

ERCU



THE NEWSLETTER

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Up Next

- Sept. 21 **ERCU Gold Cup**
Lake Wilderness Park, Maple Valley, Wash..
- Oct. 5 **Roger Newton Memorial Cup**
Cherokee Bay Community Club, Maple Valley, Wash..
- Oct. 11 **Cascade Cup/NAMBA World Championship**
Kliline Pond @ Salmon Creek Park, Vancouver, Wash.

On the Web

- Fullers Fast Electrics**
www.drcwebservices.com/ffe
- NitroKillers RC bulletin board**
www.nitrokillers.com
- ERCU the Blog**
www.ercutheblog.blogspot.com

Stat of the Month

= **Mike Campbell** is just one win away from becoming the club's first to 30 race wins.

ERCU Trivia

? By winning the Stan Sayres Memorial, **Mike Gossler** stopped a three-race winning streak of **Mike Campbell's** at that event.

Smiley takes Seafair

MONROE, Wash. – Lake Tye in Monroe was site for the sixth annual running of the ERCU Seafair Trophy Race sponsored by Remote Control Hobbies of Woodinville. A seasonable day greeted 26 vintage and 13 modern boats. The wind conditions and water were ideal early in the day but deteriorated as the day went on which resulted in a number of DNFs.

Eric Bourlet



Racing began at 11 a.m., and proceeded quickly through the day. Race fans watching from the shore were treated to several two and three boat duals during the preliminaries of both the modern and vintage classes.

The vintage first consolation featured the Thriftway Too driven by **Brian Gilmore**, Harrah's Club with **Mike Campbell**, **Craig Mullen** driving

Ben Keller's Hawaii Kai III, Miss Pay 'n Save with **Steve Twardus**, Miss Madison with **Scott Fetterly** and Parco's O-Ring Miss driven by **Gerry Bordon**. This heat featured one of the better starts of the

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Jeff Campbell, Gossler win Sayres race

MAPLE VALLEY, Wash. — Seattle summer (drippy) skies greeted 43 intrepid race boats at the 19th running of the Stan Sayres Memorial Trophy race held at Cherokee Bay Community Club in Maple Valley.

Contest Directors **Monte** and **Nigel Steere** took time away from celebrating the arrival of a set of twins in their family the day before the race to oversee the affair and present the

awards at day's end.

The Sayres Trophy is the oldest in the history of scale hydroplane racing, with the first race held in 1974. After eight years running with the nitro boats of R/C Unlimiteds in its early years, the trophy was put on the shelf until 1998 and its introduction to the electric models, where it has been a fixture every year since.

A total of 29 vintage and 14 modern boats filled the field on

an overcast day that actually turned out to be one of the drier spots in the region, suffering only a few sprinkles while most of the rest of the Puget Sound area was deluged with heavy rain. By the time the preliminary heats were concluded, there were six different modern and nine different vintage heat winners, showing again that the overall competitiveness of the

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THE MILL

ERCU news briefs

Awards banquet date, place are announced

The 2008 ERCU Awards Banquet is set for Saturday, November 8, from 6-10 p.m., at the Great American Casino in Tukwila (same place as last year). Cost is \$15 per person attending. It'll be a buffet dinner including salmon and baron of beef. The evening's special guest will be announced soon.

ERCU Gold Cup is up next

Now that Seafair is in the record books - congratulations to **Bill Smiley** and **Mike Campbell** for taking home the hardware - it's time to plan for the premier event of the club. The Gold Cup will be contested Sunday, September 21 at Lake Wilderness. The event will run four sets of preliminary heats, so set-up will commence at 7 a.m. Time for testing will be available as soon as the course is set. The drivers meeting will be held at 10:15, with racing to commence at 10:30, to allow a little more time for the full slate of heats for the day. Lake Wilderness was voted the favorite course in a recent informal vote, and the Gold Cup should be one of the favorite events of the year. Hope you can all make it - it should be a fun day for all!

Apologies for omitting a few from Seafair story in August

Our most sincere apologies to **Doug Brow**, **Patrick Gleason** and **Gale Whitestone**, as they were all omitted from the August ERCU: The Newsletter story about ERCU members who had a major impact on the big-boat work that was done at Seafair. Gleason and Whitestone worked on the U-48 Albert Lee presents Lakeridge Paving while Brow was an ABRA official for the second week in a row. Gleason's job on the 48 was working with the computer systems and cockpit, while Whitestone is the crew chief, and while hobbled with a pair of crutches, that didn't stop him from being uber-productive. Brow, who worked as an official in the helicopter at Tri-Cities a week before the Tri-Cities race, repeated his duty again in Seattle. We also forgot to mention **Gary Hansen** of Red Dot, which sponsored three boats in the race - U-17, U-5 and U-7. That brought the total number of ERCU members working in the pits to keep things running for the big boats to 14 of our 58 members. "I had them in my notes and even have pictures of them all in their uniforms working, too," said Nelson Holmberg, who authored the story for the newsletter. "It's my bad and I'm sorry for leaving all of them out."

Diamond Cup renamed in honor of Roger "Czar" Newton

Rick Lentz has announced that the name of his race, scheduled for Sunday, October 5 at Cherokee Bay Community Club in Maple Valley, has been changed from the Diamond Cup to the Roger Newton Memorial Cup, effective immediately.

