

ERCU



THE NEWSLETTER

October 2007 | volume 3 | number 10

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Nov. 3 ERCU Member Meeting
2 p.m., Schumacher Racing shop
Seattle, Washington

Nov. 17 ERCU Awards Banquet
6 p.m., Great American Casino
Broadway Joe's Room
Tukwila, Washington

On the Web

ERCU Chat Group
groups.yahoo.com/ercu-hydros

Our Gang Racing/Miss Red Dot
www.ourgangracing.com

1962-65 Miss Bardahl
www.missbardahl.com

Stat of the Month

After a spirited battle in the last few races of the season, Ralph Jorgenson held off Doug Brow for vintage Rookie of the Year honors.

ERCU Trivia

The 1973 Red Man's third place finish in points this year was the second time that particular hull finished third in boat points. It also was third in 2005 when it was co-driven by Rick Lentz, Monte Steere and Nelson Holmberg.



Nelson Holmberg

Doug Brow was one of the first to brave the fog of early morning at the PAWS Cascade Cup/APBA National Championship in Woodland. The fog, which limited vision in the backstretch, cleared just in time for the first heat of the day.

Mike Campbell: National Champion

Mike Campbell had a pretty perfect day on October 14 at the PAWS Cascade Cup/APBA National Championship presented by The Columbian, the Hydroplane and Raceboat Museum and Island Hobbies.

The race, held for the second straight year at Horseshoe Lake Park, attracted nearly 100 spectators, who witnessed Campbell winning the modern

class Cascade Cup, which was the winner-take-all final heat of this event with the 1974 Country Boy; while brother Jeff Campbell won the vintage class with the 1969 Pay 'n Pak outrigger.

Mike Campbell also swept the APBA National Championships - winning the vintage class with

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Williams, Holmberg earn Brewers Cup wins

Obviously, every heat we run at a race has a first place finisher. And every so often, an ERCU event will have a first-time race winner.

Regardless of the circumstance, "firsts" are always special.

The Lilly Brothers Brewers Cup always seems to be an event for firsts, and this year was

no different. Four first-timers celebrated in a gully-washing rain shower after the race day was over.

Dawna Gross won the vintage connie, which was her first connie win - and her first spot in a final. Brian Gilmore won the modern connie for his first connie win. John Williams won the vintage final for his first vintage

win (he had won three modern races in past years); and Nelson Holmberg won a final for his first time ever.

All-in-all, it was an impressive day of firsts at Rocky Peterson's place on Shady Lake in Renton, where Contest Director Jim Lilly's tradition held true with

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THE MILL

ERCUCU news briefs

Awards Banquet Scheduled



The 2007 ERCU Awards Banquet will be held on Saturday November 17 at 6 p.m. in the Great American Casino Broadway Joe's banquet room, located at 14040 Interurban Avenue South in Tukwila. This room is separated from the casino, so minors are welcome. The cost for the evening will be \$15 per person, payable in advance on or before November 7. Joining us for the evening's festivities will be **Nate Brown**, hydroplane driver and builder of the Miss Red Dot unlimited hydroplane that debuted this year, and the three original crew members from the 1965 Miss Bardahl team, **Dixon** and **David Smith** and **Skip Schott**. The menu for the evening will be a buffet with grilled salmon fillet with champagne dill beurre blanc, chef-carved pepper-crusted baron of beef with creamed horseradish, three chef choice salads, choice of potato, rice or pasta, warm breads, coffee and teas. We do need to receive confirmation of your attendance in advance. You can submit payment at the November 3 members meeting, or mail it to the following address on or before November 7: ERCU, 5327 South 140th Street, Tukwila, WA 98168. Make checks payable to "ERCUCU".

November Member Meeting Set for U-37 Boat Shop

Our off-season monthly member meetings are typically scheduled for the first Sunday of each month from November through April. For this November, **Patrick Gleason** has arranged for us to have a spot to meet at the Beacon Plumbing shop in conjunction with their open house. So the November meeting is scheduled for SATURDAY November 3 at 2 p.m., although their shop will be open from noon-4 as it mentions below. One important note - this is definitely a "Bring Your Own Chair" event, unless you don't mind standing up for the duration. The address is 2819 20th Ave. West in Seattle. The shop is about a mile south of the Ballard Bridge. To get to the shop, go west from 15th Avenue West on West Dravus to 20th West. Turn left and follow 20th along the train tracks to the shop. Club meetings from December through April will take place at Red Dot Corporation headquarters in Kent. More details, including directions will follow in future newsletters.



