

ERCU

THE NEWSLETTER

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Up Next

Jan. 8 ERCU Member Meeting
10 a.m.
Red Dot Corporation lunch room

**Feb. 12 . . . Roger Newton Memorial
RC Model Boat Show**
10 a.m.-4 p.m.
Hydroplane & Raceboat Museum

On the Web

Red Dot Corporation
www.reddotcorp.com

NAMBA
www.namba.com

Stat of the Month

■ Although **David Newton** and the 1957 **Maverick** last won a race in 2004. **Maverick** still ranks second all-time in the vintage class with 12 race wins.

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RED DOT RENEWS AS SERIES TITLE SPONSOR

Some great news has come across the desk at ERCU: The Newsletter's newsroom.

Red Dot Corporation has renewed its support of ERCU.

Since 2007, Red Dot has been the title sponsor of the ERCU Red Dot Championship Series, and that will not change in the coming year.

Gary Hansen, vice president at Red Dot, said that as a part of the agreement, the club could continue to use the lunchroom at Red Dot's facility in Kent for winter meetings, and would also be allowed to continue storing the club's equipment trailer in a secure area at the same location.

Red Dot also made a cash contribution to ERCU for the 2011 season as a part of the sponsorship.

Red Dot designs and builds premium climate control components, integrated systems, replacement parts, and aftermarket units for vehicles in demanding work environments all over the world. Based in Seattle, Red Dot has approximately 400

employees in the United States, Europe, Mexico, and China, and more than 175 aftermarket distributor locations in North America. For more information, visit www.reddotcorp.com.



Red Dot Corporation is also the lead sponsor of Nate Brown's U-17 Miss Red Dot unlimited hydroplane.



BIG BOAT NEWS: SEASON DRAWS TO CLOSE WITH TWO CHAMPS

The 10 boats that traveled to Doha are now snuggled down all safe in their beds (on the big boat) on their way back home, expected to return in late January. There appears to have been very little damage to any of the boats this year, so the winter season will be much more enjoyable, especially for the Oberto, Formula and Superior Racing teams, all of whom had plenty to do to recover from the flips, spills and bounces at last year's race.

2010 H1 Schedule

Meanwhile back stateside, HI Unlimited has announced their tentative schedule of races for 2011. The sites from 2010 are back for another round, with the possible addition of a site not yet identified.

The schedule is, as it was announced by HI in early December:

Dates	Event, location
July 1-3	Madison Regatta, Madison, Ind.
July 8-10	APBA Gold Cup, Detroit
July 29-31	Columbia Cup, Tri-Cities, Wash.
August 5-7	Seafair, Seattle, Wash.
August 26-8	TBA
Sept. 16-18	Bayfair, San Diego, Calif.
Dec. 1-3	Oryx Cup, Doha, Qatar

Silly Season Begins

What's new for next season? Now that silly season has begun, there are a few rumors floating around. New boats MAY be in the works for the U-21 and U-37 teams, and that triple-engine concept from the Leland shop continues to be bantied about. The U-13 skipped the Doha trip to reconstruct and prepare for the 2011 season. The U-10 remains in Tukwila with that big "For Sale" sign on its windshield, but a buyer has not yet been found.



The Doha sunset reflects on the completion of the 2010 H1 Unlimited season, one that saw successes, and positive signs for the sport including new sponsors and a return to San Diego. (Photo courtesy of Chris Denslow)

Will all of last year's boats be back? Can HI and U-3 settle their differences in time? Stay tuned — it's still more than six months until the next race.

Going Global, Staying Local

HI Unlimited continues to reach out around the world, as evidenced at the Race For Kids UIM World Championships in Lake Alfred, Florida. HI Chairman **Sam Cole** met with the deputy director general of the Chinese Motorboat Association, **Wan Hongjun** and the drivers and officials with him. A featured attraction at Lake Alfred was the Formulaboats.com display boat. Plans are underway for an exhibition run there next year and possibly a future HI event in Northern Florida.

Peters and May continues to have a prominent presence in the sport. Besides being an HI series sponsor, exclusive shipper for travel to Qatar and sponsor for the Schumacher Racing Team, plans are now being made for Peters and May to display two unlimiteds at the Miami boat show in February.

Out and About

Dave Villwock was the featured speaker at the Hydroplane and Raceboat Museum's Annual Business Meeting on December 4. He talked for about 30 minutes and answered questions about his time in the sport and what win No. 62 meant to him. Following the meeting he stayed to talk with the attendees in what was an enjoyable and interesting evening.

Current restorations at the Hydroplane Raceboat and Museum are the 1977-81 Atlas Van Lines "Blue Blaster" and the 1958-61 Miss Bardahl. If your little model is ready to go, the museum can always use another helping hand on the larger versions. Work days are typically Tuesdays, Thursdays and Saturdays, and you just need to be a museum member to participate.

Looking for something to put under the tree? Check out the museum website — www.thunderboats.ning.com and click on the "Store" button. There you will find plenty of ideas for that hydro-junky friend or relative.

Compiled by Rick Lentz,
big boat reporter



The panorama at the Doha pits was something to be seen. (Photo courtesy of Chris Denslow)



