

ERCU

THE NEWSLETTER

april2008 | volume 4 | number 4

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Up Next

- April 12 **Champion Spark Plug Regatta**
Fort Borst Park, Centralia
- April 19 **Silver Cup**
Lake Tye, Monroe
- May 10 **Bill Brow Memorial**
Twin Lakes, Marysville

On the Web

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

PGI Models, Inc.
www.pgimodels.org

Stat of the Month

≡ One race where the modern division has not been won by a Campbell is the Bill Brow Memorial.

ERCU Trivia

? 2008's season opener is the third time in six years that a season began with the season's first race was the Champion Spark Plug Regatta in Centralia.

Nelson Holmberg



Gerry Bordon readies the Parco's O-Ring Miss for another test run at ERCU Spring Training.

Weird weather can't washout Spring Training

ERCU's 2008 Spring Training was a lot of fun, and a success for those in attendance, despite the bizarre Washington spring weather. The members in attendance – Monte Steere, John Williams, Jim Clark, Kirk Pagel, Ralph Jorgenson, Rick Lentz, Nelson Holmberg, Ben Keller, Jesse Shehan, Mike Gossler, Bob VandenAkker, Judy Fenton, Mike Campbell, Jeff Campbell, Mark Gran, John Burkey, Dawna Gross, Craig Mullen, Dan Gilmore, Ron Hornung, Gerry Bordon, Ryan Bradshaw, Craig Bradshaw, and Brian Gilmore – experienced great weather, snow, rain, hail and even a bit of a breeze at times.

Numerous boats, which all looked great, were tested numerous times and even Judy drove a boat (there's more to the story, so be sure to ask Judy about it). Dawna tested her new boat, the 1970 Pay 'n Pak Lil' Buzzard, too.

New boats including VandenAkker's Miss Lapeer, Gossler's Miss U.S. 5, Jeff Campbell's 1969 Pride of Pay 'n Pak, and Mike Campbell's Tahoe Miss, all got in numerous laps. Even the Gilmore's new Thriftway Too, not quite finished, was seen on site.

More pictures from Spring Training can be seen in the "Photos" section of the website.

Story by Nelson Holmberg

A look ahead with some bold predictions

As ERCU gets ready to start its sixth season as the largest electric 1/10th scale hydroplane club in the world, it's time to review the past year and look into the crystal ball for predictions of what will be. As the top prognosticator of all time (as well as the only one) I shall once again

venture into that mystical realm to tell you all what will happen this year. Never mind that last year's predictions resulted in a 55 percent accurate selection of the top ten finishers in both classes – I was jobbed by several late bloomers (That's my story and I'm sticking with it!).

At this time last year the Outtrigger was running about as well as its full-sized counterpart, meaning not very well at all. We should have known, though, that a Campbell project would not be allowed to languish or be burned at the stake, and in this case the

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THE MILL

ERCU news briefs

Brow scouts potential race sites on San Juans

While out testing his 1966 Miss Budweiser and 1978 Squire Shop, **Doug Brow** also used the opportunity to examine a couple of possible race sites for ERCU in future years. "The main reason for going out was to test, but I also admit I was trying out different locations that could be possible race sites for next year, and I now have a couple of places in mind that will make a nice race location," Doug said. Stay tuned as this possibility takes the next steps.

HydroInsider recognizes Pagel, ERCU: The Newsletter

Several times this winter, KNDU's HydroInsider.com (Tri-Cities) has recognized **Kirk Pagel's** solid work with the Big Boat News in our newsletter, but this month ERCU and Kirk got really good placement. Right after the story in our newsletter came out, Kirk's March issue of Big Boat News was included on HydroInsider.com as the Top Story.

ERCU: The Newsletter, and the ERCU website, also got high praise from the good folks at HydroInsider.com, including a recommendation: "it might be worth bookmarking on your web browser and checking in from time to time."

Thanks to **Paul Dughi** at KNDU for the kind recognition and regular readership of our website and our newsletter. If you haven't been following the big boats on KNDU's HydroInsider.com, we're confident in saying that when you do, you'll find it to be the most comprehensive, and most-frequently updated big boat website on the net. It is highly recommended.

2008 schedule is finalized

The 2008 ERCU Schedule is now finalized, rather than tentative, as Race Coordinator **Mike Gossler** woked hard to make sure race arrangements were confirmed with not only each volunteer Contest Director, but also with each community and race site that we'll be running in this year.

A change to the schedule was recently been announced, just before the schedule was finalized, with the Maple Valley Days/President's Cup presented by Williams Racing Team being pushed back a week to June 14-15 in order to best match up with Maple Valley Days.

Stout Tools donates tools for ERCU giveaway

Many thanks go out to Stout Tools, which has generously donated a Stout STX-250 X-Band Saw and an ST-CS250 Cutting Station to the club. This great prize will be given to one of the lucky participants at the 2008 Red Dot Championship Series opener, Saturday, April 12 at Centralia's Fort Borst Park.

To see the X-Band Saw and the Cutting Station, you can go online to www.stouttool.com, and look up the two different tools. Huge thanks go out to Stout Tools for their support of ERCU, and to **Jeff Campbell** who has been on point for contact with Stout Tools.



a moment with

DAWNA GROSS

Family: Polly & Evinrude.
City she calls home: Auburn, Wash.
Job (when not boating): Early Head Start educator.
College Football Loyalty: I guess Indiana University and UW, although college basketball is much more important; and pro football.
Favorite Current Unlimited Hydro: U-13, U-9.
Favorite Unlimited Hydro of the past: U-9, U-6.
Boats she races in ERCU: Such Crust IV, Candyman, Lil' Buzzard.
What was your first car? Toyota Corolla Tercel.
What was your first job? Burger King.
When and how did you get involved in scale racing? I grew up in Madison and went with my aunt and uncle to races.
Have you ever had a manicure/pedicure?: Once last year.
Coke or Pepsi? Pepsi (diet).



BIG BOAT news

■ **U-1 Ellstrom Racing Team** — A top caliber boat and team like this will be testing soon, but we wonder with the new Seattle Parks Department sanctions and limited access to the Stan Sayres pits, might such a test go to the Tri-Cities this year?

■ **U-5, U-7 Formula Racing Team** — **Ted Porter** has named **Tom Anderson** as the U-5 crew chief for 2008. At the U-7, **Billy Allen** will take over as crew chief for this upcoming season.

■ **U-13 Spirit of Detroit** — The Spirit of Detroit was to have been the "centerpiece" at the **Bernie Little** Regatta in Orlando, Fla., on April 4-6 but declined even after an offer of tow money. "Too much going on in the



James Crisp

Auburn shop," says a crew member. Work continues on the former U-2 Harvey hull (No. 0302), as the crew is making tail & wing parts to match their U-13 parts. The electrical system has been changed and now they are working on the plumbing.

Kurt Tavener says, "the object is to make everything as interchangeable as possible." This team wants to test in the Tri-Cities as well, due to Seattle's sanctions.

