

# E-RCU News

www.e-rcu.org

Volume 2, Issue 10

October 2006

## UPCOMING EVENTS

October 22 ..... Fun Run  
Cherokee Bay Social Club  
Pipe Lake, Covington, Wash.

November 5 . . . Member Meeting  
and Board Meeting  
Hydroplane & Raceboat Museum  
Kent, Wash.

November 11 . Awards Banquet  
Hydroplane & Raceboat Museum  
Kent, Wash.

## YOU GOTTA SEE THIS!



Team Gleason hard at work during the Cascade Cup/APBA National Championship in Woodland. (photo by Ron Hartley)

## FEATURED WEBSITES

Meyers' Auto Tech  
[www.meyersautotech.com](http://www.meyersautotech.com)

Island Hobbies  
[www.islandhobbies.us](http://www.islandhobbies.us)

Schumacher Racing Team  
[www.u-37.com](http://www.u-37.com)

## APBA National Champions Crowned at Cascade Cup

When the idea of the Electric Radio Controlled Unlimiteds (ERCU) Cascade Cup first came up as a replacement race for the cancelled Long Lake event, no one ever would have expected the club's season-ender would become an American Power Boat Association National Championship.

But once the Cascade Cup/APBA National Championship presented by the Hydroplane and Raceboat Museum and North Fork IT Services became a reality, **Kerry Kjos, Mike Campbell**, and 28 other drivers had their sights set on bringing home the national acclaim.

On race day, 40 boats and 30 drivers – joined by some 100-plus spectators, including the Mayor of Woodland and a City Councilman – made it to the pits on the shores of Horseshoe Lake in Woodland, Wash. Numerous sponsors also had representatives in attendance at the race. There was even a Kettlecorn vendor!

With the APBA national championship on the line, everyone was well-prepared and the boats were running in top form.

We had great racing conditions all day (though the sun could've come out to warm us

Ron Hartley



The 2006 APBA National Champs Mike Campbell (left, 73 Country Boy), and David Newton (center), who drove Kerry Kjos' 1960 Miss Thriftway.

all up a little bit), and the quality racing that went on throughout the day proved that this bunch of drivers and equipment were top notch.

Halfway through the racing day, the drivers and their closest fans were treated to pizza and drinks by Island Hobbies of Portland. A Best of Show contest was put on, sponsored by

*(Continued on page 3)*

## Chairman's Chatter: A busy final month of the season

The time since our last newsletter has been busy indeed with an event just about every week since the Gold Cup.

The first Gar Wood Memorial at Bellevue pond was well-attended and that was followed by the Apple Cup in Chelan.

The Apple Cup as an exhibition featured the first time mixed class competition between modern and vintage boats. That particular weekend was very enjoyable for all attended, some of whom did not bring boats but just



Chairman's Chatter  
Ron Daum

came for the fun of it or golf.

The next week it was on to Shady Lake for the Lilly Brothers Brewers Cup. This was another well-attended event made possible by our gracious hosts **Rocky and Lisa Peterson** for once

again letting us trample their back yard and allowing us to race, not to mention providing everyone with their fill of barbecued hot dogs.

Next up was our first ever APBA National Championship races hosted by the

Columbia Division at Horseshoe Lake in Woodland, Wash., for our last points race.

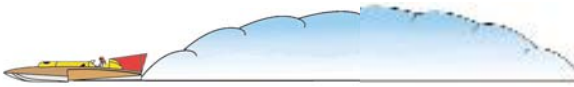
Twenty-seven vintage and 13 modern boats attended.

Several firsts for our club, and national recognition thrown in, it hardly gets better than that!

But we are not done yet, there is an exhibition race on Sunday, Oct. 22, at Cherokee Bay.

I would hope this has been as satisfying and enjoyable season for all of you as it has been for me.

See you all at Cherokee Bay for one last hurrah.



## NEWSBRIEFS

Winter schedule — including banquet & board meetings — set  
 Although the Cherokee Bay Fun Run is still to be run, it's time to start thinking about the club's winter schedule. As usual, monthly meetings will be held at 2 p.m. at HARM on the first Sunday of each month starting in November and running through April (for those of you who may be calendar-challenged, that means the meeting dates will be 11/5, 12/3, 1/7, 2/4, 3/4 and 4/1.) Other events that are typically arranged will be the annual banquet, tentatively scheduled for Saturday, Nov. 11 at HARM, (details to follow) a New Year's Day Fun Run and possible participation in R/C shows in February. Review of the 2006 season and discussion on a new motor proposal will be held at the November meeting. Board members will be voted in at the December meeting. The 2007 schedule will be discussed at the January and February meetings before final confirmation in March. It may be possible to schedule up to 14 races/events in 2007, so we will need people to take on the Contest Director duties for races this coming year. Now it's time to dust off your workshop, find your tools, sandpaper and paint, and get your boats ready! The next race after Cherokee Bay will be in April, and you know how fast time flies!