2010 ERCU SCHEDULE

MARCH		
Date	Event	Location
3/21	ERCU Spring Training	Cherokee Bay
APRIL		
Date	Event	Location
3	Champion Spark Plug Regatta CD: John Earnest Winners: Rick Lentz (M); Jeff Campbell (V)	Centralia
24	Rose Festival RC Regatta Co-CDs: Nelson Holmberg & Gary Simmons Winners: Jeff Campbell (M); Jeff Campbell (V)	Portland
MAY		
Date	Event	Location
8	Seafair Trophy Race CD: Scott Fetterly Winners: Bill Smiley (M); Jeff Campbell (V)	Twin Lakes
22	Diamond Cup/Bill Brow CD: Doug Brow Winners: Jeff Campbell (M); Gary Simmons (V)	Friday Harbor
JUNE		
Date	Event	Location
13	President's Cup/MV Days CD: John Williams Winners: Brad Lewis (M); Ryan Opfer (V)	Lake Wilderness
26	ERCU Columbia Cup CD: Mick Shutt Winners: Mike Campbell (M); Gary Simmons (V)	Tualatin, Ore.
JULY		
Date	Event	Location
10	Bernie Little Memorial Co-CDs: Jeff Campbell & Mike Campbell Winners: Mike Gossler (M); Mark Hansen (V)	Bellevue Pond
17	Oregon Emerald Cup CD: Nelson Holmberg Winners: Mike Campbell (M); Mike Campbell (V)	Tualatin, Ore.
AUGUST		
Date	Event	Location
14	Apple Cup CD: Ben Keller Winners: Gary Hansen (M); Jeff Campbell (V)	Bellevue Pond
29	Stan Sayres Memorial CD: Monte Steere Winners: Mike Campbell (M); Mike McIntosh (V)	Cherokee Bay
SEPTEMBER		
Date	Event	Location
19	ERCU Gold Cup CD: Contest Board Winners: Mike Campbell (M); Jeff Campbell (V)	Lake Wilderness
26	Roger Newton Memorial Co-CDs: David Newton & Rick Lentz Winners: Mike Campbell (M); Jeff Campbell (V)	Cherokee Bay

Season high points for boats and drivers will be based on the 10 best finishes for the year. This schedule is always subject to change. See www.ercu.org/schedule.html for the most up-to-date schedule.

ERCU RUMOR MILL

Mike Campbell has finished his new 1982 Oh Boy! Oberto (hull number 8255) . . . Jerry Johnston is looking forward to coming back after torn Achilles tendon. Jerry has been taking physical therapy, but felt like there should be no reason why he wouldn't be able to come back in time for the 2011 season . . .



Doug Brow reported that the annual trek to Friday Harbor is on. This year's race day is Saturday, May 21, and will be an ERCU/ESU combined event . . . Ben Keller told Ryan Opfer to "think pink" this season, and to get used to watching a pink transom . . . Mike Schultz is a new member coming over from Classic Thunder. He said he would register one of the Such Crust hulls, if it's available, and the Grifon Bud . . . Mark Gran reported he's got multiple scale projects in multiple scales going on in his own shop . . . Bob VandenAkker he's looking forward to seeing the schedule finalized, as he's already excited for the coming season . . . John Williams reported that his Madison team (1999 modern boat and 1971 vintage boat) was sold a couple of weeks to a new member in CT. John said he would continue to race 1/10-scale boats as he still has three 1/10-scale boats and he's looking forward to racing . . . Kirk Pagel said Craig Bradshaw finished the repairs and new paint on the Miss Smirnoff . . . Bill Smiley said he's just spending time this winter working on the Charlie's Girl. He's touching up a few nicks and bangs on the fast modern hull . . . Nelson Holmberg said the Formula Boats and Graham Trucking will be updated to the 2010 versions during the offseason, including new cowlings and wingsets . . . Rick Lentz has started the process of re-installing wings to the U-95, for a conversion project that will give the boat a new look.

RULES REMINDER OF THE MONTH

A refresher on the registration rules

- Members are allowed four hull registrations at any one time. Registration can be made at any time by mail or in person to the club's registrar/treasurer. Boat registration is on a first-come first served basis. Registrations will be active from January 1-December 31 of a calendar year. All registrations expire on December 31, regardless of the initial date of registration. Any member giving up a registration may re-register said boat after the lottery draw if it has not been registered by another person. However, payment of applicable fees will still be required. The board reserves the right to deny multiple registrations to an individual or group when it feels that granting such registrations is not in the best interest of ERCU
- All registered boats must race in at least three sanctioned races during the racing season, scoring points in at least one heat in each of those three races to maintain their registration. Any boat not meeting this requirement will become unregistered at the end of the calendar year."
- For new boats an ERCU Intent to Build Form, along with a photograph of the real boat, must be submitted prior to its start of construction.
- In the event a registered boat does not complete its three mandatory finishes during the season, the owner may pay a \$30 fee to the registrar to keep the registration for the following year. This is allowed one time only and is addition to the annual \$5 boat registration fee.

CLUB CLIPPINGS

Chris Denslow has pictures of Gary Hansen . . . Gene Melang thinking big (and small) . . . Nels Enquist getting an introduction . . . Mike Schultz won't miss ping-pong balls . . . Kirk Pagel touring boat shops . . . the "Db Racing Team" with about a hundred (OK, not quite that many) boats in progress.



MINUTES OF THE DECEMBER ERCU MEMBERSHIP MEETING

Chairman **Ron Daum** called the meeting to order at 10 a.m. sharp with 28 members in attendance at the Red Dot Corporation headquarters lunchroom in Kent, Wash. Ron explained that we needed to be out of the room by noon so we needed to get going right away and move swiftly through the meeting's business.

Ron then shifted the agenda to reports of the Contest Board Officers:

Secretary

Nelson Holmberg, the club's new secretary, reported that Red Dot Corporation has renewed its sponsorship of the club, and it will continue as the title sponsor of our championship series, which should always be referred to as the Red Dot Championship Series. Nelson also reported that he is currently working with a number of others that have close ties to the big boats to try and find a "presenting sponsor, which is the one that goes after "Red Dot Championship Series presented by . . ." He will have more to report at the January membership meeting.

Registrar/Treasurer

New Registrar/Treasurer **Scott Fetterly** reported that he and former Registrar/Treasurer **Henry Marvin** have not had time to connect to do the transfer of the information for the position, but it will happen next week. Scott also reminded the members that he's taking membership applications and membership payments now, and would begin registering boats in January.

Race Coordinator

Race Coordinator **Judy Fenton** reported that she's begun work on the preliminary schedule stating that most of the dates will be the same as last year's schedule, and in most of the same places. She asked if the club would like to continue racing at Bellevue Pond and, in a vote of the members in attendance, it was determined that the majority did still have a desire to race at Bellevue Pond, so Fenton would look for a date and a CD for that location. Judy also reported that a return to Lake Tye was possible for this year, and if that did happen **Craig Mullen** volunteered to CD that event. Judy reported that **Dan Gilmore** told her that ERCU will have one date at Cherokee Bay this year, while ESU gets the other one. ERCU's date will be in late September, for the Roger Newton Memorial. Both clubs will be involved in Doug

Brow's race at Friday Harbor — more about this in the member roundtable below. The Rose Festival RC Regatta (likely with a different name) will be moved from Westmoreland Park in Portland to Horseshoe Lake in Woodland, where the people of the city really want a return of hydroplane racing. Tualatin will also host at least one race — perhaps two — for ERCU this year.

