

ERCU



THE NEWSLETTER

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Up Next

May 24... Rose Festival RC Regatta
Westmoreland Park Casting Pond
Portland, Ore.

June 14-15..... President's Cup/
Maple Valley Days
Lake Wilderness Park,
Maple Valley, Wash.

June 21 Sahara Cup
Lake Tye Park, Monroe, Wash.

On the Web

Vintage Hydroplanes
www.vintagehydroplanes.com

Evansville Freedom Festival
www.evansvillefreedomfestival.org

Stat of the Month

= Nelson Holmberg is just 36 points behind Gary Hansen for fifth place on the modern career points list.

ERCU Trivia

? Jerry Johnston traveled further than anyone else, just to participate in the Silver Cup at Lake Tye in Monroe and the Bill Brow Memorial in Marysville. Jerry traveled all the way from Palm Springs for the races.

Jim Clark



Bob VandenAkker's Miss Lapeer lead's Dan Gilmore's Thriftway Too down the front stretch at the Bill Brow Memorial in a battle of two brand new vintage boats.

Campbell, Gilmore, Johnston Double Down

MARYSVILLE, Wash. – It wasn't much of a surprise that the 1974 Country Boy was the fastest boat in the field for the modern connie at the Bill Brow Memorial.

The surprise was that Mike Campbell won from the trailer position in the final.

Another surprise was a rarity in itself – as the same three drivers finished 1-2-3 in both modern and vintage finals.

Campbell was followed by Brian Gilmore (Thriftway Too & Gilmore Special), and Jerry Johnston (Timex Clock & Natural Light) in both finals. That's the first time anyone could remember

something like that had happened.

The third annual Bill Brow Memorial was a huge success, with a total of 40 boats in attendance, and a huge amount of great, deck-to-deck racing on the race course.

All of the owners and drivers, as well as the spectators who stopped by were entertained all day long by the great music that Contest Director Henry Marvin has made a staple of the Bill Brow Memorial. Henry also provided for entertainment at the end of the day with the annual Hydropalooza blowover contest. Mike Campbell

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Mother Nature plays tricks on Silver Cup

MONROE, Wash. – If anyone thought the entire 2008 ERCU season would be graced with the same great weather we had at the season-opener, well, the Silver Cup in Monroe proved them wrong.

Let's just say that those who ran at the Silver Cup experienced

just about every possible kind of weather.

Snow. Rain. Hail. Sleet. Snow pellets (whatever those are). Wind. Thunder.

And yes, even sun.

Despite all that, and even though Mother Nature forced several weather delays in the

day's racing program, when all was said and done 28 vintage boats and 14 modern entries completed the second race of the 2008 Red Dot Championship Series presented by Bullithead Design.

Probably to no one's surprise, **continued on pg. 5** ▼

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THE MILL

ERCU news briefs

A couple of special thanks

A special thanks goes out to **Jason Hartley**, who while unable to attend the event, contributed significantly by making some super modifications to the scoring and race management software, and to **Jeff Campbell**, who volunteered to spend the whole day helping **Henry Marvin** with the race management, serving as chief referee all day without racing any boats.

Rookies Latimer and Mullen shed trailer starts

Gentleman **Jim Latimer** and **Craig Mullen** have officially shed their "rookie" tags, having reached 1,200 points for their careers in ERCU. Mullen, who has experience in the modern class, had earned 831 points with a vintage boat in 2006. He now has 1,312 points this year for a total of 2,143 career points. Latimer, on the other hand, is a first-timer in ERCU who bought the Miss Everrett from **Howard Price** after a long career in RC Unlimiteds. He started the 2008 ERCU season scoring 521 points at the Champion Spark Plug Regatta in Centralia. He then followed it up with 751 points at the Bill Brow Memorial to raise his ERCU career total to 1,272. Congratulations to both Jim and Craig for shedding their rookie shackles. Neither of them are any longer restricted to trailer starts in preliminary heats.

Volunteer crew helps clean up and organize club trailer

On Saturday 13 hardy souls braved the sun and nice weather to attack the club trailer with brooms, cleaner and elbow grease to clean up after the last race and also make some long-needed upgrades. Besides scooping out the approximately three tons of sand and completely drying out all the contents, members installed braces and shelving inside and organized the contents. A spare tire, jack and wrench were purchased, and a spare tire bracket was fabricated and mounted to the tongue. The chase boat was cleaned, waxed and polished and the oarlocks replaced, just in case the motor wasn't operable. The wheel bearings were even repacked, thanks to a heads-up check and action by **Mark Gran**. As promised, pizza arrived at noon, thanks to **Rick, Bob and Judy**. A special thank you is offered to the Red Dot Corporation, who provided the use of their shop for all this activity. Thanks too to the following members who contributed their efforts to the cause: **Jeff Campbell, Monte Steere, Mike Campbell, Brian Gilmore, Rick Lentz, Mark Gran, John Burkey, Bill Smiley, Bob VandenAkker, Judy Fenton, Mike Gossler, Craig Mullen and Steve Twardus**.



BIG BOAT news

■ **U-1 Ellstrom Racing Team** — An obvious pre-season favorite, the boat has been recently painted, minor repairs fixed and should be testing soon.

■ **U-5, U-7 Formula Racing Team** — **Mark Hooten** hits the road this season in his new position as team manager. **Jeff Bernard** will drive the U-5 and **Mike Allen** returns as the U-7 pilot.

■ **U-6 Miss Madison Racing Team** — Madison's Oh Boy! Oberto has been pegged as another pre-season favorite, with **Steve David** at the wheel. Painted earlier this year for display, they should be ready to go.