GERRY BORDON

Family: Wife: Lisa; Children: Gerald Jr., Zechariah, Gabriel, Rebecca, Elijah; Grandchildren: Antonio, Josiah and Jolene Parents: John and Victoria Bordon; In-laws: Herman and Eve Wingert. Siblings: Greg, Grant, Gail and Tina

City he calls home: Renton

Job (when not boating): Sr. Sales, Mining and Building Materials Co.

College Football Loyalty: U of W

Favorite Current Unlimited Hydro: Oh Boy! Oberto

Favorite Unlimited Hydro of the past: Tempest

Boats he races in ERCU: 1970 Parco's O-Ring Miss

What was your first car? . . . 1962 Buick Electra

225 Convertible. One of a set used in the Worlds Fair. Bought it from my Dad for \$25.00

What was your first job? Paper boy

When and how did you get involved in scale racing? . . Had a curiosity about them. Liked the fact you couldn't fall out of one. Roger Newton and Pat Gleason hooked me in 2007

Have you ever had a manicure/pedicure?

(come on, admit it): Yup and yup

Coke or Pepsi? . . Coke unless there is a good Cream Soda available

a moment with



BIG BOAT news

■ **U-1 Ellstrom Racing Team** - Declared the official winner of Seafair, 10 days after the race. Boat & crew may not participate in racing at San Diego. This would be in a move to save the equipment for Dubai. Both Ellstrom boats are expected to make the far East trek.

■ **U-3 Cooper Motorsports** - Found a sponsor and at least one good engine to make the trip to San Diego.

■ **U-5, U-7 Formula Boats Racing Team** - Both of **Ted Porter's** boats will appear in San Diego, following a late August exhibition at Celina, Ohio. **Mike Allen** is slated to return to the U-7 cockpit.

■ **U-6 Miss Madison Racing Team** - Will be in San Diego to try for another win in 2008. **Steve David** is now poised to take the High Points Championship in San Diego.

■ **U-10 USA Racing Partners** - We learned on September 3 that owner **Kim Gregory** had passed away from renal failure following hospitalization on August 21, in Las Vegas. At press time it was learned that the team may not participate in San Diego this season.



abrahamplanes.com

■ **U-13 Spirit of Detroit** - Owner **Dave Bartush** has had time following Seattle, to get the Graham Trucking ready for the season finale in San Diego, with **J. Michael Kelly** in the cockpit. Their prop, lost at Seafair, was recovered by divers in September.

■ **U-17 Our Gang Racing Team** - **Kip Brown** did fairly well for his short rookie season. The Our Gang Racing boat and crew are done for the season, following Seafair. **Nate Brown** says they are on the short list for Dubai.



Chris Denslow

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Alan Hudson

After 4 years of on again, off again restoration, the 2-G Hurricane IV was finally launched on 9-9-2008 on Lake Washington.



THE MILL

ERCU news & rumors

Two boats that hadn't yet run this season – the 1970 Miss U.S., and the 1975 Oh Boy! Oberto – made their first tests of the season at Westmoreland Park in Portland on Saturday, September 13. **Bill Shearer**, the new owner of the Miss U.S. – which he bought from Henry Marvin this summer – is excited to drive his first vintage boat for the first time. **Mick Shutt**, on the other hand recently finished (close enough . . . finishing the dummy motor is all that's left to do) his brand new 1975 Oh Boy! Oberto, and tested for the first time, with the intent of racing it for the first time at the Gold Cup on September 21. Photos and a full report have been posted on ERCU: The Blog . . .



Nelson Holmberg

Jeff Campbell will drive a modern boat for the first time this season, as he'll be replacing **Nelson Holmberg** at the helm of the 1973 Red Man Too during the ERCU Gold Cup at Lake Wilderness. Nelson can't attend the race due to some business travel that has him flying to Anchorage on Sunday morning . . .

For two races now, the club has been trying a new rule for the score up during the mill. As of the Stan Sayres race, if a driver misses the score up (passes it too early), there will be no option to "go around" by cutting through the infield and making up the buoy without penalty. It will be a one-lap penalty through the period of time the board is evaluating the rule, which will be evaluated during the offseason before a decision is made to keep the rule as is or change it to the new format . . . **Gary Simmons** of Arlington, who attended our Seafair Trophy Race in Monroe and got bit by the bug has purchased the Miss Everett from **Ron Hartley**, who acquired it in trade from **Jim Latimer**, and made the decision to join ERCU . . . **Jesse Shehan** has purchased the 1977 Squire Shop from Hartley, who has narrowed his collection of RC hydroplanes from numerous boats to just two – the \$ Bill and a Checkerboard Bardahl Classic Thunderboat that he purchased from **Roger Newton**.



Jim Clark

2008 schedule

(subject to change)

APRIL		
Date	Event	Location
12	Champion Spark Plug	Centralia
19	Silver Cup	Monroe

MAY		
Date	Event	Location
10	Bill Brow Memorial	Marysville
24	Rose Festival RC Regatta	Portland

JUNE		
Date	Event	Location
14-15	President's Cup	Lake Wilderness
21	Sahara Cup	Monroe

JULY		
Date	Event	Location
12	Oregon Emerald Cup	Tualatin
20	Bernie Little Mem (ppd.)	Bellevue

AUGUST		
Date	Event	Location
16	Columbia Cup	Tualatin
24	Stan Sayres Mem.	Cherokee Bay

SEPTEMBER		
Date	Event	Location
6	Seafair Trophy Race	Monroe
21	Gold Cup	Lake Wilderness

OCTOBER		
Date	Event	Location
5	Newton Memorial	Cherokee Bay
11	Cascade Cup/Nats	Vancouver

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-25 Superior Racing Team – **Ken Muscatel** will have his boat ready to go for San Diego, after a tough four races this year. This boat is also on the short list for Dubai.

