

E-RCU News

www.e-rcu.org

Volume 2, Issue 11

November 2006

UPCOMING EVENTS

November 18 . Awards Banquet
Hydroplane & Raceboat Museum
Kent, Wash.

December 3 . . Member Meeting
and Board Meeting
Hydroplane & Raceboat Museum
Kent, Wash.

YOU GOTTA SEE THIS!



A bald eagle, shot by Jim Clark at the Cherokee Bay exhibition. It's always cool to see the national bird in habitat.

FEATURED WEBSITES

Meyers' Auto Tech
www.meyersautotech.com

Island Hobbies
www.islandhobbies.us

Schumacher Racing Team
www.u-37.com

Country Boy, Thriftway win Cherokee Bay exhibition

Bald eagles soaring over Pipe Lake greeted 17 vintage and five modern boats to the shores of the Cherokee Bay Beach Club for the season finale exhibition.

The weather could not have cooperated more with a day bright, sunny and unseasonably warm day for an October 22.

Racing proceeded swiftly through the preliminary heats. Like the previous several races, the driving was outstanding and the spectators from the community were treated to spectacular starts close two and three boat duals, and photo finish or two throughout the day.

The modern competition was a five boat affair and when the spray settled, APBA National Champion **Mike Campbell** with his 1973 Country Boy had swept away the competition for the win. **Henry Marvin** drove his new Frosted Flakes to second place finish followed in third by **Doug Brow** and his 1978 Squire Shop. Fourth went to **John Williams** and his Miss Budweiser. **Bob VandenAkker** driving his newly acquired 1970 Pay 'n Pak was plagued with radio trouble all day and did not finish.

The vintage class put on a real show with nearly every boat showing for a consolation or the final heat. Just to make things more interesting, the second consolation winner would move up to be the trailer boat in the first consolation heat.

The vintage second consolation featured the veteran **Roger Newton** driving his 1968 checkerboard Miss Bardahl squaring off against rookies, **Pat Gleason** and his Parco's O-Ring Miss, Miss Vernor's driven by **Ryan Opfer** and **John Burkey** driving the 1967 Atlas Van Lines. When the spray settled, Newton and the Bardahl had won the heat and the right to be the trailer in the first consolation. Gleason and Parco took second and Burkey and Atlas followed for the third place finish. Vernors fell out rudder problems and did not finish.

The vintage first consolation would be a seven-boat affair. Lady luck smiled on the Czar when Miss Everett driven by Opfer could not make the starter's call and the Checkerboard Bardahl moved up from the trailer spot to the front line for the start. Newton took the early



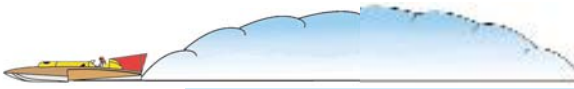
Ron Hornung's My Sin performed well at the Cherokee Bay exhibition, following a strong performance at the Cascade Cup in Woodland.

lead and never looked back, taking first and the honor of being the trailer boat in the final. VandenAkker scored second with his 1963 Notre Dame, **Ron Hornung** with My Sin was third, **Craig Bradshaw** and \$ Bill took fourth, fifth went to **Dawna Gross** and Such Crust IV and sixth went to John Williams and 1971 Miss Madison.

The vintage final was impressive. After a picture perfect start Campbell, driving his Miss US 1, led coming out of the first turn with Newton driving **Kerry Kjos'** Miss Thriftway, **Ron Daum** and the big Such Crust III and **Jim Clark** and his 1967 Bardahl in hot pursuit, with **Jason Hartley** and the Timex II, **Henry Marvin** and the Hallmark Homes and VandenAkker at the controls of the 1968 Checkerboard Bardahl close behind. In the backstretch of third lap Miss US 1 blew over and Thriftway took the lead for good. After a spinout and recovery in the second turn Hartley in Timex II held off repeated challenges from Marvin and the Hallmark Homes for second. Third went to Hallmark Homes, fourth place was filled by the always steady Clark and his 1967 Bardahl. Fifth went to VandenAkker driving the 1968 Miss Bardahl from the trailer position. Daum and the Crust snatched defeat from the jaws of victory by missing not one, but two, buoys to gain last place honors.