Three Contest Board Positions up for vote in December

Three spots on the board are available. The spot filled by **Mike Gossler** (who replaced **Roger Newton** following his resignation), and spots filled by **Henry Marvin** and **Bob VanderAkker**. If you're interested in being considered, or would like to nominate someone, for a position on the ERCUCU Contest Board, please contact ERCUCU Chairman **Ron Daum** or Secretary **Rick Lentz**. The club elections will be held at the December member meeting.

RON HORNUNG

Family: Father, brother and two sisters with three rug rats.
City he calls home: Seattle (Greenlake), Wash.
Job (when not boating): Semi-retired race wrench.
College Football Loyalty: "Who let the Dawgs out"
Favorite Current Unlimited Hydro: ... I will have to stick with who pays the bills, any boat 11 time World Champion "Dave Villwock" drives.
Favorite Unlimited Hydro of the past: 1996 U-7 Ron's Rods & Customs (Gold Cup Qualifier). Thanks Rick and Big Bruce for making the Bud guys sweat!!
Boats he races in ERCUCU: 1949 Skip-A-Long, 1948 Hurricane IV, 1939 My Sin.
What was your first car? 1979 Monza Spider.
What was your first job? Lawn technician.
When and how did you get involved in scale racing? 1979 Seafair. RCU had a race next to the pits, the rest is all a blurrrr. My first ERCUCU race was in 2004.
Have you ever had a manicure/pedicure?: Not to the best of my knowledge.
Coke or Pepsi? Hank's Root Beer.



BIG BOAT news

U-1 Ellstrom presents Miss Elam

- Elam now wears the high points designation and team manager **Erick Ellstrom** says there will be a new hull in 2010. They have not decided on a power plant yet for that new hull.

U-3 Cooper Motorsports

- Owner **Ed Cooper** is busy rebuilding his collection of Allison engines this off-season.



U-5 & U-7 Formula Boats

- Crew Chief/Team Manager **Mike Weber** has left the team to pursue some personal interests. No replacement has yet been named. **Jeff Bernard** could be on track to be the next superstar in the sport.



U-6 Oh Boy! Oberto

- **Steve David** announced after the San Diego victory that the Madison team



will employ some "new parts" for the 2008 season, to make the Oberto even faster. The Oberto team wants to get into its own propeller program as well beginning in 2008.

U-13 Spirit of Detroit

- **Dave Bartush** has purchased the U-2 hull (#0302) from

Dr. Ken Muscatel. The former Harvey owned hull will augment their current race hull for either display or competition.



U-17 Miss Red Dot

- **Nate Brown** will be working on the steering & handling issues for his new hull, and his nephew, **Kip Brown**, will take over the

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Nate Brown's U-17 Miss Red Dot team debuted its colors, and its boat, at the Tri-Cities race, but didn't run the boat for the first time until Seattle.

a moment with



THE MILL

ERCU news & rumors

Nelson Holmberg



Rick Lentz is patiently awaiting delivery of his newest modern boat, the 2002 Silver Dollar Casinos U-25. The boat, being built from wood by **Nelson Holmberg**, is nearing the stage of having decks glued on. Long-term plans have Nelson building another of the same boat for himself, which will be the 2004 Silver Dollar Casinos present Miss Rock. These boats will be the first models of **Dr. Ken Muscatel's**

hulls in the club . . . The 1973 Red Man will undergo paint and body work this winter . . . A group order for LiPos will be placed through MaxAmps this winter, perhaps as early as January. MaxAmps is a Washington-based company (near Spokane) and those

who used MaxAmps this season have provided favorable reports on them. MaxAmps has promised a discount once the order reaches \$2,000 - which should be pretty easy to reach with several members participating. For more information about MaxAmps, and this order, contact either **Doug Brow** or **Rick Lentz** .

. . . Work continues in **Mick Shutt's** shop, as he prepares his 1978 Miss Budweiser for paint . . . **Fred Holmberg** is also preparing the 1973 vintage Red Man (U-8) for paint . . .