Contest Directors are in need for the 2011 season, as Holmberg has taken over the Champion Spark Plug Regatta for **John Earnest** who chose not to continue with it, and **Scott Fetterly** and Fenton have stepped up to take over for **John Williams** as the CD for the President's Cup at Lake Wilderness during Maple Valley Days.

Chairman

Daum introduced the topic of the NAMBA Regional races and incorporating them into the Red Dot Championship Series. There was significant discussion about the idea, including concerns about how the rules would work, whose rules would be used, etc. The proposal that was out there was that there would be three races, and CT and ERCU, at least, would each take a NAMBA Regional race to host, and that points earned by ERCU members in those races would count toward the Red Dot Championship Series. It became clear through discussion that there was opposition to the idea, so it was put to a show of hands vote of the members on hand. The vote was: "Those in favor of incorporating NAMBA Regional Racing into the Red Dot Championship Series, please raise your hands." Only three of those in attendance were in favor. As an alternative, **Bob Vanden-Akker** suggested that the three NAMBA regional races still take place, but in a points series of their own, separate from ERCU or the other clubs (Puget Sound Fast Electrics has also indicated some level of interest in participating), and the points winner(s) would get some sort

of prize such as a jacket or other prize that recognizes that racer as a champion.

When that suggestion was put to a vote, there was an overwhelming majority in favor. Daum said he would communicate that with the other clubs and move in that direction.

Statistician

ERCU Statistician **Ben Keller** reported that all stats through 2010 have been finished and are

up-to-date. He indicated that if anyone needs anything from a statistics perspective, they should just email him and request the information. **Jerry Johnston** gave Ben credit for the great work he's been doing as statistician, and the entire group indicated their agreement with a round of applause.

Technical Inspector

Technical Inspector **Gerry Bordon** asked that all of the members be sure to check out the proposed rules when they're updated and distributed, just to make sure everyone is aware of all of the technical rules of our boats. Bordon said there are no expected changes to the technical aspects of our boats for 2011. He asked that when we start bringing boats to member meetings for inspections that members bring their forms along with them, and that boats are ready for inspection when they are presented.

Scale Inspector

Scale Inspector **Gary Simmons** reported that the biggest emphasis on scale inspections this year will be the first couple of lines of the club rules: "The goal of Electric Radio Controlled Unlimiteds (ERCU) is to replicate the look and competition of real unlimited hydroplane racing. Boats are 1/10th scale replicas of the real boats that have raced on the unlimited circuit. The club will emphasize scale accuracy and quality workmanship as well as enjoyable competition on the water. As with the real boats, the races will be run counter-clockwise on the course."

CHAIRMAN'S CHATTER: Holiday Greetings

Let me again begin by wishing you all Happy Holidays. We now have our first member meeting of the 2010-11 season under our belts and I can hardly express my pleasure with the turnout, the level of participation, and the positive spirit displayed by all. I cannot recall a more productive meeting. Of particular importance is to thank all those who could not attend but took the time to e-mail board members with their input. Also, a big thank you to those who stepped up to CD races this year. Now we need to get more of you involved in setup and tear down. Any ideas that you the membership would like to share to help us out will be greatly appreciated. Happy Roostertails to you all.

Ron Daum, ERCU Chairman



Simmons reminded everyone that ERCU's mission, and the statement above, is an indication of what we should remember this club is about: "We're kind of like a 50-50 club. 50 percent scale and history, 50 percent speed," he said.

Simmons also reported that there would be no changes to the scale rules this year, and reiterated Bordon's request that inspection forms and boats be ready for inspections when the inspectors are approached.

Webmaster

Holmberg provided a reminder that the winter is a perfect time to work on updating or providing your boat bios. That'll help keep the website fresh with good updates throughout the winter. Please email him with your updates as you have them. There's also a form on the website under club info, and a new form will be posted before long.

Reports of Special Committees

Daum told the group that the board had discussed the idea of creating a "classic" class that would come from the earlier days of the current "modern" class, and that a special committee of Fetterly and Holmberg had been formed to investigate the possibility of this happening. They presented the information and how the two classes would be defined. After discussion that raised concerns about whether or not we would water down the modern class too much this year by making this move, it was decided by the membership that shelving the idea for another year - but saving the study information and proposed hull numbers identifying the classic and modern boats

- would be the prudent move to make for the best of the club.

Unfinished Business

Propellers for vintage class: After a presentation of a statistical comparison prepared by Daum and Keller, it was proposed that the club consider eliminating the contest directors' option to specify a Graupner K45 or open propeller choice at individual races. After discussion there was overwhelming support of the members in attendance to keep the contest directors' option as it currently exists.

New Business

Connectors: Throughout the 2010 season, there was a controversy about motor connectors and whether they were part of the motor or not, and whether a member should be allowed to re-solder, replace or change the connectors that come on the motor. There was discussion regarding this issue in the meeting, and it was overwhelmingly decided to make connectors "a serviceable part", which means a member can replace, re-solder, or change the connectors that come with the Himax 3630-1500 motors that are legal in ERCU.

Motors: The question was presented to ask members in attendance whether we want to add the Blackjack 3630-1500 and AquaCraft SV-27 motors into the rule of eligible motors for the club. Everyone in attendance agreed it was best to leave things the way they are with the motor rules.

Batteries: The question was asked by Mike Campbell what the rules were for batteries in 2011, and after some discussion stating that NAMBA's national rule

book for 1/10-scale hydros makes mAh ratings up to 10,000 mAh legal, there was overwhelming support among all of the members in attendance to leave the battery rule the way it is.

Cherokee Bay Community Club: Dan Gilmore gave an update on Cherokee Bay. There will be just two races there this year: One with 1/7-scale in the summer with a regatta picnic that the Community Club would put on, including a break in the day for swimmers to use the lake; and one with 1/10-scale (Roger Newton Memorial) in late September. Cherokee Bay really is interested in having community events and really would like to have the hydroplanes be a part of it. Gilmore is trying to coordinate race dates, and will finalize them after the first of the year. These races would happen on Sundays as Saturdays don't work at Cherokee Bay because it's a day of business. The no generators, no boats, and no noise before 10 a.m. on Sundays rule continues this year at Cherokee Bay.