■ **U-17 Our Gang Racing Team/Miss Red Dot** — In early April, the prepped hull was lowered to the shop floor from its perch on the loft in Preston. Now, the hull is primed and ready to paint (see photo below).

■ **U-22 Webster Racing Team** — **Mike Webster** reports from Reading, Pa., that he will be ready for the 2008 race season. The former Cooper's U-3 hull has been reworked to contain a turbine power plant

and much of the shed weight has been the old Allison mounts & belly pan. And yes, it's another red race hull!



Webster Racing Team

■ **U-25 Superior Racing Team** —

continued on pg. 3 ▼



The Miss Red Dot is primed for new paint in the loft at Nate Brown's Our Gang Racing Team boat shop in Preston, Wash.





THE MILL

ERCU news & rumors

As the season draws nearer, racers are finding everything that needs to be done before the Champion Spark Plug

Regatta, and odds are that there are a few burning the midnight oil as this newsletter hits the streets ... **Mike Campbell** had his new Harrah's Club running, and riding, really well at Spring Training ... **Jeff Campbell** had the brand new 1969 Pride of Pay 'n Pak (round-nose) skipping right along, and moving fast ... **Gerry Bordon's** Parco's O-Ring Miss was running well and looking set for the season ... **Bob VandenAkker's** Miss



Nelson Holmberg

Lapeer is finished, and tested well during Spring Training ... **Rick Lentz's** 1958 Miss Bardahl and 1974 U-95 are fresh out of **Jeff Campbell's** repair shop, and running perhaps better than ever ... Rookie owner **Ben Keller** learned "that I brought WAAAAAYYYYYY too much stuff and didn't have it organized. I ended up going to Wal-Mart and picking up a couple of fishing tackle boxes. I love all the drawers and dividers, That is the way to go. Ben also announced that his drivers will be **Ralph Jorgenson** and **Mike Gossler** ... Speaking of Gossler, his new 1963 Miss U.S. 5 also looked great at testing, even when it performed its first-ever blowover ... **Kirk Pagel's** Maverick was plenty fast under AstroFlight power, and was very stable, particularly going through the turns ... Not suprisingly **Jesse Shehan** has both of his boats - the Spirit of Dayton Walther (modern) and the St. Regis (vintage) ready for the season, and ran both during Spring Training ... The Sunny Jim that Jorgenson drove to rookie of the year honors in 2008 looked like it hasn't missed a beat during the winter and its ready for the 2008 season ... **Mark Gran** didn't have his boat ready to run at the Spring Training event, but he did say it would be ready for the Champion Spark Plug Regatta in Centralia ... **John Burkey** reported that the "Smokin' Headache" is going to get a new nickname (which we can't use in a public newsletter) as he fights the development of the hull. At this point, he just hopes to have it finished in time for the 2009 season.

Rick Lentz



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Rick Lentz

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 Memorial	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	Diamond Cup	Cherokee Bay
11	Cascade Cup/Nats	Woodland

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

Some clarification on a report from last month, only the old boats of **Dr. Ken Muscatel's** collection have been moved from the shop in Burien. Superior Racing Team is still working on the boat in the Burien shop. ERCU members **Howard Price** and **John Williams** are regular members of the U-25 crew. Members of other teams are assisting in the off-season work, including **Jim Bakke** (Formula Boats), and **Jeff Minar** (Elam).

■ **U-37 Miss Beacon Plumbing** — Beacon Plumbing had a successful test on Lake Washington on March 12. Many fans were turned away as the Seattle Parks department limited



access to the Stan Sayres pits (a public park) for reasons unknown. After **Jean Theoret** made a successful run, Beacon Plumbing owner, **Bill Cahill** (an airline pilot) took the wheel and is said to have come back to the dock "fast & hot". Crew member **Ryan Mallow** (a limited class driver) took the U-37 on it's third run and brought the back just like a "pro".

■ **U-48, U-50 Go Fast, Turn Left Racing Team** — **David Williams** returns to the U-48 cockpit in **Greg O'Farrell's** number

one hull. The back-up hull, painted in the Navy blue & yellow paint scheme of the Blue Angels, will be sponsored for the two



Washington races by the US Navy. **Brian Perkins** gets the nod for driving duties in the U-50. For those of you keeping track at home, the U-50 was Leland's "Lucky" hull (No. 9399). Ironically, it last raced in Seattle in 2005, as the Lakeridge Paving.



ABRA News — The American Boat Racing Association (ABRA) Board of Directors has approved a new rule during the starting period for 2008. Boats must be "on plane" prior to and during the one-minute gun. More information will follow. The commitment is to continue improving our racing product and creating more excitement and action for our fans, said **Sam Cole**.

Museum News — The Hydroplane and Raceboat Museum's replica Hawaii Kai was made available to 62-year young **Cameron Murdo**, a retired airline pilot from Coeur d'Alene Idaho, to build a carbon fiber replica of the Miss Spokane. While the boat is far from finished, Cameron has a restored Allison V-12 ready to drop in the new carbon fiber hull. Great idea! Hope it all comes true!

Compiled by Kirk Pagel, ace reporter





SI vault includes 194 hydro articles

Sports Illustrated has opened up the Beta version of what it calls The Vault.

It's SI's time machine that includes archives of every page of every issue ever published. The archive is searchable and indexed by date.

If you search for hydroplanes, you'll get this cover shot from the August 1957 issue which features a Gold Cup preview. The caption under the picture reads "CHAMPION HYDRO RACER RUSSELL SCHLEEN." According to the SI Vault, it's the only time hydroplane racing made the front cover of their magazine.

Inside the Vault, you'll find 194 articles on hydro racing, mostly brief recaps of what occurred at particular race sites. It

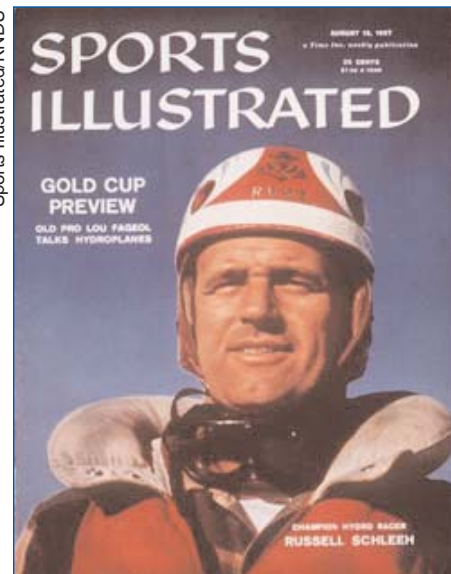
also shows 37 current videos, but if you click on them, what you'll find is a compilation of videos from around the internet no different than if you searched on Google. In fact, most of the videos have been featured at HydroInsider.com.

A word of warning though. Searching for individual articles is pretty slow and some of the links don't work. But it is a Beta product and an incredibly ambitious project for SI.

