

# ERCU



## THE NEWSLETTER

october2008 | volume 4 | number 10

kmmarks Tools Help

[find us online](#)

<http://www.e-rcu.org>

### Up Next

- Oct. 18** ..... **Bernie Little Memorial**  
*Cherokee Bay Community Club,  
Maple Valley, Wash.*
- Nov. 2** ..... **ERCU Member Meeting**  
*Location and time TBA*
- Nov. 8** ..... **ERCU Awards Banquet**  
*Great American Casino,  
Tukwila, Wash.*

### On the Web

- Cooper Racing Team**  
[www.Go3Racing.com](http://www.Go3Racing.com)
- ERCU the Blog**  
[www.ercutheblog.blogspot.com](http://www.ercutheblog.blogspot.com)

### Stat of the Month

= The 47 boats that attended the World Championship race in Vancouver tied for the third-most at any single ERCU race.

### ERCU Trivia

? **Ryan Opfer** won a heat for the first time during the ERCU Gold Cup, and then won another during the Cascade Cup/NAMBA World Championships.

## Gossler, Jeff Campbell atop World

Thick fog and crisp fall temperatures greeted ERCU members making their first-ever trek to Salmon Creek Regional Park for the Red Lion Hotel Cascade Cup/NAMBA World Championship presented by Meyers Auto Tech.

But while that didn't stop a day full of great racing action - it did delay the beginning of the action.

Fog that hung across the surface of Kline Pond made it next to impossible to set the race course until 9 a.m., and the inconsistent depths of the pond made for various challenges in setting the course.

But maximum use of string and weights and an hour or so later, the course was set and the water opened for an abbreviated session of practice and testing before the big event.

Jim Clark



A total of 47 boats turned out for the big race - a record for all of the ERCU races ever held outside of the Seattle metropolitan area - and was the third-largest turnout at any ERCU race ever.

**continued on pg. 5** ▼

## Endurance becomes story of the Gold Cup

MAPLE VALLEY, Wash. — ERCU's premier event - the sixth annual running of the Gold Cup - attracted 41 boats from as far as Monroe to the north and Portland to the south, and many points in between, who all assembled early on the shores of Lake Wilderness in Maple Valley for the day's festivities.

There were even drivers without boats seen lurking in and around the event, as **Ron**

**Hornung, Dave Gardner and Ralph Jorgenson** stopped by to see what they were missing. Not to be outdone, there was even a boat present without a driver, as **Nelson Holmberg** turned the Red Man Too over to **Jeff Campbell** for the day, due to a business conflict that prevented him from attending himself.

Other changes of interest included **Zane Courtway** as the pilot for **Kirk Pagel's** 1957 Maverick and 1957 Shanty I,

and **Kelsey McIntosh** driving the 1970 Lil Buzzard for **Dawna Gross** for the second time this year. **Brent Hall** made his first race with the club, launching his 1979 Squire Shop into the modern wars.

Per the tradition of the parent event, consistency and endurance were again keys to the hopes for success of every boat and driver as four prelimi-

**continued on pg. 4** ▼

## INSIDE THIS ISSUE

See what's happening in "The Mill"  
pages 2-3

Meet Zane Courtway  
page 2

Roger Newton Memorial recap  
page 6

Up-to-Date Career Statistics  
page 7

Updated 2008 statistics  
pages 8-9



# THE MILL

## ERCU news briefs

### Bernie Little Memorial set

Due to continuing conflicts with the Bellevue Pond, the Bernie Little Memorial Race sponsored by Stout Tools and PGI Models, scheduled for Saturday, October 18 will be moved to the Cherokee Bay Community Club location in Maple Valley.

Many thanks to Dan Gilmore for all his help in making this change possible. Setup will start around 7 a.m., with open water available as soon as the course is set. Contest Directors **Mike** and **Jeff Campbell** announced that there will be lunch provided thanks to a couple of members who offered contributions to make that happen, and that there will be lots of treats, a few tricks, a bunch of prizes, and a Dash for Gas..

### Puget Sound Model Boat Club extends an invitation

At Seafair, Eric Bourlet of PSIMBC extended an invitation to our club to participate in their last three events of the year at Lake Waughop in Tacoma. The schedule from the NAMBA District 8 website is as follows:

- October 19, Pumpkin Scramble
- November 9, Turkey Shoot
- December 7, Frostbite Follies

Format for the events is: Saturday – two-lap time trials to see what actual speeds of your boats are. Unfortunately, records cannot be set because 1/10 scale is not yet a NAMBA class. On Sunday, the schedule holds oval racing. Events on both days should get started at about 9 a.m., with the driver's meeting at 8:30 a.m. Entry fees are \$3 and \$5 per boat, which goes to the Puget Sound Model Boat Club (gas/nitro)..

### Photos from NAMBA Worlds available to ERCU members

**Scott Barbour** of Barbour's Photography in Vancouver was at the Red Lion Hotel Cascade Cup/NAMBA World Championship presented by Meyers Auto Tech this past weekend, and has offered up previews of the photos he took during the race. You can see the photos online at [barboursphotography.com/e\\_rcu](http://barboursphotography.com/e_rcu). If you'd like to order any copies of the images, you can contact Scott directly (via email) at [barbourphoto@gmail.com](mailto:barbourphoto@gmail.com).

### Rookies shed trailer start status at recent races

Congratulations to **Ryan Bradshaw**, **Kelsey McIntosh**, **Mick Shutt**, **Mike McIntosh**, **Zane Courtway**, **Bill Shearer** and **Brent Hall**, all of whom passed the 1,200 career point mark during the ERCU Gold Cup, Roger Newton Memorial, or at the Cascade Cup/NAMBA World Championship. They are officially no longer required to make trailer starts..

### ERCU consumables at World Championship race

Of note from the Red Lion Hotel Cascade Cup/NAMBA World Championship presented by Meyers Auto Tech:

As a group, we consumed: 12 Papa Johns large pizzas (2 ham and pineapple, 2 veggie, 2 cheese, 2 pepperoni, 2 pepperoni & olive and 2 pepperoni & sausage); 10 Cokes; 9 bottles of water; 5 Mug Root Beers; 5 Mountain Dews; 4 Diet Pepsi, and more.