James Crisp

■ **U-13 Spirit of Detroit** — Graham Trucking will be the title sponsor for five of the six races this year with the Detroit Yacht Club sponsoring at Detroit, for the 100th Gold Cup.

■ **U-17 Our Gang Racing Team/Miss Red Dot** — With its newly finished 2008 paint scheme, the U-17 will run in exhibition runs during the Lake Sammamish Tustin' and Racin' event, held over June 7-8 at Lake Sammamish State Park in Issaquah Wash. **Kip Brown** will get some preseason seat time.



■ **U-22 Webster Racing Team** — **Mike Webster** reports from Reading PA that he will forgo the 2008 race season and instead, have his former Cooper's hull ready for the 2009 race season.

■ **U-25 Superior Racing Team** — Sporting a new color scheme for 2008, **Ken Muscatel** has secured Jarvis Construction as his 2008 season sponsor.

■ **U-37 Miss Beacon Plumbing** — The only race **continued on pg. 3** ▼

a moment with

MICK SHUTT

Family: Fiance Ligaya, daughter Kari, son Eric.
City she calls home: Vancouver, Wash.
Job (when not boating): Corporate communications manager at Clark Public Utilities.
College Football Loyalty: GO COUGS!
Favorite Current Unlimited Hydro: Beacon Plumbing.
Favorite Unlimited Hydro of the past: 1973 Pay 'n Pak ("Winged Wonder").

Boats he races in ERCU: ... 1976 Vernor's (1978 Miss Budweiser and 1975 Oh Boy! Oberto in construction).

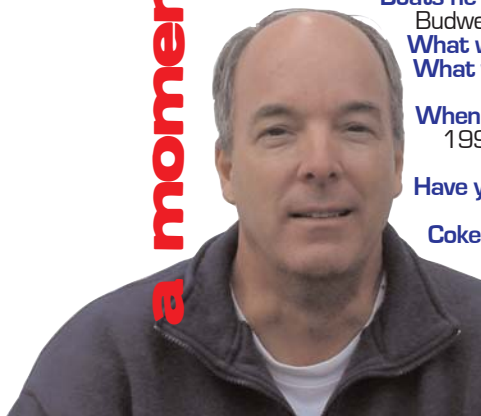
What was your first car? 1966 Ford Mustang.

What was your first job? Thinning apples. Lasted two days!

When and how did you get involved in scale racing?
1999, when my buddy since junior high school, Jim Latimer, made me a deal I couldn't refuse.

Have you ever had a manicure/pedicure?: Only self-administered.

Coke or Pepsi?: Budweiser, The King of Beers ®.



Kirk Pagel



The U-37 Miss Beacon Plumbing at the 2007 Seattle Boat Show with its new, very familiar, paint job. Schumacher Racing Team is already set for 2008.



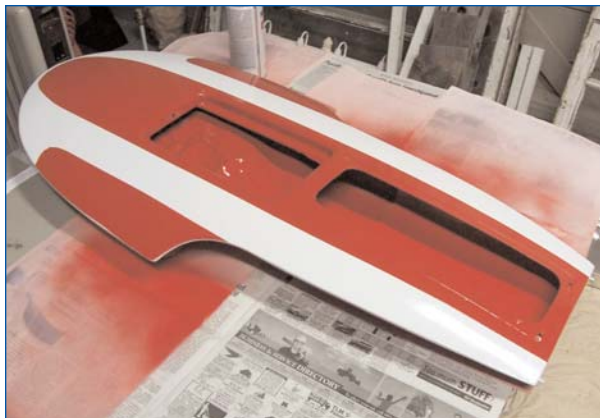
THE MILL

PGI Models, owned by ERCU's own **Mike Gossler**, continues to grow and its most recent



addition to the hardware collection in its inventory is the rudder assembly built by **Jeff Campbell**. The complete rudder assembly — which includes the mount, tiller arm, rudder blade, bushings and a collar — goes for \$45. A replacement rudder blade alone is also available on the

ERCU news & rumors



site, which goes for \$21.50. To order your rudder assembly today, or to find out more about what PGI Models has to offer, go to the company's website at www.pgi-models.com . . . The new 1973 Red Man of **Fred Holmberg's** is all put together, and has been successfully tested. The cowling is complete and attached, the dummy motor is complete and attached, all of the hardware is in place.

Paint has also been started, with the white base coat, and the red coats finished so far. Very special thanks go out to those who have been very helpful in the project including **Kirk Pagel, Mick Shutt, Jeff Campbell, Rick Lentz, Mike Campbell** and **Craig Mullen** . . . **Mick Shutt** continues work on his 1975 Oh Boy! Oberto and his 1978 Miss Budweiser. Graphics and all of the drive line parts have been

ordered, as has a brand new Spektrum that he'll break out after the new boats are finished and set to race. Both boats are just about ready to test, before paint is finished. In the meantime, Mick will continue to race the 1976 Vernor's, which was

converted to brushless power in the pits at the Bill Brow Memorial after his last AstroFlight bit the dust.

. . . **Mark Gran** may have just recently finished his gorgeous model of the Breathless II, but he's already working on parts for the new 1980 Turbine Pay 'n Pak. He's obviously a glutton for punishment.



BIG BOAT news

▲ continued from pg. 2

team, at press time with new paint, and pre-season testing completed. If the "early bird" does indeed "get the worm" then Schumacher Racing is ready for the 2008 season. The race team is sponsoring in part, the upcoming ERCU Rose Festival R/C Regatta in Portland.

■ **U-48, U-50 Go Fast, Turn Left Racing Team** — The U-50, Spirit of the US Navy will go the whole circuit with **Brian Perkins** at the wheel. The U-48 will attend the two Washington races, possibly San Diego, as their Lakeridge Paving entry with **David Williams** driving.