John Williams said at the Brewer's Cup that he hopes to build "a few" of his beautiful dummy motors this winter. If you're in need of a turbo-Allison or a Rolls Royce Merlin, contact John . . . **John Earnest**, who unveiled a new Gale V at the Cascade Cup, is chomping at the bit to get significant testing/practice time this winter, and just two weeks after the season ended, John is ready to go testing again . . .

Ron Billings reports that Island Hobbies is moving from Jantzen Beach in Portland, to a new location in Vancouver, Wash. That means the no sales tax "discount" we all enjoyed by buying from Island Hobbies is no longer. Ron also reports that he's trying to work on his boat as often as possible. He has a dummy motor, driver, steering wheel and dashboard just about finished. Next on his "wish list" is all of the running gear, including racing hardware.



Garry Finlay



2007 schedule

(subject to change)

APRIL		
Date	Event	Location
15	Champion Spark Plug	Centralia
29	Silver Cup	Bellevue

MAY		
Date	Event	Location
12	Bill Brow Memorial	Marysville
26	Oregon Emerald Cup	Tualatin, Ore.

JUNE		
Date	Event	Location
3	Leo Vandenberg	Lake Pleasant
9-10	President's Cup	Lake Wilderness
24	Rose Festival Regatta	Portland

JULY		
Date	Event	Location
15	Bernie Little Memorial	Bellevue
22	Columbia Cup	Tualatin, Ore.

AUGUST		
Date	Event	Location
12	Diamond Cup	Pipe Lake
26	Seafair Trophy	Coulon Park

SEPTEMBER		
Date	Event	Location
8-9	Gold Cup	Lake Wilderness
23	Sayres Memorial	Cherokee Bay
30	Apple Cup exhibition	Chelan

OCTOBER		
Date	Event	Location
7	Brewers Cup	Shady Lake
14	Cascade Cup/Nats	Woodland

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

Columbia River Division races will count toward all members' 10 "high points" races.

Columbia River Division races include the Champion Spark Plug Regatta, the Oregon Emerald Cup, Rose Festival R/C Regatta, Columbia Cup, and the Cascade Cup/APBA National Championships

BIG BOAT news

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cockpit for 2008.

■ **U-21 Freedom Racing Team** - The crew will work on gearbox problems that plagued them in 2007, and make the boat ready for the full circuit in 2008.

■ **U-22 Webster Racing Team** - **Mike Webster** has acquired the old U-3 hull known to the Cooper's as "Tubby". It will be cut down in weight and re-powered with turbines. Mike came up thru the "modifieds" and hopes to have the hull ready for Evansville in 2008.



■ **U-25 Superior Racing Team** - Superior Racing, **Dr. Ken Muscatel** sold his back up hull. (see U-13 on previous page). Dr. Ken is also doing his part to



bring more funding and sponsors to race sites across the nation, especially San Diego.

■ **U-37 Miss Beacon Plumbing** - **Billy Schumacher** has announced an open house at the U-37 shop for Saturday November 3, from noon-4 p.m. Aside from getting the regular race hull ready for 2008, the team continues to manufacture parts for a new hull to be built sometime in the future.

■ **U-48 Lakeridge Paving** - **Greg O'Farrell** has bought out his partner **Jon Cheetham**, in the hydro operation. The second hull Greg acquired from Leland known as "Lucky" will carry a red, white & blue paint scheme, and carry a different "U" number for 2008. The two boats will have separate crews as well.

■ **U-100 Leland Racing Team** - **Fred Leland** finally received a cash settlement from the Znetix Corporation bankruptcy. According to *Thunderboat* magazine (Detroit), Mirage Boats has signed on for a multi-year deal with Leland. The team also now has a website, www.lelandracing.com.



In other news: The 2007 ABRA Awards Banquet will be held Thursday, Nov. 29 at the Palms Casino in Las Vegas, Nev.

Compiled by Kirk Pagel





Jim Clark



John Williams' 1971 Miss Madison finished first in the vintage final at the Lilly Brothers Brewers Cup at Rocky Peterson's place on Shady Lake in Renton

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Firsts were aplenty at Brewers Cup

race t-shirts, beautiful hand-made trophies and plaques, and the famous Peterson hot-dog cookout for all participants.

While the weather cooperated most of the day - forecasts included rain for the whole day - the showers finally started about 2:30, but Lilly, ERCU Chairman **Ron Daum** and Secretary **Rick Lentz** kept things going and the race was done by 4 p.m., with the cleanup commencing immediately.

