

ERCU

THE NEWSLETTER

february 2009 | volume 5 | number 2

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

Up Next

March 1 . . . ERCU Member Meeting
11 a.m., Red Dot Headquarters
Kent, Wash.

March 15 . . . ERCU Spring Training
Cherokee Bay Community Club
Maple Valley, Wash.

**April 4 Champion Spark Plug
Regatta**
Fort Borst Park,
Centralia, Wash.

On the Web

HydroNation Blog
www.hydration.blogspot.com

ERCU the Blog
www.ercutheblog.blogspot.com

Stat of the Month

With six race wins in 2008,
Mike Gossler now has eight
career wins, which puts him third
all-time in the modern class.

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FRIDAY HARBOR TO HOST DIAMOND CUP

Doug Brow has been working very hard this winter to bring ERCU to the San Juan Islands. And his work has all paid off.

Sponsored by Herb's Tavern, Friday Harbor American Legion, CarQuest Auto Parts, Brow will be putting on the Diamond Cup at "Lake X", a private pond just outside of Friday Harbor.

The race is set for Saturday, May 30, but it'll be a good time to make plans to spend the weekend.

This is a new race site, and a return of the ERCU Diamond Cup, which took a one-year hiatus last year, when the event became the Roger Newton Memorial.

Brow has been working hard to make it a very special event, and his hard work is evident by the plans he already has in place.

For example, the Friday Harbor American Legion plans to, along with Brow, provide a free spaghetti dinner Saturday night at the Legion Hall,

which overlooks the harbor — sure to be a gorgeous site in late May. Awards from the day's racing will be presented during the dinner. A no-host bar will be available for those who choose to have adult beverages at the dinner.

Brow is also working with different hotels in town to get good rates for Friday and Saturday night so members will feel encouraged to make a weekend of it. Stay tuned, as there's bound to be more information to come soon.

Pre-registrations will be requested soon, so that hotel deals can be struck, and discounted ferry fares can be arranged for.

Back in the heyday of unlimited hydroplane racing in the 1960s, **Bill Brow** (Doug's dad) twice won the Diamond Cup. In fact, his two Diamond Cup wins made up one-third of his six career victories in the unlimited ranks.

Keep an eye on www.e-rcu.org for more details.



THE MILL

A MOMENT WITH ... MARK GRAN

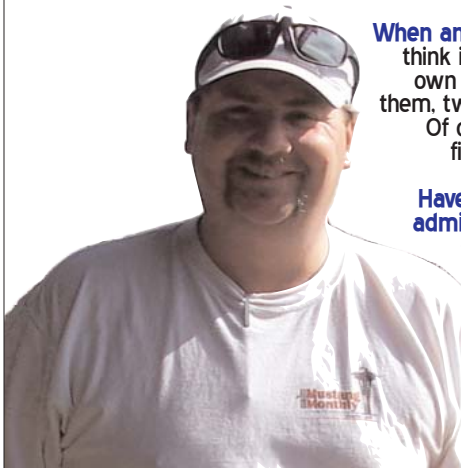
Family: Bachelor
City he calls home: Federal Way
Job (when not boating): Aviation Security (NOT the TSA)
College football loyalty: U of W ... Go DAWGS!
Favorite current unlimited hydro: None right now - now if a checkerboard turbine Bardahl was ever to come to light, then we'd have a favorite!

Favorite Unlimited hydro of the past: 1973 Pay 'n Pak - the Winged Wonder
Boats he races in ERCU: 1957 Breathless II, 1961 Atlas Van Lines, When it finally gets done, the 1980 Pay 'n Pak (turbine)

What was your first car? 1978 Mustang
What was your first job? Picking strawberries in the berry fields in Auburn.

When and how did you get involved in scale racing? ... I think it goes way back to when my dad would build his own model hydros from scratch, stick a .049 engine in them, tweak the rudder over and let them go on the lake. Of course, this was around 1971-72. Since then, it was finally locating a couple of of clubs in the area and choosing ERCU.

Have you ever had a manicure/pedicure? (come on, admit it): That would be no
Coke or Pepsi? Caffeine Free Diet Coke



ERCU NEWSROOM

Generators needed for March testing

If you're planning to attend the March 15 ERCU Spring Training at Cherokee Bay, Kirk Pagel reports the club has the dock & the grass, but not the clubhouse. So there is no electricity, and we would have to depend on generators for on-site juice.

NAMBA District 8 adopts 1/10-scale

ERCU's representative to NAMBA District 8, Ron Daum reports that at the February 7 NAMBA District 8 meeting during the NW Model Expo in Monroe, the proposed NAMBA 1/10-scale electric unlimited hydroplane rules passed, making our class a recognized class in Region 8. Also passing was the resolution to forward those rules for National approval. We, along with Classic Thunder and the Puget Sound Fast Electric Model Boat Club (PSFEMBC) and Rose City Model Yacht Club (RCMYC) have now passed the first hurdle, we now have a set of rules with which to have a District 8 race.

Rose City brings about another club

Whoever said history repeats itself was right in the case of scale hydroplane racing in Portland. Back in the 1980s, a group of guys named John Earnest, Roger May, Ron Daum, John Howell, Dave Reiser, and Norm Nordby, among others, were instrumental in a 1/8-scale nitro club that went by Rose City Model Yacht Club. And a couple of guys named Mick Shutt and Nelson Holmberg used to watch them race, always talking about how cool it would be to race with them one day. In the late 1980s, RCMYC went by the wayside, remembered only by a checkbook with a small balance. 20 years later, largely the same cast of characters have put RCMYC back together again. It's now a 1/10-scale unlimited hydroplane NAMBA club that is rebuilding itself as you read this news.