■ U-48 Miss Lakeridge Paving – **Greg O'Farrell** will keep his Lakeridge Paving entry at home, for the last race of the season as it is done for the year.

■ U-50 Spirit of the Navy – The Navy entry has been nothing but impressive so far this year, with **Brian Perkins** at the wheel. The U-50 is expected in San Diego.



Chris Denslow

■ U-100 Leland Racing Team – **Fred Leland** will have his Mirage Boats entry in San Diego. **Greg Hopp** is just one point ahead of **J. Michael Kelly**.

■ ABRA – The American Boat Racing Association has adopted a new "infraction" flag. The blue flag with a yellow stripe will fly with the other appropriate flag during heat racing, if an infraction (as in Seafair's final heat) has occurred. It will make its debut in San Diego this year.

■ New Sponsors – **George & Gavin Maloof** have become ABRA sponsors with a three year commitment to honor the fastest qualifiers at each event. The Maloof Family owns the NBA's Sacramento Kings, the Palms Hotel in Las Vegas and sponsors cars on the NHRA and IRL circuits. The award will be called the Sacramento Kings' Fastest Lap Award. The top qualifying team will receive a \$750 check, with the second fastest boat getting \$250.

■ Season Finale – The racing fleet for San Diego's Bayfair race has been announced:
 U-3 Cooper Racing
 U-5 Formulaboats.com
 U-6 Oh Boy! Oberto
 U-7 Formulaboats.com
 U-13 Graham Trucking/Spirit of Detroit
 U-25 Superior Racing
 U-37 Miss Beacon Plumbing
 U-50 Spirit of the NAVY
 U-100 Mirageboats.com

Compiled by Kirk Pagel, ace reporter



Jim Clark

The Hurricane carries the inscription: "Crew Chief Roger J. Newton."



ERCU celebrates Stan Sayres with 19-year old race

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club continues to be a factor.

In the modern class, after the top six boats were placed in the final and the withdrawal of **John Williams' 1973 Pay 'n Pak**, it was decided to run the remaining seven boats in the consolation race, with the winner advancing to the final as the trailer. At the start all seven boats screamed into the first turn, but only four made it out shiny side up. The 1980 Budweiser of Williams tangled with **Patrick Gleason's 1981 Thousand Trails**, and just to keep them from feeling left out, **Robbie Roberts' 1973 Miss Budweiser** joined the fracas. Later in the same lap **Mark Hansen's 1972 Notre Dame** hooked a buoy and wouldn't let go, taking it out of the heat as well. The three boats still running were able to avoid the carnage and finished with most of **Doug Brow's 1978 Shop Squire** first in front of **Gary Hansen** and the 1974 Miss Cott's Beverage, with the 1974 U95 of **Rick Lentz** coming in third.

The modern final was equally exciting at the start with Brow's Squire going over and the 1973 Red Man Too of **Nelson Holmberg** hooking in the first turn, narrowly missed by two boats before catching the 1988 Winston Eagle of **Craig Bradshaw**. The Eagle disappeared in a shower of fluorescent orange parts, but somehow the Red Man avoided the hook and was able to take off after the leaders. At the finish it was the 1978 Circus Circus in first, expertly driven by **Mike Gossler**, holding off the charging 1971 Pay 'n Pak of **Craig Mullen**. Third place went to **Brian Gilmore** and the Gilmore Special, and the Red Man recov-



Mike Gossler's 1978 Circus Circus was the winner of the modern final heat at the 19th Stan Sayres Memorial at Cherokee Bay in Maple Valley.

ered from the first lap hook for a close fourth place finish. Points leader with a perfect day after the preliminary heats, the 1974 Country Boy of **Mike Campbell** gulped a huge wave prior to the start, but was finally able to shake it off for a fifth place finish.

With the high turnout, to provide as many boats as possible a chance for another run, three sets of second connies were run, one for points and two for fun. In the "official" second connie, **Gerry Bordon** and Gilmore staged a close heat with the 1970 Parco's O-Ring Miss and 1960 Thriftway Too, with Bordon just edging the Too at the finish line. Third place went to **Ryan Opfer** and the 1955 Gale V, with **Mark Gran** finishing fourth with the 1967 Atlas Van Lines. **Ron Daum's 1955 Such Crust III** and the 1966 Miss Budweiser of Brow were unable to finish.

The first connie winner was **Jeff Campbell** with the 1969 Pay N Pak hooktail. Second went to **Bob Vanden-Akker's 1963 Notre Dame**, and the 1958 Bardahl of Lentz was third. Fourth went to Mullen's 1971 Hallmark Homes and the 1958 Wildroot Charlie and Daum finished in fifth place. Mark Hansen and the 1972 Van's P.X. was unable to finish. Then the juggling started. Campbell took the winner's option to retain the first place points in the connie, which allowed second place VandenAkker's 1963 Notre Dame to move into the final as the trailer. With two boats in the final, Vanden-Akker decided to scratch the Miss Lapeer, which moved his Notre Dame

into the front line, and allowed third-place connie finisher Lentz and the 1958 Miss Bardahl "Green Dragon" to join the final as the trailer.