### Electric R/C boats to be on display at the Museum

**Mike Campbell's** national champion modern boat will be on display at the Hydroplane and Raceboat Museum starting in November, and running through February, commemorating the first-ever APBA National Championship run by ERCU. The vintage national champion, **Kerry Kjos' Miss Thriftway** is said to be undergoing extensive repairs this winter, so if the 1960 Thriftway can't go, taking its place in the display would be the runner up in the national championship, **David Gardner's Thriftway Too**. The exhibit will help celebrate RC scale hydroplane racing, with the boats and race memorabilia on display.

### Cherokee Bay Community Club hosts ERCU Fun Run

We have been approached by the members of the Cherokee Bay Community Club to hold a race at their facility on October 22. **Dan Gilmore** has been instrumental in working with this group, and a good showing by our club could result in a very nice venue for future races. The site is protected from the wind and has two big docks to drive from. They have offered use of their clubhouse, located about 50 feet from the water's edge, at no charge for this event. The board would like to encourage everyone who can make it to attend. Although it will be an exhibition event, it will run as a typical race. There will be no entry fee, and prizes will include the following: First place in each class will receive a free membership for 2007 plus one free boat registration. Second place in each class will receive a free membership for 2007. Third place in each class will receive one free boat registration for 2007. Please plan to attend.

## A Moment With . . .

### JASON HARTLEY



Family: . . . . . Wife (Kristen), Baby (TBD, Due in MAY)  
 City he calls home: . . . . . Bonney Lake  
 Job (when not boating): . . . . . Red Dot Engineer  
 College Football Loyalty: . . . . . Washington State University (Class of 98)  
 Favorite Current Unlimited Hydro: . . . . . Anyone but the ELAM  
 Favorite Unlimited Hydro of the past: . . . . . Muvalong  
 Boats he races in ERCU: . . . . . 1972 TIMEX II  
 What was your first car? . . . . . 1978 Ford Fairmont  
 What was your first job? . . . . . Shipping Peon at Shannon Industrial  
 When and how did you get involved in scale racing? Last year when the Campbell Brothers started at Red Dot  
 Have you ever had a manicure/pedicure?: . . . . . Never . . . but I did have a facial once (which is probably worse)  
 Coke or Pepsi? . . . . . Dr. Pepper

## Big Boat News

### ABRA To Air EnviroPly Racing Series Starting October 23

Fox Sports Network (FSN) in conjunction with Focused Sports TV and the American Boat Racing Association will air four of the seven races of the EnviroPly Unlimited Hydroplane Series starting Monday, October 23. The one-hour show will run every Monday at 3 p.m. local time for four consecutive weeks.

"When we talked about this contract we wanted to make sure everyone would know when the races aired on TV and run them in consecutive weeks," said American Boat Racing Association Chairman **Sam Cole**. "Our agreement with FSN allowed us to reach that goal and the time period is perfect for all motor sport fans."

The Detroit Chrysler Jeep APBA Gold Cup will be the kickoff event on FSN. The Tri-Cities Water Follies Atomic Cup, the Chevrolet Cup at Seafair followed by the exciting ProBoat Models UIM World Championship at San Diego's Mission Bay will also air on FSN during the four-week series.

The four, one-hour shows will display some of the most exciting racing in the sport's history.

"I think all fans of the sport will want to watch the great racing we had during the Gold Cup in Detroit and the unbelievable footage secured during the race on the Columbia River," Cole said. "The great race in Seattle with the greatest heat

(Continued on page 6)

## News & Rumors

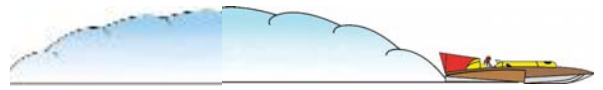
There will be at least one new vintage boat in the Columbia Division next year, as **Mick Shutt** has just about completed his 68 Miss Budweiser. Paint is done, decals are next and then hardware and testing . . . Fresh off the national championship win, **Kerry Kjos** is making major repairs to the Miss Thriftway's nose, which was damaged in a late-season race . . . **David Gardner** and **Mike Campbell** will be displaying their boats in the Hydroplane and Raceboat Museum this winter. The display, which will feature the Thirtway Too (second in the vintage national championship), and the national champion Country Boy, will run in the museum through February . . . **Craig Bradshaw** has a new Winston Eagle in the works . . . **Kirk Pagel** has "hired" a new driver for the Hurricane VI for next season (watch for an announcement during the "Silly Season"), and is currently repairing damage that was sustained during the Brewer's Cup at Shady Lake . . . The 1973 Red Man will be undergoing body repairs and a new paint job this winter in **Nelson Holmberg's** Cougar Racing Team boat shop. The goal is to make it as pretty as some of the newer boats are . . . **Ron Daum** is doing considerable amounts of work to the 2003 Lumar Window Films boat, in hopes to have it race ready for the 2007 season . . . **Rick Lentz** has taken delivery of the parts for the 74 Solo, and is expected to initiate a construction schedule this winter . . . **Marty Schallenberger** (an R/CU and Unlimiteds Northwest member) has paid for his registration of the 75 Oh Boy! Oberto, starting in 2007, and he's hoping to convince **Jeff Campbell** to build him a hull this winter. There's some talk that the Evergreen Roofing hull might just wear the Oberto colors next season.

