

# ERCU

## THE NEWSLETTER

july2010 | volume 6 | number 7

marks Tools Help

find us online



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

### Up Next

July 23-25 . . . . . **Lamb Weston  
Columbia Cup  
Kennewick, Wash.**

August 6-8 . . . . . **Albert Lee Seafair  
Seattle, Wash.**

August 14 . . . . . **ERCU Apple Cup  
Bellevue, Wash.**

### On the Web

**HI Unlimited Hydroplane Series**  
[www.hiunlimited.com](http://www.hiunlimited.com)

**U-5/U-7/U-57 Racing Team**  
[www.u5racing.com](http://www.u5racing.com)

**NAMBA Fast Electric Nationals**  
[www.2010fenambanats.com](http://www.2010fenambanats.com)

### Stat of the Month

■ **With his victory in the Oregon Emerald Cup, Mike Campbell became ERCU's first driver to break the 90,000 career points barrier, doing it in the modern class. Brother Jeff needs just 864 markers to do the same thing in the vintage class.**

### In this Issue

Big Boat News . . . . .	2
Rumor Mill . . . . .	3
Club Clippings . . . . .	3
Rules Reminder of the Month . . . . .	3
Race recaps . . . . .	4-6
Stat Geek Column . . . . .	7
Standings . . . . .	8-10



## ERCU TAKES A SUMMERTIME BREAK

It's that time again, time for the ERCU summertime break, but that doesn't mean hydroplane racing stops for the summer.

Just the opposite. The real boats have come to Washington state, which is the reason for our month-long summer break.

Believe it or not, there's somewhat of a method to this midsummer madness.

We normally try to schedule an open weekend between races, so that creates one of the open weekends. Then there's the Columbia Cup in Tri-Cities, to which a number of our members enjoy making the eastward trek.

Once the event at hydroplane racing's "Superspeedway on the Columbia" is over, the big boats move west to Seattle for Seafair's Blue Angels show.

This is another weekend that needs to be set aside for watching the big boats race,

hanging out in the pits, and more. One week after Seafair, the ERCU Red Dot Championship Series picks up the pace again with **Ben Keller's** entry into CDing at the Apple Cup.

There's another reason for this long break in July and August.

It's our connection to the big boats. Throughout ERCU history, a number of our members have volunteered to work on big boats. Some were even paid racing team members, so their job was to be with the big boats, not racing the little ones.

We also have a number of members who are involved at Seafair and the Tri-Cities with providing tours, or volunteering in other ways to help make sure the spectators enjoy the hydroplanes as much as the rest of us do.

So . . . you could say it's tradition in this club to take the big break this time of year.

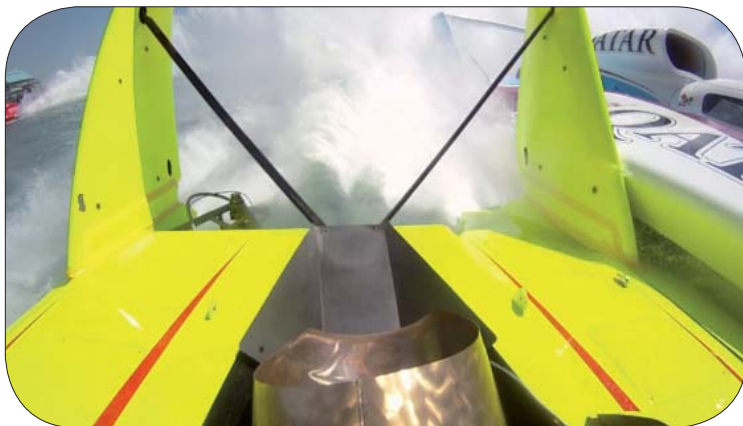


## BIG BOAT NEWS

It's midseason already, and here is how things are looking for the unlimited fleet so far, in the current order of season points.

■ [U-1 Oh Boy Oberto \(3,305\)](#) - hit the water ready to go, with a win at hometown Madison and second at the Gold Cup. It was also the fastest qualifier at Madison and second fastest at Detroit. The team is well-prepared and will be a factor for the season.

■ [U-96 Spirit of Qatar \(3,107\)](#) - Late pre-season announcement made that **Sheikh Hassan** and the Qatar Marine Sports fed-



eration is sponsoring the Ballard boat for the season as the Spirit of Qatar. A motor glitch in heat 3B at Madison kept it off the front line and in for a fifth place finish. It rebounded with fastest qualifying time and perfect day winning the Gold Cup.