If anyone is interested in the club, membership, or in finding out its schedule for 2009, please contact any of its board members (Commodore: Nelson Holmberg, Vice Commodore: Dave Reiser, Pursur: John Earnest; Secretary: Roger May; Registrar/Treasurer: Mick Shutt.

Ford featured at museum lecture

The Hydroplane and Raceboat Museum's 2009 Lecture Series will get underway on Saturday, February 21, at 7 p.m., at the Museum with a presentation by Doug Ford titled Aerodynamics and Hydrodynamics of Unlimited Hydroplanes.

Ford is a world-renowned aerodynamicist who has spent years working on some of the most advanced, top secret planes in the US military. He is also a life-long hydroplane fan who grew up hanging around boats shops in Seattle. He has served as the Unlimited Racing Commission's director of safety, technology and competition, as well as a consultant to the Miss Budweiser Racing Team.

Ford has probably spent more time wind tunnel testing hydroplane designs than all of the other designers in the sport combined! Ford's lecture is very professional and informative and will include slides and photos to illustrate his points. There will be a question and answer period following the presentation.

Ford's lecture will be free to museum members and will cost only \$5 for non-members.

BIG BOAT NEWS

■ U-1 Oh Boy! Oberto — The voice of the Indy 500 for the past 10 seasons, Mike King, made the presentations February 14 at the 2009 ABRA Banquet in Madison, Ind. King has followed the Miss Madison Camp and their racing like all good Hoosiers.

■ U-5 Racing — Driver Jeff Bernard spoke recently about the boat & team. "We have 8 motors to start the season." "My biggest thrill would be to win the Gold Cup in Detroit, where I grew up". Formula Boats won the ABRA Crew of the Year this past season.

■ U-10 USA Racing Partners — The Fans Choice Award went to the Gregory family at ABRA, on behalf of Kim Gregory.

■ U-13 Spirit of Detroit Racing — Driver J. Michael Kelly took third overall in the New Zealand UIM Grand Prix class World Championships, in early February. Owner Dave Bartush was a co-winner of Outstanding Contribution to the Sport award.

■ U-16 Ellstrom Racing — Early indications from U-5's Ted Porter are that Erik Ellstrom plans on running the entire circuit in 2009.

■ U-17 Our Gang Racing — The "Operating Engineers of Washington and Alaska, Local 302" Feature the U-17 "Our Gang Racing" in their 2009 calendar. The U-17 is pictured for

the month of August in the Operating Engineers of Washington and Alaska, Local 302 annual calendar. Operating engineers are handlers of construction heavy equipment.

■ U-22 Webster Racing — Following Scott "Pyro" Rainy's input, Mike Webster's work continues to get ready for opener in Madison.

■ U-25 Superior Racing — Dr. Ken Muscatel has hired J.W. Meyers as crew chief for the 2009 season. There's even talk J-Dub may do a little of the driving.

■ U-37 Schumacher Racing — Billy & Jane Schumacher were a co-winners of the Outstanding Contribution to the Sport award, at the ABRA Banquet.

■ U-48, U-50 Go Fast Turn Left Racing — Owner of the Year Award went to Greg O'Farrell, and it was noted that the U-50 Navy hull made the championship final heat at each of the five events of the season.

■ U-100 Leland Unlimited —Owner Fred Leland was awarded the Chairman's Award at the ABRA banquet.

A full Big Boat News report, with photos, is online at www.e-rcu.org/news.html.

Compiled by Kirk Pagel, ace reporter



THE MILL

2009 ERCU SCHEDULE

MARCH

Date	Event	Location
15	ERCU Spring Training/Test Day	Cherokee Bay

APRIL

Date	Event	Location
4	Champion Spark Plug Regatta Contest Director: John Earnest	Centralia
25	Rose Festival RC Regatta Contest Director: Nelson Holmberg	Portland

MAY

Date	Event	Location
9	Bill Brow Memorial Contest Director: Henry Marvin	Marysville
30	Diamond Cup Contest Director: Doug Brow	Friday Harbor

JUNE

Date	Event	Location
14	President's Cup/MV Days Contest Director: John Williams	Lake Wilderness
27	Seafair Trophy Race Contest Director: Craig Mullen	Monroe

JULY

Date	Event	Location
11	Bernie Little Memorial Contest Directors: Jeff & Mike Campbell	Bellevue
18	Oregon Emerald Cup Contest Director: Nelson Holmberg	Tualatin

AUGUST

Date	Event	Location
15	Columbia Cup Contest Director: Mick Shutt	Tualatin
30	Stan Sayres Memorial Contest Director: R. Daum, R. Lentz, M. Steere	Cherokee Bay

SEPTEMBER

Date	Event	Location
12	Sahara Cup Contest Directors: B. VandenAkker & M. Gossler	Marysville
20	ERCU Gold Cup Contest Director: ERCU Contest Board	Lake Wilderness
27	Roger Newton Memorial Contest Director: Nelson Holmberg	Cherokee Bay

OCTOBER

Date	Event	Location
4	Backup date Contest Director: TBA	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 current and up-to-date schedule.