The final looked to be another barn-burner, with Campbell's 1969 Pay N Pak Outrigger and **Ben Keller's Hawaii Kai III**, driven by Mullen, having each won their three preliminary heats. Not far behind were the 1968 Harrah's Club of Mike Campbell, who missed a sweep by a bent rudder in one heat, still finishing third, and the Miss U.S. 5 of Gossler. Once again the first turn was integral in the final outcome, as the Harrah's, the Kai and the Miss U.S. V all tried to occupy the same spot at the same time, with none of them coming out right-side up. The Outrigger and 1954 Muvalong driven by Gary Hansen staged a great duel, with the Outrigger holding the Muvalong off at the wire for the heat and race win. Third place went to VandenAkker and the Notre Dame, with the 1958 Bardahl and Lentz surviving for a fourth place finish.

As usual, the list of thank yous is long, as many hands helped make the day a success. Many people helped with set-up and tear-down, which is always appreciated. A special thanks goes to **Dan Gilmore**, who secured the venue for the club and served a delicious lunch for the club. Jeff Campbell did his usual great job running the computer and refereeing, with help from **Judy Fenton**, Daum, Mike Campbell and VandenAkker.

Finally, thanks Monte, for providing another great race day.



Jeff Campbell's 1969 Pride of Pay 'n Pak outrigger was the winner of the vintage final heat at the 19th Stan Sayres Memorial at Cherokee Bay, in Maple Valley.

Mike Campbell repeats as Seafair Trophy Race champ



Mike Campbell's 1974 Country Boy won the modern final at the Seafair Trophy Race, sponsored by Remote Control Hobbies of Woodinville.

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day and each driver was eager to move up to the final by winning. Thriftway Too and Miss Pay 'n Save fell victim to the rough water and failed to finish.

Mike Campbell and the Harrah's Club took first with Hawaii Kai III second, Parco's O-Ring Miss third and Miss Madison fourth.

The modern first consolation saw **Gary Hansen's** Miss Cott's Beverage, **Bob VandenAkker's** Lincoln Thrift, Gilmore driving the Gilmore Special, Winston Eagle with Craig Bradshaw, Twardus and his 1971 Country Boy, **Nelson Holmberg** driving **Rick Lentz's** U-95 and **Jerry Johnston** and the Natural Light faced off for opportunity to get in the final. U-95 started to an early lead but eventually fell to third behind the winning Gilmore Special and second place Lincoln Thrift. Cott's Beverage took fourth and Natural Light finished fifth with Country Boy not starting and Winston Eagle a did not finish.

Running for pride and one quarter points in the first of two vintage second consolation heats was Slo-Mo-Shun V driven by **Monte Steere**, **Ryan Opfer** driving Gale's Roostertail, **Mark Gran** and the Atlas Van Lines, Holmberg driving **Kirk Pagel's** 1957 Shanty I, **Ron Daum** and Such Crust III, and **Mike Gossler** with the Miss U.S. 5. Crust and U.S. 5 were non-starters leaving the remaining four to start. Shanty led into the first turn but Gale's Roostertail came out first and never looked back. Slo-Mo blew over at the start and Atlas went over challenging the second place Shanty.

The vintage second second consola-

tion, also for quarter points - and some pride, featured the Miss Spokane driven by Holmberg, Miss Timex Clock with Johnston and rookie **Mike McIntosh** driving his Shakey's Special. This one quickly turned into a parade with Timex Clock winning, Shakey's Special second and Miss Spokane both starting and finishing her first heat of the day for third.

The modern final featured Mike Campbell's 1973

Country Boy, Gossler's Circus Circus, **Bill Smiley** driving the Charlie's Girl, Nigel Steere and the T-Plus, **Craig Mullen's** 1971 Pay 'n Pak and Holmberg driving Red Man Too with first consolation winner Gilmore and the Gilmore Special moving up to start in the trailer position. The start was a near perfect with the Mullen leading into the first turn on the inside with his Pay 'n Pak followed closely by Mike Campbell's Country Boy. Pay 'n Pak and Country Boy exited the first turn in a two-boat dual that ended two laps later with the Country Boy taking the lead for good leaving Pay 'n Pak and Circus Circus to battle the rest of the way for second and third respectively with Gilmore Special, T-Plus and Red Man bring up the rear for fourth, fifth and sixth in that order. Charlie's Girl did not finish.

Advancing to the vintage final was **Jeff Campbell's** 1969 Pride of Pay 'n Pak with a perfect 1,200 points. Also with a perfect 1,200 points was Mullen with his 1971 (red) Hallmark Homes. At 1,025 points was Hansen and the Muvalong and with 1,000 points Smiley with the black Hallmark Homes and McIntosh driving the Pay 'n Pak (hooktail) followed by VandenAkker driving his 1963 Notre Dame. First consolation winner Mike Campbell and the Harrah's Club moved up to start from the trailer position. When the starting gun sounded, it was Smiley and his Hallmark Homes on the inside and Jeff Campbell driving the Pay 'n Pak outrigger on the outside the rest of the field on their collective "six" charging into turn one. The one-two battle between the black Hallmark and the outrigger Pay 'n Pak continued for five laps with Smiley the victor. Second went

to defending champ Jeff Campbell and his outrigger Pride of Pay 'n Pak. Muvalong was a third with VandenAkker and the 1963 Notre Dame fourth and McIntosh with the hooktail Pay 'n Pak fifth. Both the Harrah's Club and red Hallmark succumbed to the rough water and did not finish.