## a moment with

### ZANE COURTWAY

Family: ..... Jerry and Bridget — dad and mom  
 City he calls home: ..... Port Orchard, Wash.  
 Job (when not boating): ..... School  
 College Football Loyalty: ..... Cougars!  
 Favorite Current Unlimited Hydro: ..... U-3  
 Favorite Unlimited Hydro of the past: ..... 1988 Miss Madison  
 Boats he races in ERCU: ... Kirk Pagel's Maverick  
 What would you like your first car to be? ..... Nissan 350z  
 What was your first job? ..... None  
 When and how did you get involved in scale racing? I started racing with my dad in 2003.  
 Have you ever had a manicure/pedicure? (come on, admit it): ..... Almost (not!)  
 Coke or Pepsi? ..... Pepsi



### U-1 Oh Boy! Oberto/Miss Madison

— Clinched the National title in San Diego by just finishing heat 2B.

**Steve David** finished fourth overall in the final. Madison will now have a U-1 celebration.



Chris Denslow

### U-3 Cooper Motorsports

— Running as Master Tire, **Jimmy King** got his boat into the San Diego Final, only to withdraw with electrical problems that may have led to "toasting" another Allison.

### U-5 Formula Boats

— **Jeff Bernard** was second top qualifier at San Diego and easily made the final, going four-for-four in the heat wins and taking the final for a win at San Diego, after several hours of official deliberation.

### U-7 Formula Boats II

— **Mike Allen** got the Formula Boats into the San Diego final after the U-3 dropped out, and finished third.

■ **U-10 USA Racing Partners** — To honor their fallen leader **Kim Gregory**, the U-10 race team stayed home from the San Diego finale. The Gregory's want to return in 2009, and of course sponsorship will dictate that scenario.

### U-13 Spirit of Detroit

— **J. Michael Kelly** brought his Graham Trucking entry into a fifth place finish at San Diego.

### U-16 Ellstrom Racing Team

— Stayed home for the final race of the season, in San Diego. Following the race insiders disclosed that the Dubai area races were dead in the water. Canceled for now. We've heard the "Silly Season" rumors that the U-16 is up for sale, but we've been unable to substantiate those rumors, so we're not putting much stock in them at this point.



Chris Denslow

continued on pg. 3 ▼



Alan Hudson

After never having won the National Championship, the Oh Boy! Oberto/Miss Madison Racing Team won the 2008 title, and gets the U-1 designation for 2009.



# THE MILL

## ERCU news & rumors

Cascade Cup/NAMBA World Championships presented by Meyers Auto Tech, and had a terrific day, considering the mandate to trailer start every heat . . .



Jim Clark

more possible sales, trades or transactions begin to take place . . . **Kirk Pagel** has recently sold off all of his AstroFlight inventory to **Greg Sawicky** of Portland, who has expressed an interest in building a 1/10-scale hydroplane. Pagel said he'll use those funds to purchase a Spektrum radio system for the Shanty I . . . **Rick Lentz** and **Nelson Holmberg** are exploring the idea of a contest to determine who will finish their "Ken boat" first. Rick has a huge head start, as he's already got a wood hull put together for his 2002 Silver Dollar Casinos. Nelson's will be the 2004 Silver Dollar Casinos present Miss Rock. Nelson also hopes to have a new model of the 2008 U-5 Formula Boats finished in time for the 2009 ERCU season, and admits the Red Man Too has been a little bit beaten up, and the hull is beginning to tire . . . **Mick Shutt** unveiled the new 1975 Oh Boy! Oberto at the Gold Cup, and has had good results with it at the races that followed.

Jim Clark



Chris Denslow

## 2008 schedule

(subject to change)

APRIL		
Date	Event	Location
12	Champion Spark Plug	Centralia
19	Silver Cup	Monroe
MAY		
Date	Event	Location
10	Bill Brow Memorial	Marysville
24	Rose Festival RC Regatta	Portland
JUNE		
Date	Event	Location
14-15	President's Cup	Lake Wilderness
21	Sahara Cup	Monroe
JULY		
Date	Event	Location
12	Oregon Emerald Cup	Tualatin

AUGUST		
Date	Event	Location
16	Columbia Cup	Tualatin
24	Stan Sayres Mem.	Cherokee Bay
SEPTEMBER		
Date	Event	Location
6	Seafair Trophy Race	Monroe
21	Gold Cup	Lake Wilderness
OCTOBER		
Date	Event	Location
5	Newton Memorial	Cherokee Bay
11	Cascade Cup/ <b>Worlds</b>	Vancouver
18	Bernie Little Mem.	Cherokee Bay

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

## BIG BOAT news

continued from pg. 2

■ **U-17 Our Gang Racing Team** — The Our Gang Racing boat & crew were expected to participate in Dubai racing, the boat is now nestled neatly on its loft, in Preston.

■ **U-25 Superior Racing Team** — Did not make the final at San Diego, posted a DNF in the consolation heat after "hooking".

■ **U-37 Miss Beacon Plumbing** — It appeared that **Jean Theoret** had won the final heat at San Diego. After two hours of deliberation by the ABRA officials, they were awarded second place. More "Silly Season" rumors have **Billy & Jane Schumacher** placing the race team & equipment for sale and furloughing the crew, following another negative decision on the part of ABRA officials. No truth has been given to that rumor as of the time of this printing.



Chris Denslow

■ **U-48 Miss Lakeridge Paving** — At home in Maple Valley, done for the year, prior to San Diego. The "Silly Season" talk also suggests their may be changes with this team in the off-season. Again, however, no truth has been granted to the rumor mill as of the deadline for this publication.



Chris Denslow

■ **U-50 Spirit of the Navy** — **Brian Perkins** got his U-50 Navy into the final at San Diego, placing sixth overall.

■ **U-100 Leland Racing Team** — **Fred Leland** commented that his Mirage Boats had fuel problems missing the final heat in San Diego.