■ [U-7 Graham Trucking \(2,800\)](#) - After being rebuilt over the winter at Hydroplanes, Inc. in Tukwila, the boat is stable and fast, finishing overall second at Madison and third at Detroit.

■ [U-21 Miss Albert Lee \(1,641\)](#) - **Brian Perkins** is enjoying running **Greg O'Farrell's** new boat, sponsored for the season by Seafair sponsor Albert Lee Appliances and at the Gold Cup by Gill Chiropractic. The boat exorcised some gremlins at the first two races, but appears to be able to run with the best.

■ [U-5 Formula Boats \(1,630\)](#) - **Ted Porter's** primary entry got off to a slow start at Madison but showed improvement at Detroit. It could be that they are still sorting out the boat after the Doha flip, but when they do figure things out they will be a factor as well.

■ [U-100 Leland Unlimited \(1,396\)](#) - After failing to start a heat in Madison as Leland Unlimited, **Greg Hopp's** ride came alive as Jarvis Construction at Detroit, ending Friday as the third fastest quali-

fier and finishing fourth overall on Sunday. After the race Hopp sounded happy with the progress of the team.

■ [U-37 Miss Peters & May \(1,380\)](#) - Much has been said about **JW Myers'** alert reaction to avoid mayhem at the pits in Detroit after losing the skid fin and plowing into the wall. The Peters and May boat that finished third at Madison and was the fourth fastest qualifier at Detroit was virtually totaled, losing both sponsors and the nose of the cockpit, fortunately leaving JDub with "just" a broken foot.

■ [U-22 Miss Matrix Systems \(1,328\)](#) - "Steady Eddie" describes the Webster entry this year. While not the fastest boat in the fleet, once it starts it's there at the finish. The former "Tubby" finished sixth at Madison running as the Miss Broadway Tavern before regaining its primary name of Matrix Systems in Detroit.

■ [U-13 Spirit of Detroit \(1,234\)](#) - **Dave Bartush** brought the Spirit of Detroit to Madison after a year's absence, and it appears to run as good as it did when it was put on the shelf. Tossing the prop through the wing at Madison did not help rookie driver **Cal Phipps** garner points at Madison, and in Detroit the hometown boat was the alternate to the trailer in the final.

■ [U-17 Miss Red Dot \(1,138\)](#) - **Nate Brown's** steed ran as Cruisin' Auto in Madison, qualifying respectfully fast, and was leading in Heat 1C when the gear box came apart, ending its efforts for the day. Red Dot came on board as sponsor starting with the Gold Cup, and was rewarded with a heat win on Saturday. The boat is fast, and was the trailer in the final, finishing in sixth place.

■ [U-25 Superior Racing Team \(919\)](#) - The **Ken Muscatel/Ron Jones Jr.** team is experimenting with a scoopless cowl

and no horizontal wing, with limited success so far. Structural damage in the skid fin area ending its day prematurely in Madison, and problems with water in the engine did the same for the Boyland Nissan in Detroit. Update from Ken says "they are learning something new every time they go out". Jon Zimmerman qualified as a driver in Madison and drove in that race, while Ken took over as driver in Detroit. With Jon moving over to the U-37 camp, the boat will be all Ken's for the rest of the season.

■ [U-57 Formulaboats.com - Ted Porter](#) brought a third entry to Madison, but it could not be brought to race-ready condition in time to qualify. The boat did go to Detroit just as a display hull. It's in Tri-Cities to race, with **Mark Evans** as the one-weekend driver. Evans' Grand Prix crew will handle the boat in Tri-Cities before **Jimmy Shane** returns to the cockpit in Seattle, with a crew of NW volunteers.

■ [U-3 go3racing.com](#) - After disputes with HI, **Ed Cooper** has decided not to race this year. The noisy boat will be missed, but the vacuum cleaners are putting on a good show so far this year.

■ [U-55 Gale V](#) - **Bill Black's** full-size replica 1955 Gale V made an official stop at the Gold Cup, and will be coming to the Hydroplane and Raceboat Museum in Kent to start outfitting the boat with running gear.

■ [U-9 Jones Racing](#) - Insiders are indicating that this boat will not run at Seafair this year.