RED DOT CORPORATION

HEAVY DUTY CLIMATE CONTROL SOLUTIONS

Thanks Red Dot!!!!





## National Championship: Mike Campbell's perfect day makes up for broken boat

Continued from page 1

Schumacher Racing Team and Island Hobbies.

**Billy Schumacher** himself was proud to know that the 1968 Checkerboard Miss Bardahl of **Roger Newton** won first place in the vintage class Best of Show. **Jerry Johnston's** Timex Clock was second. In the modern division, **Henry Marvin's** brand new Kellogg's Frosted Flakes won first, and **Mark Hansen's** 1972 Notre Dame — which wasn't racing — was second.

Thanks to our sponsors, the winners of the Best of Show each were awarded a plaque and \$100. Second place winners each received \$50.

We also were able to run a "Bottom Five Dash-For-Cash", consisting of boats that did not make one of the connies. **John Earnest**, driving the 1951 Slo-Mo-Shun IV ran away with the Dash, and took home \$100.

The only real bummer of the day was the news that the traveling box carrying the boats of **Jason Hartley** and **Mike Campbell** somehow flew out of the back of Mike's pickup and landed on I-5 near Fort Lewis. Both boats, Hartley's Timex II and Mike's Notre Dame, unfortunately, had heavy damage.

For the race, Hartley drove **Jeff Campbell's** Hallmark Homes, and Mike focused on running only his 73 Country Boy.

After four preliminary rounds were finished, some spirited consolation finals were run, with Hartley winning the second vintage connie with the Hallmark Homes, earning the trailer spot in the first connie. Following Hartley were Marvin with the Miss Exide, **Ron Daum** controlling the Such Crust III, Johnston with the Timex Clock, rookie **John Burkey** driving the 1967 Atlas Van Lines, **Steve Twardus** and the Pay 'N Save, and **Rick Lentz** with the 1958 Miss Bardahl "Green Dragon".

In the first vintage connie, Jeff Campbell piloted his 1980 Evergreen Roofing to the heat and a spot in the winner-take-all final as the trailer. **Gary Hansen**, piloting the Muvalong was second, followed by Hartley and the Hallmark Homes, who moved up from the trailer position to third place. Fourth went to rookie **Patrick Gleason** with his Parcos O-Ring Miss, fifth was **Bill Smiley's** Miss Wahoo, sixth was **Ron Hornung's** model of the 1938 My Sin, and **Monte Steere** rounded out the fleet with the 1954 Slo-Mo-Shun IV.

First place in the modern connie was more or less decided at the start, when **Nelson Holmberg's** 1973 Red Man got lane one and hit the start perfectly. When Johnston's Natural Light was penalized a lap for missing a buoy, the Red Man cruised, while **Ron Hartley** and Lentz duelled for second and third with the 1975 Vernor's and the U-95, respectively. Lentz outcharged Hartley at the end, but it was one of the day's best races.

With the format of this race being such that the winner of the final took home the Cascade Cup, and the points boat/driver combo with the most points on the day won the national championship, the only thing still left up in the air was everything. Heading into the finals, six vintage boats had a chance to win the national championship, while five moderns were still in the running.

In the vintage final, Jeff Campbell nailed the start with the Pay 'N Pak Lil' Buzzard, and was chased by **David Newton**

Ron Hartley



The "Prune Barge" out in front of the 68 Bardahl, Evergreen Roofing and the 1963 Notre Dame in the Cascade Cup final heat.

with the 1960 Miss Thriftway, **David Gardner** in the Thriftway Too, Roger Newton in the 1968 Miss Bardahl, and **Bob VandenAkker** in the 1963 Notre Dame. It was a fast heat, and David Newton came out on top, after the Lil' Buzzard suffered a DNF. Gardner with the Thriftway Too "Prune Barge" was second, while Roger Newton took third in the Checkerboard Bardahl. Fourth went to VandenAkker. Jason Hartley, driving Jeff Campbell's Evergreen Roofing, and **Nigel Steere** in the Slo-Mo-Shun V also failed to finish the final.