ERCU RUMOR MILL

Jeff Campbell is selling parts and pieces to clear out some room in the shop, getting his various Paks ready, and playing with a 1/7th scale hull to become probably the '57 Pay 'n Save . . . Rick Lentz is waiting for the shark smile - otherwise U-40 and U-95 "ready to go" . . . Gale Whitestone picked up a new cowling for the Miss U.S. . . . Craig Bradshaw is building boats



Rick Lentz

like crazy . . . Greg Sawicki attended his first club meeting "to see how things work" and got the Red Man Too inspected . . . Doug Brow reported that he has rebuilt the motor for the Squire, and is working hard to set up the Friday Harbor race more elsewhere in this newsletter . . . Dan Gilmore said the Gilmore Special and Thriftway Too set up for display on the mantle. It's said that Dan and Brian Gilmore have retired from racing . . . Ben

Keller reported that the Hawaii Kai has shed seven layers of paint, now repainted waiting for graphics. "It's a LOT lighter!" Ben also reported that he has finally talked Mike Gossler into selling the Miss U.S. 5. It'll run as the Miss U.S. again this year, and may eventually be converted to the Hawaii Kai (version 5.0) . . . Mike and Kelsey McIntosh submitted Intent to Build forms for Bud (T-2) and Dayton-Walther . . . Bob VandenAkker finally confessed that "51" refers to the length of a 1/7th scale roundnose hull he's building. Mystery solved! . . . Mike Campbell said the plug for Executone is just about done and that he wants to be testing next month. Mike is also cleaning up the '69 Notre Dame for sale to Rick Lentz . . . The Lil Buzzard hull was for sale, but not with the registration. It's good for about 30 different versions. Last seen Ryan Bradshaw had it tucked under his arm . . . Boats brought in for inspection: '66 Budweiser (Doug Brow); Maverick and Shanty (Kirk Pagel). Such Crust (Ron Daum) and the 1973 Red Man Too . . . There was also a sighting of a potential buyer for the 1971 Pay 'n Pak Hemi Cabover that's up for sale by Craig Mullen, but the quick-shooting photographer just missed catching an image of the potential purchaser and new member.



Rick Lentz

CLUB CLIPPINGS

Rick Lentz sworn in . . . Kerry Kjos checking out Fuller's . . . Craig Mullen taking over Seafair . . . Mick Shutt getting hitched . . . Bill Shearer checking in from abroad . . . Bob Senior promoting & planning . . . Gerry Bordon celebrating an Obama appointment . . . Henry Marvin registering a long list . . . Ron Hartley selling batteries . . . Jim Latimer going to old school communication modes . . . Ben Keller getting 27 mpg . . . Bob VandenAkker, Jeff Campbell and Mike Campbell building bigger boats . . . Mike Gossler finalizing schedule . . . Doug Brow donning purple in public . . . Robbie Roberts catching up . . . Ron Daum representin' . . . John Burkey saying "howdy" . . . Scott Fetterly getting in some quality hardwood running . . . Judy Fenton pledging participation . . . Ron Hartley playing with Tahiti, and with Facebook.



MINUTES FROM FEBRUARY 7 MEMBERS MEETING

Chairman **Jeff Campbell** opened the meeting with 25 members present. The minutes of the January meeting were approved as submitted. **Henry Marvin** reported that the club has no outstanding bills. 51 members are confirmed at the time of the meeting, with several more expected prior to the start of the racing season. The registered boat count is at 104, comprised of 60 vintage and 24 modern in active status, and four vintage and 16 Modern under construction. The ERCU Master Hull Roster will be available on the web site as soon as the 2009 registrations are inserted. The MHR will also designate into which class (vintage or modern) the hull is placed.

Ben Keller reported that statistics for 2003 and 2004 races need to be reviewed and updated. Anyone with race information from those years is encouraged to contact Keller.

Mike Campbell reminds all that the Centralia race on April 4 will require all vintage boats to run with a stock Graupner 45 carbon fiber prop – no modifications, no exceptions. These props are available from Offshore Electrics www.offshoreelectrics.com, but be sure to order the proper rotation – for us, clockwise. Mike encourages all to read through the 2009 rules prior to racing. Motor testing for comparable power sources is continuing, for consideration after 2009. It appears the Blackjack 3630 is identical to the Himax, and testing of the Scorpion 1600 will be done. For 2009 though, the approved motors remain the Himax and the AstroFlight.

Bob VandenAkker reminds everyone that all boats must be inspected prior to their first race of the year. The member meeting on March 1 and the test session on March 15 are two great times to “get-er done” before the



Twenty-five members made it to the February Members meeting, including at left, Robbie Roberts.

season gets under way. If inspections are to be done on a race day, they will need to be completed not later than 9 a.m., on race day. A slight change in race day procedures – registration times will be adjusted so that all boats can be registered for the race before hitting the water for testing.

The trophy package was reviewed. The trophy board will be 8”x10”, and provided for all top-three finishers at a race (one time during the year). In addition, plaques for the trophy board (or wherever desired) will be awarded to the top three finishers in both classes, showing name of race, class and finish position. Non-podium finishers may be

able to purchase a trophy board and order plaques at nominal cost, with the race identity and “participant”, depending on interest.

The board has approved the expenditure of up to \$400 for a new ladder system, with at least one railing, for the scaffolding.

A work party for cleaning the trailer and gear and preparing the equipment for the coming season will fol-

low the March 1 members meeting. All are encouraged to stick around after the meeting to lend a hand.

Doug Brow reported on the progress of the Diamond Cup race preparation at Friday Harbor on San Juan Island. The race will be run on Saturday, May 30, and is generating a lot of interest in the community. An awards dinner is being planned for Saturday evening, and racers are encouraged to stay over at least that evening. The weekend following Memorial Day is typically slower than usual summer weekends, so ferry travel should be manageable. Doug is making arrangements with local motels for overnight lodging, with rates below \$100 if participation is good. Discount ferry tickets will be made available to participants as well. Pre-registration will be necessary for this race. More information will be shared as the date approaches.

A model R/C Show highlighting all NW clubs is being arranged at the Hydroplane and Raceboat Museum on Saturday, March 21 and will be open to the public from noon-4 p.m. All ERCU members are encouraged to attend and set up a display table to show off the boats – set-up can commence at 11 a.m. The recommended donation for admission will be \$5 per person. More information will be available as the date approaches.