Contest Director discussion: There was also discussion regarding a need for CDs to take charge of races throughout the season. Fenton will be the point of contact for members who might be interested in being a CD at races throughout the season. Holmberg stated that being a CD isn't as intimidating as it might seem and reiterated what the duties of the CD are, and that help is always available.

Adjournment

Chairman Daum adjourned the meeting at 11:45 a.m.

Respectfully submitted by Nelson Holmberg,
ERCU Secretary

A VISIT TO THE "DB RACING TEAM" SHOP

Your wandering reporter stopped by Db Racing in Federal Way right after the Thanksgiving Holiday.

Db Racing is the boat shop where **Mark Gran** and **John Burkey** stash their racing stock and there is lot going on.

There are no fewer than seven 1/10-scale hydros either under construction or ready to race.

Included are Mark's 1967 Atlas Van Lines, and his 1981 (turbine) Pay n' Pak. The Pay n' Pak is wood & foam construction and is very lightweight.

Mark also has a pair of 1957 Breathless II hulls including a Campbell hull made of composite materials and Mark's all wood 1957 Breathless II. Mark raced it three times, then retired it to the "trophy" case.

Burkey's 1967 Miss Wickman - the

same hull that tried to self-destruct a couple of years ago at Bellevue Pond - is another in the shop, along with two more Burkey-owned boats under construction.

The 1994 Smokin' Joes and the 1971 Lincoln Thrift are another two hulls built from wood and foam are also in Burkey's part of the shop.

Mark is also working on a 1/7-scale 1968 Checkerboard Bardahl.

There's an interesting story on how the boat shop got its name. If you're curious, send Mark an e-mail at: dogsaber65@aol.com.

Submitted by Kirk Pagel, on tour

As many as eight different hulls are either under construction, ready to race, or on display at the "Db Racing Team" boat shop in Federal Way. (Kirk Pagel photo)





VINTAGE BOAT POINTS – 2010 (FINAL)

No.	Boat	Year	Owner	CSP	RFR	SEA	DC	PC	CC	BLM	OEC	AC	SSM	GC	RNM	Total	Drops	High Points
1.	Pay 'n Pak (outrigger)	1969	Jeff Campbell	1,600	1,600	1,600	1,200	1,269	969		895	800	1,025	1,600	1,600	14,158	800	13,358
2.	Hawaii Ka' I Ili	1957	Ben Keller	1,195	700	1,369	569	1,425	795	0	1,000	800	1,200	1,400	1,327	11,780	569	11,211
3.	Miss Everett	1960	Gary Simmons	775	900	769	1,269	1,094	925	850	1,000	1,000	569	400		9,551	400	9,151
4.	Notre Dame	1969	Rick Lentz	442	619	525	1,038	713	996	300	704	1,150	525	600		7,612	300	7,312
5.	Miss Bardahl	1958	G.Simmons/R.Hartley	765	996	371	765	975	1,169	225	877	582	225	296	300	7,546	450	7,096
6.	Miss Thriftway	1960	Kerry Kjos	1,169	1,400	1,269		1,500	0	577	1,025					6,940		6,940
7.	Parco's O-Ring Miss	1970	Gerry Bordon		348		1,038	400	925	850	1,169	700	769		512	6,711		6,711
8.	Coral Reef	1958	Craig Bradshaw			0	212	596		807	845	525	775	1,094	732	5,586		5,586
9.	Miss Vernor's	1975	Ryan Opfer	1,040	225		1,127	996	0	0	338		800	720	0	5,246		5,246
10.	Gale V	1962	John Earnest	641	563	619	297	1,095	0				892	553		4,660		4,660
11.	Thriftway Too	1960	Dan Gilmore				450	450		1,225		320	527	394	522	3,888		3,888
12.	Harrah's Club	1968	Mike Campbell								1,200			1,227	1,400	3,827		3,827
13.	Miss Smirnoff	1964	Kirk Pagel	480		338			0	750		300	427	825	694	3,814		3,814
14.	Atlas Van Lines	1967	Mark Gran	779	169	450	641	0			296			1,150	300	3,785		3,785
15.	Gale V	1955	Ryan Opfer		1,127		945	771	525	0						3,368		3,368
16.	Miss Burién	1960	Robbie Roberts		169	600	1,050						600		938	3,357		3,357
17.	Miss Van's PX	1972	Mark Hansen		1,225					1,200		800				3,225		3,225
18.	Notre Dame	1963	Bob Vanden Akker	821									1,200	925		2,946		2,946
19.	Thunderbolt	1962	Steve Dumanis								450		1,375		1,025	2,850		2,850
20.	Hallmark Homes (black)	1971	Bill Smiley							700			1,052		998	2,750		2,750
21.	Miss Timex	1972	Jason Hartley							800			1,500		338	2,638		2,638
22.	Mualong	1956	Gary Hansen	694	1,200				95			563				2,552		2,552
23.	Oh Boy! Oberto	1975	Mick Shutt	415		391			394	0	300		436	492		2,428		2,428
24.	Miss Lapeer	1966	Bob Vanden Akker			994	611								789	2,394		2,394
25.	Such Crust III	1955	Ron Daum						544	300				873	521	2,238		2,238
26.	Miss Rocket	1957	Roger May		413	1,000		700								2,113		2,113
27.	Nitrogen Too	1960	Bob Vanden Akker					638						1,469		2,107		2,107
28.	Thriftway Too	1957	Ron Daum	427				661				450	564			2,102		2,102
29.	Wildroot Charlie	1958	Ron Daum	300	225		359	300		502			300			1,986		1,986
30.	\$ Bill	1962	Ron Hartley					651					738	525		1,914		1,914
31.	Miss Madison	1971	John Williams					816					800		225	1,841		1,841
32.	St. Regis	1963	Jesse Shehan	391	553			95			458		300			1,797		1,797
33.	Miss Bardahl	1968	David Newton			594				1,094						1,688		1,688
34.	Miss Madison	1961	Scott Fetterly					450				479	497			1,426		1,426
35.	Miss Budweiser	1968	Scott Fetterly					869				225	300			1,394		1,394
36.	Wayfarer's Club Lady	1966	Chad Bradshaw			577		0							750	1,327		1,327
37.	Miss Budweiser II	1970	Craig Bradshaw				254	169							881	1,304		1,304
38.	Miss Budweiser	1966	Doug Brow	225		394	394						225			1,238		1,238
39.	Miss Wickman	1967	John Burkey				394	835								1,229		1,229
40.	Miss Spokane	1960	Rick Lentz									563	264	225		1,052		1,052
41.	Miss Thriftway	1957	Bill Smiley							169	169	700				1,038		1,038
42.	Slo-mo-shun IV	1956	Monte Steere										225	127	511	863		863
43.	Slo-mo-shun IV	1951	John Earnest		833				0							833		833
44.	Miss Eagle Electric	1968	Bob Vanden Akker							769						769		769
45.	Gale's Roostertail	1965	Howard Price	469				0		0					0	469		469
46.	Slo-mo-shun V	1954	Monte Steere									169	127	169		465		465
47.	Miss U.S.	1970	Bill Shearer		394											394		394