- **Final 2008 ABRA Points Standings** —
- Oh Boy! Oberto . . . . . 7,503
  - Formula Boats . . . . . 6,825
  - Beacon Plumbing . . . . . 6,681
  - Spirit of the Navy . . . . . 4,194
  - Formula Boats II . . . . . 6,825
  - Ahern Rentals . . . . . 3,450
  - Ellstrom Elam Plus . . . . . 3,027
  - Graham Trucking . . . . . 2,951
  - MirageBoats.com . . . . . 2,166
  - Cooper Racing . . . . . 2,219
  - Our Gang Racing . . . . . 1,088
  - Superior Racing Team . . . . . 1,021
  - Lakeridge Paving . . . . . 493

Compiled by Kirk Pagel, ace reporter



Chris Denslow

Brian Perkins pushed the U-50 Spirit of the Navy to fourth place in the national standings.

## Frosted Flakes nearly wins Gold Cup

▲ continued from pg. 1

nary heats were staged instead of the usual three before the consolation and final heats could be contested.

The modern class is normally the more dependable, given the advantages of the inherent wider track and elephant-ear skid fins, but on this day the vintage boats took the spotlight with 77 percent of the boats completing their heats compared to only 70 percent for the moderns. Consistent with the trend that has formed this year, six different modern boats won at least one preliminary heat, and a new record of 11 different vintage boats pulled in a first place finish before the finals.

In the modern class, 12 of the 15 boats entered were ready for the connie and final, as the tandem team of **John Williams'** 1980 Miss Budweiser and 1973 Pay 'n Pak along with **Steve Twardus'** 1971 Country Boy succumbed to gremlins during the preliminaries. In the connie, **Mike Gossler's** 1978 Circus Circus made up for two earlier DNFs by leading the heat from start to finish to earn the trailer position in the final. The 1974 Lincoln Thrift of **Bob VandenAkker** followed in second, with the remaining finishers being **Craig Bradshaw** and the 1988 Winston Eagle in third, **Brent Hall's** 1979 Squire Shop in fourth and **Mick Shutt** and the 1976 Vernors in fifth. **Jerry Johnston's** 1977 Natural Light was unable to finish the heat.

The modern final appeared to have great promise for a real barnburner. **Mike Campbell's** 1974 Country Boy was perfect in the preliminary heats and the remaining field posted strong finishes in their heats, with six of the seven boats having won at least one preliminary heat.

In the final, the Country Boy nailed the start with the field on his hip, but coming out of the first turn it caught air and landed shiny side down, right in front of **Rick Lentz's** 1974 U-95, which snuggled in tight and was trapped for a lap until the two boats drifted apart enough for the U-95 to get back under way. While those two boats were linked, the 1993 T-Plus of **Nigel Steere** and **Craig Mullen's** 1971 Pay 'n Pak had also managed to tip over, leaving the 1993 Kellogg's Frosted Flakes and **Henry Marvin** leading the trailer Circus Circus and the 1973 Red Man Too.

Coming out of the final turn, a buoy jumped out in front of the tiger boat, relegating it to upside-down status as well. That opened the door for the Circus to snatch the win, marking the third time in club history that the trailer boat has taken the win. Red Man Too finished in second place, and the U-95 was third.

Jim Clark



*Jeff Campbell's Pride of Pay 'n Pak Outrigger won the ERCU Gold Cup for the second straight year. It was the fourth consecutive time that a vintage boat owned by Jeff won the Gold Cup.*

With 26 Vintage boats in the pits, two second connies were run. The "second second connie" was won by **Ben Keller's** 1957 Hawaii Kai III, driven by Mullen, after a day of wrestling with various mechanical problems before finally pulling off a win in its last preliminary heat to score points. The first second connie was taken by **Monte Steere** and the venerable 1954 Slo-Mo V, the oldest boat in club, having run every year since its launch in 1993.

The first connie featured six evenly matched boats, and included Kirk Pagel's 1957 Maverick driven by Courtway, who successfully shed his rookie mantle this day by moving past the career 1,200 point threshold. VandenAkker's strong-running 1963 Notre Dame prevailed for the win and the "coveted" trailer position in the final after dueling with the Miss U.S. V of Gossler for several laps until the U.S. V hit a roller and rolled over. Second place went to **Scott Fetterly** and the 1961 Miss Madison, followed by **Ron Daum** in the 1958 Wildroot Charlie in third, Courtway with the Maverick in fourth and **Gerry Bordon's** 1970 Parco's O-Ring Miss in fifth.

Compared to the wild modern final, the vintage final was quite civilized. Certainly the field was strong, with both Jeff and Mike Campbell posting perfect days with the 1969 Pay 'n Pak Outrigger and the 1968 Harrah's Club, respectively, along with strong showings by the rest of the field, all of which had at least one preliminary heat win.

Note of interest: **Ryan Opfer** not only

participated in his first final ever with the 1965 Gale's Roostertail, he posted two heat wins to get there.

At the start of the heat the Outrigger and the Harrah's were spot on the mark, with the Outrigger pulling away out of the first turn but Harrah's keeping the pressure on for the entire heat. The outrigger prevailed for the win and Harrah's held on for second. Third place was secured by the 1971 Hallmark Homes driven by Mullen and fourth place went to Johnston's 1971 Miss Timex. Opfer brought the Gale's home in fifth and VandenAkker with the Notre Dame placed sixth. Jeff Campbell's 1969 Hooktail Pay n Pak, driven by substitute driver **Mike McIntosh**, succumbed to the rollers and was not able to finish.

As is usual for the Gold Cup, the day was long but provided a lot of fun for the participants.

Thanks to Jeff, Ron, Mike and Rick for keeping the action moving through the day. A special thank you, as always, is offered to the dedicated core group who helped with set-up and clean-up, and hung around until the very end for the award presentation.



## World championship debuts at Vancouver park



Mark Hansen's 1972 Notre Dame finished second in the modern division at the Red Lion Hotel NAMBA World Championships in Vancouver.