Such Crust III and Campbell's Country Boy

(Continued on page 3)



NEWSBRIEFS

Gleason offers Trout Lake site for offseason testing

If anyone has a real hankering for doing some off-season testing, **Patrick Gleason** has made his backyard (Trout Lake) available to club members. For information on how to get there, or simply an address, email Patrick at (patrickgl@msn.com). There is a dock for driving from, and an aluminum boat with an electric trolling motor available. Patrick says that if you want to test, give him a call in advance, to make sure he's around, or to leave the trolling motor out. He says coffee is on most of the time and if the rain keeps up to bring boots because the dock has occasionally been known to be partially submerged when there's heavy rain.

Green Dragon finds a permanent home in Chelan

For the last five years, or so, the museum in Chelan has had a 1/6th scale model of the 1958 Miss Bardahl on display, but this year, it was removed. **Rick Lentz** has graciously donated his wood version of the "Green Dragon" to the museum in order to make sure it always has a model of one of Norm Evans' boats to display. **Jim Lilly** has also helped out on the project, donating an Allison dummy engine to help finish up the project.

Troy McIntire, a friend of all R/C boat racers, passes at age 42

Troy McIntire, 42, of Kennewick passed away on Sunday, Nov. 5, 2006. He was born on August 21, 1964 in Kennewick. He was adopted by **Frank McIntire** in 1972. He graduated from Kennewick High School and was a member of the school's marching band. He also attended Columbia Basin College as a history major. Troy started racing miniature hydroplanes at age 15. He owned and operated R/C Sportcraft Unlimited, building 1/8-scale model hydroplanes. He was considered a worldwide expert in the field. He was always eager to share his knowledge of the history and detailed duplication of any hydroplane ever made and was happy to share that knowledge with anyone who asked. Troy is survived by his parents, **Lana** and **Frank McIntire** of Alaska, father and stepmother gaylor and **Peggy Gillard** of Kennewick; **Jeanne Schuler** of Kennewick; grandfather **Lyle Gillard** of Spokane; grandmother **Maxine Gillard** of Kennewick; brothers **Sean McIntire** of Alaska, **Wade McIntire** of Seattle, **Cameron McIntire** of Alaska, **Ryan Gillard** of Pasco, **Jason Gillard** of Pasco and numerous aunts and uncles.

Big Boat News

Valleyfield passes on further Unlimited racing

The board of directors of the Les Regates Molson Dry Valleyfield recently said that the unlimited hydroplanes will not return in 2007. The directors cited fast speeds the unlimited hydroplanes run and that it raises safety concerns for the drivers and spectators with the limited area between the boats and the fans on the short one-mile course.

Freedom Racing Team to build a new boat this winter

Freedom Racing Team elevated the level of competition on the American Boat Racing Association national series with its surprise announcement that a new hull is being built to replace the charred U21. The new boat will be a cross between the 2005 National Champion Miss Elam Plus U16 and the 2006 Gold Cup and UIM World Champion Beacon Plumbing/Miss Seattle U37. It will be ready to race next summer. Esteemed boat builder and designer **Dale Vanwieringen** outlined the project with Freedom Racing Team owners **Jeffrey Michael Johnson** and **Kevin Aylesworth** and Crew Chief **Kevin Braun** in San Diego. Johnson said although the U21 team's rookie season on the unlimited hydroplane tour was enjoyable, it will be more fun to hit the water with a competitive boat in 2007. "We want to be a contender next year with a shot at winning on Sunday."