Who would've ever remembered that **Chip Hanauer** and **Ted Jones** were two of the top 50 athletes from Washington in SI's anniversary edition? You can find it at vault.sportsillustrated.cnn.com.

Story courtesy of Paul Dughi
KNDU HydroInsider.com

Sports Illustrated/KNDU



August 1957 Sports Illustrated cover.

A preview of the 2008 Red Dot Championship Series

▲ continued from pg. 1

end result turned out better than most would have anticipated after the slow start, winning eight vintage class races and running away with the season High Points Trophy. And how did we miss the sparking rookie season turned in by **Ralph Jorgenson** and the Sunny Jim, finishing not only as Rookie of the year in vintage but grabbing the No. 5 position overall in front of many other grizzled veterans. **Bob VandenAkker** finished in the top 10, but with his new '68 Eagle Electric, not one of his Notre Dames. (That still counts - right?) The bottom half of the selected top 10 suffered from limited attendance, allowing the

Jim Clark



Jeff Campbell's 1969 Pride of Pay 'n Pak Outrigger was the class of the vintage field a year ago, after a slow start to the season.

Coral Reef, '58 Bardahl and **Henry Marvin's** '70 Miss U.S. to wrest away positions. The correct guesses - err predictions - correctly slotted the '69 Notre Dame, the Lil Buzzard and Muvalong, although not in the final order of finish. In this case, close will have to do.

In the modern class, the crystal ball was much more polished, resulting in correctly identifying seven of the top ten finishers, and even two in the correct spots (whoo hoo!) - the '73 Country Boy and the '70 cabover Pay 'n Pak (like THAT was difficult) As in the vintage class, the modern class rookie of the year **Brian Gilmore** surprised by driving his namesake to a fifth place overall finish in the strong modern field. Other correct top 10 finishers were the Circus Circus, Red Man, Cott's Beverage, '78 Squire and the U95. Along with the Gilmore Special, the Frosted Flakes and the '71 Country Boy had sneaked into the elite group by the end of the year.

So much for history, except congratulations to those dedicated racers who prevailed for the last season. On to 2008, where

ing to surprise us with their prowess, and confusing us at the same time. In determining the new top 10, one fact that complicates the selection is the number of races that a boat will run. Some boats do very well when they show up, but because they let life interfere with racing (can they do that?), will not make it into the top ten due to a reduced schedule. For this reason, based on last year's attendance record and trying to project rumors into reality, you will not find those speed rockets of **Monte and Nigel Steere**, **Bill Smiley**, **Craig Mullen**, **Ron Daum**, **Dave Gardner**,

Jason "Daddy" Hartley or **Patrick Gleason** mentioned this year. If they were to run the minimum ten races, they would obviously rate serious consideration.

Yet to be proven will be the Lil Buzzard, transferred to **Dawna Gross** for this year. Early season testing showed a lot of promise. **Craig Mullen** has transformed last year's cabover Pay 'n Pak into the '71 version, just like in real life. Will he have the same success that **Billy Schumacher** had after the real conversion? Harrah's Club has been added to **Mike Campbell's** stable - any reason to doubt it will be a smoker as well? The "other" '69 Pride of Pay 'n Pak will run off Jeff's dock, probably to be piloted by substitute drivers in most finals, as the outrigger is back continuing in fine form. Goss has a new Miss U.S. ready to run - can he keep it shiny side up? The Gilmore clan has a Thriftway Too ready to run - can they repeat their 2007 success?

Although a fair share of races were won by the Campbells in 2007, there were a total of 11 different winners overall, up from the old record of nine the previous year. This year looks to be equally as competitive as racers are becoming accustomed to the Himax power plant and lipo batteries added to another years worth of driving experience. Since you still have to finish to get points, there will be a lot of lurkers waiting for their opportunity, and you can expect them to pounce when given the chance.

— Contributed by **Farl Fredley**

Mystery ERCU: The Newsletter prognosticator

2008 PREDICTED ORDER OF FINISH

Vintage Class

1. 1969 Pay N Pak outrigger
2. 1968 Harrah's Club
3. 1966 Miss Lapeer
4. 1969 Pride of Pay N Pak
5. 1969 Notre Dame
6. 1974 Sunny Jim
7. 1960 Miss Thriftway
8. 1970 Miss U.S.
9. 1965 Miss U.S.
10. 1954 Muvalong

Modern Class

1. 1974 Country Boy
2. 1978 Circus Circus
3. 1973 Red Man
4. 1982 Gilmore Special
5. 1993 Frosted Flakes
6. 1978 Squire Shop
7. 1974 U95
8. 1974 Miss Cott's Beverage
9. 1974 Lincoln Thrift
10. 1988 Winston Eagle

there are plenty of race-proven hulls plus more new boats wait-





▶ Minutes of the April 6 Member Meeting

From the Secretary's Desk

Chairman **Ron Daum** opened the meeting with 23 members in attendance. The minutes of the March meeting were approved as submitted. Secretary **Rick Lentz** reported a modification to the board member election process. For the positions open for the next term, nominations will be taken throughout the racing season, with the election to be validated by mail. A ballot will be sent out to all members following the final race of the season, with response requested not later than October 31. The results will be announced at the annual banquet, and the offices will be filled starting with the December members meeting. As always, board positions are two-year terms. The positions open will be those currently filled by **Ron Daum**, **Mike Campbell**, **Rick Lentz**, and **Jeff Campbell**, who is completing the term following **Nelson Holmberg's** resignation.

Treasurer **Henry Marvin** reported that the club balance is very stable following the purchase of a new electric motor and battery for the chase boat. Henry reported that the club spent \$4,389.00 in 2007, with the major expenses being for the chase boat and public address system, plus the costs for the annual banquet. Other expenses included trophies for the Gold Cup, awards for the annual banquet and general maintenance and repair costs. With race-day fees still to be collected and no additional major expenses foreseen, it appears that cash flow to continue the club operation for the year will be adequate.

Members who still owe the one-time \$10 fee to cover the newly required site insurance costs are reminded that this will need to be paid prior to the first race attended. It was also announced that the club will pay an allowance of \$25 per race to the driver for transportation of the club trailer to and from the race site.

Race Coordinator **Mike Gossler** reported that the annual schedule has been finalized. Due to continued negotiations with the Lake Wilderness site, some late-season schedule adjustments may become necessary. Any modifications, if needed, will retain the scheduled dates and merely modify the sites.

Statistician **Jeff Campbell** requested that driver changes made on race day be clearly announced, so that club records can reflect actual results. Jeff mentioned again the battery powered chop saw that has been donated to the club by **Mike MacIntosh** of Stout Tools. This saw, which also includes a base to allow it to be used as a band saw, has a value of \$350 and will be awarded to one lucky owner who enters a boat in the Champion Spark Plug Regatta in

Centralia this coming Saturday, April 12.

