

ERCU

THE NEWSLETTER

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Up Next

Feb. 27 Hydroplane Collectables & Memorabilia Swap Meet
1-4 p.m., Boulevard Park Place,
2805 S. 125th St., Seattle

Mar. 21 ERCU Spring Training
Cherokee Bay Community Club
Maple Valley

On the Web

Hydropage Forum
www.hydropage.com/forum.html

Electric Scale Unlimiteds
www.scalehydro.com

NAMBA Fast Electric Nationals
www.2010fenambanats.com

Stat of the Month

— The four-point Miss Circus Circus finished just one heat during 1981 — in last-place.

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Lon Erickson

ROGER REMEMBERED WELL AT RC BOAT SHOW

Between the tremendous turnout of members (and boats) from ERCU and Electric Scale Unlimiteds, it's safe to say that the electrics ruled the day.

That "day", was Saturday, Feb. 13 which was the day of the Roger Newton Memorial RC Model Boat Show at the Hydroplane and Raceboat Museum in Kent.

Boats in all phases of preseason readiness were on display for anyone and everyone to see,

Modelers from clubs all over the Pacific Northwest – including ERCU, ESU, Rose City Model Yacht Club, Classic Thunder, RC Unlimiteds and Unlimiteds Northwest were represented.

The museum picked up a good sized handful of new members, a few donations, sold some things in the gift store, and broke even on the pizza lunch provided to all comers.

A solid number of visitors were drawn into the museum by the 1967 Miss Budweiser and the current Boeing 787 boat that were both sitting outside the museum near the driveway, and by promotion-

al activities that went on in the weeks leading up to the event.

Even a reporter/photographer from the Kent newspaper was there, speaking with a number of different modelers about their boats.

Ron Daum may have been the "biggest" kid in the candy store during the event, sharing his great find from the Northwest Model Hobby Expo just the day before.

While perusing some of the airplane hobbyists booths, among a gaggle of gliders, Ron found a boat that looked familiar. Thinking it was a 1/8 scale boat, but noting the inexpensive price, he grabbed it. By the time he was putting it into the trunk of his car, he realized it was 1/10-scale and confirmed it when he got home.

"It" is the 1980 Miss Circus Circus four-point hull, in fiberglass that looks like it's in good enough shape that it's almost ready to accept paint.

Ron quipped a couple of times that he expected to have it ready for the 2010 ERCU season, at some point during the year.



BOAT OF THE MONTH – VINTAGE

1955 Gale V (9th place in 2009)

Model Owner/Driver:Howard Price (Seattle)/Ryan Opfer (Seattle)
Real Boat Owner/Driver:Joe Schoenith/Lee Schoenith (Detroit)
Model Race Wins:None yet
Real Boat Race Wins:One, 1955 Gold Cup.
Notes about the Model:Howard's father was one of the volunteer crewmen on the Gales when they came to Seattle in the 1950's and Howard has fond memories of the boat and those times as a boy growing up in Seattle.

Notes about the Real Boat: The Gale V was designed and built by Les Staudacher in 1954. She measured 30 feet long with a 12 foot beam and weighed 6,400 pounds. Powered by an Allison engine, she raced out of the Detroit Yacht Club and was driven by Lee Schoenith.



Nelson Holmberg



Ron Hornung

BOAT OF THE MONTH – MODERN

2009 Formula Boats (9th place in 2009)

Model Owner/Driver:Nelson Holmberg (Vancouver, Wash.)
Real Boat Owner/Driver: .Ted Porter (Decatur, Ind.)/Jeff Bernard (Kent)
Model Race Wins:None yet. Best finish in 2009 was third at the Gold Cup. Won two of three Rose City Model Yacht Club races in '09
Real Boat Race Wins:One in 2009 (Evansville)
Notes about the Model:Built for 2009 season by Craig Bradshaw, painted and finished by Holmberg

Notes about the Real Boat:Built in 2000 as the Miss Budweiser T-6 by Hydroplanes, Inc., it was sold along with the T-5 to Ted Porter of Precision Performance Engineering LLC of Decatur, Ind., in 2006. The hull has won three races under Formula Boats colors, including Evansville (2009), Madison (2008) and San Diego (2008)

BIG BOAT NEWS

■ **U-1 Oh Boy! Oberto** — Oh Boy! Oberto's driver **Steve David** was honored at the APBA meetings in Seattle at the end of January, by an induction into the Hall of Champions, becoming only the 12th unlimited driver ever to be inducted.

■ **U-5 Formula Boats & U-7 Graham Trucking** — **Ted Porter** has wasted no time in the new year, getting his display hull out on the boat show circuit. It recently appeared at Glencove Marine, at the Lake of the Ozarks, in Osage Beach Missouri and the Kansas City

Boat Show in late January. At the annual meetings in Seattle, U-5 driver **Jeff Bernard** received his high points trophies for 5 litre My Way, and national mod Max Out taking both to APBA National Championships. U-7

driver **J. Michael Kelly** is off to New Zealand once again to drive in the UIM World Grand Prix Championship. In 2009, Kelly placed third overall in The Boss owned by **Peter Knight, Sr.**

■ **U-21 Go Fast Turn Left Racing Team** — **Brian Perkins** spoke about the new hull at the ROTT West Pizza party in January. **Dale VanWierengen** is advising on hull preparation,

motors & gear box on the new hull, with **Jimmy LaBrie** as head wrench.