The modern final was another barnburner, but Mike Campbell made it look easy — despite hard chase from Nigel Steere's T-Plus. Holmberg's 73 Red Man was third as the trailer

boat (after **Gale Whitestine's** 72 Pay 'n Pak failed to start the final, the Red Man moved up to the front line). Fourth went to Gary Hansen's Miss Cott's Beverage. The 1970 Pay 'N Pak of Jeff Campbell and the 1978 Miss Circus Circus of **Mike Gossler** both did not finish.

When the last roostertail settled to Horseshoe Lake and all the wakes had calmed, APBA had two new national champions for 2006. Mike Campbell, based on his perfect day of 2,000 points, was crowned the modern class winner. Nigel Steere scored 1,669 to finish second in the points standings with the T-Plus.

In the vintage class, David Newton — driving Kjos' 1960 Miss Thriftway — claimed the national title with 1,900 points. Gardner with the Thriftway

Too was second with 1,800.

While the national championships were the big story, it wasn't lost that there's a new rivalry born in E-RCU — the Cascade Cup. What we're aiming for here is a "Seattle-Portland" rivalry reminiscent of the Seattle-Detroit rivalry in the big unlimiteds, and drawing attention to our class, and hopefully attracting more members in the Portland area.

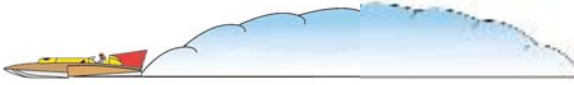
Next season's Cascade Cup will be at a Columbia River-region site chosen by Kjos as the owner of the winning boat gets to name his site — bringing back a little of the flavor of the old days in Gold Cup racing that brought the unlimiteds to Seattle in the first place.

Thanks to everyone — including sponsors — who helped make this race a great success!

Nelson Holmberg



Forty one boats participated in the Best of Show competition, sponsored by Schumacher Racing Team and Island Hobbies.



## Fetterly stakes first career race win at Brewer's Cup

It was a little bit of the familiar and some of the unfamiliar at the 2006 Lilly Brothers Brewer's Cup sponsored by Sheltered Productions. Twenty five vintage and nine modern boats participated in the event.

Two boats made their 2006 debuts: **Gale Whitestine's** 1972 Pride of Pay 'n Pak, and **Jim Lilly's** 1966 My Gypsy.

**Scott Fetterly** notched his first career win in the vintage class as his Campbell Brothers' built Miss Madison hull outlasted the field in the vintage final. Scott nailed the start and perhaps to his surprise found himself leading all of the first lap, only to be overtaken by the **Gary Hansen** and the Muvalong and **Ron Hornung** in the Skip-A-Long, The Lil' Buzzard and Thriftway had tangled in the mill and **Jeff Campbell's** Buzzard was upside down while **Jesse Robertson** and the Thriftway were still running but out of contention. **Bob VandenAkker** experienced some technical difficulties with the 1963 Notre Dame and pulled from the course. During lap two, the Muvalong missed a buoy on the backstretch leaving the defending Brewer's Cup champion Skip-A-Long in the lead. By the end of lap three the Skip-A-Long cut a turn buoy leaving the Madison in the lead, with the trailer boat, **Jim Clark** and the Miss Bardahl in pursuit. These two finished in that order with the Muvalong grabbing third, the Thriftway taking fourth, and the Skip-A-Long receiving fifth.

The vintage first Connie was won by Campbell and the Hallmark Homes. The My Gypsy with Lilly and Clark's Miss Bardahl had a great back-and-forth race with the Gypsy missing a buoy during lap five and the Bardahl getting second. **Henry Marvin** slipped in for third and the Gypsy finished fourth. **Dawna Gross** took fifth in the Such Crust IV and



*Mike Campbell's Country Boy won the modern class.*

**Campbell** nailed the start and the Country Boy never looked back. Jeff pressured his brother for a lap or two but had to settle for second. Mark Hansen kept the Notre Dame in third while Holmberg finished fourth with the Red Man. Fifth was **Henry Marvin**, driving the Squire. The trailer boat, the Miss Budweiser driven by **John Williams** was sixth and rounding out the field was **Gary Hansen** and the Miss Cott's Beverage in seventh.

Also running in the modern class were Whitestine's Pride of Pay 'n Pak, and Johnston's Natural Light.

Sheltered Productions provided Brewer's Cup T-shirts for all competitors and most of the spectators. Jim Lilly produced hand thrown ceramic plates for awards, and had a sharp looking new Brewer's Cup modern trophy had been completed.

Special thanks go out to **Ron Daum** for being chief referee, and most importantly, a big thanks to **Rocky and Lisa Peterson** for once again letting us trample their back yard and allowing us to race, not to mention providing everyone with their fill of barbecued hot dogs.

**Jason Hartley** in the Timex II was sixth. Jeff dropped the Hallmark out of the final so runner-up Clark advanced to the final.