Technical Inspector **Mike Campbell** reminds everyone that boat inspections are required prior to entering that boats first event of the year. As of this date, about 40 boats have successfully passed. One reminder is that orange stripes must be placed somewhere on the bottom of every boat, to assist other drivers in locating the boat if/when it flips. 1-inch by 3-inch strips can be obtained from Mike at the race site if they are not available otherwise.

NAMBA cards MUST be shown at the time of race registration, or at least a fax receipt that the registration with payment has been sent. A one-time \$10 fee can be used if registration has not been processed. Every person planning to operate a boat at an ERCU event must have proper insurance coverage in order to participate - no exceptions can be made for any reason.

Scale inspector **Bob VandenAkker** reminds those who will be requesting inspections on race day that all inspections must be completed by 9:30 a.m., of race day, so if you still need one please plan to arrive early. As with insurance, inspections must be completed and approved before the boat can be allowed to compete. Bob asks that you bring a picture or pictures of your boat to assist with the inspection process.

The annual banquet has been tentatively set for Saturday, Nov. 8 at the Great American Casino in Tukwila, site of the 2007 banquet. Details will be shared as the season progresses.

Now that the season is ready to begin, everyone is reminded of the need for helping hands to set up the race site for the day, assist throughout the day, and to help tear down and load the trailer at the end of the day. Although the responsibility remains with the race CD to have all details arranged, experience shows that many volunteers will make for a more pleasant day for everyone.

There being no other business, the meeting was adjourned. The next club event is the Champion Sparkplug Regatta at Fort Borst Park in Centralia - Saturday, April 12 (that's right - this coming weekend). Setup is expected to commence at 7 a.m., so set your alarms and show up ready to help get things going. See you all there.

— Minutes by **Rick Lentz**
ERCU Contest Board Secretary



Seattle Service makes it three Bill Brow Memorials

For the third straight year, Seattle Service is a friend of ERCU's Bill Brow Memorial.

This year's version of the Bill Brow Memorial is set for May 10 at Twin Lakes Park in Marysville.

And Seattle Service is back as a sponsor and supporter of the event. A huge kudo goes to **Steve Baker** for his support.

As usual, CD **Henry Marvin** has a fantastic program on tap. And the bar is set pretty high on Henry's event.

A year ago, Henry had music on the PA between heats, trophies and numerous prizes at the end of the day, and door prizes that were awarded throughout the day.

He even gave away boxes of Frosted Flakes! Very creative, and a great touch for the guy who drives the Kellogg's Frosted Flakes hydro.

Of course, the world-famous Hydropalooza Blowover Contest was a big hit in 2007, and will likely be again this year.

By terms of the race format, Henry is planning for three

rounds of preliminary heats for both modern and vintage boats. There will be first and second connies for both classes depending on the number of boats that turn out, and of course the winner-take-all championship finals in both classes.

Past winners of this race include **Jesse Robertson** (2006) and **Mike Campbell** (2007) in the vintage class. In the modern class, past winners are **Henry Marvin** (2006) and **Mike Gossler** (2007).

Jeff Campbell has won each of the first two Hydropalooza blowover contests (2006-07).

Last year's vintage final order of results was: 1. **Mike Campbell**, 1969 Notre Dame; 2. **Jeff Campbell**, 1969 Pay 'n Pak Outrigger; 3. **Roger Newton**, 1957 Hawaii Kai III.

In the modern final, the order of finish was: 1. **Mike Gossler**, 1978 Circus Circus; 2. **Mike Campbell**, 1974 Country Boy; 3. **Steve Twardus**, 1971 Country Boy.





Statistics ■ Heat Finish Percentage 2006 & 2007

2006 Vintage Heat Finish Percentage

No.	Name	Boat	Races	Finish	Entered	Pct.
1.	Jesse Robertson	Miss Thriftway (1960)	9	35	36	0.972
2.	Bob VandenAkker	Notre Dame (1963)	13	51	53	0.962
3.	Jim Clark	Miss Bardahl (1967)	8	31	34	0.912
4.	Bob VandenAkker	Notre Dame (1966)	12	37	41	0.902
5.	Gary Hansen	Muvalong	8	31	35	0.886
6.	Bill Smiley	Miss Wahoo	7	24	29	0.828
7.	Ron Hornung	Skip-A-Long	6	19	23	0.826
8.	Henry Marvin	Miss Exide (1964)	12	41	50	0.820
9.	Jeff Campbell	Lil' Buzzard	13	44	54	0.815
10.	Scott Fetterly	Miss Madison (1961)	6	19	24	0.792
11.	Henry Marvin	Hallmark Homes ('72-Red)	6	17	22	0.773
12.	Mark Hansen	Vans PX	7	23	30	0.767
13.	Jason Hartley	Timex II (1972)	10	34	45	0.756
14.	Steve Twardus	Miss Pay 'n Save	6	21	28	0.750
	Jeff Campbell	Hallmark Homes ('72-Blk)	11	33	44	0.750
16.	Dawna Gross	Such Crust IV	11	32	43	0.744
17.	Mike Campbell	Notre Dame (1969)	12	37	50	0.740
18.	Ron Daum	Such Crust III	9	25	34	0.735
19.	Patrick Gleason	Miss Spokane	6	16	22	0.727
20.	Jeff Campbell	Evergreen Roofing	13	39	54	0.722
21.	Rick Lentz	Miss Bardahl (1957)	8	23	32	0.719
22.	Ron Hornung	Hurricane IV	7	17	25	0.680
23.	Craig Bradshaw	\$ Bill	8	20	31	0.645
24.	Patrick Gleason	Parco's O-Ring Miss	7	16	26	0.615
25.	Jerry Johnston	Miss Timex (Clock)	8	19	32	0.594
26.	Roger Newton	Miss Bardahl (1968)	6	14	26	0.538
27.	Robbie Roberts	Shanty I	6	6	20	0.300

2006 Modern Heat Finish Percentage

No.	Name	Boat	Races	Finish	Entered	Pct.
1.	Gary Hansen	Miss Cotts Beverage	8	33	34	0.971
2.	Jeff Campbell	Pay 'n Pak (1970)	13	50	55	0.909
3.	Mike Campbell	Country Boy (1973)	13	48	54	0.889
	Mark Hansen	Notre Dame (1972)	6	24	27	0.889
5.	Mike Gossler	Circus Circus (1978)	12	42	49	0.857
6.	Nelson Holmberg	Red Man (1973)	11	38	45	0.844
7.	Henry Marvin	Squire (1977)	12	42	50	0.840
8.	Jerry Johnston	Natural Light	8	26	33	0.788
9.	Rick Lentz	U-95	7	25	32	0.781
10.	Craig Bradshaw	Winston Eagle	6	17	22	0.773