■ [U-10 USA Racing Partners](#) - Rumor has it the U-10 (former Miss Budweiser T-3) is finally up for sale, and there's a slim possibility the boat may run in Seattle as a bit of a showcase. It's an all-or-nothing package, no leasing or rentals.



Next up for the big boats is the Columbia Cup at Tri-Cities on July 23-25, with 12 boats expected, along with the 1982 Atlas and 1980 Budweiser doing exhibition runs. Seafair in Seattle follows on August 6-8.

Compiled by Rick Lentz, cub reporter





## SIMMONS WINS SECOND RACE; CAMPBELL GETS FOURTH CUP

TUALATIN, Ore. – Sunny skies and warm temperatures greeted ERCU racers for the first time this season while **Mick Shutt** hosted the Columbia Cup at the Lake of Tualatin Commons.

The difference this time, from other races where the sun came out, was that it STAYED sunny and warm all day.

It wasn't the only thing different from the first races of the 2010 Red Dot Championship Series, as the Columbia Cup is a points race – where points accumulated throughout the day determine the race winner and final placements, regardless of how boats and drivers finished in the final heat.

This format seems to be a favorite for **Mike Campbell**, who has now won all four ERCU Columbia Cups in the modern class. It was the second consecutive year that Campbell's 1982 Executone won the race.

But it was the first time in the history of the event that both classes had race winners that were not the boats that won the final heat.

**Mike Gossler's** 1978 Miss Circus Circus won the final, followed by the Executone, then Campbell's 1974 Country Boy, driven by **Jeff Campbell**.

Both of **Nelson Holmberg's** 2009 boats – the U-5 Formula Boats (fourth place) and U-7 Graham Trucking (fifth) – also made the final and finished fourth and fifth. **Gerry Bordon** drove the Graham Trucking in the final.

Sixth place went to **Rick Lentz's** U-95, which has made every final this season so far, "by hook or by crook", as Rick said after the race. **Craig Mullen's** 1991 American Spirit – making its second race appearance of the year – suffered steering problems and was unable to start the modern final.

The U-95 made the final in this event by winning the modern consolation heat. Lentz held off a challenge from **Ron Daum's** quickly improving 2003 Llummar Window Film, ahead of **Dave Reiser's** 1982 Executone and **Jesse Shehan's** 1977 Squire.

When the waters calmed from the modern final, the points standings ended



*The 1982 Executone (U-55) of Mike Campbell won the Columbia Cup for the second consecutive season. Photo courtesy of Nelson Holmberg.*

up being: 1. Executone (Mike Campbell), 1,500; 2. Country Boy (Mike/Jeff Campbell), 1,425; 3. Miss Circus Circus (Mike Gossler), 1,225; 4. Formula Boats (Nelson Holmberg), 919; 5. Graham Trucking (Nelson Holmberg/Gerry Bordon), 877; 6. Llummar Window Films (Ron Daum), 746; 7. American Spirit (Craig Mullen), 700; 8. Squire (Jesse Shehan), 574; 9. U-95 (Rick Lentz), 564; 10. Executone (Dave Reiser), 113; 11. Beacon Plumbing (Jesse Shehan), 0.

On the vintage side, **Gary Simmons** had both of his boats – the 1958 Miss Bardahl and the 1960 Miss Everett – in the final, as well, and "hired" Holmberg to drive the Bardahl, knowing it needed nothing less than a fourth place finish to win the race. The Everett also had a chance to win, if it could finish in the top three.

During the mill, the Miss Everett experienced radio troubles and was unable to start.

Jeff Campbell went on to win the final with his 1969 Pride of Pay 'n Pak Outrig-

ger, followed by Mullen in **Ben Keller's** 1957 Hawaii Ka'i III, which started as the trailer. Third went to Bordon in his 1970 Parco's O-Ring Miss, and the Bardahl was fourth – to win the race. Fifth place went to Lentz in the 1969 Notre Dame, and the 1955 Gale V, driven by **Ryan Opfer**, was unable to finish.