The second Connie for vintage was won by **John Williams**, who drove the 71 Miss Madison to a first place finish. Second place was **Mark Hansen** in the Van's PX, and third went to **Jerry Johnston** in the Timex Clock. **Nelson Holmberg** was fourth, driving **Kirk Pagel's** Hurricane VI, patched together with duct tape, like many of the big boats often are. **John Burkey** with the 67 Atlas did not finish, and **Craig Bradshaw** with the \$ Bill was disqualified.

The modern final was a little more predictable than the vintage. **Mike**

## Report on Astro 325 Motor Replacement Testing

Since the first demonstration of the Himax 3630-1500 brushless motor during Gold Cup qualifying by the Such Crust III, I've been joined by **Mike Campbell** and his 1969 Notre Dame and **Rick Lentz** with the Green Dragon at the Gar Wood Memorial regatta testing the new motor.

Crust used the brushless setup for the Apple Cup and was joined in the Brewers Cup by Campbell and his Notre Dame. **Roger Newton** ran the Himax 3630-1500 and Castle Creations Barracuda 80 combination for the first time in a modern hull, his Olympia Beer. Campbell reports he will have the brushless setup in his Country Boy for the Cherokee Bay fun run. That will make two modern hulls testing the setup.

To date, a total of 27 heats of competition have been logged with the Himax 3630-1500 and Castle Creations Barracuda 80 combination in four boats with a single casualty. Why Rick's speed control failed is unknown although he was the only evaluator not using water

cooling, that lack of cooling may have been a contributing factor. Castle Creations did immediately replace the failed BESS under warranty, no questions asked.

The consensus of the board at this point based on the testing to date is that we should seriously consider approving two motors for use next season: Our old friend the Astro 325 and the HIMAX 3630-1500. In arriving at this point of view, the board is considering the following issues:

1. Comparable performance to the Old Astro 325
2. Commercial Availability
3. Maintainability and reliability
4. Potential policing headaches
5. Ease of installation for our least technically capable members
6. Cost

Having both motors approved, a person could keep their brushed setup as a backup would be a good way to avoid having to buy two brushless setups due to any concerns one might have for reliability issues. Also, with the perform-

ance of the two motors being so close, no one should feel compelled to change in order to remain competitive.

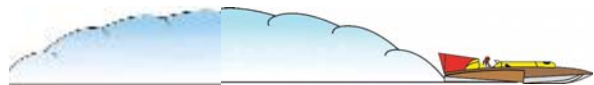
On the AstroFlight front, **David Gardner** received the "new" AstroFlight motor and reports that it was the same as we have always received. AstroFlight informs us that they will continue to provide the same 325 we are accustomed to for \$125 a copy and \$50 per armature. This motor is not available for purchase on their website and we must make a minimum purchase of 25. This motor has yet to be demonstrated to determine its quality level and if its performance is the same as before.

Hopefully the quality is improved over the last motors and armatures we received at the beginning of this season, but we won't know that until it is tested.

The AstroFlight 325 continues to be a special order item with a long lead time. Not at all what one would consider "commercially available" unlike the Himax which is readily available from many sources.

— Ron Daum





## Brow wins Apple Cup in front of former unlimited competitors

**Doug Brow** impressed a couple of his former competitors on October 1, winning the ERCU Apple Cup exhibition in Chelan.

Brow, a rookie who joined ERCU after the third race on the "Built to Survive! High Point Championship Series presented by Red Dot Corporation," piloted his 78 Squire Shop to two firsts and a fourth in heat racing.

In the final, the former unlimited driver then nailed the start on the inside lane and took a commanding lead against the Skip-A-Long and the Such Crust III, driven by **Ron Hornung** and **Ron Daum**, respectively, while **Mark** and **Mitch Evans** cheered on their fellow retired unlimited driver dominate the two-thirds R/CU course with his electric boat.

For those who may not remember, Brow earned his qualification laps in the big unlimiteds in Seattle — driving the U-99 Fairweather Masonry presents Interstate Batteries for **Fred Leland** — and later won the first heat he entered in competition, thrilling the crowd.

The real race in the final was between Daum and Hornung, who duelled for second place throughout the entire five-lap

affair. When the Skip-A-Long left an open door just before the finish, Daum wiped his feet on the welcome mat and guided the "Crust" through to a second place finish.

**Nelson Holmberg**, driving the 73 Red Man, held off the hard-charging Miss Vernors driven by "rookie" **Ron Hartley** — the trailer in the eight-boat final. **Dawna Gross**, driving the Checkerboard Miss Bardahl, **Bob VandenAkker** in the 1963 Notre Dame, and **Bill Smiley** in the Miss Wahoo were unable to finish the final.

Hartley, who has driven RC boats and cars for more than 20 years, switched back and forth between LiPo and NiMH power in his four heats, and earned a second place in 2B behind Smiley.