2007 Modern Heat Finish Percentage

No.	Name	Boat	Races	Finish	Entered	Pct.
1.	Rick Lentz	U-95	10	38	44	0.864
2.	Brian Gilmore	Gilmore Special (1983)	15	51	63	0.810
	Nelson Holmberg	Red Man (1973)	14	47	58	0.810
4.	Mike Campbell	Country Boy (1974)	15	50	63	0.794
5.	Henry Marvin	Frosted Flakes (1993)	11	37	47	0.787
6.	Gary Hansen	Miss Cott's Beverage	8	26	34	0.765
7.	Jerry Johnston	Natural Light	8	25	34	0.735
8.	Patrick Gleason	Thousand Trails	7	21	29	0.724
9.	Steve Twardus	Country Boy (1971)	10	27	38	0.711
10.	Mike Gossler	Circus Circus (1978)	13	38	57	0.667
11.	Jeff Campbell	Pay 'n Pak (1970)	10	27	42	0.643
12.	Doug Brow	Squire Shop (1978)	13	32	53	0.604

2007 Vintage Heat Finish Percentage

No.	Name	Boat	Races	Finish	Entered	Pct.
1.	Bob VandenAkker	Notre Dame (1963)	7	30	30	1.000
2.	Bob VandenAkker	Miss Eagle Electric	10	35	37	0.946
3.	Jeff Campbell	Pay 'n Pak Outrigger	14	53	57	0.930
4.	Scott Fetterly	Miss Madison (1961)	7	25	29	0.862
5.	Mike Campbell	Notre Dame (1969)	15	51	60	0.850
6.	Jeff Campbell	Lil' Buzzard	10	33	39	0.846
7.	Gary Hansen	Muvalong	8	26	33	0.788
8.	Craig Bradshaw	Coral Reef	10	27	38	0.711
9.	Ralph Jorgenson	Sunny Jim (1974)	12	36	51	0.706
10.	Ron Daum	Wildroot Charlie	7	19	27	0.704
11.	Rick Lentz	Miss Bardahl (1958)	10	28	41	0.683
12.	Jerry Johnston	Miss Timex (Clock)	7	20	31	0.645
13.	Henry Marvin	Miss US (1970)	10	23	39	0.590
14.	Monte Steere	Slo-Mo-Shun IV	7	15	27	0.556
	Patrick Gleason	Miss Bardahl (1965)	7	15	27	0.556
16.	Jesse Shehan	St. Regis	15	32	58	0.552
17.	Nelson Holmberg	Shanty I (1957)	8	17	31	0.548
18.	Doug Brow	Miss Budweiser (1966)	13	25	48	0.521
19.	Steve Twardus	Miss Seattle Too	8	13	29	0.448
20.	Steve Twardus	Miss Pay 'n Save	7	10	25	0.400



BUILT TO SURVIVE!





Statistics ■ 2007 Season (Final)