■ **U-100 Leland Racing Team** — **Greg Hopp** is still affiliated with



Leland racing, but no news yet on how much of the season Leland Racing will participate in, and no news on sponsors.

ABRA News — The Spring Training session at Columbia Park, in the Tri-Cities has been cancelled for 2008.

2008 ABRA Schedule

Date	Location
June 27-29	Evansville, Ind.
July 4-6	Madison, Ind.
July 11-13	Detroit, Mich.
July 25-27	Tri-Cities, Wash.
Aug. 1-3	Seattle, Wash.
Sep. 19-21	San Diego, Calif.

Museum News — The Tastin' and Racin' event on June 7-8 at Lake Sammamish will also feature vintage teams of the 1962 Miss Bardahl and the 1955 Miss Thriftway.



2008 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.

Compiled by **Kirk Pagel**, ace reporter



Mike Campbell wins both Brow finals

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flipped the Harrah's Club, using an extra-special 8s setup. Others who participated in Hydropalooza included **Rick Lentz** with his Miss Bardahl, Henry with his Miss Exide, and **Dawna Gross** with the Hydropalooza defending champ Lil' Buzzard.

Seattle Service's own **Steve Baker** was in attendance to check out the race. His support of the race over the last three years has always been appreciated, and has allowed Henry to do a lot of special things – including boxes of Frosted Flakes to connie finishers, prizes to be handed out randomly throughout the day, and a huge number of trophies.

The modern connie had eight boats due to a tie for seventh between **Mick Shutt** in the 1976 Vernor's and **Nelson Holmberg** in the 1973 Red Man Too – both of which started as trailers. Thankfully, the Twin Lakes course is big enough to handle eight boats.

Campbell easily won the connie with the 1974 Country Boy, followed by **Robbie Roberts** with the 1976 Miss Budweiser, **Steve Twardus** with the 1971 Country Boy, **Craig Bradshaw** with the 1988 Winston Eagle, Lentz with the 1974 U-95, Holmberg and then Shutt. **Doug Brow** was unable to finish with the 1978 Squire Shop.

In the vintage second connie, **Bob VandenAkker** took a break from his drivers rep duties and guided the **Miss Lapeer** to a first place finish, followed by **Zane Courtway** (driving **Kirk Pagel's** Maverick in his first official ERCU race), **Mark Gran** (driving his own Breathless II for the first time in an ERCU race), and **Ron Hornung** (who completed an engine change just in time for the connie) in the Skip-A-Long. **Rick Lentz** in the

Jim Clark



Roger "Czar" Newton runs away from the trouble behind him during a preliminary heat.

1958 Miss Bardahl and **Craig Mullen** in the 1971 Hallmark Homes took DNFs.

The vintage first connie was another barnburner, won by **Ron Daum** who spent most of the race chasing **Ron Hartley's** \$ Bill with the Wildroot Charlie. At the apex of the right turn in the final lap, Hartley was called for a missed buoy and Daum moved from second to first. Second went to VandenAkker with the 1963 Notre Dame, followed by **Jim Latimer** in the Miss Everett, Mullen in the Hawaii Kai III, and Hartley. Brow was unable to finish in the Miss Budweiser.

As stated earlier, Campbell cruised from the trailer start to pass the entire field and win the modern final, followed by Gilmore and Johnston. Fourth place went to **Mike Gossler**, who spun the 1978 Circus Circus and recovered to keep going. Fifth was Hartley with the 1977

Squire. **Bill Smiley** was unable to finish with the 1977 Charlie's Girl, and Marvin didn't start with the 1993 Kellogg's Frosted Flakes.

Daum finished fourth behind Campbell, Gilmore and Johnston in the vintage final and fifth went to Holmberg, driving Pagel's Shanty I. Gossler was unable to finish with the 1963 Miss US V, as was **Roger Newton** in the 1968 Miss Bardahl.

Speaking of those who were unable to finish, Henry even put together a special heat for those who had zero points throughout the day.

That heat was won by **Craig Bradshaw**

with the 1971 Miss Budweiser, while Gross was second. Twardus' troubles with the Miss Seattle Too continued when he didn't finish. Mullen was also qualified to run his 1971 Pay 'n Pak, but gremlins continued and he was unable to start.

A great time was had by all, and Henry did another great job with his race – as of this writing, there are just 362 more days until the next Bill Brow Memorial. Start planning now.

Jim Clark



Henry Marvin shares speed secrets with Doug Brow and Steve Baker.

Jim Clark



Robbie Roberts (1973 Miss Budweiser) squares off the entrance to the right turn as he leads the fleet toward the back-stretch during a preliminary heat.



Campbell Brothers sweep Silver Cup

▲ continued from pg. 1



Jim Clark

Ralph Jorgenson's Sunny Jim leads Craig Mullen's Hallmark Homes through the left turn at ERCU's newest course, Lake Tye in Monroe.

Mike Campbell and Jeff Campbell were the day's big winners as Mike took the modern final with his 1974 Country Boy and Jeff the vintage with the 1969 Pay 'n Pak Outrigger.

In the modern final, the result may have been a little different if it weren't for three gun-jumpers. Rick Lentz, Mike Gossler and Craig Bradshaw all were quite a bit too early, and the rest of the field was in good shape.