Vintage class preliminary heat winners included Williams, Daum, **Jeff Campbell**, **Ralph Jorgenson**, and **Bob VandenAkker**. Modern heat winners included **Doug Brow**, **Mike Gossler**, **Mike Campbell**, and Williams.

The vintage connie was marred with carnage all over the course, as four boats were unable to finish for various different reasons. **Patrick Gleason** jumped the gun with the 1965 Miss Bardahl, and Gross kept her nose clean, driving the Such Crust IV consistently and smoothly around all of the troubled crafts, and fast enough to keep Gleason from getting around her and un-lapping himself. Gleason finished second. Those who were unable to finish the connie included Lentz's 1958 Miss Bardahl, **Craig Bradshaw's** Coral Reef, **Howard Price's** Miss Vernors, and Brow's Miss Budweiser. **Kirk Pagel's** Shanty I was unable to start, stuck on the trailer with a water-cooled radio box.

The vintage final was a barnburner, with Jeff Campbell's Pay 'n Pak Outrigger jumping out to its familiar first place early. But the whole field made a good start and it appeared it wasn't going to be easy for Campbell. As it

turned out, the 'rigger "blew a super-charger" toward the end of the final, and Williams was in perfect position to help "**Jim McCormick**" win another final in the 1971 Miss Madison.

Those on the beach could almost hear **Harry Volpi** yelling, "Only hit that button if you're still racing", as Williams went by the slowing 'rigger.

Second went to Campbell, third to Daum in the Wildroot Charlie, fourth to Jorgenson with the Sunny Jim, fifth to the 1963 Notre Dame driven by VandenAkker, and sixth to the Such Crust IV driven by Gross. The Timex II, driven by Mike Campbell, was unable to finish after blowing over in the backstretch.

It was the second straight year that a version of the vintage Miss Madison won the Brewers Cup. Last season, Scott Fetterly won the Brewers Cup with his 1961 Miss Madison.

In the modern connie, Gilmore pegged the start on the money and "**Scott Pierce**"

never looked back in the 1983 Gilmore Special. Gilmore - the odds-on-favorite for modern Rookie of the Year - earned his spot in the final by claiming a spot as the trailer. Daum finished second with the vastly-improved Llumar Window Films, which dealt with handling problems throughout the day after losing its tailfeathers in the first heat. Third place in

the connie went to Gleason in his also-wingless Thousand Trails. Jeff Campbell (1970 Pay 'n Pak) and **Jesse Shehan** (Spirit of Dayton Walther) were unable to finish the connie, and Williams' 1973 Pay 'n Pak couldn't answer the starting gun with electrical difficulties.

The modern final lined up as one of the best finals of the year, including many of the club's top-10 modern boats & drivers. Mike Campbell's Country Boy, Gossler's Circus Circus, Holmberg's Red Man, Gilmore's Gilmore Special, Brow's Squire Shop, and Lentz's U-95 all entered the final ranked among the club's Top 10. Bradshaw's quick Winston Eagle joined the fray as well.

When the Country Boy spun a coupler on the backstretch during the mill, the rest of the field was set for an exciting start. Brow brought the Squire Shop through the first turn in command, followed closely by the Circus Circus and then the Red Man. A couple of laps into the final, Squire got a little too much of another boat's roostertail and ended up upside down. "**Chip Hanauer**" was safe and picked up by rescue crews.

That left the Circus and Red Man to battle it out. When Gossler missed a buoy in the right turn, Holmberg moved into the lead and was able to avoid trouble on the water for just less than two full laps before taking the checkered flag on his first career race win. Second place went to the Circus Circus, who was able to pass the other running boats and make up his penalty before the end of the heat. Third was Lentz with the U-95 and fourth went to Gilmore.

"Jim McCormick" won twice on the same day - once as a driver ('71 Madison) and once as an owner/driver ('73 Red Man).

Despite the rain at the end of the day, and the Seahawks getting spanked by Pittsburgh (thanks for the radio and the TV Rick and Jim), the Brewers Cup was

Jim Clark



Robbie Roberts got the 1973 Miss Budweiser going at the Brewer's Cup.

again a great event. Many thanks go out to Lilly for his work and to Peterson for allowing us to use his yard (and his neighbors for letting us use their docks and beaches), and for providing and cooking up the hot dogs.