### ▲ continued from pg. 1

Additionally, a crowd estimated at 150 spectators from the community watched the racing action between 11:30 and 1:30.

The traditional Best of Show contest was held during the lunch break, when spectators and everyone involved in the race could vote for their favorite boats.

**Henry Marvin's** 1993 Kellogg's Frosted Flakes – which wasn't having a very good day on the race course – scored 30 votes and ran away with the modern Best of Show award. Second place went to **Craig Mullen's** American Spirit and a tie for third included **Gale Whitestine's** 1976 Miss U.S., **Craig Bradshaw's** 1988 Winston Eagle and **Mark Hansen's** 1972 Notre Dame.

**Jeff Campbell's** 1969 Pride of Pay 'n Pak Outrigger won the Best of Show for the vintage class in a much closer vote, with second place going to **John Earnest's** Gale V. There was another tie for third place between **Ron Daum's** Wildroot Charlie and **Bob VandenAkker's** 1968 Eagle Electric.

When it came time for the connies, **Mike Gossler** won the vintage second connie with his 1958 Miss U.S. V, followed by **Ryan Opfer** with the 1965 Gale's Roostertail in second, and **Jesse Shehan** with his 1963 St. Regis in third. Fourth place went to **John Earnest** in his 1962 Gale V. **Doug Brow** with the 1966 Miss Budweiser and **John Burkey** with the 1967 Miss Wickman were unable to finish.

In the vintage first connie, Jeff Campbell with the 1969 Pay 'n Pak Hooktail and **Brian & Dan Gilmore's** 1960 Thriftway Too hooked up in a great duel for several laps before the Too went

over and was out of the race. **Bob VandenAkker's** 1963 Notre Dame was second, followed by **Gerry Bordon** and the 1970 Parco's O-Ring Miss and new member **Gary Simmons** with the Miss Everett was fourth. Fifth went to **Jerry Johnston** with his 1971 Miss Timex (Clock).

The modern connie gave Gilmore another chance to get into the final with the 1983 Gilmore Special, and he took advantage of it,

posting a win against **Craig Bradshaw's** 1988 Winston Eagle, Johnston's 1977 Natural Light, and Shehan's 1977 Squire.

When it came time for the finals, the vintage boats were up first – different than most ERCU events – and Jeff and **Mike Campbell** quickly jumped to the lead with the Outrigger and the 1968 Harrah's Club, and they finished in that order. Third place went to Mullen, driving Ben Keller's 1957 Hawaii Kai III, while fourth was Marvin, driving the Pay 'n Pak Hooktail. Mark Hansen's 1970 Van's PX and Gary Hansen's 1954 Muvalong were unable to finish, and the 1957 Wildroot Charlie of Daum was DQ'd.

In the modern final, "the Mikes" hooked up in a good battle again and Gossler (1978 Miss Circus Circus) ended up finishing first, followed by Campbell (1974 Country Boy). Third place went to **Nelson Holmberg's** 1973 Red Man Too.

Fourth place went to Mark Hansen's 1972 Notre Dame, followed by **Bill Smiley's** 1977 Charlie's Girl. Gilmore finished sixth with the 1983 Gilmore Special and Mullen was unable to finish with the 1971 Pay 'n Pak.

After the race was over, the three dashes were run.

Gary Hansen won the modern "Bottom Five Dash for Cash", taking a cash prize of \$25 presented by **John & Dianne Earnest**. The Earnests also put up a cash prize for the vintage "Bottom Five Dash for Cash", which was won by Smiley, driving his 1971 Hallmark Homes (black).

Lastly, the Outrigger Challenge – sponsored by Flying Shamrock Racing Team – pitted the 1969 Pay 'n Pak Outrigger against each of the modern boats that had won a race all season. The Outrigger handily beat Charlie's Girl, Miss Cott's Beverage, Red Man Too, Miss Circus Circus, and the 1972 Notre Dame, which filled in for the unable-to-run Country Boy.

Thanks go out to our event sponsors – Red Lion Hotel at the Quay (on Vancouver's waterfront), Meyer's Auto Tech (Kennewick), Choral Enterprises Racing Team, Flying Shamrock Racing Team, the attorneys of Schwabe, Williamson & Wyatt, West Coast Bank, Great Lakes Boat Shop, Cougar Racing Team, John & Dianne Earnest, ERCU, TechJet Imaging and The Daily Insider.

Another huge thanks, too, goes out to everyone who helped put on a great event: **Mick Shutt**, the Earnests, **Rick Lentz**, **Mike Campbell**, **Jeff Campbell**, **Ben Keller**, **Craig Mullen**, **Bob VandenAkker**, **Ron Daum**, **Judy Fenton**, **Teri Campbell**, **Mark Gran**, **John Burkey**, and everyone who helped out taking turns judging, officiating or just helping out in general.

### World Championship Top 5

#### Vintage Class

#	Year, Boat, Owner	Points
1.	1969 Pay 'n Pak Outrigger, Jeff Campbell	2,000
2.	1968 Harrah's Club, Mike Campbell	1,900
3.	1957 Hawaii Kai III, Ben Keller	1,325
4.	1969 Pay 'n Pak Hooktail, Jeff Campbell	1,138
5.	1954 Muvalong, Gary Hansen	1,094

#### Modern Class

#	Year, Boat, Owner	Points
1.	1978 Circus Circus, Mike Gossler	1,900
2.	1972 Notre Dame, Mark Hansen	1,569
3.	1977 Charlie's Girl, Bill Smiley	1,527
4.	1974 Country Boy, Mike Campbell	1,500
5.	1973 Red Man Too, Nelson Holmberg	1,050

### Thanks to our World Championship sponsors

- Red Lion Hotel at the Quay
- Meyers Auto Tech
- Noslen Communication
- Flying Shamrock Racing Team
- Choral Enterprises Racing Team
- Schwabe, Williamson & Wyatt
- West Coast Bank
- John & Dianne Earnest
- ERCU
- Great Lakes Boat Shop
- Cougar Racing Team
- TechJet Imaging
- The Daily Insider





## Roger Newton Memorial recognizes "the Czar"

MAPLE VALLEY, Wash. — The first ever **Roger Newton Memorial**, held at Cherokee Bay Community Club, came off without a hitch, and rightly so.