News & Rumors

OK . . . So how many of you think you know who **Kirk Pagel** hired as his driver for the Hurricane VI in 2007? Give up? **Nelson Holmberg** will be at the controls of the red sled this year. The Hurricane is undergoing extensive repairs — again — at Campbell Boat Works . . . **John Ernest** is preparing a mold for the 32' roundnose — good for Gale V, Atlas Van Lines, My Gypsy, etc. . . . **Ralph Jorgenson** attended November's meeting as a potential new member. He was last seen studying boats of interest . . . **John Burkey** has started work on Smokin' Joe's . . . **Roger Newton** shared about a new Li-po charger. The FMA Direct CellPro 45 costs about \$60 and balances the cells as it charges. It takes about an hour to complete a charge. Reportedly, it is "the best Li-po charger for the money" . . . **Patrick Gleason** is now working for Security Race Produces. Anyone needing graphics, or shirts, or fold-up chairs, or ??? contact him. He is also going to be working on propellers over the winter, so contact him to learn more . . . **Scott Fetterly** has a **Nigel Steere**-prepared '94 Exide in the works . . . **Jeff Campbell** is thinning out his stock of spare parts and boats, and will be taking orders for new boats or parts only until December 1 this year. If you want to talk him into doing a new hull to be ready for the opening of the 2007 season, contact him right away . . . **Jim Clark** will contact **Steve Hill** at Battlepack Batteries about arranging a bulk order for batteries for the coming season. More to follow soon . . . **Nelson Holmberg** recently put the decks on his 78 Miss Madison, which *could* make its debut as early as the January 1 Fun Run . . . Additionally, future new member **Mick Shutt**, a veteran of R/CU, is nearly finished with a 72 (or 68) Miss Budweiser. Which version it turns out to be depends on club rules, and current registrations.

A Moment With . . .

BILL SMILEY

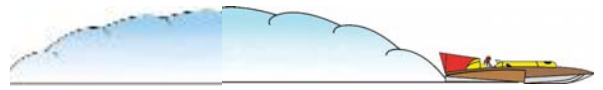


Family: Wife Lisa, daughter Sarah, son Craig, son-in-law Paul, grandson Charlie, granddaughter (coming soon) Avery
City he calls home: Renton
Job (when not boating): Manufacturer's Rep — Plumbing Fixtures and Supplies
College Football Loyalty: Huskies, Notre Dame
Favorite Current Unlimited Hydro: U-37
Favorite Unlimited Hydro of the past: Slo-Mo-Shun V
Boats he races in ERCU: Miss Thriftway, Miss Wahoo
What was your first car? 1955 Chevy
What was your first job? Paperboy
When and how did you get involved in scale racing? Knew Roger since grade school. Got hooked in the 70s watching Roger's early 1/8-scale boats at Green Lake
Have you ever had a manicure/pedicure?: No way! I can't imagine subjecting some poor soul to working on my ancient feet
Coke or Pepsi? Lean toward Diet Pepsi

RED DOT CORPORATION

HEAVY DUTY CLIMATE CONTROL SOLUTIONS

Thanks
Red
Dot!!!!



Cherokee Bay: The Miss U.S. II makes an impressive debut at season's last event

Continued from page 1

logged another trouble-free eight heats of completion onto the Himax 3630-1500 and Castle Creations Barracuda 80 brushless motor and speed control combination.

E-RCU extends a very big thank you to our hosts for the day, the Cherokee Bay Community Club, who graciously allowed us to use their beautiful site and their facilities for the day. One could hardly ask for a more spectacular venue to race at. Thanks also go to **Dan Gilmore** who arranged for us to meet the Community Club Board and also to **Jeff Campbell** and **Craig Bradshaw** who made the presentation that made this

day possible. Thank you also to **Roger Newton** who took care of the trailer. Also a special thank you to everyone who came out, participated and helped out through the day to making this event a fitting end to a terrific season.

I look forward to seeing you all at our first fall meeting at 2 p.m., on Sunday November 5 at the Hydroplane and Raceboat Museum.

Happy Roostertails to you all.