MODERN BOAT POINTS – 2010 (FINAL)

No.	Boat	Year	Owner	CSP	RFR	SEA	DC	PC	CC	BLM	OEC	AC	SSM	GC	RNM	Total	Drops	High Points
1.	Executone	1982	Mike Campbell	1,100	1,600	969	1,600	1,500	1,500		1,600	969	1,600	1,400	1,200	15,038	969	14,069
2.	Country Boy	1974	Mike Campbell	1,425	1,200	1,200	1,200	1,327	1,425			800	800	1,900	1,600	12,877		12,877
3.	Miss Circus Circus	1978	Mike Gossler	627	1,200	1,300	1,200	995	1,225	1,500		525	1,227	1,600	1,300	12,699	525	12,174
4.	U-95	1974	Rick Lentz	850	750	845	507	638	564	596	1,052	1,169	638	619		8,228	507	7,721
5.	Formula Boats	2009	Nelson Holmberg	464		1,325	450	0	919	789	450		619	719	465	6,200		6,200
6.	Miss Budweiser (T3)	1994	Kelsey McIntosh	675			544	821		844			675	1,321		4,880		4,880
7.	Graham Trucking	2009	Nelson Holmberg					704	877	0	1,200		400	750	845	4,776		4,776
8.	Llumar Window Film	2003	Ron Daum				952	563	746				469	676	788	4,194		4,194
9.	Miss Cott Beverages	1974	Gary Hansen	619	1,250					1,050		1,150				4,069		4,069
10.	Charlie's Girl	1977	Bill Smiley			1,325	352				625		900		675	3,877		3,877
11.	Pay 'n Pak	1982	M.McIntosh/R.Hartley	727		675		525					788	835		3,550		3,550
12.	Notre Dame	1972	Mark Hansen		469					1,400		995				2,864		2,864
13.	Pride of Pay 'n Pak	1971	Eric McRory		169	535	845					1,019	127			2,695		2,695
14.	Spirit of Dayton-Walther	1976	Brad Lewis		720	713		1,100								2,533		2,533
15.	Miss Budweiser	1978	Mick Shutt	225		273					750		563	675		2,486		2,486
16.	Miss U.S.	1975	Gale Whitestine										1,125	600	691	2,416		2,416
17.	Kellogg's Frosted Flakes	1993	Henry Marvin					750		800			694			2,244		2,244
18.	Buffalo Federal Savings	2009	Howard Price								869			1,369	0	2,238		2,238
19.	The Squire Shop	1978	Brad Lewis	864	952	296										2,112		2,112
20.	Squire	1977	Jesse Shehan	620	394			394	574							1,982		1,982
21.	American Spirit	1991	Craig Mullen					1,195	700					0		1,895		1,895
22.	Executone	1982	Dave Reiser		413				113		446		127		433	1,532		1,532
23.	Miss Circus Circus	1993	Scott Fetterly					319				225	850			1,394		1,394
24.	Red Man	1974	Gene Melang	476		364						502				1,342		1,342
25.	Grandview on the Lake	2009	Ron Daum		479			373						394		1,246		1,246
26.	Miss Madison	1999	John Williams					300					469	296		1,065		1,065
27.	Beacon Plumbing	2007	Jesse Shehan						0		507		169			676		676
28.	Winston Eagle (lobster)	1989	Craig Bradshaw			0	169	0								169		169
29.	Oh Boy! Oberto	2008	Bettie Bradshaw								0					0		0



VINTAGE DRIVER POINTS – 2010 (FINAL)