■ **U-37 Schumacher Racing Team** — **Billy & Jane Schumacher** moved the U-37 Miss Peters & May right from Jacksonville to Miami, for the Boat Show, when the fleet returned in early February. Billy has posted a message on his site stating the "new" hull is underway, creating speculation on what will become of the old hull (#9401 T-4). In mid-

February, 36 year old **JW Meyers** from Burien, was named driver of the U-37 for the 2010 season.

■ **U-48, U-50 Go Fast Turn Left Racing Team** — **Greg O'Farrell** has had some interested buyers in the two aging hulls, but no deals have been struck yet.



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Looking Back 25 years ago: 1985

14 unlimited hydroplanes competed in nine races in 1985. U-00 Miller American (#8401) won the Gold Cup in Seattle, and went on to take the National High Points crown. The one year old U-



Kirk Pagel

8 Executone placed second in High Points and two different hulls (#8012 & #8501) brought Miss Budweiser third in High Points with a couple of race wins along the way. The newer Bud (#8512) and the second Tempus U-17 (#8517) were the only two new hulls for the year.

50 years ago: 1960

Twenty-nine unlimited hydroplanes competed in 12 races in 1960. U-60, Miss Thriftway was the National High Points champion, with no Gold Cup winner due to the contest being cancelled due to high winds. **Sam DuPont's** Nitrogen U-79 and her new sister ship (#60792) Nitrogen Too U-792 took second and third place in the High Points. The only other new hull for 1960 was the U-13001 KOL-Roy I. Miss Thriftway was on display this year at the Seattle Boat Show held in late January, and early February in the Quest Field display hall.

Compiled by Kirk Pagel, ace reporter



2010 ERCU SCHEDULE

MARCH

Date	Event	Location
3/21	ERCU Spring Training/Test Day	Cherokee Bay

APRIL

Date	Event	Location
3	Champion Spark Plug Regatta CD: John Earnest	Centralia
24	Rose Festival RC Regatta Co-CDs: Nelson Holmberg & Gary Simmons	Portland

MAY

Date	Event	Location
8	Seafair Trophy Race CD: Scott Fetterly	Twin Lakes
22-23	Diamond Cup/Bill Brow Memorial CD: Doug Brow	Friday Harbor

JUNE

Date	Event	Location
12-13	President's Cup/MV Days CD: John Williams	Lake Wilderness
26	Columbia Cup CD: Mick Shutt	Tualatin, Ore.

JULY

Date	Event	Location
10	Bernie Little Memorial Co-CDs: Jeff Campbell & Mike Campbell	Bellevue Pond
17	Oregon Emerald Cup CDs: Nelson Holmberg	Tualatin, Ore.

AUGUST

Date	Event	Location
14	Apple Cup CD: Ben Keller	Bellevue Pond
29	Stan Sayres Memorial CD: Monte Steere	Cherokee Bay

SEPTEMBER

Date	Event	Location
19	ERCU Gold Cup CD: Contest Board	Lake Wilderness
26	Roger Newton Memorial Co-CDs: Rick Lentz & David Newton	Cherokee Bay

OCTOBER

Date	Event	Location
2	Backup date	Bellevue Pond

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.e-rcu.org/schedule.html for the most up-to-date schedule.

ERCU RUMOR MILL

The 1971 Country Boy of Steve Twardus recently sold to Gene Meleng of Classic Thunder. Meleng is a Red Man aficionado, so he registered the boat as the 1974 Red Man in ERCU . . . Roger May picked up a tongue wheel for the club trailer, and delivered it at the February member meeting . . .



Nelson Holmberg

Mick Shutt reported that he's finally had an opportunity to take his boats apart for postseason rejuvenation work . . . Nelson Holmberg has new paint on both of his Ted Porter boats, and they'll be ready for RCMYC Spring Training on March 7 . . . Ron Billings of PC Triage renewed his title sponsorship of the Rose Festival RC Regatta . . . Jeff Campbell is putting

the finishing touches on his 1/7-scale modern hull, the plug of which he tested in late December . . . Ben Keller has stepped up to be the contest director of the inaugural ERCU Apple Cup . . . Alex & Ron Daum continue work on Alex's new 2009 Grandview on the Lake U-3, with plans to be ready for the season opener . . . Craig Bradshaw and Howard Price have as many as 10 boats currently in different stages of construction at the Bradshaw Boat Works shop in SeaTac.

ERCU NEWSROOM

Survey results reveal few surprises

Here are the results from the two recent online surveys conducted by ERCU, gauging members interest in NAMBA Regional races for the 2010 schedule, and whether or not to move the Gold Cup. The Contest Board will consider the information from these surveys before making decisions with both issues. Thank you to those who participated in these advisory surveys.