— **Ron Daum**

Secretary's Report: Minutes of the November 5, 2006 Meeting

Chairman **Ron Daum** opened the meeting with 24 members in attendance. The minutes of the April meeting were approved as submitted. Treasurer/registrar **Henry Marvin** reported that



From the Secretary's Desk
Rick Lentz

there are currently 53 registered members with a total of 109 hulls registered. Fifty-one vintage and 22 modern boats are in active status this year, with 16 vintage and 20 modern boats listed in development status.

Race Coordinator **Roger Newton** reported that so far sites for 12 races have been identified, with Lake Wilderness listed for two. Other sites include Bellevue Pond, Coulon, Pipe Lake, Cherokee Bay, Lake Pleasant, Puyallup, Marysville, Chehalis, Woodland and Shady Lake.

Lake Tye in Monroe may also be a possibility. Contest Directors need to be identified for each race, with a target of 13 races plus the exhibition in Chelan being planned for the 2007 season. At the meeting "reservations" were made for Bellevue Pond, Lake Pleasant, Woodland, Chehalis and Pipe Lake, along with the Gold Cup to be sponsored by the club's Contest Board at Lake Wilderness. The remaining seven race CDs need to be confirmed. Anyone/everyone willing to take charge of a race is encouraged to contact Roger with race name and desired location.

David Newton submitted his resignation from the board, due to conflicts with his school schedule. The club regretfully accepts and wishes David well in his studies. **Bob VandenAkker** has accepted the board's request to fill David's position for the remainder of that term, running through the end of 2007.

A report on motors was given. The Himax 3630-1500 was tested in four different boats in 37 heats; the only glitch found was with the failure of the Castle 80 speed control, apparently due to not being water-cooled. One test of the motor at the Cherokee Bay Fun Run without water-cooling came back at 140 degrees, compared with a water-cooled run coming back in about 85 degrees. It appears that water-cooling should be provided for both motor and speed control when they are used. **Dave Gardner** reported that AstroFlight will provide the 325 motor and armatures for orders of ten or more motors plus any number of armatures. Dave will notify club members of an order to be prepared around the first of then year for those wanting to use the AstroFlight motor. After discussion it was decided that in 2007 the Himax motor will be an acceptable alternate to the AstroFlight, giving the club two motor options. The possibility of a group purchase will be investigated. While any speed control can be used, it appears that the Castle 80 is an acceptable, affordable option. Another option to investigate would be the Castle 125.

Jim Clark reported that **Andy Kunz** is offering to sell used Victory speed controls on consignment for club members wish-

ing to convert to the brushless motor. More information on this will be provided in future correspondence.

The next item of discussion was batteries. Because Li-po batteries are limited by design to 3.7V per pack, any mAh rating of Lipos will produce the same performance. With NiHM cells, the voltage increases with the increase in mAh, which allows them to run faster, so it was decided to keep the current limit of 4200 mAh for any Sub-C cell used, with a maximum of 12 cells allowed. For Li-pos, the limit will be 4S of any mAh rating, with the 4S meaning four cells of 3.7V per cell. This will provide approximately the same performance characteristics of the 4200 NiMH, with the slightly reduced performance offset by the lighter weight.

Some discussion was held regarding the number of races a boat needs to run in a season to retain its active status. Currently the requirement is to score points in at least two races in a calendar year. The question was brought up to see if changes are needed to encourage people to attend more races, in so doing supporting the club on race days when as much help as possible is a benefit to help everyone be able to enjoy the day. This idea will be discussed more in future meetings.

Prepares were finalized for the banquet. The cost will be \$10 per person, with the club picking up any overage in cost to the caterer. Thanks go to **Jean Miller**, friend of **Kirk Pagel** and the registrar for the Unlimited Lights, who will pick up desserts, and **Judy Fenton**, probably with some help from **Bob VandenAkker**, who will pick up beverages.