Other heat winners included Brow (1A and 3B), Hornung (1B), VandenAkker (2A), and Daum (3A).

Special thanks to **Jerry Courtway**, who provided the prizes for ERCU's 4th-6th place finishers, and to **Rick Lentz**,

Chris Denlow



who sponsored the trophies for the race, and did all the legwork needed to promote the exhibition. Thank you, too, to **Mike Gossler** and **David Gardner**, who helped with the officiating of our heats.

**Don Mock** deserves appreciation, as well, for taking the extra time —

and rowing duty — to put down an apex pin for us in the middle of the RCU course, and picking it up after we were done, every time we went out.

Of course, none of this may have happened this year, if it weren't for the instrumental efforts of **Roger Newton** to convince the R/CU board that they needed to have us back again this year.

We at ERCU would also like to issue a wholehearted thank you to our friends in R/C Unlimiteds, who allowed us to be a part of their special Gold Cup event in Chelan for the second straight year. Perhaps this will be just the beginning of a long tradition involving the two clubs.

## Campbell, Robertson win Gar Wood Memorial

Twenty six vintage and 11 modern boats arrived at the sunny shores of Bellevue Pond for the first running of the Gar Wood Memorial Regatta. Notable for this event were the three vintage boats fitted with the Himax 3630-1500 brushless motor for testing: **Ron Daum's** Such Crust III, **Mike Campbell's** 1968 Notre Dame and **Rick Lentz's** "Green Dragon" Miss Bardahl.

Rookies making their debut were **John Burkey** driving the vintage Atlas Van Lines and **Ron Hartley** with his modern Miss Vernors — newly acquired from **Steve Twardus** that morning.

Racing proceeded swiftly through the preliminary heats given the shorter course. Like the Gold Cup, the driving was outstanding. The spectators were treated to spectacular stats close two and three boat duals, and photo finishes.

The modern first consolation was a five boat affair. When the spray set-

led, **Jeff Campbell** with his Pride of Pay 'n Pak had won and along with it the right to start as the trailer boat in the final. Hartley placed second with his Vernors, **Henry Marvin** and the white Squire third with **Mike Gossler** and his Circus fourth. Lentz's U-95 did not start due to technical difficulties.

The vintage first consolation was a seven boat show and all of them finished. Jeff Campbell took the early lead in his Evergreen Roofing and never looked back taking first and the honor of being the trailer boat in the final. **Mark Hansen** scored second with Van's PX, **Ron Hornung** with Skip-a-Long was third, **Roger Newton** driving Hurricane VI was fourth, **Craig Bradshaw** and \$ Bill took fifth, sixth went to Marvin and Miss Exide with John Burkey and the 1967 Atlas Van Lines bringing up the rear.

The vintage second consolation featured the last four boats still able to

compete. Miss Wahoo with **Bill Smiley** won, Miss Pay 'n Save driven by **Mike Gossler** second, Such Crust IV driven by **Dawna Gross** third and the 1968 checkerboard Miss Bardahl driven by Newton did not finish.

The modern final was a wild one. With a missed buoy here and a missed buoy there, leaders and challengers quickly became trailers and before the fourth lap was in the books Jeff Campbell and the Pride of Pay 'n Pak had worked his way through the pack and overtaken brother Mike in the 1973 Country Boy to take the lead and the race. Second went to Mike Campbell his 1973 Country Boy, third went to a rock steady Marvin driving the 1971 Country Boy, **Nelson Holmberg** garnered fourth in the Red Man, **Gary Hansen** with Cott's Beverage was fifth, sixth place went Mark Hansen driving the 1972 Notre Dame with

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## Gar Wood Bears

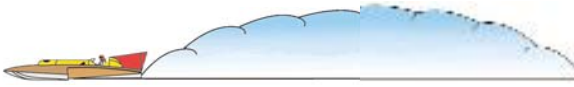
In 1911, **Gar Wood** added two important members of his team. They were a couple of teddy bears, named **Teddy** and **Bruin** that were presented to him by his wife. The two mascots were decked out in racing apparel, which included tiny cork life preservers.

For the balance of his career, Gar would never set foot in a race boat without his twin good luck tokens. Teddy and Bruin rode with Wood during all of his championship exploits over the next two decades.

When MISS AMERICA VI crashed to the bottom of the St. Clair River in 1928, the first items salvaged from the wreck were the teddy bears. Gar credited Teddy and Bruin with saving his life and the life of his riding mechanic, Orlin Johnson.

In Wood's words, "They (the teddy bears) are the captains of my fate." He kept them close by for the rest of his life until his death on June 19, 1971.

— Adapted from an article by **Fred Farley**,  
ABRA Historian  
(photo provided by **Ron Daum**)



## Big Boat News: Young drivers Bernard, Perkins named to first full-time rides

*Continued from page 2*

racing ever in San Diego will complete an exciting four-weeks of ABRA racing on TV.