In the final, Mike Campbell pulled off the ultimate "flip-and-win", blowing over midway through the race, but holding on to a big-enough lead that he was able to retain first place, and go on for the win. Second place went to Bill Smiley with the

Charlie's Girl - which made the final despite missing the first heat, as the trailer boat - third was Gossler with the super-fast 1978 Circus Circus, followed by Brian Gilmore in fourth. Jerry Johnston - who flew in from Palm Springs (and boy were his arms tired) just for the race - finished fifth with the Natural Light. Lentz - who towed the trailer to the race and was the second person on site - finished sixth with the U-95 and Bradshaw - who impersonated Steve David in Phoenix by running the Winston Eagle up on to the beach - did not finish.

In the modern connie, while Smiley and Patrick Gleason were the only penalty-free finishers, Smiley piloted the Charlie's Girl to first in the connie, and Gleason piloted the Thousand Trails to second place, followed by Doug Brow's 1978 Squire Shop and Nelson Holmberg's 1973 Red Man Too. Gary Hanson's Miss Cott's Beverage did not finish, and Steve Twardus' 1971 Country Boy was DQ'd.

In the vintage final, Jason Hartley took an early lead with the 1969 Pay 'n Pak hooktail, but was eventually passed by the Outrigger, which essentially ran away with the lead, even though the course looked like the Pacific Ocean during the worst and longest squall of the day.

Second place in the bumpy parade went to Johnston and the Miss Timex Clock, followed by Hartley. Aaron Olson, a newcomer to ERCU, finished fourth with the 1958 Miss Pay 'n Save he purchased from Twardus. Fifth went to Mike Campbell's new Harrah's Club, and sixth was Bob VandenAkker with the 1963 Notre Dame. Gossler's Miss U.S. 5 did not finish the final.

The vintage first connie was won by Hanson's Muvalong, but because of ties in the top seven, was unable to move into the final as the trailer. Holmberg drove Kirk Pagel's Shanty I to second place, while Lentz in the 1958 Miss Bardahl was third. Fourth was Monroe's own Craig Mullen, driving the 1971 Hallmark Homes, followed by Dawna Gross in the 1970 Lil' Buzzard in fifth, and Ron Hornung in the Skip-A-Long.

The vintage second connie was a demolition derby, that only Gerry Bordon survived. His Parco's O-Ring Miss won the second connie, while DNFs went to the 1966 Miss Budweiser, 1948 Hurricane IV, 1957 Hawaii Kai, 1974 Sunny Jim and a DNS to the 1960 Thriftway Too.

When all was said and done, a day full of weird weather and a few mishaps and penalties was a super-fun day.

Rose Festival RC Regatta moves to Westmoreland Park

The Portland Rose Festival will again be a part of Southeast Portland as the Hometown Hobbies Rose Festival RC Regatta, presented by Portland Parks & Recreation and TechJet Imaging comes to Westmoreland Park on Saturday, May 24.

In its second year, the Rose Festival RC Regatta was a huge success in 2007 when it was held at the Lake of Tualatin Commons. The race, an event on the annual schedule for Electric Radio Controlled Unlimiteds (ERCU) will be a family-friendly event that is officially sanctioned by the Rose Festival Association.

On the day of the event, as many as 40 1/10-scale replicas of real unlimited hydroplanes dating back as far as 1948 will be testing and racing on the Casting Pond (real unlimited hydroplanes are, in general, 30 feet long and 15 feet wide). These models look exactly as the real boats did when they raced. The real hydroplanes have been racing as an integral part of civic festivals in Seattle and Tri-Cities, Wash., since 1951, and now unlimited hydroplane racing is a part of the Rose Festival.

Holmberg added that even one of the real unlimited hydroplane racing teams - Schumacher Racing Team - is

involved in the event. Schumacher Racing Team has joined forces with Portland Parks & Recreation and D.A. Graphics of Seattle to sponsor a Kids Race that will allow 5-10 children (age 10-15) to race smaller radio-controlled hydroplanes, and to keep the boats when they're done. The first 5-10 children to sign up on race day will be allowed to enter.

The models are powered by electric motors and lithium polymer batteries, so they're safe for the environment, and they're not overly-noisy like gas-powered boats would be.

Practice and testing is set to begin at 9 a.m., with racing scheduled to start at 10:30 a.m. Winner-take-all championship final heats will be run at approximately 4 p.m.

The inaugural Rose Festival RC Regatta, presented by Cougar Racing Team, was held June 24, 2007 at the Lake of the Commons in Tualatin, Ore. Jeff Campbell (Kent, Wash.) and Mike Campbell (Auburn, Wash.) won the vintage and modern classes, respectively.

The race will consist of three flights of preliminary heats for both modern and vintage classes, provisional finals for each class, and winner-take-all championship finals for both classes.



Campbell, Gossler post wins in season opener

CENTRALIA, Wash. – When the 2008 ERCU Champion Spark Plug Regatta got underway the season was new and fresh, and anything could happen.

When it was done, there were two familiar faces in the winners' circle.

Jeff Campbell won the vintage class winner-take-all final heat, driving his nearly unstoppable 1969 Pride of Pay 'n Pak Outrigger impeccably.

In the modern class, it was **Mike Gossler** who opened the season with a victory, driving his 1978 Circus Circus to a win – his second career victory.

The day broke clear and crisp while the course was being set up, and participants trickled in to the pits. A total of 43 boats (29 vintage and 14 modern) were in the pits for the Champion Spark Plug, indicating the season couldn't have started sooner.

Among the impressive new boats were **Dan Gilmore's** new 1960 Thriftway Too, **Mark Gran's** 1957 Breathless II (which was finished at 4:30 a.m. on race day), **Mike Campbell's** 1968 Harrah's Club, **Jeff Campbell's** 1969 Pride of Pay 'n Pak (hooktail) and **Gossler's** 1963 Miss U.S. 5.