There being no further business, the meeting adjourned with News and Rumors. The next club event will be the Members Meeting and Trailer Party at Red Dot in Tukwila on Sunday, March 1. The meeting will start at 11 a.m., as usual.

Respectfully submitted,
Rick Lentz, ERCU Secretary



Members gather around the table to take care of their registrations and membership dues with Henry Marvin.



Jim Clark

STAT GEEK: CHECKING IN AGAIN

Your Stat Geek here, with some comments and a plea once again for early records: Individual race summaries are needed for all races in 2003 and 2004, and for these 2005 races: Champion Spark Plug Regatta, Diamond Cup, Harmsworth, President's Cup, and Puyallup Thunderfest.

Complete standings are needed for vintage and modern boat and driver for the 2003-2004 seasons.

If anyone kept these statistics officially or unofficially please forward them on to me at softtop@comcast.net. Thanks to **Ron Daum**, **Jeff Campbell**, and **Nelson Holmberg** who sent me data that filled in gaps from 2005 through 2007.

Commentary: Anyone who has worked with statistics knows that they can be tweaked, sorted, and manipulated to reveal trends and data surprises.

Mr. Daum suggested an interesting sort of the heat data according to finish order. When compared with the results by efficiency and the actual point standings the rankings are very different – is it better to consistently finish, or to "go or blow" with more DNFs often the result? You be the judge. Download the finish order at www.e-rcu.org.

Here are some modern class tidbits, as promised last month:

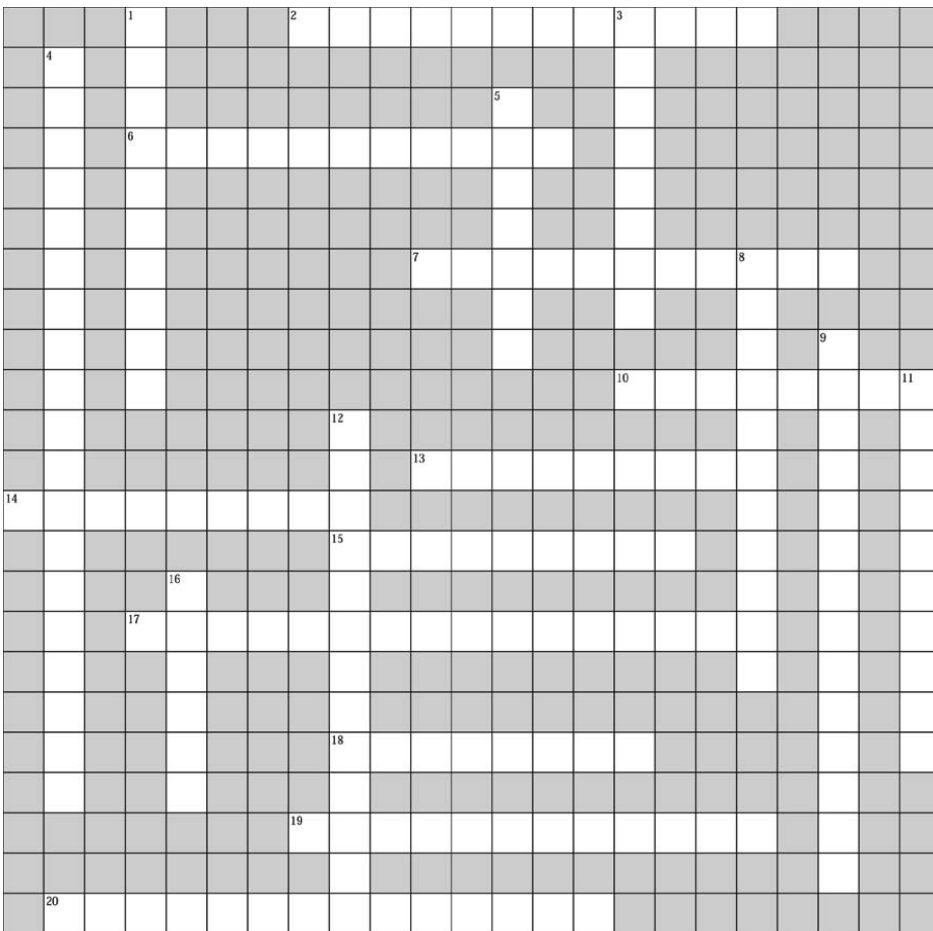
1. In 2008, the first four finishers are exactly the same with or without drops, but **Rick Lentz** and his U-95 would move up to fifth without the drops system. The top 10 remain the same and in the same order with that one exception. In 2007, the differences are greater, with **Brian Gilmore** and his Gilmore's Special moving from fifth to second without drops. Several others change positions also, but the top 10 remains the same, just reordered.
2. In 2008 there is contrast between the vintage and modern classes in terms of the top 10 finishers. In the modern class there are 10 boats and 10 drivers, where in the vintage class several owners and drivers fielded multiple top 10 boats.

From the Full Size Unlimited Trivia dept: Last month – Which hull was fastest qualifier three years in a row for the Gold Cup but NEVER won the race? Miss U.S. 1 and driver **Don Wilson**, in 1959, 1960, and 1961.

This month's trivia question: Name at least four boats driven by **Bill Muncey** that were NOT named Atlas Van Lines or Miss Thriftway.

Answer next month.