Thanks also go out to the course-setting crew, to the chief referees and all of those who served their gigs as turn judges. Thanks, too, to all the guys who served the inspiring moment when everyone chipped in to help one another clean up and haul their gear back up to the driveway.



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his model of the 1969 Notre Dame, and the modern division with his 1974 Country Boy.

The support from PAWS - the Progressive Animal Welfare Society - helped put on a first-class event that was presented by The Columbian, the Hydroplane and Raceboat Museum, and Island Hobbies. Other support came from Red Dot Corporation, Meyers Auto Tech, Merrick Lentz Architect, Rose City Model Yacht Club, Pacific Graphics/PGI Models, Twardus Iron and Wire Works, Mick Shutt, John & Dianne Earnest and Noslen Communication.

The Cascade Cup was no different than many ERCU events, with boats bumping, flipping, and spinning out. Some restarted, some needed to be fetched after the heat was over.

Modern Class

By virtue of winning the modern class Cascade Cup this year, Mike Campbell gets to decide where he'll defend that trophy next season. After the race, Mike said he was already considering either Cherokee Bay or a return to Woodland for a 2008 host of the Cascade Cup - which doesn't necessarily need to be tied to the National Championship (assuming ERCU can get the sanction for another year).

At the Cascade Cup, the winner of the second connies move up to the first connie, in order to run as trailers - keeping alive their opportunity to still make a final. This year, the winner of the modern second connie was Henry Marvin with the 1993 Kellogg's Frosted Flakes/Miss Madison. Second place went to Steve Twardus with the 1971 Country Boy, and third to Shutt in the 1976 Miss Vernor's.

In the first connie, Marvin made his trailer start and put Tony the Tiger's nose right into the thick of the battle. Doug Brow won the first connie with his 1978 Squire Shop, followed by Jerry Johnston with the 1976 Anheuser Busch Natural Light in second, and Marvin in third.

Nelson Holmberg



Fog had the course just about socked in all morning at the Cascade Cup, but that didn't stop the sponsor banners from going up, or a few brave souls from testing.

Fourth place went to Pat Gleason's 1983 Thousand Trails, Rick Lentz's 1974 U-95 was fifth, and Bob VandenAkker with the 1975 Lincoln Thrift, was sixth.

The modern final was a quick one, with the likes of the Campbells, Brow, Mike Gossler, Bill Smiley and Gary Hansen. Robbie Roberts also got the 1973 Miss Budweiser into a final for the second straight race.

Somewhere along the way, both the 1978 Squire Shop (Brow) and the 1978 Circus (Gossler) ended up upside down and didn't finish the final. Hansen's Cott Beverage also didn't finish the final either, as it was disqualified for an incident on the race course.

When the checkered flag fell, Mike Campbell finished first, followed by Jeff Campbell with the 1970 Pride of Pay 'n Pak, and third place went to Smiley's new Charlie's Girl. Roberts finished fourth with the Miss Budweiser.

Vintage Class

Only two boats finished the second connie, with Brow winning it in the 1966 Miss Budweiser. Second place was Jesse Shehan with the

1966 St. Regis. Unable to finish was Gleason's 1960 Miss Spokane. Scratchers from the second connie included the Miss Pay 'n Save, the 1965 Miss Bardahl, and the 1970 Miss U.S.

Johnston won the first connie, followed by rookie Gerry Bordon with the Parco's O-Ring Miss in second and Lentz, with the 1958 Miss Bardahl, in third.

The final was quite a race as Mike Campbell jumped out to the lead early with the 1969 Notre Dame. It wasn't long, though before the 1969 Pay 'n Pak Outrigger of Jeff Campbell had moved to the front of the pack.

All seven boats managed to finish the last final heat of the 2007 ERCU Red Dot Championship Series with Jeff Campbell in first and Mike Campbell in second. Third place went to Hansen with the Muvalong, followed by Ralph Jorgenson in the Sunny Jim in fourth. Fifth place was VandenAkker with the 1963 Notre Dame and sixth went to Marvin, driving the 1970 Lil' Buzzard. Johnston finished seventh with the Timex Clock.

APBA National Championship With the format of the race being that the winner of the final claimed the Cascade Cup, the APBA National Championship was decided by the points accumulated throughout the day.