The day finished with two special events. First was a re-enactment of the final heat of the 1958 Gold Cup featuring five of the boats that raced that day in 1958 which is the subject of a separate piece. Pagel's 1957 Shanty I substituted for his Maverick and Lentz's Miss Bardahl was unable to participate. The winning prize of a coffee mug with a vintage 1958 Seafair Skipper Pin emblazoned on it went to none other than Ben Keller's Hawaii Kai III driven by Mullen.

The second event was a "grudge match" between the top three finishing vintage boats against the top three finishing modern boats. To smooth out the odds a little, the modern boats had to start from the trailer position. The start looked like the start of the vintage final but the outrigger had the advantage this time. Mike Campbell and his Country Boy moved into third to challenge with Mullen and the Pay 'n Pak sparring with Circus Circus and Muvalong close behind. Exiting the left turn in lap three, the outrigger Pak barrel-rolled in front of Country Boy and both were out. Circus Circus blew over trying to overtake the 1971 Pay 'n Pak which settled into second with Muvalong third. Smiley's victory earned him a new Himax 3630-1500 brushless motor complements of the day's sponsor, Remote Control Hobbies of Woodinville.

Putting on an event such as this is so much easier with all the help and support we received. Accordingly a number of acknowledgements are in order. First, a big thank you to our sponsor, Remote Control Hobbies of Woodinville, for providing our special prizes, and also to the City of Monroe for allowing us to use Lake Tye.

A special thanks to the anonymous donor who reserved the picnic shelter for this event and thanks also to all who attended and helped out during the day. Special thanks to Gilmore, who hauled the trailer and worked tirelessly on setup and tear down. Also a special thanks to Lentz, Jeff Campbell, Holmberg who also assisted with the referee and announcer duties during the day, Jeff Campbell who also set the course and of course my Co-CD Mullen. Last but not least, a thank you to **Eric Bourlet** of the Puget Sound Model Boat Club who dropped by to watch the show and took some great photos.

Gilmore gets first race win at ERCU Columbia Cup

TUALATIN, Ore. — Eighteen vintage boats and six modern hulls braved hazy skies and early-morning thunderstorms to compete in the second-annual ERCU Columbia Cup at the Lake of Tualatin Commons, on Sunday, August 17.

The Columbia Cup is a points race, so position finish in the final doesn't necessarily equate to a race victory, like our usual events do.

But for **Mike Campbell**, 1,369 points, including a first place performance in the modern final with his 1974 Country Boy, was an occasion when winning the final did mean winning the race.

With the 1973 Red Man Too still within reach going into the final, there was no way Campbell was going to let **Nelson Holmberg** get by him. And when Holmberg blew the score-up buoy during the mill for the final and had to go around, the task was made easier.

That doesn't mean Holmberg faded easily. After going around to pick up the score up buoy, he patiently picked-away at the rest of the field until he passed **Craig Mullen's** 1971 Pride of Pay 'n Pak for second place, on the fourth lap.

Campbell drove his usual dominant race, making sure no one would catch him in the modern final.

Holmberg finished the race in second place with 1,169 points. **Brian Gilmore** was third in the 1983 Gilmore Special with 734 points, **Craig Bradshaw** fourth with 704, Mullen fifth with 619 and **Mick Shutt** in the Miss Vernor's with 488.

Unfortunately for Campbell, his 1968 Harrah's Club flipped at the start of the vintage final, and the end of a perfect day came early. On the next lap, **Kerry Kjos's** 1960 Miss Thriftway hit the upside-down Harrah's Club and not only ended up

upside-down itself, but also damaged the Harrah's Club driveline.

From that point on, the race belonged to Mullen, driving **Ben Keller's** 1957

Hawaii Kai III. While Gilmore gave steady chase, the Kai just performed very steadily.

Bradshaw's 1970 Miss Budweiser was third, from the trailer position, while fourth went to **Bob VandenAkker's** 1963

Notre Dame while fifth was **Gerry Bordon's** 1970 Parco's O-Ring Miss.

When it came to vintage points, Gilmore finished first with 1,269 points to claim the race victory. Second place, on a tiebreaker, went to

Keller's Hawaii Kai III with 1,200 points and Campbell's Harrah's Club

was third with 1,200. The tiebreaker was given to the Kai as it finished the final in first place and the Harrah's Club did not finish. Fourth place in the official standings went to VandenAkker with 1,094 points. VandenAkker, who drove two vintage boats all day, also was fifth with 969 in his 1966 Miss Lapeer. Kjos was sixth in the standings with 750 points, followed by Bordon in seventh with 727 points in the 1970 Parco's O-Ring Miss.

The vintage first connie included VandenAkker's Miss

Jim Clark



Brian Gilmore earned his first race win with the Thriftway Too at Tualatin.

Lapeer, because Bob surrendered his spot in the final to Bordon, who won a coin-flip tiebreaker with **Jesse Shehan** for the sixth spot in the final. VandenAkker, as fate would determine, won the first connie, but decided to keep the points and deferred the trailer spot in the final to Bradshaw, who finished second with the 1970 Miss Budweiser.

Third place in the vintage first connie went to **Ron Daum**, driving **Howard Price's** 1955 Gale V, while fourth went to John Earnest, driving his 1962 Gale V and fifth was Shehan, driving his brand new 1963 St. Regis. Mullen did not finish with the 1972 Hallmark Homes.