Vintage Boat Points

No.	Boat	Driver	CSP	SC	BBM	EC	LEO	PC	RFR	BLM	CC	DC	ST	GC	SSM	BC	CC/APBA	Total	Drops	High Points
1.	Pay 'n Pak (1969 Outrigger)	Jeff Campbell	800	1,600	1,500	1,600	1,600	1,200	1,295	1,600	1,600	-	1,400	2,000	1,600	1,500	1,600	20,895	4,795	16,100
2.	Notre Dame (1969)	Mike Campbell	1,200	400	1,200	1,200	1,100	1,400	1,400	1,200	900	1,600	1,325	1,425	1,400	469	1,800	18,019	4,069	13,950
3.	Lil Buzzard	Jeff Campbell	1,100	1,200	1,200	800	1,250	1,400	1,200	-	400	-	-	-	-	-	1,595	11,514	0	11,514
4.	Miss Eagle Electric	Bob VandenAkker	-	-	996	975	469	863	919	1,069	807	-	-	1,169	869	925	-	9,061	0	9,061
5.	Sunny Jim (1974)	Ralph Jorgenson	0	300	525	-	494	654	-	638	544	1,000	-	900	802	1,019	1,394	8,270	300	7,970
6.	Notre Dame (1963)	Bob VandenAkker	1,325	1,050	-	-	-	-	-	-	-	-	-	961	1,069	952	1,377	7,828	0	7,828
7.	Muvalong	Gary Hansen	-	-	-	925	494	1,194	-	96	-	-	800	1,300	800	-	1,450	7,059	0	7,059
8.	Coral Reef	Craig Bradshaw	-	525	619	694	577	675	-	800	694	-	450	-	596	750	-	6,380	0	6,380
9.	Miss Bardahl (1958)	Rick Lentz	-	375	-	-	127	394	0	-	1,094	863	710	850	-	938	934	6,285	0	6,285
10.	Miss US (1970)	Henry Marvin	900	1,300	700	400	375	394	225	877	0	-	800	-	-	169	-	6,140	0	6,140
11.	Miss Madison (1961)	Scott Fetterly	760	-	869	-	1,169	569	-	-	-	925	517	1,252	-	-	-	6,061	0	6,061
12.	Miss Budweiser (1966)	Doug Brow	525	1,169	300	750	225	569	975	-	-	300	400	225	638	300	100	6,476	550	5,926
13.	Vans PX	Mark Hansen	-	-	-	-	1,225	750	-	-	400	-	1,325	900	1,325	-	-	5,925	0	5,925
14.	Wildroot Charlie	Ron Daum	-	-	-	-	-	-	-	338	1,052	1,269	869	-	619	1,025	400	5,572	0	5,572
15.	St. Regis	Jessie Shehan	169	450	137	353	169	391	952	596	864	225	436	394	286	169	300	5,891	869	5,022
16.	Miss Thriftway (1960)	R. Newton; D. Newton	1,200	-	-	869	1,000	-	300	-	1,400	-	-	-	-	-	-	4,769	0	4,769
17.	Miss Timex (Clock)	Jerry Johnston	-	-	600	-	525	1,095	1,000	0	-	-	-	0	606	-	871	4,697	0	4,697
18.	Miss Madison (1971)	John Williams	-	-	-	-	700	525	-	-	-	-	800	0	920	1,425	-	4,370	0	4,370
19.	\$ Bill	Ron Hartley	-	648	-	600	625	-	1,150	-	-	-	-	-	713	-	-	3,736	0	3,736
20.	Shanty I (1957)	Nelson Holmberg	-	952	769	-	95	-	-	225	-	-	0	1,094	269	300	-	3,704	0	3,704
21.	Slo Mo Shun IV	Monte Steere	694	500	-	-	550	-	-	800	-	1,100	-	0	-	-	-	3,644	0	3,644
22.	Hallmark Homes (1971)	Jason Hartley	1,500	800	-	-	-	-	-	1,259	-	-	-	-	-	-	-	3,559	0	3,559
23.	Slo-Mo-Shun V	N. Steere; M. Steere	882	456	-	-	-	-	-	-	-	1,100	-	1,100	-	-	-	3,538	0	3,538
24.	Miss Pay 'n Save	Steve Twardus	-	850	-	544	800	-	813	0	225	-	-	-	-	-	169	3,401	0	3,401
25.	Slo-Mo-Shun IV (1951)	John Earnest	589	-	-	787	1,450	-	507	-	-	-	-	-	-	-	-	3,333	0	3,333
26.	Miss Seattle Too	Steve Twardus	0	-	795	-	225	-	300	400	525	-	450	-	-	300	-	2,995	0	2,995
27.	Miss Bardahl (1968)	Roger Newton	600	-	-	900	816	400	0	-	0	-	-	-	-	-	-	2,716	0	2,716
28.	Miss Wahoo	Bill Smiley	-	-	100	925	625	-	-	719	-	-	-	300	-	-	-	2,669	0	2,669
29.	Miss Bardahl (1965)	Patrick Gleason	395	-	506	-	563	371	-	-	-	-	-	-	169	544	0	2,548	0	2,548
30.	Miss Timex II	J. Hartley, J. Campbell	-	-	-	-	-	-	-	-	-	-	-	1,169	-	1,200	-	2,369	0	2,369
31.	Notre Dame (1966)	Bob VandenAkker	-	638	-	-	-	863	-	-	-	-	836	-	-	-	-	2,337	0	2,337
32.	Miss Bardahl (1967)	Jim Clark	-	-	600	-	769	952	-	-	-	-	-	-	-	-	-	2,321	0	2,321
33.	My Sin	Ron Hornung	-	794	469	-	419	521	-	-	-	-	-	-	-	-	-	2,203	0	2,203
34.	Nitrogen Too	Bob VandenAkker	-	-	-	-	-	-	1,100	-	-	919	-	-	-	-	-	2,019	0	2,019
35.	Miss Thriftway (1955)	Bill Smiley	395	0	-	-	-	619	-	-	-	-	977	-	-	-	-	1,991	0	1,991
36.	Miss Vernors (1975)	H. Price; R. Opfer	-	-	-	-	-	-	-	-	-	-	-	0	596	1210	-	1,806	0	1,806
37.	Gale V	Ryan Opfer	-	-	-	1,125	-	-	-	-	-	-	469	-	-	-	-	1,594	0	1,594
38.	Tahoe Miss	Gary Levander	-	-	-	694	0	-	835	0	-	-	-	-	-	-	-	1,529	0	1,529
39.	Nitrogen	Dave Gardner	-	-	-	-	-	-	-	-	-	850	664	-	-	-	-	1,514	0	1,514
40.	Parcés O-Ring Miss	Gerry Bordon	-	-	-	-	-	-	-	-	-	-	-	352	169	900	-	1,421	0	1,421
41.	Skip-A-Long	Ron Hornung	-	-	-	-	-	-	-	-	-	225	300	800	-	0	-	1,325	0	1,325
42.	Such Crust III	Ron Daum	648	589	-	-	-	0	-	-	-	-	-	-	-	-	-	1,237	0	1,237
43.	Miss Wickman	John Burke	225	300	300	-	-	-	-	400	-	-	-	0	-	-	-	1,225	0	1,225
44.	Hawaii Kai III	Roger Newton	-	-	1,025	-	-	-	-	-	-	-	-	-	-	-	-	1,025	0	1,025
45.	Candyman (1982)	Dawna Gross	-	0	225	-	-	-	-	-	-	-	264	501	-	-	-	990	0	990
46.	Breathless II	Dave Reiser	550	-	-	338	-	-	-	-	-	-	-	-	-	-	-	888	0	888
47.	Gale V (1954)	Carl Lewis	-	619	225	-	0	-	-	-	-	-	-	-	-	-	-	844	0	844
48.	Shanty I (1956)	Robbie Roberts	0	-	-	-	-	-	-	-	-	750	-	-	0	-	-	750	0	750
49.	Hurricane IV	Ron Hornung	-	-	-	-	-	-	-	-	-	394	356	-	-	-	-	750	0	750
50.	Wayfarers Club Lady	Ryan Bradshaw	-	-	-	-	-	-	-	225	0	-	-	492	0	-	-	717	0	717
51.	Miss Budweiser (1971)	Craig Bradshaw	-	-	-	-	-	-	-	-	600	-	-	-	-	-	-	600	0	600
52.	Miss Spokane (1960)	Patrick Gleason	225	-	225	-	0	-	-	-	-	-	-	-	-	-	95	545	0	545
53.	Hurricane VI	Nelson Holmberg	-	-	525	-	-	-	-	-	-	-	-	-	-	-	-	525	0	525
54.	Miss Everett	Howard Price	-	-	-	-	-	-	-	-	-	-	300	-	169	-	-	469	0	469
55.	Such Crust IV	Dawna Gross	-	-	-	-	-	-	-	-	-	-	-	-	-	395	-	395	0	395
56.	Miss Pepsi	Ron Daum	-	-	-	275	-	-	-	-	-	-	-	-	-	-	-	275	0	275

Modern Boat Points

No.	Boat	Driver	CSP	SC	BBM	EC	LEO	PC	RFR	BLM	CC	DC	ST	GC	SSM	BC	CC/APBA	Total	Drops	High Points
1.	Country Boy (1974)	Mike Campbell	1,600	1,600	825	1,600	969	1,100	1,100	254	1,200	485	1,500	2,000	1,425	1,200	2,000	18,858	3,633	15,225
2.	Pay 'n Pak (1970)	Jeff Campbell	569	1,500	1,121	800	1,100	1,200	400	-	925	-	1,100	-	-	300	1,500	10,515	300	10,215
3.	Red Man (1973)	Nelson Holmberg	788	451	281	-	863	1,169	807	1,019	600	1,094	662	1,425	338	1,000	869	11,366	1,670	9,696
4.	Circus Circus (1978)	Mike Gossler	0	1,069	1,200	569	700	1,000	725	750	-	-	700	738	775	1,500	1,069	10,795	1,269	9,526
5.	Gilmore Special (1983)	Brian Gilmore	450	554	563	1,150	694	775	879	625	1,075	825	821	738	1,225	619	895	11,888	2,811	9,077
6.	Frosted Flakes (1993)	Henry Marvin	1,100	750	1,227	1,125	415	652	1,021	925	1,169	-	300	-	-	338	-	9,022	300	8,722
7.	Squire Shop (1978 - Red)	Doug Brow	800	752	871	0	1,120	151	1,000	-	-	752	0	1,295	320	895	569	8,525	0	8,525
8.	Miss Coit Beverage	Gary Hansen	-	-	-	664	825	1,250	-	1,069	-	-	1,250	450	1,100	-	1,125	7,733	0	7,733
9.	Country Boy (1971)	Steve Twardus	825	844	1,125	1,052	469	-	700	752	300	-	-	525	-	-	600	7,192	0	7,192
10.	U-95	Rick Lentz	-	723	-	-	450	380	938	-	422	673	863	704	-	994	609	6,756	0	6,756
11.	Notre Dame (1972)	Mark Hansen	-	-	-	-	400	925	-	1,500	-	-	550	1,495	700	-	-	5,570	0	5,570
12.	Natural Light	Jerry Johnston	-	-	579	-	677	706	675	319	-	-	-	750	427	-	844	4,977	0	4,977
13.	Thousand Trails	Patrick Gleason	750	-	95	-	264	1,052	-	-	-	-	-	896	582	879	-	4,518	0	4,518
14.	Squire (1977)	Ron Hartley	0	1,050	-	869	1,325	-	414	-	-	-	-	-	681	-	-	4,339	0	4,339
15.	Lincoln Thrift	Bob VandenAkker	994	-	779	675	-	882	-	-	-	-	-	-	-	-	873	4,203	0	4,203
16.	Miss Madison (1978)	Nelson Holmberg	1,050	458	750	-	779	716	352	-	-	-	-	-	-	-	-	4,105	0	4,105
17.	T-Plus	Nigel Sleere	700	1,100	-	-	-	-	-	-	-	1,325	-	-	927	-	-	4,052	0	4,052
18.	Pay 'n Pak (Gold - 1971)	Craig Mullen	494	-	-	-	-	100	1,325	-	-	1,096	1,000	-	-	-	-	4,015	0	4,015
19.	Miss Vernors (1976)	Mick Shutt	518	-	-	-	-	537	191	-	746	-	-	1,263	-	-	546	3,801	0	3,801
20.	Miss Budweiser (1973)	R. Roberts	469	-	-	-	-	-	-	-	-	-	540	-	-	1,163	-	3,091	0	3,091
21.	Winston Eagle	Craig Bradshaw	-	-	-	-	-	-	469	921</										