After deciphering all of the math, the final standings in the vintage class turned out to be: 1. Miss Bardahl (Gary Simmons/Nelson Holmberg), 1,169; 2. Notre Dame (Rick Lentz); 3. Pride of Pay 'n Pak Outrigger (Jeff Campbell), 969; 4. Parco's O-Ring Miss (Gerry Bordon), 925; 5. Miss Everett (Gary Simmons), 925; 6. Hawaii Ka'i III (Craig Mullen), 795; 7. Such Crust III (Ron Daum), 544; 8. Gale V (Ryan Opfer), 525; 9. Oh Boy! Oberto (Mick Shutt), 394; 10. Miss Vernor's (Ryan Opfer), 0.

Due to a small group of racers at the event, there was a need to double up on spotting duty during finals, in order to have enough officials judge those heats. And turn judges were more than willing and happy to provide their service when needed, and kept the event going. There are special thanks due to everyone who participated for their help with the event.

Shutt did another fabulous job with his work as contest director, and pit boss Lentz kept things flowing under the tents.





## GOSSLER, HANSEN WIN BERNIE LITTLE MEMORIAL

BELLEVUE, Wash. – Saturday dawned sunny and warm, bringing 31 boats to the tree-lined shore of Bellevue Pond to vie for the trophies at the seventh annual Bernie Little Memorial.

For the second year, co-CDs **Jeff and Mike Campbell** put down their own boats to focus on the running of the event. **Jason Hartley's** 1972 Miss Timex, **Bob VandenAkker's** 1968 Miss Eagle Electric, **Mark Gran** with the 1957 Breathless II, and the 1971 Hallmark Homes (black) and 1957 Miss Thriftway, both piloted by **Bill Smiley**, made their first appearance of the year.

Before the day's activity could commence, two boats had surrendered to mechanical gremlins. Both **Mick Shutt** with the 1975 Oh Boy! Oberto and Gran with the Breathless II could not coax adequate performance from their mounts and had to withdraw for the day. The remaining eight modern and 21 vintage boats then started their quest for the coveted titles of the day.

In the modern class three boats won preliminary heats twice – **Mark Hansen's** 1972 Notre Dame, **Mike Gossler's** 1978 Miss Circus Circus and the 1993 Kellogg's Frosted Flakes of **Henry Marvin**. **Mike McIntosh's** 1994 Miss Budweiser pulled out a win in the first connee, followed by **Rick Lentz's** U95. **Nelson Holmberg** tried to coax the 2009 Graham Trucking into a start, but the gremlins won again and it could not finish. Undaunted, six boats plus the trailer started the final heat.

The Frosted Flakes tangled with a buoy at the start and lost, with the buoy grabbing hold and not letting go. From the start the Notre Dame and the Miss Circus Circus set a blistering pace, with the Circus taking an early lead and holding on for the win for the second consecutive year. Third place went to the 1976 Miss Cott's Beverage driven by Gary Hansen followed by the Miss Budweiser in fourth, the U95 in fifth and the 2009 Formula Boats of Holmberg in sixth.

The preliminary heat wins in the vintage class were spread out over eight boats, with two wins each for the Miss Timex and Mark Hansen's 1972 Miss Van's PX and three wins for **Ben Keller's** 1957 Hawaii Ka'i III, driven this day by



*Boats against the Bellevue skyline, ready for the start, during the Bernie Little Memorial. Photo courtesy of James A. Simmons.*

Mike Campbell. Other heat wins went to the Hallmark Homes, **Gary Simmons'** 1960 Miss Everett, **David Newton** with his 1968 Bardahl, the 1972 Parco's O-Ring Miss of **Gerry Bordon**, and the 1960 Thriftway Too (owned by **Dan Gilmore**), driven in another remarkable outing by used-to-be rookie **Chad Bradshaw**.

After a stellar start with the Wayfarer's Club Lady at the Seafair Trophy Race and an o-fer at Lake Wilderness, Bradshaw shed his rookie status with a win in heat 1D and a second place in both 2D and followed with another second place in 3D. After the preliminary heats were completed, eighteen boats remained for the consolation and final heats. In the second connee, Simmons showed the way with the 1958 Miss Bardahl, and earned a spot as trailer in the first connee. The only other finisher was the 1958 Wildroot Charlie of **Ron Daum**, as the rough water took its toll on Lentz's 1969 Notre Dame, Gary Hansen's 1954 Muvalong and **Ryan Opfer** with the 1974 Miss Vernors. **Alex Daum** with the 1955 Such Crust III was nor able to start.