ERCU CROSSWORD



Across

2. ERCU's shortest course
6. Site of First ERCU Diamond Cup
7. Dan Gilmore's home course
10. City that hosted first two national championships
13. Site of first (2004) ERCU Champion Spark Plug Regatta
14. City that hosted 2008 Worlds/Cascade Cup
15. Home of Hydropalooza
17. Site of Rose Festival RC Regatta
18. Host city in Oregon
19. City that Cherokee Bay is in
20. Possible future site in the City of Seattle

Down

1. Site of first ERCU Leo Vandenberg Challenge
3. Site of 2006 & 2007 Diamond Cups
4. Site of 2007 ERCU Banquet
5. City that hosted final Leo Vandenberg Challenge
8. Site of first ERCU Silver Cup
9. ERCU's biggest current lake
11. Site of first REAL Oregon Emerald Cup
12. Site of first ERCU Atomic Cup
16. City that hosted the only ERCU Puyallup Thunderfest

Solution will appear in February issue.

ERCU Contest Board

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Race Coordinator
Scale Inspector
Technical Inspector
Statistician

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Rick Lentz
Henry Marvin
Mike Gossler
Bob VandenAkker
Mike Campbell
Ben Keller

Newsletter "staff"

Publisher
Editor/Layout
Ace Reporter
"Stat Geek"
Photography

Rick Lentz
Nelson Holmberg
Kirk Pagel
Ben Keller
Jim Clark*

* - Unless otherwise noted
Contact information available at e-rcu.org/clubinfo.html



VINTAGE BOAT POINTS — 2008 FINAL

No.	Boat	Year	Owner	CSP	SC	BBM	RFR	PC	SC	OEC	BLM	CC	SSM	ST	GC	DC	CC/Nats	Total	Drops	High Points
1.	Pay 'n Pak Outrigger	1969	Jeff Campbell	1500	1600		1425	1600	1600	1769			1600	1500	2,000	1,369	2,000	17,963	1,369	16,594
2.	Halrah's Club	1968	Mike Campbell	1500	1227	1600	1500	1100	1120	1700		1200	1025	700	1900	1600	1900	18,072	2,825	15,247
3.	Pay 'n Pak Hooktail	1969	Jeff Campbell	400	1094		1269	1327	527	1100	751		900	1127	1500	1369	1138	12,502	927	11,575
4.	Notre Dame	1963	Bob VandenAkker	1094	920	844	1000	1094	1127	1394	525	1094	925	1069	1014	1194	975	14,269	3,214	11,055
5.	Hawaii Kai III	1957	Benjamin Keller ®	675	394	785	848	1025	769	1000	752	1200	1200	850	500	1100	1325	12,423	2,321	10,102
6.	Hallmark Homes (Red)	1971	Craig Mullen ®	127	785	400	725	1400	557	927	990	527	885	1200	1525	785	225	11,058	1,279	9,779
7.	Thriftway Too	1960	Dan Gilmore ®	1325	395	1100	975	752	696	300	1120	1269	644	800			825	10,201	695	9,506
8.	Parco's O- Ring Miss	1970	Gerry Bordon ®	169	400		833	1013		1050	1094	727	719	732	889	964	1088	9,678	569	9,109
9.	Miss US 5	1963	Mike Gossler	850	800	1100	469	700	500	700	300		900	300	1000	1100	800	9,519	1,069	8,450
10.	Timex (Clock)	1971	Jerry Johnston		1100	1225		1000	785	569				100	1394	638	1064	7,875		7,875
11.	Wildroot Charlie	1958	Ron Daum	925		794	896	300	269	1188	569		758		892	938		7,529		7,529
12.	Muvalong	1954	Gary Hansen		725		1325		469		625		1169	1250			1094	6,657		6,657
13.	Miss Bardahl	1958	Rick Lentz	545	788	338	577	656	413	525	479		821		338	549	563	6,592	676	5,916
14.	Hallmark Homes (Black)	1971	Bill Smiley				0	500	1195		1169			1400		975	521	5,760		5,760
15.	Miss Budweiser	1970	Craig Bradshaw	539	525	225	300	619	732		689	694	394		806			5,523		5,523
16.	Shanty I	1957	Kirk Pagel		804	952		502	581		727			540	747			4,853		4,853
17.	Miss Budweiser	1966	Doug Brow	825	469	779		394	925				469				769	4,630		4,630
18.	Miss Wickman	1967	John Burkley	225				492	596	563	577		296			581	694	4,521		4,521
19.	Atlas Van Lines	1967	Mark Gran ®						394	1060	638		596	525	628	489	606	4,439		4,439
20.	Miss Lapeer	1966	Bob VandenAkker			569	760			994		969	925	525	628			4,217		4,217
21.	Gales Roostertail	1965	Howard Price/Ryan Opfer					0			837		450	625	1,377	169	729	4,187		4,187
22.	Miss Bardahl	1968	R. Newton/D. Newton			869	1195	0	300		1225							3,589		3,589
23.	St. Regis	1963	Jesse Shehan	0			169	394		356	394	664	359	0		466	676	3,478		3,478
24.	Timex	1972	Jason Hartley	900	169						1400					1000		3,469		3,469
25.	Gale V	1962	John Earnest	394						887		564				850	733	3,428		3,428
26.	Maverick	1957	Kirk Pagel	952		469					569				1010	427		3,427		3,427
27.	Lil' Buzzard	1970	D. Gross/K. McIntosh ®	169	618	225		370	296		507		296		563	352		3,396		3,396
28.	Red Man	1973	Fred Holmberg ®					869	825	1169		169						3,032		3,032
29.	Van's PX	1972	Mark Hansen					1195					750				1025	2,970		2,970
30.	Miss Madison	1961	Scott Fetterly					769	127					704	957	400		2,957		2,957
31.	Pay 'n Save	1958	Steve Twardus	813	0	264		525						694	450			2,746		2,746
32.	Eagle Electric	1958	Bob VandenAkker								975					619	952	2,546		2,546
33.	Such Crust III	1955	Ron Daum									300	619	394	675	557		2,545		2,545
34.	Shakey's Special	1973	Mike McIntosh ®		0			225	769		569			75	792			2,430		2,430
35.	Miss Thriftway	1960	Kerry Kjos ®	479						938		750					0	2,167		2,167
36.	Oh Boy! Oberlo	1975	Mick Shutt ®								850				545	254	507	2,156		2,156
37.	Miss U.S.	1970	Bill Shearer ®								394				638	450	525	2,007		2,007
38.	\$ Bill	1962	Ron Hartley	300		760	938											1,998		1,998
39.	Skip-A-Long	1949	Ron Hornung		673	469	0	525	281									1,948		1,948
40.	Slo-Mo-Shun V	1954	Monte Steere											525	669	725		1,919		1,919
41.	Sunny Jim	1974	Ralph Jorgenson	700	450			625										1,775		1,775
42.	Vernor's	1974	Ryan Opfer		300	675		469					95	225				1,764		1,764
43.	Gale V	1955	Ryan Opfer		338			95				620	581					1,634		1,634
44.	Wayfarers Club Lady	1966	Ryan Bradshaw ®					169	95			225			489	450		1,428		1,428
45.	Coral Reef	1958	Craig Bradshaw				525							169		569	127	1,390		1,390
46.	Hurricane IV	1948	Ron Hornung		569	525	225											1,319		1,319
47.	Miss Everett	1960	Jim Latimer ®	521		751												1,272		1,272
48.	Miss Madison	1971	John Williams					225		400			225		400			1,250		1,250
49.	Miss Exide	1964	Henry Marvin	475		495										225		1,195		1,195
50.	Breathless II *	1957	Dave Reiser ®	169			394					325					300	1,188		1,188
51.	Pay 'n Save 2	1958	Aaron Olson ®		1019													1,019		1,019
52.	Miss Rocket	1957	Roger May ®									127	423			465		1,015		1,015
53.	Miss Spokane	1960	Patrick Gleason					300					469	225				994		994
54.	Miss Everett	1960	Gary Simmons ®														948	948		948
55.	Nitrogen Too	1960	Johnanna VandenAkker		900													900		900
56.	Shanty I	1956	Robbie Roberts	525					169				169	0				863		863
57.	Breathless II	1957	Mark Gran ®	127		581		127										835		835
58.	Miss Bardahl	1965	Patrick Gleason		169				619				0					788		788
59.	Sunny Jim Jam	1975	John Howell ®									56					394	450		450
60.	Miss Seattle Too	1962	Steve Twardus	300	0	0												300		300
61.	Peps V	1947	Ron Hornung					95	95									190		190
62.	Slo-Mo-Shun IV	1951	John Earnest							169								169		169