Statistics ■ 2007 Season (Final)

Vintage Driver Points

No.	Driver	Boat	CSP	SC	BBM	EC	LEO	PC	RFR	BLM	CC	DC	ST	GC	SSM	BC	CC/APBA	Total	Drops	High Points
1.	Jeff Campbell	Pak (69 rigger); Lil' Buzzard	800	1,600	1,500	1,600	1,600	1,400	1,295	1,600	1,600	-	1,400	-	1,600	1,500	1,600	19,095	3,495	15,600
2.	Mike Campbell	ND (69); Pak (1969 rigger)	1,200	400	1,200	1,200	1,100	1,400	1,400	1,200	900	1,600	1,325	2,000	1,400	469	1,800	18,594	4,069	14,525
3.	Bob VandenAkker	ND (63); ND (66); Eagle; Nit.	1,325	1,050	996	975	469	863	919	1,069	807	919	863	961	1,069	952	1,377	14,614	3,921	10,693
4.	Ralph Jorgenson ®	Sunny Jim (1974)	0	300	525	-	494	654	-	638	544	1,000	-	900	802	1,019	1,394	8,270	300	7,970
5.	Ron Daum	Crust III; Pepsi; Wroot Charlie	648	589	-	-	275	0	-	338	1,052	1,269	869	-	619	1,025	400	7,084	0	7,084
6.	Gary Hansen	Muvalong	-	-	-	925	494	1,194	-	96	-	-	800	1,300	800	-	1,450	7,059	0	7,059
7.	Craig Bradshaw	Coral Reef; 71 Budweiser	-	525	619	694	577	675	-	800	694	600	450	-	596	750	-	6,980	450	6,530
8.	Rick Lentz	Miss Bardahl (1958)	-	375	-	-	127	394	0	-	1,094	863	710	850	-	938	934	6,285	0	6,285
9.	Henry Marvin	Miss US (1970)	900	1,300	700	400	375	394	225	877	0	-	800	-	-	169	-	6,140	0	6,140
10.	Scott Fetterly	Miss Madison (1961)	760	-	869	-	1,169	569	-	-	-	925	517	1,252	-	-	-	6,061	0	6,061
11.	Doug Brow ®	Miss Budweiser (1966)	525	1,169	300	750	225	569	975	-	-	300	400	225	638	300	100	6,476	550	5,926
12.	Mark Hansen	Vans PX	-	-	-	-	1,225	750	-	400	-	-	1,325	900	1,325	-	-	5,925	0	5,925
13.	Jesse Shehan ®	St. Regis	169	450	137	353	169	391	952	596	864	225	436	394	286	169	300	5,891	869	5,022
14.	Monte Steere	Slo-Mo-Shun IV	694	500	-	-	550	-	-	800	-	1,100	-	0	1,100	-	-	4,744	0	4,744
15.	Jason Hartley	Hallmark (71); Miss Timex II	1,500	800	-	-	-	-	-	1,250	-	-	-	1,169	-	-	-	4,719	0	4,719
16.	Jerry Johnston	Miss Timex (clock)	-	-	600	-	525	1,095	1,000	0	-	-	-	0	606	-	871	4,697	0	4,697
17.	Bill Smiley	Miss Thriftway (55); Wahoo	395	0	100	925	625	619	-	719	-	-	977	300	-	-	-	4,660	0	4,660
18.	John Williams	Miss Madison (1971)	-	-	-	-	700	525	-	-	-	-	800	0	920	1,425	-	4,370	0	4,370
19.	Roger Newton	Bardahl (68); Tway (60); Kai	600	-	1,025	900	-	400	0	-	1,400	-	-	-	-	-	-	4,325	0	4,325
20.	John Earnest ®	Slo-Mo IV (51); Gale V (62)	589	-	-	787	1,450	-	507	-	-	-	-	-	-	-	863	4,196	0	4,196
21.	Steve Twardus	Seattle Too; Pay 'n Save	0	850	795	544	0	-	300	400	225	-	-	450	-	-	300	3,864	0	3,864
22.	Ron Hartley ®	\$ Bill	-	648	-	600	625	-	1,150	-	-	-	-	-	713	-	-	3,736	0	3,736
23.	Nelson Holmberg ®	Shanty I (1957)	-	952	769	-	95	-	-	225	-	-	0	1,094	269	300	-	3,704	0	3,704
24.	Ron Homung	My Sin; Skippy; Hurricane	-	794	469	-	419	521	-	-	-	394	300	800	-	0	-	3,697	0	3,697
25.	Nigel Steere	Slo-Mo-Shun V	882	456	-	-	-	-	-	-	-	1,100	-	-	375	-	-	2,813	0	2,813
26.	Ryan Opier ®	Gale V (1955); Vernor's (75)	-	-	-	-	1,125	-	-	-	-	-	469	-	-	-	1,210	2,804	0	2,804
27.	Jim Clark	Miss Bardahl (1967)	-	-	600	-	769	952	-	-	-	-	-	-	-	-	-	2,321	0	2,321
28.	Patrick Gleason	Spokane (60); Bardahl (65)	225	-	506	-	469	371	-	-	-	-	-	-	169	544	0	2,284	0	2,284
29.	Gary Levander	Tahoe Miss	-	-	-	-	694	0	-	835	0	-	-	-	-	-	-	1,529	0	1,529
30.	Dave Gardner	Nitrogen	-	-	-	-	-	-	-	-	-	850	664	-	-	-	-	1,514	0	1,514
31.	Gerry Bordon ®	Parcos O-Ring Miss	-	-	-	-	-	-	-	-	-	-	-	-	352	169	900	1,421	0	1,421
32.	Dawna Gross	Candyman (1982)	-	0	225	-	-	-	-	-	-	-	264	501	-	-	395	1,385	0	1,385
33.	John Burkey ®	Miss Wickman	225	300	300	-	-	-	-	400	-	-	-	0	-	-	-	1,225	0	1,225
34.	David Newton	Miss Thriftway (1960)	-	-	-	-	816	-	300	-	-	-	-	-	-	-	-	1,116	0	1,116
35.	Howard Price	Miss Everett; Vernor's (75)	-	-	-	-	-	-	-	-	-	-	300	-	0	596	-	896	0	896
36.	Dave Lewis ®	Breathless II	550	-	-	338	-	-	-	-	-	-	-	-	-	-	-	888	0	888
37.	Carl Reiser ®	Gale V (1954)	-	619	225	-	-	0	-	-	-	-	-	-	-	-	-	844	0	844
38.	Robbie Roberts	Shanty I (1956)	0	-	-	-	-	-	-	-	-	750	-	-	-	0	-	750	0	750
39.	Ryan Bradshaw ®	Wayfarers Club Lady	-	-	-	-	-	-	-	-	225	0	-	-	492	0	-	717	0	717