The first connee was nearly as chaotic as the second connee, with four of the seven starters failing to complete the five laps. Opfer was able to hold off the rest

of the fleet with **Kerry Kjos'** 1960 Miss Thriftway for the win and the move into the final heat as the trailer, followed by Parco's O-Ring Miss in second and the 1958 Coral Reef with **Craig Bradshaw** in third. Not able to finish were the Eagle Electric, the Hallmark Homes, the trailer Miss Bardahl and **Kirk Page's** 1964 Miss Smirnoff, driven by Chad Bradshaw in this heat after gaining the connee spot under the control of VandenAkker

The last official heat of the day was the vintage final. Mark Hansen set the pace at the start and was pushed hard by the Hawaii Ka'i and the Miss Thriftway before they succumbed to the rough water. The waves also won over the Miss Everett and the Miss Timex, as the Van's PX won wire-to-wire. Second went to the 1968 Miss Bardahl and third to the Thriftway Too

In the final event of the day, a first-six-boats-to-the-water dash, winner Gossler was awarded a pair of Mariner tickets, courtesy of Simmons and Aeromech Incorporated.

Thanks go to Jeff and Mike for their efforts in organizing another successful event, and to all the helping hands that kept the day moving and made setup and tear down go so smoothly.

## MIKE CAMPBELL SWEEPS MODERN, VINTAGE AT EMERALD CUP

TUALATIN, Ore. – A blanket of marine layer clouds and chilly starting temperatures didn't faze the 15 ERCU members and 24 boats that attended the Island Hobbies Oregon Emerald Cup at the Lake of Tualatin Commons.

And it's a good thing.

Once the clouds burned off around 11 a.m., it was a very fun day of qualifying, racing and checking straightaway speeds – not to mention the great camaraderie that was enjoyed by all throughout the day.

Good sportsmanship was the storyline of the day, as the few concerns were handled appropriately, swiftly and corrections – when needed – were made the right way.

Three brand new boats also made their racing debuts during the day, including **Ryan Opfer's** brand new model of **Dr. Ken Muscatel's** purple 2009 Buffalo Federal Savings Bank (Seafair), which proved to be very fast; **Betty Bradshaw's** 2008 Oh Boy! Oberto, which struggled with radio troubles during testing and eventually succumbed to those gremlins, withdrawing for the day; and **Jesse Shehan's** new 2008 Miss Beacon Plumbing, which appeared for the first time a month earlier, but broke a strut in the first mill lap of the first heat and withdrew. This time, the U-37 made it all the way through the day.

When all was said and done, a number of cash prizes were handed out – thanks to Island Hobbies of Vancouver – along with the awards the club regularly provides.

The day started with a little more than an hour of open water, followed by voluntary qualifying, which went smoothly except for two modern class incidents. **Rick Lentz** flipped the U-95 on its second lap, after a 14.7 on the first lap. Then **Nelson Holmberg** earned the nickname "JDub" for the rest of the day, after the 2009 Formula Boats hit something in the water, kicking up the rudder, and ended up hitting the wall coming out of the tight north turn, without completing a qualifying lap. It was the beginning of a long day for the U-5, which was taped up and continued to compete.

Fastest qualifiers were **Jeff Campbell** with the 1969 Pride of Pay 'n Pak Outrigger, and **Mike Campbell** with the 1982 Executone.

When it came to the racing, Mike Campbell completed a perfect day with the Executone, winning all four heats including the modern final; and a 1,200



*Ryan Opfer's new 2009 U-25 Buffalo Federal Savings Bank made its debut at the Island Hobbies Oregon Emerald Cup in Tualatin. Photo courtesy of Mick Shutt.*

point day with the 1968 Harrah's Club, taking three wins – including the vintage final – with one DNF.

On the other hand, rough days were experienced by Bradshaw with the Oberto, **Dave Reiser** with the "other" 1982 Executone and **Bill Smiley** with the new 1957 Miss Thriftway. Reiser and Smiley were awarded the "tough day" cash prizes.

In the modern final, Mike Campbell got a bit of a challenge he may not have expected when he saw the draw. Holmberg's Graham Trucking was a rocket during the day, and stayed within a roostertail of the Executone for most of the final, and eventually finished second. Third place went to Smiley's 1977 Charlie's Girl – from the trailer position – while Opfer was fourth with the Buffalo Federal Savings Bank. Fifth place went to Lentz, who kept alive a streak of getting the U-95 into the final at each of the club's eight races this year. Unable to finish the modern final were **Mick Shutt**, who put his 1978 Miss Budweiser into its first ERCU final, and Holmberg's 2009 Formula Boats – driven by **Gerry Bordon** – which had issues wanting to submerge in the final, after finishing the day with two third place finishes and a DNS.