No.	Boat	Year	Owner	CSP	RFR	SEA	DC	PC	CC	BLM	OEC	AC	SSM	GC	RNM	Total	Drops	High Points
1.	Jeff Campbell	1969	Pay 'n Pak (outrigger)	1,600	1,600	1,600	1,200	1,269	969		895	800	1,025	1,600	1,600	14,158	800	13,358
2.	Craig Mullen	1957	Hawaii Ka'i III	1,195	700	1,369	569	1,425	795		1,000	800	1,200	1,400	1,327	11,780	569	11,211
3.	Gary Simmons	1960	Miss Everrett	775	900	769	1,269	1,094	925	850	1,000	1,000	569	400		9,551	400	9,151
4.	Rick Lentz	1969, 1960	N.Dame, Spokane	442	619	525	1,038	713	996	300	704	1,150	525	600	225	7,837	525	7,312
5.	Ryan Opfer	65,60,74	Gale's, T-way, Vernors	1,169	225		945	1,500	0	577	1,025		800	720	0	6,961		6,961
6.	Bob Vanden Akker	63,66,60,68	ND, Lapeer, Nit.Too, Eagle	821		994	611	638		769			1,200	925	789	6,747		6,747
7.	Gerry Bordon	1970	Parco's O-Ring Miss		348		1,038	400	925	850	1,169	700	769		512	6,711		6,711
8.	Craig Bradshaw	1958	Coral Reef			0	212	596		807	845	525	775	1,094	732	5,586		5,586
9.	John Earnest	1962	Gale V	641	563	619	297	1,095	0					892	553	4,660		4,660
10.	Chad Bradshaw	66,60,64	Wayfarer's,T-way Too,Smirnoff			577		0		1,225		300	427	825	694	4,048		4,048
11.	Mike Campbell	1957, 1968	Hawaii Ka'I III, Harrah's Club							0	1,200			1,227	1,400	3,827		3,827
12.	Mark Gran	1967	Atlas Van Lines	779	169	450	641	0			296			1,150	300	3,785		3,785
13.	Bill Smiley	1971, 1957	Hallmark (black), T-way							700	169	700	1,052		998	3,619		3,619
14.	Ron Daum	58,55,57	Wildroot, Crust, T-way Too	300	225		359	300	544	502			300	564	521	3,615		3,615
15.	Robbie Roberts	1960	Miss Burienn		169	600	1,050						600		938	3,357		3,357
16.	Mark Hansen	1972	Miss Van's PX		1,225					1,200		800				3,225		3,225
16.	Steve Dumanis	1962	Thunderbolt									450		1,375	1,025	2,850		2,850
18.	Gary Hansen	1956	Muvalong	694	1,200					95		563				2,552		2,552
19.	Jim Latimer	1958	Miss Bardahl	765	996	371								296		2,428		2,428
20.	Mick Shutt	1975	Oh Boy! Oberto	415		391			394	0	300		436	492		2,428		2,428
21.	David Newton	1960, 1968	Thriftway, Bardahl			1,269				1,094						2,363		2,363
22.	Alex Daum	1957, 1955	T-way Too, Such Crust	427				661		300				873		2,261		2,261
23.	Ron Hartley	1962, 1958	\$ Bill, Miss Bardahl					651					738	525	300	2,214		2,214
24.	Brad Lewis	1957	Miss Rocket		413	1,000		700								2,113		2,113
25.	Mike McIntosh	1974, 1972	Miss Vernor's, Timex					127				1,500			338	1,965		1,965
26.	John Williams	1971	Miss Madison					816					800	225		1,841		1,841
27.	Jesse Shehan	1963	St. Regis	391	553			95			458		300			1,797		1,797
28.	Kelli Fetterly	1961	Miss Madison					450				479	497			1,426		1,426
29.	Scott Fetterly	1968	Miss Budweiser					869				225	300			1,394		1,394
30.	Doug Brow	1966	Miss Budweiser	225		394	394						225			1,238		1,238
31.	John Burkey	1967	Miss Wickman				394	835								1,229		1,229
32.	Nelson Holmberg	1964, 1958	Smirnoff/Bardahl	480		338		0	169							987		987
33.	Jason Hartley	1972	Miss Timex							800						800		800
34.	Bill Shearer	1970	Miss U.S.		394											394		394
35.	Monte Steere	1954	Slo-mo-shun V												169	169		169
36.	Howard Price	1965	Gale's Roostertail							0						0		0

MODERN DRIVER POINTS – 2010 (FINAL)

No.	Boat	Year	Owner	CSP	RFR	SEA	DC	PC	CC	BLM	OEC	AC	SSM	GC	RNM	Total	Drops	High Points
1.	Mike Campbell	1982, 1974	Executone, Country Boy	1,425	1,200	969	1,200	1,500	1,500		1,600	800	1,600	1,400	1,200	14,394	800	13,594
2.	Mike Gossler	1978	Miss Circus Circus	627	1,200	1,300	1,200	995	1,225	1,500		525	1,227	1,600	1,300	12,699	525	12,174
3.	Rick Lentz	1974	U-95	850	750	845	507	638	564	596	1,052	1,169	638	619		8,228	507	7,721
4.	Nelson Holmberg	2009, 2009	Formula, Graham Truck.	464		1,325	450	0	919	789	450		400	719	465	5,981		5,981
5.	Mike McIntosh	1982, 1994	Pay 'n Pak, Budweiser (T3)727			675	544			844			675	1,321		4,786		4,786
6.	Ron Daum	2009, 2003	Grandview, Llummar		479		952	563	746				469	676	788	4,673		4,673
7.	Gary Hansen	1974	Miss Cott Beverages	619	1,250					1,050		1,150				4,069		4,069
8.	Bill Smiley	1977	Charlie's Girl			1,325	352				625		900		675	3,877		3,877
9.	Brad Lewis	1978, 1976	Squire Shop, Dytyn-Wlthr	864	952	296		1,100								3,212		3,212
10.	Mark Hansen	1972	Notre Dame		469					1,400		995				2,864		2,864
11.	Jesse Shehan	1977, 2008	Squire, Beacon Plumbing	620	394			394	574		507		169			2,658		2,658
12.	Mick Shutt	1978	Miss Budweiser	225		273					750		563	675		2,486		2,486
13.	Gale Whitestone	1975	Miss U.S.									1,125		600	691	2,416		2,416
14.	Eric McRory	1971	Pride of Pay 'n Pak		169	535	545					1,019	127			2,395		2,395
15.	Jeff Campbell	1982, 1974	Executone, Country Boy	300	400		400	127	225			169	0	300	400	2,321		2,321
16.	Henry Marvin	1993	Kellogg's Frosted Flakes					750		800			694			2,244		2,244
17.	Ryan Opfer	2009	Buffalo Federal Savings								869		1,369	0		2,238		2,238
18.	Craig Mullen	1971, 1991	Pay 'n Pak, American Spirit				300	1,195	700					0		2,195		2,195
19.	Ron Hartley	1982	Pay 'n Pak					525					788	835		2,148		2,148
20.	Dave Reiser	1982	Executone		413				113		446		127		433	1,532		1,532
21.	Kelsey McIntosh	1994	Miss Budweiser (T3)	675				821								1,496		1,496
22.	Bill Arnick	1976	Spirit of Dayton-Walther		720	713										1,433		1,433
23.	Scott Fetterly	1993	Miss Circus Circus					319				225	850			1,394		1,394
24.	Gene Melang	1974	Red Man	476		364						502				1,342		1,342
25.	John Williams	1999	Miss Madison					300						469	296	1,065		1,065
26.	Alex Daum	2009	Grandview on the Lake					373						394		767		767
27.	Gerry Bordon	2009	Graham Trucking					300	127							427		427
28.	Craig Bradshaw	1989, 2008	Winston (lobster), Oberto			0	169	0			0					169		169