MODERN BOAT POINTS — 2008 FINAL

No.	Boat	Year	Owner	CSP	SC	BBM	RFR	PC	SC	OEC	BLM	CC	SSM	ST	GC	DC	CC/Nats	Total	Drops	High Points
1.	Circus Circus	1978	Mike Gossler	1500	1425	1195	1500	900	625	1900	1500		1500	1425	1200	1100	1900	17,670	2,625	15,045
2.	Country Boy	1974	Mike Campbell	0	1200	927	1200	1200	400	1200		1369	1327	1600	1600	1200	1500	14,723	1,327	13,396
3.	Red Man Too	1973	Nelson Holmberg	525	610	498	925	1125	1094	788	1069	1169	994	921	1600	770	1050	13138	2403	10,735
4.	Gilmore Special	1983	Brian Gilmore	300	794	1225	713	700	869	1294	1325	790	1150	732	0		790	10,682	1,000	9,682
5.	Charlie's Girl	1977	Bill Smiley		600	1025	1325	1600	625		800			1000		738	1527	9,240		9,240
6.	Pay 'n Pak	1971	Craig Mullen	1325	0	0	600	400		1100	0	694	1169	1225	1025	469	996	9,003		9,003
7.	U-95	1974	Rick Lentz	900	945	627	769	827	1094	802	769		465	233	1200	790	675	10,096		8,771
8.	Winston Eagle	1988	Craig Bradshaw		850	779	296	669	525		925	704	825		450	882	996	8,895		8,176
9.	Natural Light	1977	Jerry Johnston		1127	1052		600	825	1425				233	525	877	788	7,452		7,452
10.	Cott's Beverage	1974	Gary Hansen		685		1038	1325			1052		775	854		750		6,479		6,479
11.	Lincoln Thrift	1974	Bob VandenAkker	1195				450	1038					900	900			4,483		4,483
12.	Vernor's	1976	Mike Shutt	432		486	877		169		546	488			254	529	469	4,250		4,250
13.	Squire Shop	1982	Doug Brow	625	582	638		112	600				394				625	3,576		3,576
14.	T-Plus	1993	Nigel Steere												1100	1225		3,377		3,377
15.	Country Boy	1993	Steve Twardus	700	469	469	433	844						1052	0			3,140		3,140
16.	Kellogg's Frosted Flakes	1978	Henry Marvin	550		800					450				1169			2,969		2,969
17.	Squire Shop	1980	Brent Hall ®								1125				1060	779		2,964		2,964
18.	Notre Dame	1972	Mark Hansen						550				825				1569	2,944		2,944
19.	Spirit of Dayton Walther	1976	Jesse Shehan ®	619			821	606		352								2,398		2,398
20.	Squire	1977	Jesse Shehan ®								648					644	817	2,109		2,109
21.	Squire	1977	Ron Hartley	625		854	550											2,029		2,029
22.	Miss Budweiser	1973	Robbie Roberts			802			352				352					1,506		1,506
23.	Miss Madison	1977	Bill Shearer ®	567			371			338								1,276		1,276
24.	Miss Budweiser	1980	John Williams					288			400		394		169			1,251		1,251
25.	Thousand Trails	1981	Patrick Gleason		544				507				169					1,220		1,220
26.	Miss U.S.	1975	Gale Whitstine		169											264		433		433
27.	Miss Budweiser	1973	Ryan Opfer ®													394		394		394
28.	Pay 'n Pak	1973	John Williams											95				95		95

