayton Walther	1976	Jesse Shehan ®	619			821	606		352								2,398		2,398
20.	Squire	1977	Jesse Shehan ®								648					644	817	2,109		2,109
21.	Squire	1977	Ron Hartley	625		854	550											2,029		2,029
22.	Miss Budweiser	1973	Robbie Roberts			802			352				352					1,506		1,506
23.	Miss Madison	1977	Bill Shearer ®	567			371			338								1,276		1,276
24.	Miss Budweiser	1980	John Williams					288			400		394		169			1,251		1,251
25.	Thousand Trails	1981	Patrick Gleason		544				507				169					1,220		1,220
26.	Miss U.S.	1975	Gale Whitstine		169											264		433		433
27.	Miss Budweiser	1973	Ryan Opfer ®													394		394		394
28.	Pay 'n Pak	1973	John Williams												95			95		95

VINTAGE DRIVER POINTS – 2008 FINAL

No.	Boat	Year	Owner	CSP	SC	BBM	RFR	PC	SC	OEC	BLM	CC	SSM	ST	GC	DC	CC/Nats	Total	Drops	High Points
1.	Pay 'n Pak Outrigger	1969	Jeff Campbell	1500	1600		1425	1600	1600	1769			1600	1500	2000	1369	2000	17963	1369	16594
2.	Hairah's Club	1968	Mike Campbell	1500	1227	1600	1500	1100	1120	1700		1200	1025	700	1900	1600	1900	18072	2825	15247
3.	Notre Dame	1963	Bob VandenAkker	1094	920	844	1000	1094	1127	1394	525	1094	925	1069	1014	1194	975	14269	3214	11055
4.	Hallmark Hornes (Red)	1971	Craig Mullen	127	785	400	725	1400	557	927	990	527	825	1200	1525	785	225	10998	1279	9719
5.	Thriftway Too	1960	Brian Gilmore ®	1325	395	1100	975	752	696	300	1120	1269	644	800			825	10201	695	9506
6.	Parco's O- Ring Miss	1970	Gerry Bordon ®	169	400		833	1013		1050	1094	727	719	732	889	964	1088	9678	569	9109
7.	Miss US 5	1963	Mike Gossler ®	850	800	1100	469	700	500	700	300		900	300	1000	1100	800	9519	1069	8450
8.	Timex (Clock)	1971	Jerry Johnston		1100	1225		1000	785	569				100	1394	638	1064	7875		7875
9.	Wildroot/Such Crust	1958	Ron Daurm	925		794	896	300	269	1188	569	300	619	394	892	938	0	8084	569	7515
10.	Max/Shanty I/Red Man	1957	Nelson Holmberg	952	804	952		869	825	1169	727	169		540				7007		7007
11.	Muvalong	1954	Gary Hansen		725		1325		469	625			1169	1250			1094	6657		6657
12.	Miss Bardahl	1958	Rick Lentz	545	788	338	577	656	413	479			821		338	549	563	6592	676	5916
13.	Budweiser/Coral Reef	1970	Craig Bradshaw	539	525		300	619	732	689	694		394	169	806	569	127	6388	521	5867
14.	Hallmark Hornes (Black)	1971	Bill Smiley				0	500	1195	1169				1400		975	521	5760		5760
15.	Breathless II/Atlas	1957	Mark Grah ®	127		581		127	394	563	638		596	525	628	489	606	5274	127	5147
16.	Miss Budweiser	1966	Doug Brow	825	469	779		394	925				469			769	694	4630		4630
17.	Miss Wickman	1967	John Burke	225				492	596	1060	577		296			581	694	4521		4521
18.	Vernor's/Gales Rooster	1974	Ryan Opfer		338	675		469					95	625	1377	169	729	4477		4477
19.	St. Regis	1963	Jesse Shehan	0			169	394		356	394	664	359			466	676	3478		3478
20.	Timex	1972	Jason Hartley	900	169					1400				0		1000		3469		3469
21.	Gale V	1962	John Earnest	394						887			564			850	733	3428		3428
22.	Van's PX	1972	Mark Hansen						1195			750					1025	2970		2970
23.	Miss Madison	1961	Scott Fetterly					769	127					704	957	400		2957		2957
24.	Pay 'n Save/Seattle Too	1958	Steve Twardus	813	0	264		525						694	450			2746		2746
25.	Maverick	1957	Zane Courtway ®			469					569				1010	427		2475		2475
26.	Shakey's Special	1974	Mike McIntosh ®		0			225	769		569			75				2430		2430
27.	Miss Bardahl	1968	Roger Newton			869	1195		300		507		296					2364		2364
28.	Li' Buzzard	1970	Dawna Gross	169	618	225		370									0	2185		2185
29.	Miss Thriftway	1960	Kerry Kjos ®	479						938	850	750			545	254	507	2167		2167
30.	Oh Boy! Oberto	1975	Mick Shutt ®								394					638	450	2156		2156
31.	Miss U.S.	1970	Bill Shearer ®														525	2007		2007
32.	\$ Bill	1962	Ron Hartley	300		760	938											1998		1998
33.	Li' Buzzard	1970	Kelsey McIntosh ®						296		751				563	352		1962		1962
34.	Slo-Mo-Shun V	1954	Monte Steere											525	669	725		1919		1919
35.	Sunny Jim	1974	Ralph Jorgenson	700	450			625										1775		1775
36.	Wayfarers Club Lady	1966	Ryan Bradshaw ®					169	95			225			489	450		1428		1428
37.	Skip-A-Long/Peps V	1949	Ron Hornung		673	469	0	95	95									1332		1332
38.	Miss Everett	1960	Jim Latimer ®	521		751												1272		1272
39.	Miss Madison	1971	John Williams					225		400		225		400				1250		1250
40.	Miss Bardahl	1968	David Newton							1225								1225		1225
41.	Miss Exide	1964	Henry Marvin	475		495										225	0	1195		1195
42.	Breathless II *	1957	Dave Reiser ®	169			394					325					300	1188		1188
43.	Pay 'n Save 2	1958	Aaron Olson ®		1019													1019		1019
44.	Miss Rocket	1957	Roger May ®									127	423			465		1015		1015
45.	Miss Everett	1960	Gary Simmons ®														948	948		948
46.	Miss Bardahl/Spokane	1965	Patrick Gleason		169				300				469					938		938
47.	Shanty I	1956	Robbie Roberts	525				169					169		0			863		863
48.	Gales Roostertails	1965	Howard Price ®										450	0				450		450
49.	Sunny Jim Jam	1975	John Howell ®									56					394	450		450