"I know our hydroplane fans will find this series to be exciting but I also hope the average sports fan will gain some awareness about we are all about."

More than 81 million households will be able to view these races on FSN

### FormulaBoats.com Names Formula Driver For U-5 In 2007

FormulaBoats.com team manager **Mike Weber** recently announced that **Jeff Bernard** (Gig Harbor, Wash.) will return to drive the U-5 FormulaBoats.com hydroplane in 2007.

"**Ted Porter** and I are pleased to know Jeff will return to drive for the Formula Boats team in 2007," said Weber. "We'll keep Jeff in the T-6 hull and **Mike Allen** will remain in the T-5. They both have gotten comfortable in the boats they have been driving." Bernard joined the FormulaBoats.com team when Weber retired following the Tri-Cities Atomic Cup. Jeff had driven the U-99 boat owned by **Fred Leland** in that race.

In the Chevrolet Cup at Seafair in Seattle one week later, Bernard had two third place finishes; along with one fourth and one-fifth place in his elimination heats. He then won the consolation heat for the second consecutive year at Seafair and raced to an impressive fifth place finish in the championship final.

In the season finale in the ProBoat Models UIM World Championship in San Diego, Bernard qualified at 156.513 mph and then won his first elimination point heat race; winning heat 2B with an average speed of 144.123 mph. He also placed second in the other three eliminations heats and trailed only his teammate in the weekend point standings that determine the field for the Final heat. Jeff then raced according to team plans and took an overall fifth place back to the docks; while helping Allen win the national championship for the Formula Boats team.

### Aylesworth turns over cockpit to Young Gun Perkins

Heading into their sophomore season on the American Boat Racing Association national tour, Freedom Racing Team will maintain a rookie association in 2007 with a new driver in the U21 cockpit.

The San Diego Unlimited hydroplane team has announced that **Brian Perkins** of Black Diamond,

Wash. will replace Kevin Aylesworth in the cockpit of the hull, which is being rebuilt after a season-ending fire in Seattle in August. The 21-year-old Perkins, deemed a "Young Gun" in the sport, currently drives the Red Dot UL40 Unlimited Light for Thunder Valley Racing. 2007 will be his first full-time ride in one of the world's fastest race boats, though he tested an Unlimited in 2005.

Freedom Racing Team owners **Jeffrey Michael Johnson** and Aylesworth said they wanted a competitive driver who had an extensive knowledge of unlimited hydroplanes that could grow with the team. Perkins' qualifications made him their first-choice to take over Aylesworth's driving duties.

Nearly speechless, Perkins said he couldn't ask for a better opportunity than to drive an unlimited for Freedom Racing Team.

"This is a dream come true," Perkins said. "I'm nervous, excited and proud all at the same time." Since it's only the second season for the U-21, Perkins said the pressure of stepping up to the top rung of the powerboat racing ladder should be manageable.

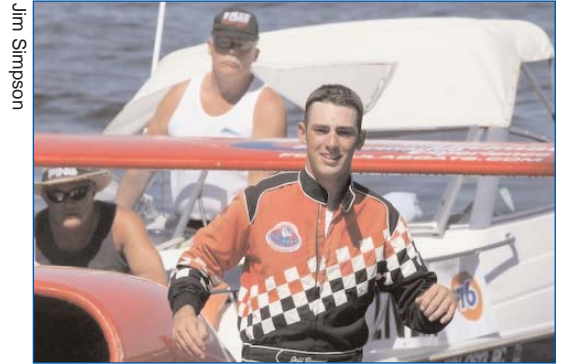
Perkins has demonstrated he has what it takes to compete at the professional level, and his character is a good fit for the team, Johnson said.

"We've watched him race neck-and-neck with Jeff Bernard," Johnson said. "We expect him to race smart and do the best he can possibly do. We know he won't race above his head," Johnson said. "As a rookie, he can grow with us."

In 2003, Perkins traded victories in the four-cylinder class with best friend **Jeff Bernard**. Perkins' performance earned him a seat in **Pat Roach's** UL136 Unlimited Light at the San Diego and Port Angeles races in 2003 and 2004.

"His values and philosophies are consistent with our 'When We Race Children Win' mission," Johnson said. In addition to contributing a percentage of sponsorship dollars to children's charities, the team visits hospitals and children's organizations across the nation throughout the year. Since its inception, Freedom Racing Team has helped raise more than \$100,000 for Children's Hospital and other charities in race host cities.

After nearly losing his life twice in the past year in hydroplane racing accidents, Aylesworth said he's taking time off from driving to spend more time with his two sons and get healthy. Aylesworth escaped the cockpit of the fiery U-21 blaze in Seattle just nine months after his near fatal crash in the team's unlimited light



Jim Simpson

*Jeff Bernard will continue as driver of the U-5 Formula Boats entry during the 2007 ABRA hydroplane series.*

hydroplane during the 2006 San Diego race.