It was all about our friend Roger.

**Mike Campbell** swept the championship trophies, driving his 1968 Harrah's Club to first place in the vintage final, and his 1974 Country Boy to first in the modern final.

But it was the work **Monte Steere** did to put together a great 20-by-10-foot exhibit about Roger — which included numerous boats of various scale built by the Czar, photo albums, racing programs, framed photos and the memorial video put together by **Don Mock** and shown for the first time in public the Czar's celebration of life — that really captured people's attention throughout the day.

A total of 47 boats were in the pits for the race, including 33 vintage and 14 modern.

With the exception of a couple of accidents, the day's racing was pretty good. Lots of heats were contested all the way until the finish, and several boats appeared to be faster than they have been in the past.

Three drivers, **Ryan Bradshaw**, **Kelsey McIntosh** and **Brent Hall** all moved beyond the 1,200 career points they needed to shed their rookie trailer start status.

Modern heat 1C was an example of that when the 1973 Red Man Too was able to pass and pull away from **Nigel Steere's** 1993 T-Plus enough to still win the heat even after a 360-degree blowover nearing the end of the fourth lap.

Another example was the Miss Timex of **Jason Hartley**, which despite a long absence from racing this season didn't show many signs of dust. Hartley not only one the vintage first connie, he ended up having more than enough speed to finish second in the final — from the trailer position.

**Ryan Opfer**, too, drove a modern boat in competition for the first time as well, running his 1973 Miss Budweiser — recently acquired from **Robbie Roberts**.

And with all of the boats in the pits, there were only three that had such difficult days that they weren't able to score any points.

When all was said and done, though, the connies and finals

Jim Clark



Mike Campbell's 1968 Harrah's Club won the vintage final.

rooted out the day's top boats.

**Monte Steere** won the vintage second connie with his grand old Slo-Mo-Shun V, followed by **Jerry Johnston** in the Timex Clock and **John Burkey** in the Miss Wickman. **Bob VandenAkker** finished fourth with the Miss Eagle Electric, and then came **Ron Daum** with the Such Crust III and **Rick Lentz** with the Miss Bardahl.

The first connie, won by Hartley, brought **Bill Smiley** and his Hallmark Homes (black) second place, followed by Daum's Wildroot Charlie, **Craig Mullen's** Hallmark Homes (red), **Gerry Bordon's** Parco's O-Ring Miss, and **John Earnest's** Gale V.

In the modern connie, **Nelson Holmberg** — back to the wheel of his Red Man Too after needing a substitute driver at the Gold Cup — cut the course at the last second to get lane one, but crossed the score up buoy just one second too early and earned an extra lap. The rest of the field made a clean start, and Mullen went on to win it with his 1971 Pay 'n Pak. Holmberg managed to get himself un-lapped through the course of the heat and earned second place, followed by Smiley with his Charlie's Girl. Fourth place went to newcomer **Brent Hall** with his 1980 Squire Shop, while fifth was **Mick Shutt** with the Miss Vernor's. **Jesse Shehan** was sixth with his new 1977 Squire. Opfer was unable to finish with his Miss Budweiser.

The modern final pitted some of the best boats of the year against one another and it didn't disappoint in terms of excitement.

**Mike Gossler** jumped out to a big lead early, but Mike Campbell — who ran second from the start — ran down the 1978 Circus Circus and took the lead late in the race. By the time it was finished, the 1974 Country Boy was the race winner. Gossler took second, followed by Steere in the T-Plus. Fourth place, coming from the trailer, was Mullen, followed by Johnston's Natural Light and Lentz's U-95. Seventh was Craig Bradshaw's Winston Eagle.

The vintage final was also an exciting affair, but most of the excitement — if you can call it that — happened at the beginning of the heat when the Hawaii Kai III and Pride of Pay 'n Pak Outrigger got together and were both out of the race. The Kai was DQ'd for a lane infraction that put the 'rigger out of the race.

Behind Mike Campbell in the order of finish was Hartley — the trailer. Third went to VandenAkker and the ever-consistent 1963 Notre Dame, while fourth was the Pride of Pay 'n Pak Hooktail, driven by McIntosh.

All in all, it was another great day of mostly quality racing by the ERCU members.

Roger would've been proud.

Jim Clark



Monte Steere set up a terrific display of Roger-built boats as well as RC racing programs, photos and even a video.