MODERN CAREER POINTS (THROUGH 2010)

No.	Driver	2010	2009	2008	2007	2006	2005	2004	2003	Total
1.	Mike Campbell	13,594	13,678	13,396	15,225	13,521	13,348	11,850	0	94,612
2.	Mike Gossler	12,174	11,927	15,045	9,526	9,921	8,172	0	0	66,765
3.	Jeff Campbell	2,321	0	1,600	10,215	13,650	12,125	11,744	0	51,655
4.	Rick Lentz	7,721	7,594	8,771	6,756	4,571	4,954	395	0	40,762
5.	Nelson Holmberg	5,981	5,426	9,905	9,612	7,688	1,769	0	0	40,381
6.	Gary Hansen	4,069	4,020	6,479	7,733	8,807	4,513	0	0	35,621
7.	Steve Twardus	0	2,069	3,140	7,823	4,215	5,429	5,090	0	27,766
8.	Mark Hansen	2,864	2,627	2,944	5,570	5,807	5,490	0	0	25,302
9.	Henry Marvin	2,244	2,270	2,969	8,722	8,920	0	0	0	25,125
10.	Bill Smiley	3,877	7,330	9,240	4,113	0	0	0	0	24,560
11.	Craig Mullen	2,195	8,926	9,003	3,015	502	0	0	0	23,641
12.	Jerry Johnston	0	3,296	7,452	4,527	4,929	0	620	0	20,824
13.	John Williams	1,065	1,854	783	1,463	3,124	2,596	2,744	5,300	18,929
14.	Brian Gilmore	0	0	9,850	9,077	0	0	0	0	18,927
15.	Doug Brow	0	3,078	3,576	8,525	3,589	0	0	0	18,768
16.	Craig Bradshaw	169	1,604	8,549	4,772	3,239	0	0	0	18,333
17.	David Newton	0	0	0	0	1,100	9,284	2,045	5,325	17,754
18.	Gale Whitestine	2,416	2,046	264	0	1,852	4,683	2,400	0	13,661
19.	David Gardner	0	0	0	1,957	1,400	3,401	6,170	0	12,928
20.	Jesse Shehan	2,658	3,979	4,507	1,448	0	0	0	0	12,592
21.	Mick Shutt	2,486	1,883	4,250	3,801	0	0	0	0	12,420
22.	Nigel Steere	0	920	2,777	4,052	3,338	0	0	0	11,087
23.	Bob Vanden Akker	0	0	4,483	4,203	0	1,239	1,046	0	10,971
24.	Ron Daum	4,673	3,234	0	2,870	0	0	0	0	10,777
25.	Ron Hartley	2,148	0	2,029	4,339	1,530	0	0	0	10,046
26.	Mike McIntosh	4,786	5,089	0	0	0	0	0	0	9,875
27.	Roger Newton	0	0	0	1,297	3,908	694	950	6,849	0
28.	Terry Harmer	0	6,212	0	0	0	0	0	0	6,212
29.	Patrick Gleason	0	0	1,220	4,368	0	0	0	0	5,588
30.	Robbie Roberts	0	0	1,506	2,622	1,290	0	0	0	5,418
31.	Dave Reiser	1,532	3,388	0	0	0	0	0	0	4,920
32.	Kelsey McIntosh	1,496	2,797	0	0	0	0	0	0	4,293
33.	Brent Hall	0	1,215	2,964	0	0	0	0	0	4,179
34.	Brad Lewis	3,212	0	0	0	0	0	0	0	3,212
35.	Ryan Opfer	2,238	563	394	0	0	0	0	0	3,195
36.	Scott Fetterly	1,394	1,714	0	64	0	0	0	0	3,172
37.	Doug Gunter	0	0	0	0	0	0	2,713	0	2,713
38.	Eric McRory	2,395	0	0	0	0	0	0	0	2,395
39.	Dave Sacry	0	0	0	0	0	2,309	0	0	2,309
40.	Monte Steere	0	0	600	0	0	1,694	0	0	2,294
41.	Gerry Bordon	427	1,671	0	0	0	0	0	0	2,098
42.	Jesse Robertson	0	0	0	0	1,950	127	0	0	2,077
43.	Bill Amick	1,433	0	0	0	0	0	0	0	1,433
44.	Gene Melang	1,342	0	0	0	0	0	0	0	1,342
45.	Bill Shearer	0	0	1,227	0	0	0	0	0	1,227
46.	Jason Hartley	0	0	0	450	0	638	0	0	1,088
47.	Mitch Dillard	0	948	0	0	0	0	0	0	948
48.	Greg Sawicki	0	863	0	0	0	0	0	0	863
49.	Ron Hornung	0	0	0	0	0	0	825	0	825
50.	Alex Daum	767	0	0	0	0	0	0	0	767
51.	Howard Price	0	169	0	0	0	0	450	0	619
52.	Robert Roberts	0	0	0	469	0	0	0	0	469
53.	Jon Zimmerman	0	400	0	0	0	0	0	0	400
54.	David Lilly	0	0	0	0	0	281	0	0	281

VINTAGE CAREER POINTS (THROUGH 2010)