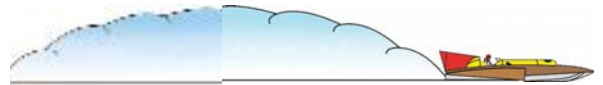
The election of board members will be held at the December members meeting. The people nominated for the four positions to be filled are incumbents Daum, **Rick Lentz** and **Mike Campbell**, and **Nelson Holmberg**. No additional names or volunteers were offered at the meeting.

Discussion was held regarding refereeing on race day. After reviewing several proposed rule modifications it was decided to retain the rules as written, work together to improve understanding of the existing rules and help make raceday calls consistent. A full rules review will be scheduled for the April meeting to help people learn and refresh their understanding of the rules. For 2007, turn judges will be assigned to be the 1st and 2nd place finishers from the previous heat, or someone they request to spell them, as was done at this year's Cascade Cup. A Drivers Representative will be assigned at each race.

Ron will provide copies of the raceday computer program and instructions to those who wish to learn more about operating it, to have a backup system available, and to help provide some relief to Ron on raceday.

News and Rumors will be included in the November Newsletter. The next ERCU function will be the Annual Banquet on Saturday, November 11 - 6:00 at HARM. The next members meeting will be Sunday, Dec. 3 at 2 p.m., also at HARM.

— **Submitted to the membership by Rick Lentz, ERCU Secretary**



Statistics — 2006 Season (Final)