VINTAGE DRIVER POINTS – 2008 FINAL

No.	Boat	Year	Owner	CSP	SC	BBM	RFR	PC	SC	OEC	BLM	CC	SSM	ST	GC	DC	CC/Nats	Total	Drops	High Points
1.	Pay 'n Pak Outrigger	1969	Jeff Campbell	1500	1600		1425	1600	1600	1769			1600	1500	2000	1369	2000	17963	1369	16594
2.	Hairah's Club	1968	Mike Campbell	1500	1227	1600	1500	1100	1120	1700		1200	1025	700	1900	1600	1900	18072	2825	15247
3.	Notre Dame	1963	Bob VandenAkker	1094	920	844	1000	1094	1127	1394	525	1094	925	1069	1014	1194	975	14269	3214	11055
4.	Hallmark Hornes (Red)	1971	Craig Mullen	127	785	400	725	1400	557	927	990	527	825	1200	1525	785	225	10998	1279	9719
5.	Thriftway Too	1960	Brian Gilmore ®	1325	395	1100	975	752	696	300	1120	1269	644	800			825	10201	695	9506
6.	Parco's O- Ring Miss	1970	Gerry Bordon ®	169	400		833	1013		1050	1094	727		719	732	889	964	10888	9678	9109
7.	Miss US 5	1963	Mike Gossler ®	850	800	1100	469	700	500	700	300		900	300	1000	1100	800	9519	1069	8450
8.	Timex (Clock)	1971	Jerry Johnston		1100	1225		1000	785	569				100	1394	638	1064	7875		7875
9.	Wildroot/Such Crust	1958	Ron Daum	925		794	896	300	269	1188	569	300	619	394	892	938	0	8084	569	7515
10.	Max/Shanty I/Red Man	1957	Nelson Holmberg	952	804	952		869	825	1169	727	169		540				7007		7007
11.	Muvalong	1954	Gary Hansen		725		1325		469	625			1169	1250			1094	6657		6657
12.	Miss Bardahl	1958	Rick Lentz	545	788	338	577	656	413	479			821		338	549	563	6592	676	5916
13.	Budweiser/Coral Reef	1970	Craig Bradshaw	539	525		300	619	732	689	694		394	169	806	569	127	6388	521	5867
14.	Hallmark Hornes (Black)	1971	Bill Smiley				0	500	1195	1169				1400		975	521	5760		5760
15.	Breathless II/Atlas	1957	Mark Grah ®	127		581		127	394	563	638		596		628	489	606	5274	127	5147
16.	Miss Budweiser	1966	Doug Brow	825	469	779		394	925				469			581	769	4630		4630
17.	Miss Wickman	1967	John Burke	225				492	596	1060	577		296			694	694	4521		4521
18.	Vernor's/Gales Rooster	1974	Ryan Opfer		338	675		469					95	625	1377	169	729	4477		4477
19.	St. Regis	1963	Jesse Shehan	0			169	394		356	394	664	359			466	676	3478		3478
20.	Timex	1972	Jason Hartley	900	169					1400				0		1000		3469		3469
21.	Gale V	1962	John Earnest	394						887		564				850	733	3428		3428
22.	Van's PX	1972	Mark Hansen					1195				750					1025	2970		2970
23.	Miss Madison	1961	Scott Fetterly					769		127				704	957	400		2957		2957
24.	Pay 'n Save/Seattle Too	1958	Steve Twardus	813	0	264		525						694	450			2746		2746
25.	Maverick	1957	Zane Courtway ®			469					569				1010	427		2475		2475
26.	Shakey's Special	1974	Mike McIntosh ®		0			225	769		569			75				2430		2430
27.	Miss Bardahl	1968	Roger Newton			869	1195		300				296					2364		2364
28.	Li' Buzzard	1970	Dawna Gross	169	618	225		370			507						0	2185		2185
29.	Miss Thriftway	1960	Kerry Kjos ®	479						938		750				545	254	2167		2167
30.	Oh Boy! Oberto	1975	Mick Shutt ®								850					638	450	2156		2156
31.	Miss U.S.	1970	Bill Shearer ®								394						525	2007		2007
32.	\$ Bill	1962	Ron Hartley	300		760	938											1998		1998
33.	Li' Buzzard	1970	Kelsey McIntosh ®						296		751				563	352		1962		1962
34.	Slo-Mo-Shun V	1954	Monte Steere											525	669	725		1919		1919
35.	Sunny Jim	1974	Ralph Jorgenson	700	450			625										1775		1775
36.	Wayfarers Club Lady	1966	Ryan Bradshaw ®					169	95			225			489	450		1428		1428
37.	Skip-A-Long/Peps V	1949	Ron Hornung		673	469	0	95	95									1332		1332
38.	Miss Everett	1960	Jim Latimer ®	521		751												1272		1272
39.	Miss Madison	1971	John Williams					225		400		225		400				1250		1250
40.	Miss Bardahl	1968	David Newton							1225								1225		1225
41.	Miss Exide	1964	Henry Marvin	475		495										225	0	1195		1195
42.	Breathless II *	1957	Dave Reiser ®	169			394					325					300	1188		1188
43.	Pay 'n Save 2	1958	Aaron Olson ®		1019													1019		1019
44.	Miss Rocket	1957	Roger May ®									127	423			465		1015		1015
45.	Miss Everett	1960	Gary Simmons ®														948	948		948
46.	Miss Bardahl/Spokane	1965	Patrick Gleason		169				300				469					938		938
47.	Shanty I	1956	Robbie Roberts	525				169					169		0			863		863
48.	Gales Roostertails	1965	Howard Price ®										450		0			450		450
49.	Sunny Jim Jam	1975	John Howell ®									56					394	450		450