MODERN DRIVER POINTS – 2008 FINAL

No.	Boat	Year	Owner	CSP	SC	BBM	RFR	PC	SC	OEC	BLM	CC	SSM	ST	GC	DC	CC/Nats	Total	Drops	High Points
1.	Circus Circus	1978	Mike Gossler	1500	1425	1195	1500	900	625	1900	1500		1500	1425	1200	1100	1900	17670	2625	15045
2.	Country Boy	1974	Mike Campbell	0	1200	927	1200	1200	400	1200		1369	1327	1600	1600	1200	1500	14723	1327	13396
3.	Red Man Too	1973	Nelson Holmberg	525	610	498	925	1125	1094	788	1069	1169	994	921		770	1050	11538	1633	9905
4.	Gilmore Special	1982	Brian Gilmore	300	794	1225	713	700	869	1294	1325	790	1150	732			790	10682	1000	9682
5.	Charles Girl	1977	Bill Smiley		600	1025	1325	1600	625		800			1000		738	1527	9240		9240
6.	Pay'n Pak	1971	Craig Mullen	1325	0	0	600	400	1100	0	694	1169	1225	1025	1025	469	996	9003		9003
7.	U-95	1974	Rick Lentz	900	945	627	769	827	1094	802	769		465	169	1200	790	675	10032	1261	8771
8.	Winston Eagle	1988	Craig Bradshaw		850	779	296	669	525	925	704	825		450	882	996	994	9820	1271	8549
9.	Natural Light	1977	Jerry Johnston		1127	1052		600	825	1425				233	525	877	788	7452		7452
10.	Cott's Beverage	1974	Gary Hansen		685		1038		1325		1052		775	854			750	6479		6479
11.	Dayton Walther/Squire	1976	Jesse Shehan ®	619			821	606		352	648					644	817	4507		4507
12.	Lincoln Thrift	1974	Bob VandenAkker	1195				450	1038					900	900			4483		4483
13.	Vernor's	1976	Mick Shutt	432		486	877		169		546	488			254	529	469	4250		4250
14.	Squire Shop	1978	Doug Brow	625	582	638		112	600				394				625	3576		3576
15.	Country Boy	1971	Steve Twardus	700	469	469	433	844						225	0			3140		3140
16.	Kellogg's Frosted Flakes	1993	Henry Marvin	550		800					450				1169			2969		2969
17.	Squire Shop	1980	Brent Hall ®								1125				1060	779		2964		2964
18.	Notre Dame	1972	Mark Hansen						550				825				1569	2944		2944
19.	T-Plus	1993	Nigel Steere	625										1052	1100			2777		2777
20.	Squire	1977	Ron Hartley	625		854	550								1600			2029		2029
21.	Red Man Too	1973	Jeff Campbell															1600		1600
22.	Miss Budweiser	1973	Robbie Roberts			802			352				352					1506		1506
23.	Madison	1978	Bill Shearer ®	567			371			338								1276		1276
24.	Thousand Trails	1981	Patrick Gleason		544				507				169		95			1220		1220
25.	Budweiser/Pay 'n Pak	1980	John Williams					288			400		0					783		783
26.	T-Plus	1993	Monte Steere													600		600		600
27.	Miss Budweiser	1973	Ryan Opfer ®													394		394		394
28.	Miss U.S.	1974	Gale Whitestine													264		264		264

E-RCU Hull Inspection Form

Vintage Modern

Boat Owner	Address	City, State	Zip Code	Phone
Boat Name	Boat Number	Year Raced	APBA Number	Radio Frequency

Appearance

	Feature:	Yes	No	Comments
1.	Boat Appearance:			
	Boat is configured properly (All wings, cowlings Etc.)			
	Boat has proper paint and colors.			
	Boat has all graphics.			
	Boat appearance is verified by photograph.			
2.	Cockpit detail:			
	Driver figure with uniform, helmet, and life jacket.			
	Cockpit Appearance (Steering wheel, seat, gauges, etc.)			
	Windshield or canopy with driver to scale.			
3.	Motor:			
	Proper dummy engine or cowling with stacks.			

Tech and Safety

	Feature:	Yes	No	Comments
	Motor is Astroflight 25/5 or Himax 3630-1500 (Circle)			
	A portion of the propeller is under the transom.			
	Proper boat stand with prop guard.			
	Batteries:			
	Sub-C cells – 12 cells w/ a max. rating of 4500 MAH			
	Lithium Polymer (4S1P, 4S2P, (2) 2S1P/2S2P) 4500 MAH max.			
	Vintage:			
	Skid fin no larger than 2in. wide and 1in. deep.			
	Skid fin is mounted in proper location.			
	Propeller shaft is straight - .125 in. Minimum dia.			

Inspector: _____ Owner: _____