Vintage Driver Points

No.	Boat	Driver	CSP	SSM	BBM	SC	LEO	PC	BLM	SEA	DIA	GOLD	GAR	BREW	CC/NC	Total	Drops	High Pts
1.	Lil Buzzard/Evergreen/Hallmark	Jeff Campbell	1,100	1,100	400	1,400	800	1,100	1,025	925	1,425	1,825	1,369	800	1,369	14,638	2,000	12,638
2.	Notre Dame (63)/Notre Dame (66)	Bob VandenAkker	919	1,095	1,127	900	910	1,500	823	1,169	506	1,055	1,052	1,000	1,494	13,550	2,229	11,321
3.	Miss Thriftway	Jesse Robertson	0	1,071	1,327	1,600	748	1,100	0	1,400	1,369	0	1,325	1,269	0	11,209	0	11,209
4.	Timex II (72)/Hallmark (Black)	Jason Hartley	0	785	700	800	1,000	1,020	1,500	800	1,169	1,100	1,500	850	813	12,037	1,485	10,552
5.	Notre Dame (69)	Mike Campbell	1,100	1,327	525	625	800	225	515	1,500	1,225	1,150	0	0	0	8,992	0	8,992
6.	Muvalong	Gary Hansen	638	900	0	0	825	300	0	0	750	1,625	1,195	1,225	1,175	8,633	0	8,633
7.	Thriftway (55)/Wahoo	Bill Smiley	0	0	969	900	600	563	1,019	885	0	1,138	624	0	1,039	7,737	0	7,737
8.	Miss Exide	Henry Marvin	385	775	550	0	0	773	716	325	877	862	917	865	802	7,847	325	7,522
9.	Skip-A-Long/Hurricane IV/My Sin	Ron Homung	694	450	400	96	300	1,094	0	469	569	869	1,013	1,052	917	7,923	496	7,427
10.	Miss Bardahl (67)	Jim Clark	296	0	638	863	794	1,400	0	1,050	0	1,277	0	1,050	0	7,368	0	7,368
11.	Vans PX	Mark Hansen	1,100	400	0	0	850	0	863	0	0	795	1,000	470	0	5,478	0	5,478
12.	Such Crust IV/Hawaii Kai III	Dawna Gross	641	0	619	0	563	254	352	469	549	127	450	739	577	5,340	127	5,213
13.	Such Crust III/Miss Pepsi	Ron Daum	296	569	469	0	0	0	0	281	788	1,042	694	0	844	4,983	0	4,983
14.	Pay 'N Save	Steve Twardus	0	600	300	0	0	0	794	700	0	1,104	502	0	887	4,887	0	4,887
15.	Miss Bardahl (68)/Kai/Thriftway	Roger Newton	0	0	1,325	694	475	0	0	1,000	0	869	300	0	0	4,663	0	4,663
16.	Miss Bardahl (68)/Thriftway (60)	David Newton	0	0	0	0	0	813	1500	0	0	0	0	0	1,900	4,213	0	4,213
17.	Miss Timex (clock)	Jerry Johnston	0	169	700	0	750	525	549	0	0	225	0	506	661	4,085	0	4,085
18.	\$ Bill/Atlas Van Lines (67)	Craig Bradshaw	0	0	0	225	394	300	502	0	600	704	891	427	0	4,043	0	4,043
19.	Miss Madison	Scott Fetterly	0	0	0	592	725	737	127	0	0	507	0	1,269	0	3,957	0	3,957
20.	Miss Bardahl (58)	Rick Lentz	0	0	338	0	300	0	577	675	710	0	0	0	787	3,387	0	3,387
21.	Miss Madison/Miss Bardahl (63)	John Williams	0	0	450	0	127	469	0	775	0	596	0	669	0	3,086	0	3,086
22.	Parcos O-Ring Miss	Patrick Gleason	225	600	0	0	563	338	0	0	0	0	0	338	1,004	3,068	0	3,068
23.	Slo-Mo-Shun IV (54)	Monte Steere	0	700	0	450	0	0	709	0	0	0	0	0	1,205	3,064	0	3,064
24.	Slo-Mo-Shun IV (54)	Nigel Steere	0	0	0	0	0	0	0	0	0	918	0	0	1,425	2,343	0	2,343
25.	Nitrogen/Thriftway Too	David Gardner	0	0	0	450	0	0	0	0	0	0	0	0	1,800	2,250	0	2,250
26.	Slo-Mo-Shun IV (51)	John Earnest	537	863	0	0	0	0	0	0	0	0	0	0	521	1,921	0	1,921
27.	Atlas Van Lines (67)	John Burkey®	0	0	0	0	0	0	0	0	0	0	661	352	666	1,679	0	1,679
28.	Shanty I	Robbie Roberts	1,052	0	225	0	0	400	0	0	0	0	0	0	0	1,677	0	1,677
29.	Tahoe Miss	Gary Levander	0	0	0	0	708	469	254	0	0	0	0	0	0	1,431	0	1,431
30.	Miss Bardahl (58)/Hurricane VI	Nelson Holmberg®	0	0	0	0	0	0	0	0	0	765	0	642	0	1,407	0	1,407
31.	Nitrogen Too	Craig Mullen®	0	0	0	0	0	0	0	0	0	831	0	0	0	831	0	831
32.	My Gypsy	Jim Lilly	0	0	0	0	0	0	0	0	0	0	0	779	0	779	0	779
33.	Gale V	Ryan Opfer	0	0	0	338	0	225	0	0	0	0	0	0	0	563	0	563
34.	Slo-Mo-Shun V	Grady Steere	0	0	0	0	0	0	0	0	0	320	0	0	0	320	0	320
35.	Miss Vemors	Howard Price	0	0	0	0	0	0	0	0	0	127	0	0	169	296	0	296
36.	Breathless II	Dave Reiser	225	0	0	0	0	0	0	0	0	0	0	0	0	225	0	225
37.	Miss Everett	Howard Price	0	0	0	0	0	0	0	0	0	0	0	0	127	127	0	127
38.	Hallmark (Red)	Henry Marvin	0	0	0	0	95	0	0	0	0	0	0	0	0	95	0	95
39.	Hurricane VI	Mike Gossler	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Modern Driver Points