"Brian puts himself and his boat in a position to win," Aylesworth said. In addition to making good starts and jockeying for position on the race course, Perkins' has been crewing on unlimited teams since he was 15 years old and has a good handle on how these highly technical boats work, Aylesworth said.

"Brian shares our objective to promote the sport, work with the media, and relate with kids," Aylesworth said. He indicated the team will dedicate just as much energy to raising the excitement level of fans on the shoreline with their contagious enthusiasm in an effort to grow the sport's popularity as in their 2006 debut season on the ABRA tour.

At 22 years old during the 2007 circuit, Perkins will be the youngest unlimited driver (he's five months younger than Bernard). Working his way up through the hydroplane racing ranks over the past five years, the majority of his experience is in the 1 liter and 2.5 liter classes. The son of **Kevin** and **Laurie Perkins**, Brian graduated from Kentlake High School in 2003. He works for the family-owned Perkins Glass in Seattle, started by his great grandfather 100 years ago.

Perkins will spend time in San Diego this off-season helping replace the decks, engine compartment, and electrical components of the charred U21. A new cockpit will be installed and the turbine engine is being repaired.

Perkins is a great fit for the Freedom Racing Team crew, who congratulated him at the U21 shop in San Diego, Johnson said. "There are only a few drivers we trust with these million dollar boats."

## Gar Wood: Final is an exciting affair

*Continued from page 5*

Newton and Olympia Beer seventh.

The vintage final was equally impressive. After a picture perfect start **Mike Campbell** driving **Hallmark Homes** went upside down and **Jesse Robertson** driving **Kerry Kjos'** Miss Thriftway held off repeated challenges from **Jason Hartley** in **Timex II** for the win. The second place **Timex II** was followed closely by **Mark Hansen**

Driving the **Evergreen Roofing** to finish third and fourth taken by **Jeff Campbell** driving **Lil Buzzard**. Fifth went to **Bob Vandenakker** driving his 1963 **Notre Dame** and sixth to **Gary Hansen** and **Muvalong**.

What became of those brushless powered boats running for no points you ask? The always quick **Such Crust III** won her first two heats in large measure by hugging the buoy line and placed third in heat three. **Mike Campbell** drove his 1969 **Notre Dame** to a first and two second place finishes, not quite up to his stan-

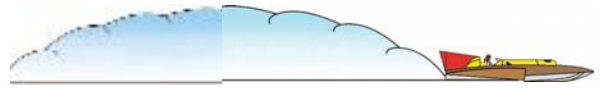
dard. **Lentz** and the **Green Dragon** rated a first, a third and a DNF. The end of the day was the **Fat Burger Shootout** between the winners of the main events and the three brushless powered boats. **Kerry "Willard" Kjos** declined so **Jason Hartley** and **Timex II** eagerly took his place. **Bardahl's** speed control blew at the exit of the first turn and **Timex** did an upside-down move on the third lap. **Jeff Campbell** and his **Pride of Pay 'n Pak** led from wire to wire with **Notre Dame** less than a quarter of a **Bellevue** lap behind and **Such Crust** way back.

A very big thank you to **Lentz** who took care of the trailer and helped setup, **Bob VandenAkker**, **John Earnest**, **Ron Hornung** and other too numerous to mention who also helped with setup; **Lentz**, **Newton**, **Holmberg** and **Mike Campbell** who spelled me at the front table.

Also a special thank you to everyone who came out, participated and helped out through the day to make the event a success.

— **Ron Daum**  
Contest Director





## 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





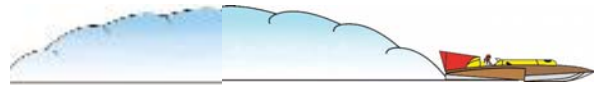


photo by Jim Clark



The "Crust", as she's affectionately known by her owner and driver, Ron Daum's Such Crust III ended up sixth in high points during the 2005 season.

# November 2006

SUN	MON	TUE	WED	THU	FRI	SAT
			<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>
			World Sauntering Day			
<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>11</b>
ERCU Board & Member Meetings		National Pink Day				ERCU Awards Banquet Hydroplane & Raceboat Museum
<b>12</b>	<b>13</b>	<b>14</b>	<b>15</b>	<b>16</b>	<b>17</b>	<b>18</b>
				Log Cabin Day		
<b>19</b>	<b>20</b>	<b>21</b>	<b>22</b>	<b>23</b>	<b>24</b>	<b>25</b>
	Paul Bunyan Day					
<b>26</b>	<b>27</b>	<b>28</b>	<b>29</b>	<b>30</b>		
				Creative Ice Cream Flavor Day		