NAMBA REGIONAL RACES

1. Are you interested in the potential of up to three NAMBA Regional races added to the 2010 schedule?

- a. Yes - 16 votes (61.5 percent)
- b. No - 10 votes (38.5 percent)

2. If you answered "yes" to the question above, how many of the NAMBA Regional races would you participate in?

- a. 1 - 7 (33.3 percent)
- b. 2 - 3 (14.3 percent)
- c. 3 - 2 (9.5 percent)
- d. None of them - 5 (23.8 percent)
- e. Some of them - 3 (14.3 percent)
- f. All of them - 1 (4.8 percent)

GOLD CUP

1. Would you prefer that the ERCU Gold Cup be run at Friday Harbor in May, or keep it in September at Lake Wilderness?

- a. Move it to Friday Harbor in May - 3 (12 percent)
- b. Keep it at Lake Wilderness in September - 22 (88 percent).

CLUB CLIPPINGS

Mark Gran practicing his detective work . . . Gerry Bordon prepping props . . . Patrick Gleason selling stuff . . . Cougar Rick Lentz getting his purple . . . Howard Price working his angles . . . Ron Hartley contemplating a return . . . John Earnest wheeling and dealing . . . Gary Simmons scheming with Nelson Holmberg . . . Scott Fetterly stepping in for Twin Lakes . . . Howard Price seeking angles and dimensions . . . Mick Shutt off to Hawaii: again.



FROM THE SECRETARY: MINUTES OF THE FEBRUARY MEETING

Chairman **Jeff Campbell** opened the meeting with 24 members in attendance. The Racing Rules for 2010 were presented for any revisions or questions. The intent of the three race requirement was explained as the method for encouraging club support with turnout, and to reduce having popular boats registered but not attending events. It was reiterated that drivers will be required to show their current NAMBA membership cards (the 2010 card is beige) at every race event, including Spring Training on March 21. There were no other comments, so the rules were approved and will be sent to the members and placed on the website.

Schedule

The final schedule for 2010 has been confirmed. Twelve races are scheduled, plus Spring Training in March and a back-up date in October. The club-provided trophy package will be used again this year, but race CDs are encouraged to augment the basic package at their discretion. The Gold Cup is set for September 19 at Lake Wilderness. Fees for certain sites are rising, which may eliminate some of the traditional locations in the future. A date at Lake Waughop was not available this year due to schedule conflicts with other clubs. The finalized schedule has been prepared by **Ben Keller** and will be sent to members and posted on the website.

Brian Perkins, driver of the U-48 Albert Lee Appliance boat, is interested in holding an exhibition at a location on Lake Sawyer. The date had not been set as of the time of the meeting.

Technical Inspection Points

Mike Campbell clarified several of the technical rules. The size of a belly pan does not include the mounting flange. The maximum size is 2.5-inches by 4-inches, but overall depth is not restricted. Modern skid fins must not extend more than 4-inches beyond the spouson transom.

All boats must be inspected prior to their first race of the season. Completed inspection forms will need to be shown as part of registration at the boat's first race. Remaining opportunities for inspections are the R/C Show at the museum, and Spring Training on March 21. If a boat must be inspected at a race site, be sure to arrive early enough to have the inspection



Chairman Jeff Campbell explains some of the rules changes for 2010.

completed before 9 a.m. of that race day.

Registration news

As of the time of the meeting there were 52 members registering 89 boats — 51 vintage and 38 modern. With the rule change this year all registered boats are active and will have to score points in at least three races during the season. The lottery boat list was circulated, and eight hulls were claimed and registered. The boats claimed were 1960 Thriftway Too, 1960 Miss Spokane, 1962 Miss Bardahl, 1967 Miss Bardahl, 1974 Red

Man, 1975 Lincoln Thrift, 1980 Pay n Pak, 1907 Beacon Plumbing — and after no one grabbed the Smokin' Joes, **John Burkey** registered it again. The Master Hull Roster will be updated with the 2010 information, posted on the

web site and sent to the members when completed.

NAMBA Nats

The NAMBA Nationals are scheduled for mid-August in Greeley, Colo. Each driver is limited to one boat per class entered. All heats will be six laps for a total of one mile in length. The scoring system will either be four

heats, no final with winner based on points, or possibly the Love Plan with a winner-take-all final. Currently the schedule has modern boats running on Thursday, Aug. 19 and vintage boats on Saturday, Aug. 21. If 15 or more 1/10-scale boats are signed up before March 15, it may be possible to move the modern class to Friday, Aug. 20.

Members planning to attend are encouraged to register as soon as possible. More information on this event, plus the registration forms, can be found at www.2010fenambanats.com.

Up Next

The Country Cousin Restaurant in Centralia will be helping to sponsor the Champion Spark Plug race in Centralia.

Upcoming events include the Roger Newton Memorial R/C Show at the museum on Saturday, Feb. 13. That same weekend the Northwest Model Hobby Expo is scheduled for Friday through Sunday. There is no March members meeting scheduled, but all are encouraged to attend the Spring Training session on March 21 at Cherokee Bay.

The clubhouse will not be open for this event, so generators will be needed. New regulations there require setup to start no earlier than 8 a.m., with no testing allowed until 10 a.m.

There being no further business, the meeting was adjourned.