## Statistics ■ Career Standings (current)

### Vintage Career Points

No.	Name	2008	2007	2006	2005	2004	2003	TOTAL
1.	Jeff Campbell	16,594	15,600	12,638	12,014	9,844	1,150	67,840
2.	Mike Campbell	15,247	14,525	8,992	10,311	8,064	5,557	62,696
3.	Bob VandenAkker	11,055	10,693	11,321	9,568	3,576	1,276	47,489
4.	David Newton	0	1,116	4,213	13,113	12,230	13,550	44,222
5.	Bill Smiley	4,591	4,660	7,737	5,015	6,835	7,579	36,417
6.	Ron Daum	7,246	7,084	4,983	7,979	8,730	0	36,022
7.	Roger Newton	2,364	4,325	4,663	6,240	8,083	5,569	31,244
8.	Rick Lentz	5,775	5,351	3,387	5,997	5,377	4,463	30,350
9.	Jim Clark	0	2,321	7,368	4,667	6,372	6,294	27,022
10.	Henry Marvin	1,195	6,140	7,617	7,946	3,761	0	26,659
11.	Ron Hornung	1,332	3,697	7,427	4,027	9,103	0	25,586
12.	Monte Steere	1,919	4,744	3,064	4,521	4,748	6,196	25,192
13.	Gary Hansen	6,032	7,059	8,633	2,909	0	0	24,633
14.	Jason Hartley	2,069	4,719	10,552	5,809	0	0	23,149
15.	Jim Lilly	0	0	779	5,619	7,099	6,354	19,851
16.	Steve Twardus	2,746	3,864	4,887	4,793	3,069	0	19,359
17.	Craig Bradshaw	5,403	6,530	4,043	2,684	0	0	18,660
18.	Mark Hansen	2,970	5,925	8,478	788	0	0	18,161
19.	John Williams	850	4,370	3,086	2,496	1,800	4,102	16,704
20.	Jerry Johnston	7,875	4,697	4,085	0	0	0	16,657
21.	Mike Gossler	8,750	0	0	0	5,655	0	14,405
22.	Scott Fetterly	2,957	6,061	3,957	0	0	0	12,975
23.	Nelson Holmberg	6,280	3,704	1,407	0	750	0	12,141
24.	Jesse Robertson	0	0	11,209	0	0	400	11,609
25.	Nigel Steere	0	2,813	2,343	3,794	672	1,425	11,047
26.	David Gardner	0	1,514	2,250	3,845	3,357	0	10,966
27.	Doug Brow	4,630	5,926	0	0	0	0	10,556
28.	Craig Mullen	9,256	0	831	0	0	0	10,087
29.	Gerry Bordon	8,415	1,421	0	0	0	0	9,836
30.	Ralph Jorgenson	1,775	7,970	0	0	0	0	9,745
31.	John Earnest	3,428	4,196	1,921	0	0	0	9,545
32.	David Lilly	0	0	0	450	4,135	4,207	8,792
33.	Robbie Roberts	863	750	1,677	4,976	521	0	8,787
34.	Brian Gilmore	8,686	0	0	0	0	0	8,686
35.	Dawna Gross	1,678	1,385	5,213	0	0	0	8,276
36.	Jesse Shehan	3,084	5,022	0	0	0	0	8,106
37.	Ryan Opfer	4,477	2,804	563	0	0	0	7,844
38.	Tony Perman	0	0	0	0	2,700	5,037	7,737
39.	John Burkey	3,944	1,225	1,679	0	0	0	6,848
40.	Patrick Gleason	938	2,284	3,068	0	0	0	6,290
41.	Dave Helton	0	0	0	0	2,756	3,025	5,781
42.	Ron Hartley	1,998	3,736	0	0	0	0	5,734
43.	Kevin Porter	0	0	0	0	0	5,391	5,391
44.	Mark Gran	4,636	0	0	0	0	0	4,636
45.	Gary Levander	0	1,529	1,431	0	846	300	4,106
46.	Steve Brown	0	0	0	0	225	3,686	3,911
47.	Joe Hewitson	0	0	0	0	1,169	2,600	3,769
48.	Kerry Kjos	2,167	0	0	0	1,219	0	3,386
49.	Vinnie Donati	0	0	0	0	3,127	0	3,127
50.	Grady Steere	0	0	320	2,189	0	0	2,509
51.	Dave Reiser	1,188	550	225	0	0	0	1,963
52.	Zane Courtway	1,906	0	0	0	0	0	1,906
53.	Mike McIntosh	1,861	0	0	0	0	0	1,861
54.	Gale Whitstine	0	0	0	1,769	0	0	1,769
55.	Pat Malyspina	0	0	0	1,756	0	0	1,756
71.	Bill Shearer	1,613	0	0	0	0	0	1,613
68.	Ryan Bradshaw	1,428	0	0	0	0	0	1,428
72.	Mick Shutt	1,306	0	0	0	0	0	1,306
73.	Jim Latimer	1,272	0	0	0	0	0	1,272
67.	Kelsey McIntosh	1,211	0	0	0	0	0	1,211
68.	Howard Price	450	300	423	0	0	0	1,173
69.	John Dyer	0	0	0	1,150	0	0	1,150
70.	Lee Robertson	0	0	0	0	0	1,100	1,100
71.	Bill McGraw	0	0	0	0	0	1,094	1,094
72.	Doug Gunter	0	0	0	0	1,075	0	1,075
73.	Aaron Olson	1,019	0	0	0	0	0	1,019
69.	Roger May	1,015	0	0	0	0	0	1,015
71.	Gary Simmons	948	0	0	0	0	0	948
72.	Jeff Stubbers	0	0	0	0	0	900	900
62.	Harry Galjens	0	0	0	0	869	0	869
63.	Carl Lewis	0	844	0	0	0	0	844
64.	Don Mock	0	0	0	0	0	794	794
70.	John Howell	450	0	0	0	0	0	450