The vintage final was another race where all of the boats that started were able to finish, improving the day's heat efficiency rating, no doubt.

Mike Campbell had a great start, and was challenged right away by the Outrigger and the Hawaii Ka'i III. The three boats ran nearly side-by-side, with the

1960 Miss Thriftway just milliseconds behind, for two laps before the Outrigger hooked and ended up cutting a buoy while trying to recover. After that, the field spread out and the Harrah's Club was able to open up a comfortable lead. Mullen settled in to finish second with **Ben Keller's** Ka'i, followed in third by Opfer with **Kerry Kjos' Thriftway**. Fourth place went to Bordon with his 1970 Parco's O-Ring Miss, while fifth was Lentz, driving **Gary Simmons' 1958 Miss Bardahl**. The Outrigger tried, after spinning out on a later lap, to re-catch the field and pick up positions, but was unable to and finished sixth. Simmons' Miss Everett was unable to start the final, which allowed the Ka'i to move up and start on the front line.

Once the race was over, the second annual Straightaway Speed Challenge, presented by Merrick Lentz Architect, was held and the fastest boat of the day was the Hawaii Ka'i III, posting a speed of 50 mph on the straightaway. The fastest modern boat was Holmberg's 2009 Graham Trucking, with a 44 mph post.

As always, a round of thanks needs to go out, including a few special thanks. Keller, Mike Campbell, Lentz, and Shutt all played significant parts in making sure the day progressed well. But others, including Opfer, **Howard Price**, Kjos, **Mark Gran**, Shehan, Bradshaw, Jeff Campbell, Simmons, Mullen, Bordon and Smiley all provided important help throughout the day, to keep the event running, and their assistance is appreciated.



## STAT GEEK COLUMN: A LOOK AT VINTAGE HEAT EFFICIENCY

Hello racers,  
Your Stat Geek here, returning after a too-long absence. My topic this month has to do with combined heat efficiency data. I have taken 2008 and 2009, updated both seasons for accuracy, and then combined them to begin what will eventually be a compilation from 2005 through 2010 for both vintage and modern classes.

Included are heat finish percentages, then a chart by place, and charts by event and venue. Some interesting trends emerge:

### Vintage Class

1. Over the two seasons, **Craig Mullen** and Hawaii Ka'i III have won more heats in the vintage class than anyone else, 52 to the Outrigger's 51, but only ranks 21st in heat efficiency due to 23 DNFs. Mullen and the Ka'i have improved greatly in ERCU for 2010 and in ESU in this category.

2. The Outrigger ranks second (.906) to **Bob VandenAkker's** 1963 Notre Dame (.947) amongst boats that entered 10 or more races in terms of heat efficiency.

It may be no coincidence that these two won the high points titles in 2008 and 2009 respectively. Over both seasons, the ND failed to finish only SIX heats of 114 entered. Unbelievable.

3. The Ka'i leads in heats entered, 119, due not only to entering all 27 races over the two seasons but also having to race in many connies due to DNFs in preliminary heats.

4. The Outrigger had a phenomenal .797 winning percentage, winning 51 of 64 heats in only 15 races, running a limited schedule in 2009. Mike Campbell's 1968 Harrah's Club is next with 47 wins in 69 tries for a winning pct. of .681.

5. Bob's Notre Dame led in second place finishes (41) and third place tallies (22), to go with 26 heat wins and more finishes than any other boat (108). The ND was also the only other boat besides the Ka'i, vintage or modern, to enter all 27 events. This is a remarkable combination of speed and consistency.

6. Winning is a combination of consistency, speed, excellent equipment and preparation, and driving skill.

Next month: a look at some conclu-

sions from the modern class and a look at the event and venue data.

### Big Boat Trivia

What is the only possible race that had the combination of entries listed below?

- U-1 Miss Budweiser (T2)
- U-1 Miss Budweiser (T3)
- U-2 Miss T-Plus
- U-3 Miss D.O.C. (2nd)
- U-6 Kellogg's Tony the Tiger
- U-7 Miss Sundek
- U-8 Tide
- U-9 Miss Wellness Plan
- U-10 Winston Eagle (2nd)
- U-10 Winston Eagle (3rd)
- U-50 Race Rock Motor City Diner
- U-99.9 The Brake Shop (2nd)

### Tiebreakers (if needed):

Which Winston Eagle and Miss Budweiser actually ran in the race?