In the modern class, Mike Campbell recorded a perfect day, posting 2,000 points (five firsts) to win his second-straight modern class national championship with his 1974 Country Boy.

In the vintage class, Mike entered the final with 1,500 points with Jeff Campbell close behind with 1,200 points. By finishing second in the final, Mike earned enough points to hold off his brother and



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Nelson Holmberg



During the lunch break, everyone in attendance at the event had the opportunity to vote for the Best of Show awards. Mike Gossler's Circus Circus and John Earnest's Gale V were the winners.



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stake the claim to the 2007 vintage class national championship.

Bottom Five Dash

Another regular event at the Cascade Cup is the Bottom Five final, where the bottom five boats in the day's points standings run together in a dash for nothing but an inexpensive trophy.

Lentz won the Bottom Five Dash with his U-95, holding off a gaggle of fellow racers who survived difficult days long enough to have an operable boat available for this heat.

Best of Show

With thanks to Red Dot Corporation, for sponsoring the Best of Show, participants and spectators alike got to vote on the awards during a concourse on the lunch break.

Gossler's 1978 Circus Circus was voted the favorite modern boat, while Earnest's brand new Gale V was chosen the favorite vintage boat. Earnest completed

Nelson Holmberg



Dianne Earnest reads The Sunday Columbian while waiting for the next heat to get started. Vancouver's daily newspaper was one of the great sponsors of the PAWS Cascade Cup/APBA Nationals.

the model the day before the race.

Thanks to Merrick Lentz Architect, pizza was provided for all participants, and Shutt provided the drinks.

Appreciation

Special thank yous go out to all of the event's sponsors, and to each and every individual who helped make the race a huge success. The set up crew of **Ron Daum, Howard Price, Ryan Opfer**, Earnest, Shutt and Holmberg, who put in a couple of extra hours on Saturday evening.

Thanks, as well, to all of the different chief referees who helped throughout the day, and VandenAkker for his service as driver's rep (always a thankless job), and Lentz for his service as pit boss, keeping the event on schedule for the day.

A huge debt of gratitude goes out, as well, to **Rod Smith**, who spent his entire Sunday giving the event a touch of class with his superb public address announcing.

Llumar runs well in Chelan rain to snare Apple Cup

Ten boats were to have answered the bell to wrest the Apple Cup Trophy away from **Doug Brow**, who was not able to attend to defend his 2006 win.

It would be nice to be able to say the day dawned bright and warm, but this was not to be the case.

Reminiscent of the inaugural exhibition with RCU in 2005, the day started overcast and cool, but when racing started, so did the rain, emphasizing that boat racing is a water sport. By the time the course was turned over for heat one, the field was down to five.

Nelson Holmberg's Red Man hit that manatee again on Saturday and sheared off the rudder, forcing it out of the running. **Howard Price's** fleet of two was hit by transmitter problems and was not able to leave the beach. **Ron Hartley** had both of his boats in Chelan, but got the event confused with baseball, thinking that the rain would cause cancellation.

That left five boats ready and able to hit the line. **Ron Daum** brought the nifty Llumar, **Ron Hornung** had his Hurricane IV tennis shoe ready to go, Mick Shutt brought the Vernors, and **Rick Lentz** had the 1958 Bardahl and the U-95 in the pits. **Zane Courtway** was slated to drive Hartley's \$ Bill, testing it extensively on Saturday. But when that boat did not show on Sunday, Zane was temporarily without a ride. This was quickly remedied by turning over the transmitter of the Bardahl to the Young Turk So the field of five was set. It was decided to run two preliminary heats and the winner-take-all final, sandwiched as usual between the RCU heat sections. The boats ran three laps on the full RCU course, and looked very good doing so.

Jerry Courtway



Zane Courtway (left) took a break from driving his 1/8-scale Miss Budweiser to drive Rick Lentz's (right) 1958 Miss Bardahl.

Heat one saw the Llumar take a quick lead over the field, with the U-95 in close pursuit. When Llumar went a little too wide on the second turn of lap two, the U-95 grabbed the inside lane and the lead, and held it through to the end of the heat. Llumar held on to second, Hurricane IV was third, followed closely by Vernors and the Bardahl. Zane took it easy with the Bardahl on his first time with it on the water so he could get the feel of the boat without causing any problems.