Kirk Pagel



BOOK REVIEW: "DANCING WITH DISASTER"

Dancing With Disaster is the autobiography of **N. Mark Evans**. The story is told to **David D. Williams** who also writes the introduction. Williams and Evans met back in the Summer of 1979, and their lives have crisscrossed ever since.

This book is not Williams talking, instead it's like listening to Evans speaking at our ERCU dinner banquet or a casual lecture. Words are not minced in this volume, which adds to the reality of the story.

You might wonder what an unlimited hydroplane driver and dancing have to do with each other. The answer is on the back cover, in a four photo series by **Stephan Lane**. There's Evans, on the deck of one of his Leland rides, doing his "happy dance" following a win!

Evans starts at the beginning, when he was born and attending his first unlimited race as a newborn, in 1957. His life story unfolds after that, in a series of short stories, some hilarious some very serious.

The first 18 (short) chapters deal with his early childhood in Chelan, Wash., and his constant zest for racing anything that moved.

Then in chapter 19, Mark's dad, **Norm Evans**, acquires an old Notre Dame hull & motor, that was to become the U-10 Evergreen Roofing. The old hull was painted Porsche Racing Green and there was enough paint to do Mark's & **Mitch's** pickup trucks as well. In two years of attempting qualification at the Seattle and Tri-Cities races, they packed it in. Then come the ups & downs. Evans marries **Linda**, his first wife, and then his father was murdered, on April 11, 1981 at approximately 9 a.m.

Then it was a job with Lucero, from which he got fired, so more ups & downs.

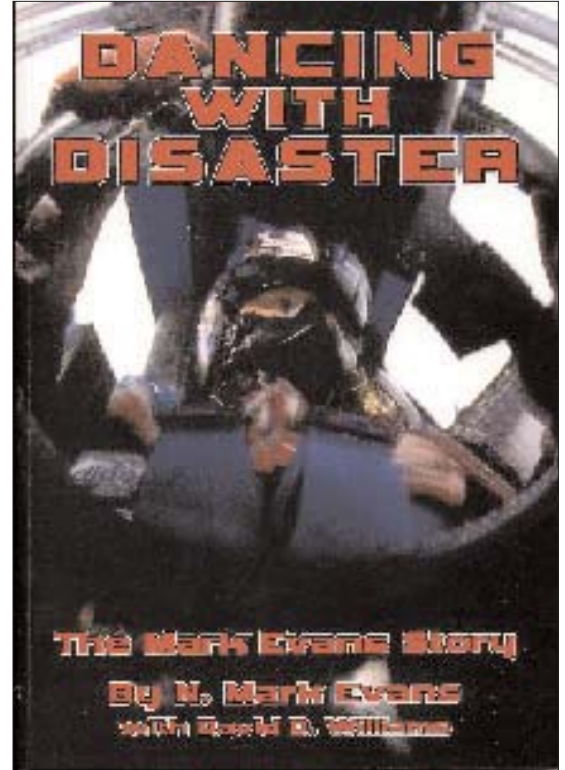
Then finally the American Spirit project, followed by The Exide and eventually the Miss Budweiser, including a **Bernie Little**-approved shorter haircut. Divorce from Linda came suddenly, which saddened Evans, but soon after came his ride with Elam and their first win.

His saying, "it doesn't matter how many times you get knocked down. What matters is how many times you get back up", was certainly coming into play by this stage of Evans' colorful life.

The book ends with a chapter entitled "The Last Waltz" about his last ride with **Bill Wurster** and the U-8 Lumar Window Films boat.

The end of this book has Evans' statistics, his 100 races, his 10 wins, his four blowovers, and a photo of Mark sitting between his two ex-wives **Linda** and **Elaine**. And they're all smiling.

Any fan of unlimited hydroplane racing should read this story. It is inspiring, sad in parts, and funny through out.



Review by Kirk Pagel, ace reporter

STAT GEEK COLUMN: CAMPBELL VS. NEWTON VINTAGE BOATS

Hi Guys and gals: Your Stat Geek here, with more musings on our wonderful hobby-sport-pastime. Hope you enjoy the article.

Did you know that:

- The heat efficiency statistical difference between the open-prop races and Graupner races is insignificant - 0.727 for open-prop, 0.731 for Graupner, 0.730 overall, well within margin of error.
- For the first time in ERCU history, an entire current full-size, two-boat team will be represented in ERCU by **Nelson Holmberg's** U-5 and U-7 Formula Boats team. It is also the first time in the history of scale racing in the Pacific Northwest that this has happened.
- On the current vintage class roster, hulls from Campbell Boat Works outnumber Bradshaw Boat Works, Newton Marine, and Price hulls combined, 22-15.
- Consistency Dept. Part 1: Among boats that entered half or more of 2007-2009 races, only **Bob VandenAkker's** 1963 Notre Dame, in 2007, had a perfect 1.000 heat efficiency rating (30-for-30).
- Consistency Dept. part 2: Bob's 1963 Notre Dame also holds the current mark



for consecutive races entered with 31. The 1957 Hawaii Ka'i III is next with 27. A look at the 2009: vintage class season race winners based on original hull design:

- Les Staudacher:**
Race wins: 9
Highest points ranking: 1
- Ed Karelsen:**
Race wins: 1
Highest points ranking: 4

Ted Jones:
Race wins: 3
Highest points ranking: 3

A look at the 2009: vintage class season race winners based on model hull design:

Campbell Boat Works:
Race wins: 10
Highest points ranking: 1

Newton Marine:
Race wins: 3
Highest points ranking: 3

Since the performance of the model designers is so close to that of the original designers I'd say that our model designer-builders did an excellent job of being true to scale in 2009. In the future we'll look at other seasons to see if this conclusion holds up.