No.	Boat	Driver	CSP	SSM	BBM	SC	LEO	PC	BLM	SEA	DIA	GOLD	GAR	BREW	CC/NC	Total	Drops	High Pts
1.	Pay n' Pak (70)	Jeff Campbell	1,325	1,400	1,200	1,500	1,500	895	1,400	738	1,200	1,825	720	1,100	1,200	16,003	2,353	13,650
2.	Country Boy (73)	Mike Campbell	700	871	925	1,100	1,200	1,500	1,500	1,200	827	996	1,500	1,600	2,000	15,919	2,398	13,521
3.	Circus Circus (78)	Mike Gossler	1,250	1,300	1,000	1,150	1,025	775	704	1,300	696	721	381	0	1,019	11,321	1,400	9,921
4.	Squire (77)/Frosted Flakes	Henry Marvin®	619	900	1,150	0	714	994	750	300	1,050	1,090	732	921	0	9,220	300	8,920
5.	Miss Cott's Beverage (74)	Gary Hansen	696	996	0	0	779	0	0	0	1,400	1,569	1,027	971	1,369	8,807	0	8,807
6.	Red Man (73)	Nelson Holmberg	634	0	525	994	769	225	0	300	676	864	994	919	1,013	7,913	225	7,688
7.	Notre Dame (72)	Mark Hansen	994	296	0	0	1,169	0	0	0	0	1,352	1,021	975	0	5,807	0	5,807
8.	Natural Light (77)	Jerry Johnston	0	521	863	0	689	415	620	0	0	1,121	0	319	381	4,929	0	4,929
9.	U-95	Rick Lentz	0	0	851	0	821	0	788	394	521	0	127	0	1,069	4,571	0	4,571
10.	Country Boy (71)/Vemors/Squire	Steve Twardus	0	727	694	0	0	0	848	844	0	877	0	0	225	4,215	0	4,215
11.	Olympia Beer	Roger Newton	723	0	0	0	0	1,400	0	0	0	920	865	0	0	3,908	0	3,908
12.	Squire Shop (78)	Doug Brow®	0	0	0	0	563	0	952	442	844	788	0	0	0	3,589	0	3,589
13.	T-Plus	Nigel Steere	0	0	0	0	0	0	0	0	0	1,669	0	0	1,669	3,338	0	3,338
14.	Winston Eagle	Craig Bradshaw	0	578	544	675	846	0	0	0	0	596	0	0	0	3,239	0	3,239
15.	Pay n' Pak (73)/Bud (80)	John Williams	0	0	963	0	169	765	0	877	0	350	0	0	0	3,124	0	3,124
16.	Miss Bud (73)/Oly	Jesse Robertson	0	0	0	925	225	0	800	0	0	0	0	0	0	1,950	0	1,950
17.	Miss Vemors	Ron Hartley®	0	0	0	0	0	0	0	0	0	0	573	0	957	1,530	0	1,530
18.	Red Man (74)	David Gardner	0	0	1,400	0	0	0	0	0	0	0	0	0	0	1,400	0	1,400
19.	Miss Budweiser (73)	Robbie Roberts	0	0	0	0	0	0	394	0	600	296	0	0	0	1,290	0	1,290
20.	Olympia Beer	David Newton	0	0	0	0	0	0	0	1,100	0	0	0	0	0	1,100	0	1,100
21.	American Spirit	Craig Mullen®	0	0	0	0	0	0	0	0	0	502	0	0	0	502	0	502

photo by Jim Clark



The Vernors, owned by Steve Twardus, was sixth in Modern Class boat points when all was said and done for 2005. The boat is now owned by Ron Hartley of Moses Lake.

December 2006

SUN	MON	TUE	WED	THU	FRI	SAT
					1	2
					World AIDS Day	
3	4	5	6	7	8	9
ERCU Board & Member Meetings	Westland Anniversary (New Zealand)		Independence Day (Finland)	Pearl Harbor Remembrance Day		
10	11	12	13	14	15	16
		Fiesta of Our Lady of Guadalupe (Mexico)			Hanukkah Begins at Sundown	
17	18	19	20	21	22	23
24	25	26	27	28	29	30
	Christmas Day					
31	New Year's Eve					