MODERN DRIVER POINTS – 2008 FINAL

No.	Boat	Year	Owner	CSP	SC	BBM	RFR	PC	SC	OEC	BLM	CC	SSM	ST	GC	DC	CC/Nats	Total	Drops	High Points
1.	Circus Circus	1978	Mike Gossler	1500	1,425	1,195	1500	900	625	1900	1500		1500	1,425	1200	1100	1900	17,670	2,625	15,045
2.	Country Boy	1974	Mike Campbell	0	1200	927	1200	1200	400	1200		1,369	1,327	1,600	1,600	1200	1500	14,723	1,327	13,396
3.	Red Man Too	1973	Nelson Holmberg	525	610	498	925	1125	1,094	788	1,069	1,169	994	921		770	1,050	11,538	1,633	9,905
4.	Gilmore Special	1982	Brian Gilmore	300	794	1,225	713	700	869	1,294	1,325	790	1,150	732			790	10,682	1,000	9,682
5.	Charles Girl	1977	Bill Smiley		600	1,025	1,325	1,600	625		800			1,000		738	1,527	9,240		9,240
6.	Pay'n Pak	1971	Craig Mullen	1,325	0	0	600	400		1,100	0	694	1,169	1,225	1,025	469	996	9,003		9,003
7.	U-95	1974	Rick Lentz	900	945	627	769	827	1,094	802	769		465	169	1,200	790	675	10,032	1261	8,771
8.	Winston Eagle	1988	Craig Bradshaw		850	779	296	669	525	925	925	704	825	450	882	996	994	9,820	1271	8,549
9.	Natural Light	1977	Jerry Johnston		1,127	1,052		600	825	1,425				233	525	877	788	7,452		7,452
10.	Cott's Beverage	1974	Gary Hansen		685		1,038		1,325		1,052		775	854			750	6,479		6,479
11.	Dayton Walther/Squire	1976	Jesse Shehan ®	619			821	606		352	648					644	817	4,507		4,507
12.	Lincoln Thrift	1974	Bob VandenAkker	1,195				450	1,038					900	900			4,483		4,483
13.	Vernor's	1976	Mick Shutt	432		486	877		169		546	488			254	529	469	4,250		4,250
14.	Squire Shop	1978	Doug Brow	625	582	638		112	600				394				625	3,576		3,576
15.	Country Boy	1971	Steve Twardus	700	469	469	433	844						225	0			3,140		3,140
16.	Kelloggs Frosted Flakes	1993	Henry Marvin	550		800					450				1,169			2,969		2,969
17.	Squire Shop	1980	Brent Hall ®								1,125				1,060	779		2,964		2,964
18.	Notre Dame	1972	Mark Hansen						550				825				1,569	2,944		2,944
19.	T-Plus	1993	Nigel Steere	625										1,052	1,100			2,777		2,777
20.	Squire	1977	Ron Hartley	625		854	550											2,029		2,029
21.	Red Man Too	1973	Jeff Campbell												1,600			1,600		1,600
22.	Miss Budweiser	1973	Robbie Roberts			802			352				352					1,506		1,506
23.	Madison	1978	Bill Shearer ®	567			371			338								1,276		1,276
24.	Thousand Trails	1981	Patrick Gleason		544				507				169					1,220		1,220
25.	Budweiser/Pay 'n Pak	1980	John Williams					288			400		0		95			783		783
26.	T-Plus	1993	Monte Steere													600		600		600
27.	Miss Budweiser	1973	Ryan Opfer ®													394		394		394
28.	Miss U.S.	1974	Gale Whitestone													264		264		264

E-RCU Hull Inspection Form

Vintage Modern

Boat Owner	Address	City, State	Zip Code	Phone
Boat Name	Boat Number	Year Raced	APBA Number	Radio Frequency

Appearance

	Feature:	Yes	No	Comments
1.	Boat Appearance:			
	Boat is configured properly (All wings, cowlings Etc.)			
	Boat has proper paint and colors.			
	Boat has all graphics.			
	Boat appearance is verified by photograph.			
2.	Cockpit detail:			
	Driver figure with uniform, helmet, and life jacket.			
	Cockpit Appearance (Steering wheel, seat, gauges, etc.)			
	Windshield or canopy with driver to scale.			
3.	Motor:			
	Proper dummy engine or cowling with stacks.			

Tech and Safety

	Feature:	Yes	No	Comments
	Motor is Astroflight 25/5 or Himax 3630-1500 (Circle)			
	A portion of the propeller is under the transom.			
	Proper boat stand with prop guard.			
	Batteries:			
	Sub-C cells – 12 cells w/ a max. rating of 4500 MAH			
	Lithium Polymer (4S1P, 4S2P, (2) 2S1P/2S2P) 4500 MAH max.			
	Vintage:			
	Skid fin no larger than 2in. wide and 1in. deep.			
	Skid fin is mounted in proper location.			
	Propeller shaft is straight - .125 in. Minimum dia.			

Inspector: _____ Owner: _____