Modern Driver Points

No.	Driver	Boat	CSP	SC	BBM	EC	LEO	PC	RFR	BLM	CC	DC	ST	GC	SSM	BC	CC/APBA	Total	Drops	Points
1.	Mike Campbell	Country Boy (1974)	1,600	1,600	825	1,600	969	1,100	1,100	254	1,200	485	1,500	2,000	1,425	1,200	2,000	18,858	3,633	15,225
2.	Jeff Campbell	Pay 'n Pak (1970)	569	1,500	1,121	800	1,100	1,200	400	-	925	-	1,100	-	-	300	1,500	10,515	300	10,215
3.	Nelson Holmberg	Red Man (73); Madison (78)	788	458	281	-	779	1,169	807	1,019	600	1,094	662	1,425	338	1,000	869	11,289	1,677	9,612
4.	Mike Gossler	Miss Circus Circus (1978)	0	1,069	1,200	569	700	1,000	725	750	-	700	738	775	1,500	1,069	10,795	1,269	9,526	
5.	Brian Gilmore ®	Gilmore's Special (1983)	450	554	563	1,150	694	775	879	625	1,075	825	821	738	1,225	619	895	11,888	2,811	9,077
6.	Henry Marvin	Frosted Flakes (1993)	1,100	750	1,227	1,125	415	652	1,021	925	1,169	-	300	-	-	338	-	9,022	300	8,722
7.	Doug Brow	Squire Shop (1978)	800	752	871	0	1,120	151	1,000	-	-	752	0	1,295	320	895	569	8,525	0	8,525
8.	Steve Twardus	Country Boy (1971)	825	844	1,125	1,052	1,100	-	700	752	300	-	-	525	-	600	-	7,823	0	7,823
9.	Gary Hansen	Miss Cott Beverage	-	-	-	664	825	1,250	-	1,069	-	-	1,250	450	1,100	-	1,125	7,733	0	7,733
10.	Rick Lentz	U-95	-	723	-	-	450	380	938	-	422	673	863	704	-	994	609	6,756	0	6,756
11.	Mark Hansen	Noire Dame (1972)	-	-	-	-	400	925	-	1,500	-	-	550	1,495	700	-	-	5,570	0	5,570
12.	Craig Bradshaw	Vantage Ultra; Winston Eagle	-	-	667	450	394	300	-	469	921	127	-	-	750	694	-	4,772	0	4,772
13.	Jerry Johnston	Natural Light	-	-	579	-	677	706	675	319	-	-	-	300	427	-	844	4,527	0	4,527
14.	Patrick Gleason ®	Thousand Trails	600	-	95	-	264	1,052	-	-	-	-	-	-	896	582	879	4,368	0	4,368
15.	Ron Hartley	Squire (1977)	-	1,050	-	-	869	1,325	414	-	-	-	-	-	681	-	-	4,339	0	4,339
16.	Bob VandenAkker	Lincoln Thrift	994	-	779	675	-	882	-	-	-	-	-	-	-	-	873	4,203	0	4,203
17.	Bill Smiley	Charlie's Girl; Oberto (1982)	1,400	-	-	-	-	-	-	-	-	394	-	725	-	-	1,594	4,113	0	4,113
18.	Nigel Steere	T-Plus	700	1,100	-	-	-	-	-	-	-	1,325	-	-	927	-	-	4,052	0	4,052
19.	Craig Mullen ®	Pay 'n Pak (1971)	494	-	-	-	-	100	1,325	-	-	1,096	1,000	-	-	-	-	4,015	0	4,015
20.	Nick Shutt ®	Miss Vernor's	518	-	-	-	-	537	191	-	746	-	-	1,263	-	-	546	3,801	0	3,801
21.	Ron Daum	Llumar	-	-	-	-	-	-	-	-	-	1,069	619	-	507	675	-	2,870	0	2,870
22.	Robbie Roberts	Miss Budweiser (1973)	-	-	-	-	-	-	-	-	-	-	540	-	919	-	1163	2,622	0	2,622
23.	Dave Gardner	Miss Weisfields	-	-	907	-	1,050	-	-	-	-	-	-	-	-	-	-	1,957	0	1,957
24.	John Williams	Pak (73); Oberto (82); Bud (80)	-	-	469	-	525	0	-	-	-	-	469	-	-	0	-	1,463	0	1,463
25.	Jesse Shehan ®	Spirit of Dayton Walther	-	-	-	-	-	-	-	-	-	694	0	402	352	0	-	1,448	0	1,448
26.	Roger Newton	Olympia Beer	-	-	-	412	400	0	485	-	-	-	-	-	-	-	-	1,297	0	1,297
27.	Robert Roberts ®	Miss Budweiser (1973)	469	-	-	-	-	-	-	-	-	-	-	-	-	-	-	469	0	469
28.	Jason Hartley ®	Natural Light	-	-	-	-	-	-	-	-	-	-	-	450	-	-	-	450	0	450
29.	Scott Fetterly ®	Miss Madison (1978)	-	-	-	-	-	64	-	-	-	-	-	-	-	-	-	64	0	64





Jim Clark



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BUILT TO SURVIVE!



Jesse Shehan's 1963 St. Regis was one of only a handful of boats that were present at all 15 races of the 2008 ERCU Red Dot Championship Series presented by Bullithead Design.



May

Sun	Mon	Tue	Wed	Thu	Fri	Sat
				1	2	3
4	5	6	7	8	9	10 Bill Broy Memorial Twin Lakes Park, Marysville
11	12	13	14	15	16	17
18	19	20	21	22	23	24 Rose Festival RC Regatta Westmoreland Park, Portland
25	26	27	28	29	30	31

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