While Mike Campbell's Harrah's Club scored an outstanding 1,500 points and finished second in the final, Gilmore's Thriftway Too may have made the biggest splash. After a morning test run that was less-than-acceptable to the owner, as well as driver **Brian Gilmore**, something happened in the Gilmore Racing pits and the boat came to life. Gilmore finished the day with 1,325 points and took third in the vintage final.

The highlight was when, in a preliminary heat, Gilmore took advantage of a wide turn by the Outrigger, and slipped in to first place on the final lap. At the end, the heat was close enough to have been decided by photo finish, if it had been available.

In the vintage final, fourth place went to **Bob VandenAkker**, who continued his consistent ways, driving the 1963 Notre Dame to 1,094 points. Fifth place went to **Nelson Holmberg**, driving **Kirk Pagel's** 1957 Maverick. The 1958 Wildroot Charlie of **Ron Daum**, and **Doug Brow's** 1966 Miss Budweiser were unable to finish.

Defending Champion Spark Plug Regatta winner **Jason Hartley** took the vintage first consolation heat with his Miss Timex, and claimed another season-opening plaque for his collection.

Jeff Campbell won the vintage second consolation with his new 1969 Pride of Pay 'n Pak hooktail and earned the right to move up into the first connee as the trailer starter.

In the modern division, the day started with expectations of fantastic competition from boats like the 1974 Country Boy, 1978 Circus Circus, 1973 Red Man, 1982 Gilmore Special, and the 1978 Squire Shop.

Nelson Holmberg



Diane Earnest, Judy Fenton and Brian Gilmore taking care of the first boat draw of the day. Thanks to each of you!

Actuality proved that expectations weren't always enough.

The Red Man, for example, blew over in testing, and then went through the serious part of **Craig Mullen's** roostertail and barrel-rolled knocking it out of competition. After third- and second-place finishes in the next two heats, the Red Man caught a hole in the water and barrel-rolled again, knocking itself out of the modern connee.

Another example came with the 1974 Country Boy, which snapped its new wire drive one the last lap of heat 1A, while leading. The damage couldn't be repaired in the pits and the Country Boy was forced to withdraw.

Gilmore's Special also encountered troubles, and despite that, entered the modern connee with zero points. No matter, though, as Gilmore piloted the hull to first place, and a trailer position in the modern final. Second in the modern connee went to **Henry Marvin** in the beautifully-repaired Frosted Flakes, followed by **Mick Shutt** in the 1976 Vernor's, and rookie **Bill Shearer** in the 1978 Miss Madison.

The modern final was a barnburner between two of the club's fastest boats.

Gossler chased Brow for several laps, and when the Squire went inside a buoy, Gossler took over the lead with the Circus Circus. Gilmore moved through the field from the trailer position to earn second place, followed by Mullen in the 1971 Pay 'n Pak, **Steve Twardus** in the 1971 Country Boy, Brow's Squire Shop, and VandenAkker's 1974 Lincoln Thrift. The U-95 of **Rick Lentz** did not finish.

While the nice weather provided for lots of sunburns – a rarity for the season opener, which is normally providing for lots of wind burn – the racing provided for a very fun day had by all.

A very special thanks go out to EVERYONE who was in attendance at the race, as everyone chipped in and participated in everything from setup/breakdown to officiating throughout the day. **John Earnest**, our contest director, did another fantastic job putting the race together.

It's safe to say that a very fun time was had by all.

Nelson Holmberg



Doug Brow's 1966 Miss Budweiser comes nearly all of the way out of the water at Fort Borst Park in Centralia.