Next month: a look behind the data at the modern class and why at some future date ERCU might consider developing a "classic" class.

Submitted by Ben Keller, ERCU Statistician



VINTAGE CAREER POINTS (10/17/09)

No.	Name	2009	2008	2007	2006	2005	2004	2003	TOTAL
1.	Jeff Campbell	12,163	16,594	15,600	12,638	12,014	9,844	1,150	80,003
2.	Mike Campbell	5,000	15,247	14,525	8,992	10,311	8,064	5,557	67,696
3.	Bob VandenAkker	12,382	11,055	10,693	11,321	9,568	3,576	1,276	59,871
4.	David Newton	1,550	1,225	1,116	4,213	13,113	12,230	13,550	46,997
5.	Bill Smiley	9,017	5,760	4,660	7,737	5,015	6,835	7,579	46,603
6.	Ron Daum	7,134	7,515	7,084	4,983	7,979	8,730	0	43,425
7.	Rick Lentz	6,665	5,916	5,351	3,387	5,997	5,377	4,463	37,156
8.	Roger Newton	0	2,364	4,325	4,663	6,240	8,083	5,569	31,244
9.	Gary Hansen	4,694	6,657	7,059	8,633	2,909	0	0	29,952
10.	Jason Hartley	3,669	3,269	4,719	10,552	5,809	0	0	28,018
11.	Henry Marvin	1,121	1,195	6,140	7,617	7,946	3,761	0	27,780
12.	Jim Clark	0	0	2,321	7,368	4,667	6,372	6,294	27,022
13.	Ron Homung	775	1,332	3,697	7,427	4,027	9,103	0	26,361
14.	Monte Steere	0	1,919	4,744	3,064	4,521	4,748	6,196	25,192
15.	Craig Bradshaw	3,638	5,867	6,530	4,043	2,684	0	0	22,762
16.	Craig Mullen	11,028	9,719	0	831	0	0	0	21,578
17.	Steve Twardus	1,557	2,746	3,864	4,887	4,793	3,069	0	20,916
18.	Jerry Johnston	4,107	7,875	4,697	4,085	0	0	0	20,764
19.	Gerry Bordon	9,773	9,109	1,421	0	0	0	0	20,303
20.	Mark Hansen	1,969	2,970	5,925	8,478	788	0	0	20,130
21.	Jim Lilly	0	0	0	779	5,619	7,099	6,354	19,851
22.	John Williams	1,491	1,250	4,370	3,086	2,496	1,800	4,102	18,595
23.	Scott Fetterly	3,859	2,957	6,061	3,957	0	0	0	16,834
24.	Nelson Holmberg	2,858	7,007	3,704	1,407	0	750	0	15,726
25.	John Earnest	5,391	3,428	4,196	1,921	0	0	0	14,936
26.	Mike Gossler	0	8,450	0	0	0	5,655	0	14,105
27.	Ryan Opfer	5,798	4,477	2,804	563	0	0	0	13,642
28.	Jesse Shehan	4,164	3,478	5,022	0	0	0	0	12,664
29.	Doug Gunter	2,046	4,630	5,926	0	0	0	0	12,602
30.	Robbie Roberts	3,729	863	750	1,677	4,976	521	0	12,516
31.	John Burkey	4,928	4,521	1,225	1,679	0	0	0	12,353
32.	Mark Gran	6,797	5,147	0	0	0	0	0	11,944
33.	Jesse Robertson	0	0	0	11,209	0	0	400	11,609
34.	Nigel Steere	0	0	2,813	2,343	3,794	672	1,425	11,047
35.	David Gardner	0	0	1,514	2,250	3,845	3,357	0	10,966
36.	Ralph Jorgenson	0	1,775	7,970	0	0	0	0	9,745
37.	Brian Gilmore	0	9,506	0	0	0	0	0	9,506
38.	Gary Simmons	8,466	948	0	0	0	0	0	9,414
39.	David Lilly	0	0	0	0	450	4,135	4,207	8,792
40.	Dawna Gross	0	2,185	1,385	5,213	0	0	0	8,783
41.	Tony Perman	0	0	0	0	0	2,700	5,037	7,737
42.	Patrick Gleason	0	938	2,284	3,068	0	0	0	6,290
43.	Dave Helton	0	0	0	0	0	2,756	3,025	5,781
44.	Ron Hartley	0	1,998	3,736	0	0	0	0	5,734
45.	Kevin Porter	0	0	0	0	0	0	5,391	5,391
46.	Mike McIntosh	2,829	2,430	0	0	0	0	0	5,259
47.	Mick Shutt	3,005	2,156	0	0	0	0	0	5,161
48.	Bill Shearer	2,790	2,007	0	0	0	0	0	4,797
49.	Kerry Kjos	1,069	2,167	0	0	0	1,219	0	4,455
50.	Gary LeVander	0	0	1,529	1,431	0	846	300	4,106
51.	Steve Brown	0	0	0	0	0	225	3,686	3,911
52.	Joe Hewitson	0	0	0	0	0	1,169	2,600	3,769
53.	Zane Courtway	971	2,475	0	0	0	0	0	3,446
54.	Vinnie Donati	0	0	0	0	0	3,127	0	3,127
55.	Roger May	1,942	1,015	0	0	0	0	0	2,957
56.	John Howell	2,332	450	0	0	0	0	0	2,782
57.	Mitch Dillard	2,594	0	0	0	0	0	0	2,594
58.	Grady Steere	0	0	0	320	2,189	0	0	2,509
59.	Ryan Bradshaw	856	1,428	0	0	0	0	0	2,284
60.	Dave Reiser	0	1,188	550	225	0	0	0	1,963
61.	Kelsey McIntosh	0	1,962	0	0	0	0	0	1,962
62.	Gale Whitestine	0	0	0	0	1,769	0	0	1,769
63.	Pat Malyspina	0	0	0	0	1,756	0	0	1,756
64.	Howard Price	296	450	300	423	0	0	0	1,469
65.	Jim Latimer	0	1,272	0	0	0	0	0	1,272
66.	John Dyer	0	0	0	0	1,150	0	0	1,150
67.	Lee Robertson	0	0	0	0	0	0	1,100	1,100
68.	Bill McGraw	0	0	0	0	0	0	1,094	1,094
69.	Doug Gunter	0	0	0	0	0	1,075	0	1,075
70.	Alex Daum	1,023	0	0	0	0	0	0	1,023
71.	Aaron Olson	0	1,019	0	0	0	0	0	1,019
72.	Jeff Stubbers	0	0	0	0	0	0	900	900
73.	Harry Gatjens	0	0	0	0	0	869	0	869
74.	Carl Lewis	0	0	844	0	0	0	0	844
75.	Don Mock	0	0	0	0	0	0	794	794