No.	Driver	2010	2009	2008	2007	2006	2005	2004	2003	Total
1.	Jeff Campbell	13,358	12,163	16,594	15,600	12,638	12,014	9,844	1,150	93,361
2.	Mike Campbell	3,827	5,000	15,247	14,652	8,992	10,311	8,064	5,557	71,650
3.	Bob Vanden Akker	6,747	12,382	11,055	10,736	11,321	9,568	3,576	1,276	66,661
4.	Bill Smiley	3,619	9,017	5,760	4,660	7,737	5,015	6,835	7,579	50,222
5.	David Newton	2,363	1,550	1,225	1,116	4,213	13,113	12,230	13,550	49,360
6.	Ron Daum	3,615	7,134	7,515	7,084	4,983	7,979	8,730	0	47,040
7.	Rick Lentz	7,312	6,665	5,916	6,342	3,387	5,997	5,377	4,463	45,459
8.	Craig Mullen	11,211	11,028	9,719	0	831	0	0	0	32,789
9.	Gary Hansen	2,552	4,694	6,657	7,059	8,633	2,909	0	0	32,504
10.	Roger Newton	0	0	2,364	4,494	4,663	6,240	8,083	5,569	31,413
11.	Craig Bradshaw	5,586	3,638	5,867	6,530	4,043	2,684	0	0	28,348
12.	Jason Hartley	0	3,669	3,269	4,719	10,552	5,809	0	0	28,018
13.	Henry Marvin	0	1,121	1,195	6,267	7,617	7,946	3,761	0	27,907
14.	Jim Clark	0	0	0	2,321	7,368	4,667	6,372	6,294	27,022
15.	Gerry Bordon	6,711	9,773	9,109	1,421	0	0	0	0	27,014
16.	Ron Hornung	0	775	1,332	3,697	7,427	4,027	9,103	0	26,361
17.	Monte Steere	169	0	1,919	4,744	3,064	4,521	4,748	6,196	25,361
18.	Mark Hansen	3,225	1,969	2,970	6,025	8,478	788	0	0	23,455
19.	Steve Twardus	0	1,557	2,746	3,864	4,887	4,793	3,069	0	20,916
20.	Jerry Johnston	0	4,107	7,875	4,697	4,085	0	0	0	20,764
21.	Ryan Opfer	6,961	5,798	4,439	2,804	563	0	0	0	20,565
22.	John Williams	1,841	1,491	1,250	4,370	3,086	2,496	1,800	4,102	20,436
23.	Jim Lilly	0	0	0	0	779	5,619	7,099	6,354	19,851
24.	John Earnest	4,660	5,391	3,428	4,196	1,921	0	0	0	19,596
25.	Gary Simmons	9,151	8,466	948	0	0	0	0	0	18,565
26.	Scott Fetterly	1,394	3,859	2,957	6,061	3,957	0	0	0	18,228
27.	Nelson Holmberg	987	2,858	7,007	3,704	1,407	0	750	0	16,713
28.	Robbie Roberts	3,357	3,729	863	750	1,677	4,976	521	0	15,873
29.	Mark Gran	3,785	6,797	5,147	0	0	0	0	0	15,729
30.	Jesse Shehan	1,797	4,164	3,478	5,022	0	0	0	0	14,461
31.	Mike Gossler	0	0	8,450	0	0	0	5,655	0	14,105
32.	Doug Brow	1,238	2,046	4,630	5,926	0	0	0	0	13,840
33.	John Burkley	1,229	4,928	4,521	1,225	1,679	0	0	0	13,582
34.	Jesse Robertson	0	0	0	0	11,209	0	0	400	11,609
35.	Nigel Steere	0	0	0	2,813	2,343	3,794	672	1,425	11,047
36.	David Gardner	0	0	0	1,514	2,250	3,845	3,357	0	10,966
37.	Ralph Jorgenson	0	0	1,775	8,045	0	0	0	0	9,820
38.	Brian Gilmore	0	0	9,506	0	0	0	0	0	9,506
39.	Dawna Gross	0	0	2,185	1,417	5,213	0	0	0	8,815
40.	David Lilly	0	0	0	0	0	450	4,135	4,207	8,792
41.	Ron Hartley	2,214	0	1,998	3,736	0	0	0	0	7,948
42.	Tony Perman	0	0	0	0	0	0	2,700	5,037	7,737
43.	Mick Shutt	2,428	3,005	2,156	0	0	0	0	0	7,589
44.	Mike McIntosh	1,965	2,829	2,430	0	0	0	0	0	7,224
45.	Patrick Gleason	0	0	938	2,284	3,068	0	0	0	6,290
46.	Dave Helton	0	0	0	0	0	0	2,756	3,025	5,781
47.	Kevin Porter	0	0	0	0	0	0	0	5,391	5,391
48.	Bill Shearer	394	2,790	2,007	0	0	0	0	0	5,191
49.	Kerry Kjos	0	1,069	2,167	0	0	0	1,219	0	4,455
50.	Gary LeVander	0	0	0	1,529	1,431	0	846	300	4,106
51.	Chad Bradshaw	4,048	0	0	0	0	0	0	0	4,048
52.	Steve Brown	0	0	0	0	0	0	225	3,686	3,911
53.	Joe Hewitson	0	0	0	0	0	0	1,169	2,600	3,769
54.	Jim Latimer	2,428	0	1,272	0	0	0	0	0	3,700
55.	Zane Courtway	0	971	2,475	0	0	0	0	0	3,446
56.	Alex Daum	2,261	1,023	0	0	0	0	0	0	3,284
57.	Vinnie Donati	0	0	0	0	0	0	3,127	0	3,127
58.	Roger May	0	1,942	1,015	0	0	0	0	0	2,957
59.	Steve Dumanis	2,850	0	0	0	0	0	0	0	2,850
60.	John Howell	0	2,332	450	0	0	0	0	0	2,782
61.	Mitch Dillard	0	2,594	0	0	0	0	0	0	2,594
62.	Grady Steere	0	0	0	0	320	2,189	0	0	2,509
63.	Ryan Bradshaw	0	856	1,428	0	0	0	0	0	2,284
64.	Brad Lewis	2,113	0	0	0	0	0	0	0	2,113
65.	Dave Reiser	0	0	1,188	550	225	0	0	0	1,963
66.	Kelsey McIntosh	0	0	1,962	0	0	0	0	0	1,962
67.	Gale Whitestine	0	0	0	0	0	1,769	0	0	1,769
68.	Pat Malyspina	0	0	0	0	0	1,756	0	0	1,756
69.	Howard Price	0	296	450	300	423	0	0	0	1,469
70.	Kellie Fetterly	1,426	0	0	0	0	0	0	0	1,426
71.	John Dyer	0	0	0	0	0	1,150	0	0	1,150
72.	Lee Robertson	0	0	0	0	0	0	0	1,100	1,100
73.	Bill McGraw	0	0	0	0	0	0	0	1,094	1,094
74.	Doug Gunter	0	0	0	0	0	0	1,075	0	1,075
75.	Aaron Olson	0	0	1,019	0	0	0	0	0	1,019
76.	Jeff Stubbers	0	0	0	0	0	0	0	900	900</