Dave Reiser and his Breathless Too held off Daum's newly re-vamped 1955 Such Crust III to win the vintage second connie. Daum was second and **John Howell**, participating in his first ERCU race with the 1975 Sunny Jim Jam, took third.

When the racing was finished, a series of three dashes were held for fun.

Dash For Dinner

First up was the "Dash for Dinner", a five-lap vintage class dash for a \$50 gift card to the Claim Jumper Restaurant, sponsored by Daum's Great Lakes Boat Shop. With the field being picked from the bottom six boats on the day, Mullen put his Hallmark Homes into first place and claimed the dinner.

Dash for Gas

In the "Dash for Gas", a \$50 Chevron gas card, sponsored by Shutt, the modern boats not named Country Boy (or Vernor's, since Mick was the sponsor), ran for the gas. When it was done, Mullen had completed a sweep of the dashes.

Acknowledgements

Very special thanks go out to the drivers who brought 24 boats to the race on Sunday. Everyone pitched in to do something for the good of the race, ranging from setting and picking up the course to officiating and spotting. Particular thanks are extended to VandenAkker & Campbell, who inspected a couple of new boats and conducted a rookie driver's test on race morning. Also to Shutt who played an important role in sharing the CD duties for this race, preparing himself to take it over solo next year, and to **Judy Fenton** who helped out as an extra set of eyes watching heats and helping to make sure the scoring was complete as appropriate.

A special thanks also goes out to Gilmore and his brother-in-law, who provided hot dogs and chicken, along with all of the fixins, for all of the ERCU members and their guests during the day's lunch break, and the early wake up for trailer duty.

Roger Newton Memorial Dash

Finishing second doesn't always mean "first loser", as some people have rather pessimistically said during the Olympics this summer, and VandenAkker is a perfect example.

During the most important event of the Columbia Cup — the Roger Newton Memorial Dash, which featured the second place finishers from all of the day's vintage heats — **Bob VandenAkker** gave a spirited chase to **Ron Daum's** newly-reworked Such Crust III, but finished second, which was perfect enough to make Bob the winner of the dash.

What that meant was the money collected in terms of sponsorship and further donations for the prize of the dash, will go to the Roger Newton Fund at the Hydroplane and Raceboat Museum in VandenAkker's name.

How much is that donation? How about \$425?

Dash sponsors ERCU, Rose City Model Yacht Club, Eugene Radio Controlled Boats and **Jeff Campbell**, seeded the prize pot with \$50 each. But when that was announced before the Dash, a rush of donations came in, and an additional \$225 was collected from the Columbia Cup participants in literally one or two minutes.

There is rhyme and reason to the format of the dash. The last time Roger ran a race at Tualatin — which he called one of his favorite ERCU race sites — he was second in the Columbia Cup points standings, and the vintage final. So the field being filled with second-place finishers, and the "winner" being the second place boat was done by design.



SEAFAIR 1958: 51st Running of the APBA Gold Cup, at Seafair

50 years ago to today

Allow me take you back to those thrilling days of yesterday, when the grass was greener, the sky was bluer and the Buick's, well they were two tones, if you will.

Back to an 11-year old boy at the time, the 1958 Seafair was the crowning event of our annual Bacchanalia of unlimited hydroplane racing. An entire week of living and breathing and watching thunder boats, life was good.

Back then the boats roared and neither looked nor sounded like vacuum cleaners and as always, the kickoff was the Seafair Pirates coming ashore at Alki beach in West Seattle. There were of course the obligatory parades, aqua follies and limited hydros at Green Lake and other civic stuff but none of that really mattered. The big boats, the unlimited hydros on the shores of Lake Washington, the pits, the sound and the excitement, which was where it was at and what it was all about!

Tenth-scale unlimited hydroplane racing is a way for many of us to go back and relive those wondrous days of our youth and to show others the history and look, and maybe some of the thrill, of unlimited hydroplane racing in the 1950's. Fifty years ago, the 1958 Seafair feature event was not the Blue Angles flying their new Grumman F11F Tiger Jets, although they were present and performed, but rather the 51st running of the APBA Gold Cup.

There was a new Miss Thriftway, a white one. The 1957 high point champion Hawaii Kai III had come out of retirement to try and win the big one. The big gun from Detroit was **George Simon's** Miss U.S. I, and Canada's Miss Supertest II was also real threat to take the Gold Cup from Seattle. Both the Maverick and the Miss Bardahl had the potential to win as did that year's surprise winner of the Apple Cup, Miss Pay 'n Save. In all, 18 boats arrived in the pits that first week of August 1958 and when the course was closed on Saturday, 17 had qualified although the Miss Sammamish (U-7) withdrew leaving a field of 16 for Sunday. **Jack Regas** and the Kai did not disappoint by posting a perfect 2000 point day to take the Gold Cup. The big surprise was **Harry Reeves** driving the Coral Reef to a solid second place finish.

Of those 16 boats that competed on that day 50 years ago, nine are modeled in the ERCU Vintage Class, although two of them Gale V and Miss Spokane, are as they appeared in later years partly because of a Heat 1C collision between the two that day in 1958. So accordingly, the first special event/heat after the Seafair finals was a re-enactment of the final heat of the 1958 Gold Cup featuring five of the boats that raced that day. **Kirk Pagel's** 1957 Shanty I substituted for his Maverick and **Rick Lentz's** Miss Bardahl was unable to participate. The winning prize of a coffee mug with a vintage 1958 Seafair Skipper Pin emblazoned on it went to none other than **Ben Keller's** Hawaii Kai III driven by **Craig Mullen**.