Statistics ■ Career Standings

Vintage Career Points

No.	Name	2008	2007	2006	2005	2004	2003	TOTAL
1.	Jeff Campbell	3,100	15,600	12,638	12,014	9,844	1,150	54,346
2.	Mike Campbell	4,327	14,525	8,992	10,311	8,064	5,557	51,776
3.	David Newton		1,116	4,213	13,113	12,230	13,550	44,222
4.	Bob VandenAkker	2,858	10,693	11,321	9,568	3,576	1,276	39,292
5.	Bill Smiley		4,660	7,737	5,015	6,835	7,579	31,826
6.	Ron Daum	1,719	7,084	4,983	7,979	8,730	0	30,495
7.	Roger Newton	869	4,325	4,663	6,240	8,083	5,569	29,749
8.	Jim Clark		2,321	7,368	4,667	6,372	6,294	27,022
9.	Henry Marvin	970	6,140	7,617	7,946	3,761	0	26,434
10.	Rick Lentz	1,671	5,351	3,387	5,997	5,377	4,463	26,246
11.	Ron Hornung	1,142	3,697	7,427	4,027	9,103	0	25,396
12.	Monte Steere		4,744	3,064	4,521	4,748	6,196	23,273
13.	Jason Hartley	1,069	4,719	10,552	5,809	0	0	22,149
14.	Jim Lilly		0	779	5,619	7,099	6,354	19,851
15.	Gary Hansen	725	7,059	8,633	2,909	0	0	19,326
16.	Steve Twardus	1,077	3,864	4,887	4,793	3,069	0	17,690
17.	John Williams		4,370	3,086	2,496	1,800	4,102	15,854
18.	Mark Hansen		5,925	8,478	788	0	0	15,191
19.	Craig Bradshaw	1,289	6,530	4,043	2,684	0	0	14,546
20.	Jesse Robertson		0	11,209	0	0	400	11,609
21.	Jerry Johnston	2,325	4,697	4,085	0	0	0	11,107
22.	Nigel Steere		2,813	2,343	3,794	672	1,425	11,047
23.	David Gardner		1,514	2,250	3,845	3,357	0	10,966
24.	Scott Fetterly		6,061	3,957	0	0	0	10,018
25.	Ralph Jorgenson	1,150	7,970	0	0	0	0	9,120
26.	David Lilly		0	0	450	4,135	4,207	8,792
27.	Nelson Holmberg	2,672	3,704	1,407	0	750	0	8,533
28.	Robbie Roberts	525	750	1,677	4,976	521	0	8,449
29.	Mike Gossler	2,750	0	0	0	5,655	0	8,405
30.	Doug Brow	2,073	5,926	0	0	0	0	7,999
31.	Tony Perman		0	0	0	2,700	5,037	7,737
32.	Dawna Gross	1,012	1,385	5,213	0	0	0	7,610
33.	John Earnest	394	4,196	1,921	0	0	0	6,511
34.	Dave Helton		0	0	0	2,756	3,025	5,781
35.	Patrick Gleason	169	2,284	3,068	0	0	0	5,521
36.	Kevin Porter		0	0	0	0	5,391	5,391
37.	Jesse Shehan	0	5,022	0	0	0	0	5,022
38.	Ron Hartley	1,060	3,736	0	0	0	0	4,796
39.	Ryan Opfer	1,013	2,804	563	0	0	0	4,380
40.	Gary Levander		1,529	1,431	0	846	300	4,106
41.	Steve Brown		0	0	0	225	3,686	3,911
42.	Joe Hewitson		0	0	0	1,169	2,600	3,769
43.	John Burkey	225	1,225	1,679	0	0	0	3,129
44.	Vinnie Donati		0	0	0	3,127	0	3,127
45.	Grady Steere		0	320	2,189	0	0	2,509
46.	Brian Gilmore	2,425	0	0	0	0	0	2,425
47.	Craig Mullen	1,312	0	831	0	0	0	2,143
48.	Gerry Bordon	569	1,421	0	0	0	0	1,990
49.	Gale Whitestine		0	0	1,769	0	0	1,769
50.	Pat Malyspina		0	0	1,756	0	0	1,756
51.	Kerry Kjos	479	0	0	0	1,219	0	1,698
52.	Jim Latimer	1,272	0	0	0	0	0	1,272
53.	John Dyer		0	0	1,150	0	0	1,150
54.	Lee Robertson		0	0	0	0	1,100	1,100
55.	Bill McGraw		0	0	0	0	1,094	1,094
56.	Doug Gunter		0	0	0	1,075	0	1,075
57.	Aaron Olson	1,019	0	0	0	0	0	1,019
58.	Dave Reiser	169	550	225	0	0	0	944
59.	Jeff Stubbers		0	0	0	0	900	900
60.	Harry Gatjens		0	0	0	869	0	869
61.	Carl Lewis		844	0	0	0	0	844
62.	Don Mock		0	0	0	0	794	794
63.	Howard Price		300	423	0	0	0	723
64.	Zane Courtway	469	0	0	0	0	0	469
65.	Mike McIntosh	0	0	0	0	0	0	0

Modern Career Points

No.	Name	2008	2007	2006	2005	2004	2003	TOTAL
1.	Mike Campbell	2,127	15,225	13,521	13,348	11,850	0	56,071
2.	Jeff Campbell		10,215	13,650	12,125	11,744	0	47,734
3.	Mike Gossler	4,120	9,526	9,921	8,172	0	0	31,739
4.	Steve Twardus	1,638	7,823	4,215	5,429	5,090	0	24,195
5.	Gary Hansen	685	7,733	8,807	4,513	0	0	21,738
6.	Nelson Holmberg	1,633	9,612	7,688	1,769	0	0	20,702
7.	Rick Lentz	2,472	0	1,100	9,284	2,045	5,325	20,226
8.	Henry Marvin	1,350	6,756	4,571	5,348	395	0	18,420
9.	David Newton		8,722	8,920	0	0	0	17,642
10.	Mark Hansen		5,570	5,807	5,490	0	0	16,867
11.	John Williams		1,463	3,124	2,596	2,744	5,300	15,227
12.	Doug Brow	1,845	8,525	3,589	0	0	0	13,959
13.	David Gardner		1,957	1,400	3,401	6,170	0	12,928
14.	Jerry Johnston	2,179	4,527	4,929	0	620	0	12,255
15.	Brian Gilmore	2,319	9,077	0	0	0	0	11,396
16.	Craig Bradshaw	1,629	4,772	3,239	0	0	0	9,640
17.	Gale Whitestine		0	1,852	4,683	2,400	0	8,935
18.	Bob VandenAkker	1,195	1,297	3,908	694	0	950	8,044
19.	Roger Newton		4,052	3,338	0	0	0	7,390
20.	Ron Hartley	1,479	4,339	1,530	0	0	0	7,348
21.	Nigel Steere		4,203	0	1,239	1,046	0	6,488
22.	Bill Smiley	1,625	4,368	0	0	0	0	5,993
23.	Craig Mullen	1,325	2,622	1,290	0	0	0	5,237
24.	Mick Shutt		918	4,113	0	0	0	5,031
25.	Robbie Roberts		802	3,801	0	0	0	4,603
26.	Patrick Gleason	544	3,015	502	0	0	0	4,061
27.	Doug Gunter		0	0	0	2,713	0	2,713
28.	Dave Sacy		0	0	2,309	0	0	2,309
29.	Jesse Robertson		0	1,950	127	0	0	2,077
30.	Jesse Shehan	619	1,448	0	0	0	0	2,067
31.	Jason Hartley		450	0	638	0	0	1,088
32.	Ron Hornung		0	0	0	825	0	825
33.	Bill Shearer	567	0	0	0	0	0	567
34.	Howard Price		469	0	0	0	0	469
35.	Robert Roberts		469	0	0	0	0	469
36.	David Lilly		0	0	0	450	0	450
37.	Dave Helton		0	0	281	0	0	281
38.	Scott Fetterly		64	0	0	0	0	64