Who won?

Send your answers to me by August 13. The winner will receive a prize at the Apple Cup on August 14.

Compiled by Ben Keller,  
ERCU Statistician

No.	Boat	Year	Owner	Races	Win Pct.	1st	2nd	3rd	4th	5th	6th	7th	DNF	DNS	DSQ	Finished	Entered	Pct.
1.	Miss Pay 'n Save	1958	Aaron Olson	1	0.250	1		2	1							4	4	1.000
2.	Nitrogen Too	1960	Johanna VandenAkker	1	0.000		3									3	3	1.000
3.	Notre Dame	1963	Bob Vanden Akker	27	0.228	26	41	22	13	3	2	1	5			108	114	0.947
4.	Miss Lapeer	1966	Bob Vanden Akker	8	0.121	4	6	10	9	1			2	1		30	33	0.909
5.	Pride of Pay 'n Pak (outrigger)	1969	Jeff Campbell	15	0.797	51	5	2					6			58	64	0.906
6.	Slo-mo-shun IV	1952	Mitch Dillard	2	0.500	5	2	1	1				1			9	10	0.900
7.	Harrah's Club	1968	Mike Campbell	16	0.681	47	11	3		1			7			62	69	0.899
8.	Miss Eagle Electric	1968	Bob Vanden Akker	6	0.125	3	9	4	3	2			2	1		21	24	0.875
9.	Gale V	1962	John & Dianne Earnest	13	0.038	2	5	16	13	8	2		5	2		46	53	0.868
10.	Miss Rocket	1957	Roger May	6	0.000		6	6	6	1	1		1	1	1	19	22	0.864
11.	Parco's O-Ring Miss	1970	Gerry Bordon	24	0.133	13	29	22	11	6	1		13	1	2	82	98	0.837
12.	Miss Everett	1960	Jim Latimer/Gary Simmons	16	0.106	7	12	18	14	3	1		8	2	1	55	66	0.833
13.	\$ Bill	1962	Ron Hartley	3	0.091	1	3	2	1	2			2			9	11	0.818
14.	Hallmark Homes (black)	1971	Bill Smiley	16	0.317	20	18	6	4	3			8	3	1	51	63	0.810
15.	Wildroot Charlie	1958	Ron Daum	17	0.169	12	13	13	10	9			10	2	2	57	71	0.803
16.	Atlas Van Lines	1967	Mark Gran	17	0.059	4	12	11	16	10	1		13	1		54	68	0.794
17.	Muvalong	1954	Gary Hansen	12	0.314	16	10	10	4				8	3		40	51	0.784
18.	Miss Madison	1961	Scott Fetterly	11	0.022	1	8	14	11	2			7	3		36	46	0.783
19.	Notre Dame	1969	Rick Lentz	8	0.188	6	8	6	4	1			6	1		25	32	0.781
20.	Pride of Pay 'n Pak (hooktail)	1969	Jeff Campbell	23	0.464	45	18	5	4	3			20	2		75	97	0.773
21.	Hawaii Ka'i III	1957	Ben Keller	27	0.437	52	19	9	6	1	1	1	23	5	2	89	119	0.748
22.	Miss Timex	1972	Jason Hartley	7	0.516	16	6		1				8			23	31	0.742
23.	Miss Wickman	1967	John Burkey	16	0.048	3	12	16	8	6	1		13	3		46	62	0.742
24.	Gale's Roostertail	1965	Howard Price	15	0.138	8	8	15	4	8			7	7	1	43	58	0.741
25.	Miss Budweiser	1970	Craig Bradshaw	10	0.026	1	5	13	7	2			7	3		28	38	0.737
26.	Miss Bardahl	1958	Rick Lentz	18	0.000		8	20	14	5	3		16	1	1	50	68	0.735
27.	Gale V	1955	Howard Price	11	0.195	8	6	10	6				7	4		30	41	0.732
28.	Thriftway Too	1957	Ron Daum	7	0.077	2	5	7	2	3			4	2	1	19	26	0.731
29.	Hallmark Homes (red)	1971	Craig Mullen	15	0.322	19	11	4	3	5	1		14	2		43	59	0.729
30.	Miss Van's PX	1972	Mark Hansen	5	0.318	7	4	3	1		1		5	1		16	22	0.727
31.	Slo-mo-shun IV	1951	John & Dianne Earnest	4	0.000	4	2	1	3	2			1	2		8	11	0.727
32.	Miss Timex (clock)	1971	Jerry Johnston	16	0.171	12	19	8	7	4			18	2		50	70	0.714
33.	St. Regis	1963	Jesse Shehan	18	0.000		6	15	14	4	8		13	4	2	47	66	0.712
34.	Thriftway Too	1960	Brian Gilmore	12	0.245	13	12	7	2	2	1		11	5		37	53	0.698
35.	Miss Bardahl	1968	Roger Newton/David Newton	8	0.212	7	10	4	1		1		5	5		23	33	0.697
36.	Maverick	1957	Kirk Pagel/Zane Courtway	8	0.069	2	5	6	4	3			6	3		20	29	0.690
37.	Oh Boy! Oberto	1975	Mick Shutt	11	0.073	3	1	9	8	6	1		9	4		28	41	0.683
38.	Miss Burien	1960	Robbie Roberts	6	0.182	4	6	2	1	2			6	1		15	22	0.682
39.	Sunny Jim Jam	1975	John Howell	6	0.043	1	1	9	4				6	2		15	23	0.652
40.	Shanty I	1957	Kirk Pagel	13	0.074	4	11	5	6	8	1		17	2		35	54	0.648