MODERN CAREER POINTS (10/17/09)

No.	Name	2009	2008	2007	2006	2005	2004	2003	TOTAL
1.	Mike Campbell	13,678	13,396	15,225	13,521	13,348	11,850	0	81,018
2.	Mike Gossler	11,927	15,045	9,526	9,921	8,172	0	0	54,591
3.	Jeff Campbell	0	1,600	10,215	13,650	12,125	11,744	0	49,334
4.	Rick Lentz	7,594	8,771	6,756	4,571	4,954	395	0	36,041
5.	Nelson Holmberg	5,426	9,905	9,612	7,688	1,769	0	0	34,400
6.	Gary Hansen	4,020	6,479	7,733	8,807	4,513	0	0	31,552
7.	Steve Twardus	2,069	3,140	7,823	4,215	5,429	5,090	0	27,766
8.	Henry Marvin	2,270	2,969	8,722	8,920	0	0	0	22,881
9.	Mark Hansen	2,627	2,944	5,570	5,807	5,490	0	0	22,438
10.	Craig Mullen	8,926	9,003	3,015	502	0	0	0	21,446
11.	Jerry Johnston	3,296	7,452	4,527	4,929	0	620	0	20,824
12.	Bill Smiley	7,330	9,240	4,113	0	0	0	0	20,683
13.	Doug Brow	3,078	3,576	8,525	3,589	0	0	0	18,768
14.	Brian Gilmore	0	9,682	9,077	0	0	0	0	18,759
15.	Craig Bradshaw	1,604	8,549	4,772	3,239	0	0	0	18,164
16.	John Williams	1,854	783	1,463	3,124	2,596	2,744	5,300	17,864
17.	David Newton	0	0	0	1,100	9,284	2,045	5,325	17,754
18.	David Gardner	0	0	1,957	1,400	3,401	6,170	0	12,928
19.	Gale Whitestine	2,046	264	0	1,852	4,683	2,400	0	11,245
20.	Nigel Steere	920	2,777	4,052	3,338	0	0	0	11,087
21.	Bob VandenAkker	0	4,483	4,203	0	1,239	1,046	0	10,971
22.	Mick Shutt	1,883	4,250	3,801	0	0	0	0	9,934
23.	Jesse Shehan	3,979	4,507	1,448	0	0	0	0	9,934
24.	Ron Hartley	0	2,029	4,339	1,530	0	0	0	7,898
25.	Roger Newton	0	0	1,297	3,908	694	0	950	6,849
26.	Terry Harmer	6,212	0	0	0	0	0	0	6,212
27.	Ron Daum	3,234	0	2,870	0	0	0	0	6,104
28.	Patrick Gleason	0	1,220	4,368	0	0	0	0	5,588
29.	Robbie Roberts	0	1,506	2,622	1,290	0	0	0	5,418
30.	Mike McIntosh	5,089	0	0	0	0	0	0	5,089
31.	Brent Hall	0	2,964	0	0	0	0	0	4,179
32.	Dave Reiser	3,388	0	0	0	0	0	0	3,388
33.	Kelsey McIntosh	2,797	0	0	0	0	0	0	2,797
34.	Doug Gunter	0	0	0	0	0	2,713	0	2,713
35.	Dave Sacry	0	0	0	0	2,309	0	0	2,309
36.	Monte Steere	0	600	0	0	1,694	0	0	2,294
37.	Jesse Robertson	0	0	0	1,950	127	0	0	2,077
38.	Scott Fetterly	1,714	0	64	0	0	0	0	1,778
39.	Gerry Bordon	1,671	0	0	0	0	0	0	1,671
40.	Bill Shearer	0	1,227	0	0	0	0	0	1,227
41.	Jason Hartley	0	0	450	0	638	0	0	1,088
42.	Ryan Opfer	563	394	0	0	0	0	0	957
43.	Mitch Dillard	948	0	0	0	0	0	0	948
44.	Greg Sawicki	863	0	0	0	0	0	0	863
45.	Ron Homung	0	0	0	0	0	825	0	825
46.	Howard Price	169	0	0	0	0	450	0	619
47.	Robert Roberts	0	0	469	0	0	0	0	469
48.	Jon Zimmerman	400	0	0	0	0	0	0	400
49.	David Lilly	0	0	0	0	281	0	0	281