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Statistics ■ 2008 Season (Through three races)

Vintage Boat Points

No.	Boat	Year	Owner	CSP	SC	BBM	RFR	PC	SC	OEC	BLM	CC	SSM	ST	GC	DC	CC/Nats	Total	Drops	High Points
1.	Harrah's Club	1968	Mike Campbell	1,500	1,227	1,600												4,327		4,327
2.	Pay n Pak Outrigger	1969	Jeff Campbell	1,500	1,600													3,100		3,100
3.	Notre Dame	1963	Bob VandenAkker	1,094	920	844												2,858		2,858
4.	Thriftyway Too	1960	Dan Gilmore	1,325	395	1,100												2,820		2,820
5.	Miss US 5	1963	Mike Gossler	850	800	1,100												2,750		2,750
6.	Timex clock	1971	Jerry Johnston		1,100	1,225												2,325		2,325
7.	Miss Budweiser	1966	Doug Brow	825	469	779												2,073		2,073
8.	Hawaii Kai III	1957	Benjamin Keller ®	675	394	785												1,854		1,854
9.	Shanty II	1957	Kirk Pagel		804	952												1,756		1,756
10.	Wildroot Charlie	1958	Ron Daum	925		794												1,719		1,719
11.	Miss Bardahl	1958	Rick Lentz	545	788	338												1,671		1,671
12.	Pay n Pak Hooktail	1969	Jeff Campbell	400	1,094													1,494		1,494
13.	Maverick	1957	Kirk Pagel	952		469												1,421		1,421
14.	Hallmark Homes (Red)	1971	Craig Mullen	127	785	400												1,312		1,312
15.	Miss Budweiser	1970	Craig Bradshaw	539	525	225												1,289		1,289
16.	Miss Everett	1960	Jim Lalimer	521		751												1,272		1,272
17.	Sunny Jim	1974	Ralph Jorgenson	700	450													1,150		1,150
18.	Skip-A-Long	1949	Ron Hornung		673	469												1,142		1,142
19.	Hurricane IV	1948	Ron Hornung		569	525												1,094		1,094
20.	Pay n' Save	1958	Steve Twardus	813	0	264												1,077		1,077
21.	Timex	1972	Jason Hartley	900	169													1,069		1,069
22.	\$ Bill	1962	Ron Hartley	300		760												1,060		1,060
23.	Pay n' Save 2	1958	Aaron Olson		1,019													1,019		1,019
24.	Lil' Buzzard	1970	Dawna Gross	169	618	225												1,012		1,012
25.	Vernor's	1974	Ryan Opfer		300	675												975		975
26.	Miss Exide	1964	Henry Marvin	475		495												970		970
27.	Nitrogen Too	1960	Johanna VandenAkker		900													900		900
28.	Miss Bardahl	1968	Roger Newton			869												869		869
29.	Muvalong	1954	Gary Hansen		725													725		725
30.	Breathless II	1957	Mark Gran	127		581												708		708
31.	Parco's O- Ring Miss	1970	Jerry Borden ®	169	400													569		569
32.	Miss Lapeer	1966	Bob VandenAkker			569												569		569
33.	Shanty I	1956	Robbie Roberts	525														525		525
34.	Miss Thriftyway	1960	Kerry Kjos ®	479														479		479
35.	Gale V	1962	John Earnest	394														394		394
36.	Gale V	1955	Ryan Opfer		338													338		338
37.	Miss Seattle Too	1962	Steve Twardus	300	0	0												300		300
38.	Miss Wickman	1967	John Burkey	225														225		225
39.	Breathless II*	1957	Dave Reiser ®	169														169		169
40.	Miss Bardahl	1965	Patrick Gleason		169													169		169
41.	St. Regis	1963	Jesse Shehan	0														0		0
42.	Shakey's Special	1973	Mike McIntosh		0													0		0

Modern Boat Points

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	1971	Mike Gossler	1,500	1,425	1,195												4,120		4,120
2.	U-95	1978	Rick Lentz	900	945	627												2,472		2,472
3.	Gilmore Special	1974	Brian Gilmore	300	794	1,225												2,319		2,319
4.	Natural Light	1977	Jerry Johnston		1,127	1,052												2,179		2,179
5.	Country Boy	1973	Mike Campbell	0	1,200	927												2,127		2,127
6.	Squire Shop	1982	Doug Brow	625	582	638												1,845		1,845
7.	Country Boy	1993	Steve Twardus	700	469	469												1,638		1,638
8.	Red Man Too	1971	Nelson Holmberg	525	610	498												1,633		1,633
9.	Winston Eagle	1988	Craig Bradshaw		850	779												1,629		1,629
10.	Charles Girl	1977	Bill Smiley		600	1,025												1,625		1,625
11.	Squire	1976	Ron Hartley	625		854												1,479		1,479
12.	Kelloggs Frosted Flakes	1978	Henry Marvin	550		800												1,350		1,350
13.	Pay n Pak	1978	Craig Mullen	1,325	0	0												1,325		1,325
14.	Lincoln Thrift	1974	Bob VandenAkker	1,195														1,195		1,195
15.	Vernor's	1976	Mick Shutt	432		486												918		918
16.	Miss Budweiser	1973	Robbie Roberts			802												802		802
17.	Cott's Beverage	1974	Gary Hanson		685													685		685
18.	Spirit of Dayton Walther	1974	Jesse Shehan ®	619														619		619
19.	Miss Madison	1978	Bill Shearer ®	567														567		567
20.	Thousand Trails	1981	Patrick Gleason		544													544		544
21.	Miss U.S.	1975	Gale Whitstine		169													169		169