Chairman's Chatter: Hindsight and foresight

As I look at this 2008 racing season that is all too rapidly drawing to a close, it is with both a measure of happiness and sadness. Happiness with the health of the club as an organization, the camaraderie of our members and all the helping hands has been great to see. I feel happiness also for the success of our club, which is the largest in all of NAMBA. Happiness because we as a group have over the span of the last four years have embraced the technological changes that have made the way we compete and the competitiveness of our hobby so much fun. I salute you, the members of E-RCU who have made this all happen!



— Ron Daum

ERCU Contest Board
Chairman

Now the sad part, we have had to bid farewell to an old friend and founder of scale R/C racing **Roger Newton**. Without Roger, all I said above would not be. Thank you for being the quiet visionary leader and friend to all of us that you were Roger.

On a personal note, I met Roger in the summer of 1973 at the NAMBA Nationals held on Green Lake in Seattle. I had already built a Dumas Miss Unlimited Kit and fitted it with a Super Tiger 60 airplane engine and the Graupner proportional R/C gear I purchased while in the Army in Germany, and went down to the lake to watch the 60 Hydro race and see how I stacked up. What I saw there astonished me. Most of the boats looked like the old tether boats but there was a beautiful Slo-Mo-Shun IV, a Slo-Mo-Shun V, a Miss Wahoo, a Miss Thriftway and a checkerboard Miss Bardahl. They not only looked like the real unlimiteds but looked that way when they ran too. I decided then and there that I had to do that and spoke to this tall blond guy who seemed eager to talk about the scale boats. That was Roger. A year later with Roger's help and guidance, I was out there with my 1/8 scale Wildroot Charlie having time of my young life. Thirty years later, I was sitting in a row boat on Shady Lake and Roger looked up from his buoy weight tying, grinned and said "you know, I've been doing this for nearly 50 years now, I used to bring my Miss Thriftway down here and turn it loose, get on my bike and pick it up on the other side of lake." I did similar stuff when I was a kid too. Great fun and great memories, fair winds and following seas my friend.

Now that I have looked back, it is time to look ahead. My tenure on the Contest Board is coming to a close and the elections will be upon us soon. Please remember that election to the Contest Board is not a popularity poll but rather to select those who you think have the vision, leadership and know how to successfully administer the business of the club for the next two years. As always, the Contest Board will need to look at tweaking the rules, revisit battery and motor selections for continued availability and technical adequacy. The next hurdle is for our 1/10-scale unlimiteds to become a NAMBA Class and your Contest board is working on that proposal as I write this.

This then brings me to the "C" word: change. Changes to the technology we use, the radio gear, batteries, motors and speed controls are ever changing largely to keep up with demands of the airplane and car guys, and we in turn need to keep pace. The speed at which we are presented with those changes is also increasing. As a club, we have seen a lot of changes and have come a long way in six years but there is still a lot of work still to do and more changes in our future, so let us all resolve not to rest on our laurels but keep things moving ahead and embrace change but not just for the sake of change but for the improvement of our hobby.