Heat two saw the Llumar and the Hurricane hit the start on the nose and lead the pack through the first turn. U-95 followed in third, trying to catch the leaders, until it hit a patch of rough water and

went shiny side down to become the first and only boat to fail to complete a heat. The Llumar held on for the win, with Hurricane IV second, Zane and the Bardahl in third and steady Vernors in fourth.

Five soggy drivers were ready for the final. Llumar, Hurricane and U-95 were spot on at the start, and ran tight through the first lap until Hurricane took a short cut on the inside of a buoy. U-95 pressed Llumar for the remainder of the race, but Llumar held tight to the buoy line to prevent a reoccurrence of the first heat. When the waves had settled, Llumar was the race winner over the U-95. Zane brought the Bardahl in third place to complete the podium finishers. Vernors was fourth and Hurricane fifth after completing the penalty lap.

Our thanks go to RCU for allowing us to compete with them in the third annual Apple Cup exhibition, and thanks also to the Czar for his scintillating commentary while the boats were on the water.





Statistics ■ Career Driver Points (through 2007)

Vintage Class Career Points

No.	Name	2007	2006	2005	2004	2003	Total Pts.
1.	Jeff Campbell	15,600	12,638	12,014	9,844	1,150	51,246
2.	Mike Campbell	14,525	8,992	10,311	8,064	5,557	47,449
3.	David Newton	1,116	4,213	13,113	12,230	13,550	44,222
4.	Bob VandenAkker	10,693	11,321	9,568	3,576	1,276	36,434
5.	Bill Smiley	4,660	7,737	5,015	6,835	7,579	31,826
6.	Roger Newton	4,325	4,663	6,240	8,083	5,569	28,880
7.	Ron Daum	7,084	4,983	7,979	8,730	0	28,776
8.	Jim Clark	2,321	7,368	4,667	6,372	6,294	27,022
9.	Henry Marvin	6,140	7,617	7,946	3,761	0	25,464
10.	Rick Lentz	5,351	3,387	5,997	5,377	4,463	24,575
11.	Ron Hornung	3,697	7,427	4,027	9,103	0	24,254
12.	Monte Steere	4,744	3,064	4,521	4,748	6,196	23,273
13.	Jason Hartley	4,719	10,552	5,809	0	0	21,080
14.	Jim Lilly	0	779	5,619	7,099	6,354	19,851
15.	Gary Hansen	7,059	8,633	2,909	0	0	18,601
16.	Steve Twardus	3,864	4,887	4,793	3,069	0	16,613
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	6,530	4,043	2,684	0	0	13,257
20.	Jesse Robertson	0	11,209	0	0	400	11,609
21.	Nigel Steere	2,813	2,343	3,794	672	1,425	11,047
22.	David Gardner	1,514	2,250	3,845	3,357	0	10,966
23.	Scott Fetterly	6,061	3,957	0	0	0	10,018
24.	David Lilly	0	0	450	4,135	4,207	8,792
25.	Jerry Johnston	4,697	4,085	0	0	0	8,782
26.	Ralph Jorgenson	7,970	0	0	0	0	7,970
27.	Robbie Roberts	750	1,677	4,976	521	0	7,924
28.	Tony Perman	0	0	0	2,700	5,037	7,737
29.	Dawna Gross	1,385	5,213	0	0	0	6,598
30.	John Earnest	4,196	1,921	0	0	0	6,117
31.	Doug Brow	5,926	0	0	0	0	5,926
32.	Nelson Holmberg	3,704	1,407	0	750	0	5,861
33.	Dave Helton	0	0	0	2,756	3,025	5,781
34.	Mike Gossler	0	0	0	5,655	0	5,655
35.	Kevin Porter	0	0	0	0	5,391	5,391
36.	Patrick Gleason	2,284	3,068	0	0	0	5,352
37.	Jesse Shehan	5,022	0	0	0	0	5,022
38.	Gary Levander	1,529	1,431	0	846	300	4,106
39.	Steve Brown	0	0	0	225	3,686	3,911
40.	Joe Hewitson	0	0	0	1,169	2,600	3,769
41.	Ron Hartley	3,736	0	0	0	0	3,736
42.	Ryan Opfer	2,804	563	0	0	0	3,367
43.	Vinnie Donati	0	0	0	3,127	0	3,127
44.	John Burkey	1,225	1,679	0	0	0	2,904
45.	Grady Steere	0	320	2,189	0	0	2,509
46.	Gale Whitestine	0	0	1,769	0	0	1,769
47.	Pat Malyspina	0	0	1,756	0	0	1,756
48.	Gerry Bordon	1,421	0	0	0	0	1,421
49.	Kerry Kjos	0	0	0	1,219	0	1,219
50.	John Dyer	0	0	1,150	0	0	1,150
51.	Lee Robertson	0	0	0	0	1,100	1,100
52.	Bill McGraw	0	0	0	0	1,094	1,094
53.	Doug Gunter	0	0	0	1,075	0	1,075
54.	Jeff Stubbers	0	0	0	0	900	900
55.	Harry Gajjens	0	0	0	869	0	869
56.	Carl Lewis	844	0	0	0	0	844
57.	Craig Mullen	0	831	0	0	0	831
58.	Don Mock	0	0	0	0	794	794
59.	Dave Reiser	550	225	0	0	0	775
60.	Howard Price	300	423	0	0	0	723