Statistics ■ 2007 Season (Final)

Vintage Driver Points

No.	Boat	Year	Owner	CSP	SC	BBM	RFR	PC	SC	OEC	BLM	CC	SSM	ST	GC	DC	CC/Nats	Total	Drops	High Points
1.	Harrah's Club	1968	Mike Campbell	1,500	1,227	1,600												4,327		4,327
2.	Pay'nPak Outrigger	1969	Jeff Campbell	1,500	1,600													3,100		3,100
3.	Noire Dame	1963	Bob VandenAkker	1,094	920	844												2,858		2,858
4.	Thriftway Too	1960	Brian Gilmore	1,325	395	1,100												2,820		2,820
5.	Miss US 5	1963	Mike Gossler	850	800	1,100												2,750		2,750
6.	Maverick/Shanty II	1957	Nelson Holmberg	952	804	952												2,708		2,708
7.	Timex clock	1971	Jerry Johnston		1,100	1,225												2,325		2,325
8.	Miss Budweiser	1966	Doug Brow	825	469	779												2,073		2,073
9.	Wildroot Charlie	1958	Ron Daum	925		794												1,719		1,719
10.	Miss Bardahl	1958	Rick Lentz	545	788	338												1,671		1,671
11.	Hallmark Homes (Red)	1971	Craig Mullen	127	785	400												1,312		1,312
12.	Miss Budweiser	1970	Craig Bradshaw	539	525	225												1,289		1,289
13.	Miss Everett	1960	Jim Latimer	521		751												1,272		1,272
14.	Sunny Jim	1974	Ralph Jorgenson	700	450													1,150		1,150
15.	Skip-A-Long	1949	Ron Hornung		673	469												1,142		1,142
16.	Pay n' Save	1958	Steve Twardus	813	0	264												1,077		1,077
17.	Timex	1972	Jason Hartley	900	169													1,069		1,069
18.	\$ Bill	1962	Ron Hartley	300		760												1,060		1,060
19.	Pay-n-Save 2	1958	Aaron Olson		1,019													1,019		1,019
20.	Vernor's	1974	Ryan Opfer		338	675												1,013		1,013
21.	Lil' Buzzard	1970	Dawna Gross	169	618	225												1,012		1,012
22.	Miss Exide	1964	Henry Marvin	475		495												970		970
23.	Miss Bardahl	1968	Roger Newton			869												869		869
24.	Movalong	1954	Gary Hansen		725													725		725
25.	Breathless II *	1957	Mark Gran	127		581												708		708
26.	Parco's O- Ring Miss	1970	Jerry Borden ®	169	400													569		569
27.	Shanty I	1956	Robbie Roberts	525														525		525
28.	Miss Thriftway	1960	Kerry Kjos ®	479														479		479
29.	Maverick	1957	Zane Courtney			469												469		469
30.	Gale V.	1962	John Earnest	394														394		394
31.	Miss Wickman	1967	John Burkey	225														225		225
32.	Breathless II *	1957	Dave Reiser ®	169														169		169
33.	Miss Bardahl	1965	Patrick Gleason		169													169		169
34.	St. Regis	1963	Jesse Shehan	0														0		0
35.	Shakey's Special	1974	Mike McIntosh		0													0		0

Modern Driver Points

No.	Boat	Year	Owner	CSP	SC	BBM	RFR	PC	SC	OEC	BLM	CC	SSM	ST	GC	DC	CC/Nats	Total	Drops	Points
1.	Circus Circus	1978	Mike Gossler	1,500	1,425	1,195												4,120		4,120
2.	U-95	1974	Rick Lentz	900	945	627												2,472		2,472
3.	Gilmore Special	1982	Brian Gilmore	300	794	1,225												2,319		2,319
4.	Natural Light	1977	Jerry Johnston		1,127	1,052												2,179		2,179
5.	Country Boy	1974	Mike Campbell	0	1,200	927												2,127		2,127
6.	Squire Shop	1978	Doug Brow	625	582	638												1,845		1,845
7.	Country Boy	1971	Steve Twardus	700	469	469												1,638		1,638
8.	Red Man Too	1973	Nelson Holmberg	525	610	498												1,633		1,633
9.	Winston Eagle	1988	Craig Bradshaw		850	779												1,629		1,629
10.	Charlies Girl	1977	Bill Smiley		600	1,025												1,625		1,625
11.	Squire	1977	Ron Hartley	625		854												1,479		1,479
12.	Kelloggs Frosted Flakes	1993	Henry Marvin	550		800												1,350		1,350
13.	Pay'n Pak	1971	Craig Mullen	1,325	0	0												1,325		1,325
14.	Lincoln Thrift	1974	Bob VandenAkker	1,195														1,195		1,195
15.	Vernor's	1976	Mick Shutt	432		486												918		918
16.	Miss Budweiser	1973	Robbie Roberts			802												802		802
17.	Cott's Beverage	1974	Gary Hansen		685													685		685
18.	Spirit of Dayton Walter	1976	Jesse Shehan ®	619														619		619
19.	Madison	1978	Bill Shearer ®	567														567		567
20.	Thousand Trails	1981	Patrick Gleason		544													544		544



Jim Clark



Roger Newton's 1968 Miss Bardahl – the "Checkerboard Comet".

June

Sun	Mon	Tue	Wed	Thu	Fri	Sat
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30					

Maple Valley Days/President's Cup
Lake Wilderness

Maple Valley Days/President's Cup
Lake Wilderness

Sahara Cup
Lake Tye Park, Monroe

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