VINTAGE DRIVER POINTS – 2009 (FINAL)

No.	Driver	Year	Boat	CSP	RFR	BBM	DC	PC	SEA	BLM	OEC	CC	SSM	SC	GC	RNM	Total	Drops	High Points
1.	Bob VandenAkker	1963	Notre Dame	1,325	821	0	1,269	1,094	1,227	1,052	1,069	1,500	1,500	769	1,525	807	13,958	1,576	12,382
2.	Jeff Campbell	1969	Pride of Pay 'n Pak (hooktail)	1,025	1,500	1,100	1,500	1,300	1,200			1,200	913	1,325	769	1,100	12,932	769	12,163
3.	Craig Mullen	1957	Hawaii Ka'I Ill	1,400	769	0	800	1,369	1,400		1,369	1,100	871	700	1,025	925	11,728	700	11,028
4.	Gerry Bordon	1970	Parco's O-Ring Miss	394	127		1,169	996	1,225	907	746	1,169	742	1,025	694	1,100	10,294	521	9,773
5.	Bill Smiley	1971	Hallmark Homes (black)	600	1,327	1,400	1,325	1,000		1,325	450	396	719	225	700		9,017		9,017
6.	Gary Simmons	1960	Miss Everett	833	685	0	807	738	300	450	546	567	952	1,075	1,700	563	9,216	750	8,466
7.	Ron Daum	1958, 1957	Wildroot Charlie, Thriftway Too	696	821	1,169	169	479	300	427	977		1,050	577	469	469	7,603	469	7,134
8.	Mark Gran	1967, 1957	Atlas Van Lines, Breathless II		352	127	850	225	225	1,019		896	394	1,038	1,013	785	6,924	127	6,797
9.	Rick Lentz	1958, 1969	Miss Bardahl, Notre Dame	394			750		1,325	769	850			1,025	869	683	6,665		6,665
10.	Ryan Opfer	1965, 1955	Gale's Roostertail, Gale V	479		750	225	300	625				1,169		925	1,325	5,798		5,798
11.	John Earnest	1962, 1951	Gale V, Slo-Mo-Shun IV	704	491		352				920	652	794	296	563	619	5,391		5,391
12.	Mike Campbell	1969	Pay 'n Pak (hooktail), Harrah's				0		800	450	700			1,500	1,200	1,600	5,000		5,000
13.	John Burkey	1967	Miss Wickman					525		719		544	1,020	807	750	557	4,928		4,928
14.	Gary Hansen	1954	Muvalong	1,100	1,425			489							925		4,694		4,694
15.	Jesse Shehan	1963	St. Regis	338	415			296			402	844	835		619	222	4,164		4,164
16.	Jerry Johnston	1971	Miss Timex (clock)		769	569		296		596				827		525	4,107		4,107
17.	Scott Fetterly	1961	Miss Madison			577		675	394				750		825	638	3,859		3,859
18.	Robbie Roberts	1960	Miss Burien	900		846		0	625				775	583			3,729		3,729
19.	Jason Hartley	1972	Miss Timex				800			1,100					1,769		3,669		3,669
20.	Craig Bradshaw	1958, 1970	Coral Reef, Miss Budweiser II	169		465	300	545				710	549	675		225	3,638		3,638
21.	Mick Shutt	1974	Oh Boy! Oberto	338		700				553	612	450	225		127		3,005		3,005
22.	Nelson Holmberg	58/57/63	Miss Bardahl, Shanty I, U.S. 5		789	525	750		0	625			0		169		2,858		2,858
23.	Mike McIntosh	1974	Shakey's Special	638		750	920	296	225								2,829		2,829
24.	Bill Shearer	1970	Miss U.S.	525	0	300					938	600	427				2,790		2,790
25.	Mitch Dillard	1952	Slo-Mo-Shun IV											1,500	1,094		2,594		2,594
26.	John Howell	1975	Sunny Jim Jam			525	700	169			450	825	394	663	0	300	2,332		2,332
27.	Doug Brow	1966	Miss Budweiser	352													2,046		2,046
28.	Mark Hansen	1972	Miss Van's PX							1,100						869	1,969		1,969
29.	Roger May	1957	Miss Rocket										563			802	1,942		1,942
30.	Steve Twardus	1958	Miss Pay 'n Save			863		225		469						577	1,557		1,557
31.	David Newton	1968	Miss Bardahl												225	1,325	1,550		1,550
32.	John Williams	1971	Miss Madison										95		927	469	1,491		1,491
33.	Henry Marvin	1964	Miss Exide			300				694		800			127	1,121	1,121		1,121
34.	Kerry Kjos	1960	Miss Thriftway		269												1,069		1,069
35.	Alex Daum ®	1955	Such Crust III							0					596	427	1,023		1,023
36.	Zane Courtway	1957	Maverick			352									619		971		971
37.	Ryan Bradshaw	1966	Wayfarer's Club Lady	254		507	95										856		856
38.	Ron Homung	1949	Skip-A-Long	775													775		775
39.	Howard Price	1975	Miss Vernor's										169			127	296		296