Modern Class Career Points

No.	Name	2007	2006	2005	2004	2003	Total Pts.
1.	Mike Campbell	15,225	13,521	13,348	11,850	0	53,944
2.	Jeff Campbell	10,215	13,650	12,125	11,744	0	47,734
3.	Mike Gossler	9,526	9,921	8,172	0	0	27,619
4.	Steve Twardus	7,823	4,215	5,429	5,090	0	22,557
5.	Gary Hansen	7,733	8,807	4,513	0	0	21,053
6.	Nelson Holmberg	9,612	7,688	1,769	0	0	19,069
7.	David Newton	0	1,100	9,284	2,045	5,325	17,754
8.	Henry Marvin	8,722	8,920	0	0	0	17,642
9.	Rick Lentz	6,756	4,571	5,348	395	0	17,070
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.	David Gardner	1,957	1,400	3,401	6,170	0	12,928
13.	Doug Brow	8,525	3,589	0	0	0	12,114
14.	Jerry Johnston	4,527	4,929	0	620	0	10,076
15.	Brian Gilmore	9,077	0	0	0	0	9,077
16.	Gale Whitestine	0	1,852	4,683	2,400	0	8,935
17.	Craig Bradshaw	4,772	3,239	0	0	0	8,011
18.	Nigel Steere	4,052	3,338	0	0	0	7,390
19.	Roger Newton	1,297	3,908	694	0	950	6,849
20.	Bob VandenAkker	4,203	0	1,239	1,046	0	6,488
21.	Ron Hartley	4,339	1,530	0	0	0	5,869
22.	Patrick Gleason	4,368	0	0	0	0	4,368
23.	Bill Smiley	4,113	0	0	0	0	4,113
24.	Robbie Roberts	2,622	1,290	0	0	0	3,912
25.	Mick Shutt	3,801	0	0	0	0	3,801
26.	Craig Mullen	3,015	502	0	0	0	3,517
27.	Doug Gunter	0	0	0	2,713	0	2,713
28.	Dave Sacry	0	0	2,309	0	0	2,309
29.	Jesse Robertson	0	1,950	127	0	0	2,077
30.	Jesse Shehan	1,448	0	0	0	0	1,448
31.	Jason Hartley	450	0	638	0	0	1,088
32.	Ron Hornung	0	0	0	825	0	825
33.	Robert Roberts	469	0	0	0	0	469
34.	Howard Price	0	0	0	450	0	450
35.	David Lilly	0	0	281	0	0	281
36.	Scott Fetterly	64	0	0	0	0	64
37.	Dave Helton	0	0	0	0	0	0



BUILT TO SURVIVE!





photo by Jim Clark



Jeff Campbell's 1971 Hallmark Homes (black) was driven by multiple different drivers, but still managed to finish sixth in the 2006 vintage high points race.

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November 2007

Sun	Mon	Tue	Wed	Thu	Fri	Sat
				1	2	3 ERCU Member Meeting 2 p.m., U-37 Shop
4	5	6	7	8	9	10
11	12	13	14	15	16	17 ERCU Awards Banquet, 6 p.m., Great American Casino
18	19	20	21	22	23	24
25	26	27	28	29	30	

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