### Modern Career Points

No.	Name	2008	2007	2006	2005	2004	2003	TOTAL
1.	Mike Campbell	13,396	15,225	13,521	13,348	11,850	0	67,340
2.	Jeff Campbell	1,600	10,215	13,650	12,125	11,744	0	49,334
3.	Mike Gossler	14,645	9,526	9,921	8,172	0	0	42,264
4.	Nelson Holmberg	9,446	9,612	7,688	1,769	0	0	28,515
5.	Gary Hansen	5,427	7,733	8,807	4,513	0	0	26,480
6.	Rick Lentz	8,629	6,756	4,571	5,348	395	0	25,699
7.	Steve Twardus	3,140	7,823	4,215	5,429	5,090	0	25,697
8.	Henry Marvin	2,519	8,722	8,920	0	0	0	20,161
9.	Mark Hansen	2,944	5,570	5,807	5,490	0	0	19,811
10.	Brian Gilmore	9,057	9,077	0	0	0	0	18,134
11.	David Newton	0	0	1,100	9,284	2,045	5,325	17,754
12.	Jerry Johnston	7,452	4,527	4,929	0	620	0	17,528
13.	Doug Brow	3,576	8,525	3,589	0	0	0	15,690
14.	Craig Bradshaw	7,674	4,772	3,239	0	0	0	15,685
15.	John Williams	383	1,463	3,124	2,596	2,744	5,300	15,610
16.	David Gardner	0	1,957	1,400	3,401	6,170	0	12,928
17.	Bill Smiley	8,440	4,113	0	0	0	0	12,553
18.	Craig Mullen	9,003	3,015	502	0	0	0	12,520
19.	Bob VandenAkker	4,483	4,203	0	1,239	1,046	0	10,971
20.	Nigel Steere	2,777	4,052	3,338	0	0	0	10,167
21.	Gale Whitstine	264	0	1,852	4,683	2,400	0	9,199
22.	Ron Hartley	2,029	4,339	1,530	0	0	0	7,898
23.	Mick Shutt	3,704	3,801	0	0	0	0	7,505
24.	Roger Newton	0	1,297	3,908	694	0	950	6,849
25.	Patrick Gleason	1,220	4,368	0	0	0	0	5,588
26.	Robbie Roberts	1,506	2,622	1,290	0	0	0	5,418
27.	Jesse Shehan	3,859	1,448	0	0	0	0	5,307
28.	Doug Gunter	0	0	0	0	2,713	0	2,713
29.	Dave Sacry	0	0	0	2,309	0	0	2,309
30.	Jesse Robertson	0	0	1,950	127	0	0	2,077
31.	Bill Shearer	1,276	0	0	0	0	0	1,276
32.	Jason Hartley	0	450	0	638	0	0	1,088
38.	Brent Hall	1,839	0	0	0	0	0	1,060
39.	Ron Hornung	0	0	0	0	825	0	825
44.	Monte Steere	600	0	0	0	0	0	600
45.	Robert Roberts	0	469	0	0	0	0	469
46.	Howard Price	0	0	0	0	450	0	450
45.	Ryan Opfer	394	0	0	0	0	0	394
46.	David Lilly	0	0	0	281	0	0	281
47.	Scott Fetterly	0	64	0	0	0	0	64

## Zane Courtway makes a splash with 1/7-scale

Zane Courtway took his Classic Thunderboat to the connie race at the recent Northwest Scale Hydroplane Championship, and made it all the way into the finals. In the final heat, he was dueling with David Newton and had the inside lane. On the last turn in, he clipped the buoy. The rudder snapped, but Zane almost took it all.



In the photo, Zane is shown standing next to Gary Rose holding this beautifully-detailed Enforcer. Gary told us that they finished building the boat the day of the race, and it was Zane's first time driving this boat, or even a boat of this kind.

We congratulate Zane on his excellent driving skills, and Gary for helping him and encouraging us to get involved with this great new class..

— Jerry Courtway







## Statistics ■ 2008 Season (Through 13 of 14 races)

### Vintage Driver Points

No.	Boat	Year	Owner	CSP	SC	BBM	RFR	PC	SC	OEC	BLM	CC	SSM	ST	GC	DC	CC/Nats	Total	Drops	High Points
1.	Pay 'n Pak Outrigger	1969	Jeff Campbell	1,500	1,600		1,425	1,600	1,600	1,769			1,600	1,500	2,000	1,369	2,000	17,963	1,369	16,594
2.	Hatrah's Club	1968	Mike Campbell	1,500	1,227	1,600	1,500	1,100	1,120	1,700			1,200	1,025	700	1,900	1,600	19,072	2,825	15,247
3.	Notre Dame	1963	Bob VandenAkker	1,094	920	844	1,000	1,094	1,127	1,394		1,094	925	1,069	1,014	1,194	975	13,744	2,689	11,055
4.	Hallmark Homes (Red)	1971	Craig Mullen®	127	785	400	725	1,400	557	927		527	825	1,200	1,525	785	225	10,008	752	9,256
5.	Miss U.S. V	1963	Mike Gossler	850	800	1,100	469	700	500	700			900	300	1,000	1,100	800	9,219	469	8,750
6.	Thriftway Too	1960	Brian Gilmore®	1,325	395	1,100	975	752	696	300		1,269	644	800			825	9,081	395	8,686
7.	Parco's O-Ring Miss	1970	Gerry Bordon®	169	400		833	1,013	1,050			727	719	732	889	964	1,088	8,584	169	8,415
8.	Timex (clock)	1971	Jerry Johnston		1,100	1,225		1,000	785	569				100	1,394	638	1,064	7,875		7,875
9.	W. Charlie/Such Crust III	1958	Rori Daum	925		794	896	300	269	1,188		300	619	394	892	938	0	7,515	269	7,246
10.	Mav/Shanty I/Red Man	1957	Nelson Holmberg	952	804	952		869	825	1,169		169		540				6,280		6,280
11.	Muvalong	1954	Gary Hansen		725		1,325		469				1,169	1,250			1,094	6,032		6,032
12.	Miss Bardahl	1958	Rick Lentz	545	788	338	577	656	413	525			821	0	338	549	563	6,113	338	5,775
13.	Budweiser/Coral Reef	1970	Craig Bradshaw	539	525	225	300	619	732			694	394	169	806	569	127	5,699	296	5,403
14.	Breathless II/Atlas	1957	Mark Gran®	127		581		127	394	563			596	525	628	489	606	4,636		4,636
15.	Miss Budweiser	1966	Doug Brow	825	469	779		394	925				469				769	4,630		4,630
16.	Hallmark Homes (Black)	1971	Bill Smiley				0	500	1,195					1,400		975	521	4,591		4,591
17.	Vernor/Gales Roostertail	1974	Ryan Opler		338	675		469					95	625	1,377	169	729	4,477		4,477
18.	Miss Wickman	1967	John Burkey	225				492	596	1,060				296		581	694	3,944		3,944
19.	Gale V	1962	John Earnest	394						887		564				850	733	3,428		3,428
20.	St. Regis	1963	Jesse Shehan	0			169	394		356			359	0		466	676	3,084		3,084
21.	Van's PX	1972	Mark Hansen					1,195					750				1,025	2,970		2,970
22.	Miss Madison	1961	Scott Fetterly					769	127					704	957	400		2,957		2,957
23.	Pay 'n Save/Seattle Too	1958	Steve Twardus	813	0	264		525						694	450			2,746		2,746
24.	Miss Bardahl	1968	Roger Newton			869	1,195		300									2,364		2,364
25.	Miss Thriftway	1960	Kerry Kjos®	479						938		750					0	2,167		2,167
26.	Timex	1972	Jason Hartley	900	169													2,069		2,069
27.	\$ Bill	1962	Ron Hartley	300		760	938											1,998		1,998
28.	Sio-Mo-Shun V	1954	Monte Steere											525	669	725		1,919		1,919
29.	Maverick	1957	Zane Courtway®			469									1,010	427		1,906		1,906
30.	Shakey's Special	1974	Mike McIntosh®		0			225	769						75			1,861		1,861
31.	Sunny Jim	1974	Ralph Jorgenson	700	450			625										1,775		1,775
32.	Lil' Buzzard	1970	Dawna Gross	169	618	225		370					296					1,678		1,678
33.	Miss U.S.	1970	Bill Shearer®												638	450	525	1,613		1,613
34.	Wayfarers Club Lady	1966	Ryan Bradshaw®					169	95			225			489	450		1,428		1,428
35.	Skip-A-Long/Peps V	1949	Ron Hornung		673	469	0	95	95									1,332		1,332
36.	Oh Boy! Oberto	1975	Mick Shutt®												545	254	507	1,306		1,306
37.	Miss Everett	1960	Jim Latimer®	521		751												1,272		1,272
38.	Lil' Buzzard	1970	Kelsey McIntosh®						296					563	352			1,211		1,211
39.	Miss Exide	1964	Henry Marvin	475		495									225	0		1,195		1,195
40.	Breathless II	1957	Dave Reiser®	169			394				325					300		1,188		1,188
41.	Pay 'n Save 2	1958	Aaron Olson®		1,019													1,019		1,019
42.	Miss Rocket	1957	Roger May®									127	423			465		1,015		1,015
43.	Miss Everett	1960	Gary Simmons®														948	948		948
44.	Miss Bardahl/Spokane	1965	Patrick Gleason		169				300				469					938		938
45.	Shanty I	1956	Robbie Roberts	525				225	169				169	0				863		863
46.	Miss Madison	1971	John Williams										225		400			850		850
47.	Gales Roostertail	1965	Howard Price										450	0				450		450
48.	Sunny Jim Jam	1975	John Howell®									56					394	450		450