MODERN DRIVER POINTS – 2009 (FINAL)

No.	Boat	Year	Owner	CSP	RFR	BBM	DC	PC	SEA	BLM	OEC	CC	SSM	SC	GC	RNM	Total	Drops	High Points
1.	Mike Campbell	1982, 1974	Executone, Country Boy	1,500	1,200	1,200	1,200	696*	969		1,369	800*	1,600	1,369	2,000	1,271	15,174	1,496	13,678
2.	Mike Gossler	1978	Miss Circus Circus	1,269	1,094	1,300	1,225	1,300	895	800		1,200	1,225	1,150	1,269	769	13,496	1,569	11,927
3.	Craig Mullen	1971, 1991	Pay 'n Pak, American Spirit	869	450	1,150		569	600		900	1,225	769	352	1,069	1,325	9,278	352	8,926
4.	Rick Lentz	1974	U-95	821	825	889	750		600	919				675	619	577	7,594		7,594
5.	Bill Smiley	1977	Charles Girl	1,150	569	264	750	488	550			525	469	225	1,296	1,269	7,555	225	7,330
6.	Terry Harmer	1970, 1976	Pay 'n Pak, Dayton-Walther	0	794	0	338	409	450	938	675	938	394	582	225	694	6,437	225	6,212
7.	Nelson Holmberg	2009, 71	Formula Boats, Pay 'n Pak	763			550		300	544	1,325				1,319	0	5,426		5,426
8.	Mike McIntosh	1976, 1970	Dayton-Walther, Pay 'n Pak	0		821	769		1,194				1,075	400		605	5,089		5,089
9.	Gary Hansen	1974	Miss Cott Beverages	395	750			1,050		1,000					825		4,020		4,020
10.	Jesse Shehan	1977	Squire	437	433			225			544	638	394		885	423	3,979		3,979
11.	Dave Reiser	1982	Executone		394	737					925	713			619		3,388		3,388
12.	Jerry Johnston	1977	Anheuser Busch Natural Light		479	564		427	469	619				400		338	3,296		3,296
13.	Ron Daum	2003	Llumar Window Film										676	794	1,062	702	3,234		3,234
14.	Doug Brow	1978	The Squire Shop	0		225	795	395						925		738	3,078		3,078
15.	Kelsey McIntosh	1994	Miss Budweiser (T3)	677		676	619	825									2,797		2,797
16.	Mark Hansen	1972	Notre Dame							1,200					1,427		2,627		2,627
17.	Henry Marvin	1994, 1993	Miss Bud (T4), Frosted Flakes			127		1,138						300		705	2,270		2,270
18.	Steve Twardus	1971	Country Boy			844		0		1,225					0		2,069		2,069
19.	Gale Whitestine	1975	Miss U.S.										619	525	902		2,046		2,046
20.	Mick Shutt	1976, 1978	Miss Vernor's, Miss Budweiser			0				320	563	169	254		577		1,883		1,883
21.	John Williams	1980	Miss Budweiser (backup)					625							577	652	1,854		1,854
22.	Scott Fetterly	1993	Miss Circus Circus										427		967	320	1,714		1,714
23.	Gerry Bordon	1974	U-95									802	869				1,671		1,671
24.	Craig Bradshaw	1989	Winston Eagle (lobster)	0			994	610				0					1,604		1,604
25.	Brent Hall	1980	The Squire Shop												713	502	1,215		1,215
26.	Mitch Dillard ®	2000	Miss Freei											169		779	948		948
27.	Nigel Steere	1993	Miss T-Plus													920	920		920
28.	Greg Sawicki ®	1973	Red Man Too							469	394						863		863
29.	Ryan Opfer ®	1973	Miss Budweiser	563													563		563
30.	Jon Zimmerman	2003	Vacationville													400	400		400
31.	Howard Price ®	1973	Miss Budweiser			169											169		169
32.	Bill Shearer	1978	Miss Madison		0												0		0
	Jeff Campbell	1974	Country Boy			0*	0*												0

* won race with non-points boat