Statistics ■ 2008 Season (Through 10 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.	Harrah's Club	1968	Mike Campbell	1,500	1,227	1,600	1,500	1,100	1,120	1,700		1,200	1,025	700				12,672		12,672
2.	Pay n Pak Outrigger	1969	Jeff Campbell	1,500	1,600		1,425	1,600	1,600	1,769			1,600	1,500				12,594		12,594
3.	Noire Dame	1963	Bob VandenAkker	1,094	920	844	1,000	1,094	1,127	1,394		1,094	925	1,069				10,561		10,561
4.	Thriftway Too	1960	Brian Gilmore	1,325	395	1,100	975	752	696	300		1,269	644	800				8,256		8,256
5.	Hallmark Homes (Red)	1971	Craig Mullen	127	785	400	725	1,400	557	927		527	825	1,200				7,473		7,473
6.	Miss US 5	1963	Mike Gossler	850	800	1,100	469	700	500	700			900	300				6,319		6,319
7.	Mav/Shanty/Red Man	1957	Nelson Holmberg	952	804	952		869	825	1,169		169		540				6,280		6,280
8.	W. Charlie/Such Crust III	1958	Ron Daum	925		794	896	300	269	1,188		300	619	394				5,685		5,685
9.	Parco's O- Ring Miss	1970	Gerry Bordon ®	169	400		833	1,013		1,050		727	719	732				5,643		5,643
10.	Muvalong	1954	Gary Hansen		725		1,325		469				1,169	1,250				4,938		4,938
11.	Timex Clock	1971	Jerry Johnston		1,100	1,225		1,000	785	569				100				4,779		4,779
12.	Miss Bardahl	1958	Rick Lentz	545	788	338	577	656	413	525			821	0				4,663		4,663
13.	Miss Bud/Coral Reef	1970	Craig Bradshaw	539	525	225	300	619	732			694	394	169				4,197		4,197
14.	Miss Budweiser	1966	Doug Brow	825	469	779		394	925				469					3,861		3,861
15.	Hallmark Homes (Black)	1971	Bill Smiley				0	500	1,195					1,400				3,095		3,095
16.	Breathless II/Atlas	1957	Mark Gran	127		581		127	394	563			596	525				2,913		2,913
17.	Miss Wickman	1967	John Burkey	225				492	596	1,060			296					2,669		2,669
18.	Miss Bardahl	1968	Roger Newton			869	1,195		300									2,364		2,364
19.	Pay n Save/Seattle Too	1958	Steve Twartus	813	0	264		525						694				2,296		2,296
20.	Vernor's/Gales	1974	Ryan Opfer		338	675		469					95	625				2,202		2,202
21.	Miss Thriftway	1960	Kerry Kjos ®	479						938		750						2,167		2,167
22.	\$ Bill	1962	Ron Hartley	300		760	938											1,998		1,998
23.	Van's PX	1972	Mark Hansen						1,195			750						1,945		1,945
24.	St. Regis	1963	Jesse Shehan	0			169	394		356		664	359	0				1,942		1,942
25.	Gale V	1962	John Earnest	394						887		564						1,845		1,845
26.	Sunny Jim	1974	Ralph Jorgenson	700	450			625										1,775		1,775
27.	Lil' Buzzard	1970	Dawna Gross	169	618	225		370					296					1,678		1,678
28.	Miss Madison	1961	Scott Fetterly					769	127					704				1,600		1,600
29.	Skip-A-Long/Peps V	1949	Ron Hornung		673	469	0	95	95									1,332		1,332
30.	Miss Everett	1960	Jim Latimer	521		751												1,272		1,272
31.	Timex	1972	Jason Hartley	900	169													1,069		1,069
32.	Shakey's Special	1974	Mike McIntosh		0			225	769					75				1,069		1,069
33.	Pay n Save 2	1958	Aaron Olson		1,019													1,019		1,019
34.	Miss Exide	1964	Henry Marvin	475		495												970		970
35.	Miss Bardahl/Spokane	1965	Patrick Gleason		169				300				469					938		938
36.	Breathless II *	1957	Dave Reiser ®	169			394					325		0				888		888
37.	Shanty I	1956	Robbie Roberts	525					169				169	0				863		863
38.	Miss Rocket	1957	Roger May									127	423					550		550
39.	Slo-Mo-Shun V	1954	Monte Steere											525				525		525
40.	Wayfarers Club Lady	1966	Ryan Bradshaw					169	95			225						489		489
41.	Maverick	1957	Zane Courtway			469												469		469
42.	Miss Madison	1971	John Williams					225					225					450		450
43.	Gales Roostertails	1965	Howard Price										450	0				450		450
44.	Lil Buzzard	1970	Kelsey McIntosh						296									296		296
45.	Sunny Jim Jam	1975	John Howell									56						56		56

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				11,970		11,970
2.	Country Boy	1974	Mike Campbell	0	1,200	927	1,200	1,200	400	1,200		1,369	1,327	1,600				10,423		10,423
3.	Red Man Too	1973	Nelson Holmberg	525	610	498	925	1,125	1,094	788		1,169	994	921				8,649		8,649
4.	Gilmore Special	1982	Brian Gilmore	300	794	1,225	713	700	869	1,294		790	1,150	732				8,567		8,567
5.	U-95	1974	Rick Lentz	900	945	627	769	827	1,094	802			465	169				6,598		6,598
6.	Pay n Pak	1971	Craig Mullen	1,325	0	0	600	400		1,100		694	1,169	1,225				6,513		6,513
7.	Charlies Girl	1977	Bill Smiley		600	1,025	1,325	1,600	625					1,000				6,175		6,175
8.	Natural Light	1977	Jerry Johnston		1,127	1,052		600	825	1,425				233				5,262		5,262
9.	Winston Eagle	1988	Craig Bradshaw		850	779	296	669	525			704	825	450				5,098		5,098
10.	Collt's Beverage	1974	Gary Hansen		685		1,038		1,325				775	854				4,677		4,677
11.	Lincoln Thrift	1974	Bob VandenAkker	1,195				450	1,038					900				3,583		3,583
12.	Country Boy	1971	Steve Twardus	700	469	469	433	844						225				3,140		3,140
13.	Squire Shop	1978	Doug Brow	625	582	638		112	600				394					2,951		2,951
14.	Vernor's	1976	Mick Shutt	432		486	877		169			488						2,452		2,452
15.	Spirit of Dayton Walter	1976	Jesse Shehan ®	619			821	606		352								2,398		2,398
16.	Squire	1977	Ron Hartley	625		854	550											2,029		2,029
17.	Miss Budweiser	1973	Robbie Roberts			802			352				352					1,506		1,506
18.	Notre Dame	1972	Mark Hansen						550				825					1,375		1,375
19.	Kelloggs Frosted Flakes	1993	Henry Marvin	550		800												1,350		1,350
20.	Miss Madison	1978	Bill Shearer ®	567			371			338								1,276		1,276
21.	Thousand Trails	1981	Patrick Gleason		544				507				169					1,220		1,220
22.	T-Plus	1993	Nigel Steere											1,052				1,052		1,052
23.	Miss Budweiser	1980	John Williams					288					0					288		288



Jim Clark



Craig Bradshaw's Coral Reef is one of the prettiest boats on the circuit.

October

Sun	Mon	Tue	Wed	Thu	Fri	Sat
			1	2	3	4
5 Roger Newton Memorial Cup Cherokee Bay, Maple Valley	6	7	8	9	10	11 Cascade Cup/World Championship Vancouver, WA
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

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