### Modern Driver Points

No.	Boat	Year	Owner	CSP	SC	BBM	RFR	PC	SC	OEC	BLM	CC	SSM	ST	GC	DC	CC/Nats	Total	Drops	Points
1.	Circus Circus	1978	Mike Gossler	1,500	1,425	1,195	1,500	900	625	1,900			1,500	1,425	1,200	1,100	1,900	16,170	1,525	14,645
2.	Country Boy	1974	Mike Campbell	0	1,200	927	1,200	1,200	400	1,200		1,369	1,327	1,600	1,600	1,200	1,500	14,723	1,327	13,396
3.	Red Man Too	1973	Nelson Holmberg	525	610	498	925	1,125	1,094	788		1,169	994	921		770	1,050	10,469	1,023	9,446
4.	Gilmore Special	1982	Brian Gilmore	300	794	1,225	713	700	869	1,294		790	1,150	732			790	9,357	300	9,057
5.	Pay 'n Pak	1971	Craig Mullen	1,325	0	0	600	400		1,100		694	1,169	1,225	1,025	469	996	9,003		9,003
6.	U-95	1974	Rick Lentz	900	945	627	769	827	1,094	802			465	169	1,200	790	675	9,263	634	8,629
7.	Charlie's Girl	1977	Bill Smiley		600	1,025	1,325	1,600	625					1,000		738	1,527	8,440		8,440
8.	Winston Eagle	1988	Craig Bradshaw		850	779	296	669	525			704	825	450	882	996	994	7,970	296	7,674
9.	Natural Light	1977	Jerry Johnston		1,127	1,052		600	825	1,425				233	525	877	788	7,452		7,452
10.	Miss Cott's Beverage	1974	Gary Hansen		685		1,038		1,325				775	854			750	5,427		5,427
11.	Lincoln Thrift	1974	Bob VandenAkker	1,195				450	1,038					900	900			4,483		4,483
12.	Dayton Walter/Squire	1976	Jesse Shehan®	619			821	606		352						644	817	3,859		3,859
13.	Vernor's	1976	Mick Shutt	432		486	877		169			488			254	529	469	3,704		3,704
14.	Squire Shop	1978	Doug Brow	625	582	638		112	600				394				625	3,576		3,576
15.	Country Boy	1971	Steve Twardus	700	469	469	433	844						225	0			3,140		3,140
16.	Notre Dame	1972	Mark Hansen						550				825				1,569	2,944		2,944
17.	T-Plus	1993	Nigel Steere	625										1,052	1,100			2,777		2,777
18.	Kellogg's Frosted Flakes	1993	Henry Marvin	550		800									1,169			2,519		2,519
19.	Squire	1977	Ron Hartley	625		854	550											2,029		2,029
20.	Squire Shop	1980	Brent Hall												1,060	779		1,839		1,839
21.	Red Man Too	1973	Jeff Campbell												1,600			1,600		1,600



Jim Clark



Brent Hall's 1980 Squire Shop is one of the newer boats on the ERCU circuit.

## November

Sun	Mon	Tue	Wed	Thu	Fri	Sat
						<b>1</b>
<b>2</b> ERCU Member Meeting Time, Location TBA	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b> ERCU Awards Banquet Great American Casino, Tukwila
<b>9</b>	<b>10</b>	<b>11</b>	<b>12</b>	<b>13</b>	<b>14</b>	<b>15</b>
<b>16</b>	<b>17</b>	<b>18</b>	<b>19</b>	<b>20</b>	<b>21</b>	<b>22</b>
<b>23</b>	<b>24</b>	<b>25</b>	<b>26</b>	<b>27</b>	<b>28</b>	<b>29</b>
<b>30</b>						

### E-RCU News

**Publisher**  
Rick Lentz

**Editor/Designer/Reporter**  
Nelson Holmberg

**Reporter**  
Kirk Pagel

**Photographer**  
Jim Clark

2008