## VINTAGE BOAT POINTS – 2010 (THROUGH EIGHT RACES)

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					9,133		9,133
2.	Miss Everett	1960	Gary Simmons	775	900	769	1,269	1,094	925	850	1,000					7,582		7,582
3.	Hawaii Ka'i III	1957	Ben Keller	1,195	700	1,369	569	1,425	795	0	1,000					7,053		7,053
4.	Miss Thriftway	1960	Kerry Kjos	1,169	1,400	1,269		1,500	0	577	1,025					6,940		6,940
5.	Miss Bardahl	1958	Gary Simmons	765	996	371	765	975	1,169	225	877					6,143		6,143
6.	Notre Dame	1969	Rick Lentz	442	619	525	1,038	713	996	300	704					5,337		5,337
7.	Parco's O-Ring Miss	1970	Gerry Bordon		348		1,038	400	925	850	1,169					4,730		4,730
8.	Miss Vernor's	1975	Ryan Opfer	1,040	225		1,127	996	0	0	338					3,726		3,726
9.	Gale V	1955	Ryan Opfer		1,127		945	771	525	0						3,368		3,368
10.	Gale V	1962	John Earnest	641	563	619	297	1,095	0							3,215		3,215
11.	Coral Reef	1958	Craig Bradshaw			0	212	596		807	845					2,460		2,460
12.	Miss Van's PX	1972	Mark Hansen		1,225					1,200						2,425		2,425
13.	Atlas Van Lines	1967	Mark Gran	779	169	450	641	0			296					2,335		2,335
14.	Thriftway Too	1960	Brian Gilmore				450	450		1,225						2,125		2,125
15.	Miss Rocket	1957	Roger May		413	1,000		700								2,113		2,113
16.	Muvalong	1954	Gary Hansen	694	1,200					95						1,989		1,989
17.	Miss Buriem	1960	Robbie Roberts		169	600	1,050									1,819		1,819
18.	Miss Bardahl	1968	David Newton			594				1,094						1,688		1,688
19.	Wildroot Charlie	1958	Ron Daum	300	225		359	300		502						1,686		1,686
20.	Miss Lapeer	1966	Bob Vanden Akker			994	611									1,605		1,605
21.	Miss Smirnoff	1964	Kirk Pagel	480		338		0		750						1,568		1,568
22.	Oh Boy! Oberto	1975	Mick Shutt	415		391			394	0	300					1,500		1,500
23.	St. Regis	1963	Jesse Shehan	391	553			95			458					1,497		1,497
24.	Miss Wickman	1967	John Burkey				394	835								1,229		1,229
25.	Harrah's Club	1968	Mike Campbell								1,200					1,200		1,200
26.	Thriftway Too	1957	Ron Daum	427				661								1,088		1,088
27.	Miss Budweiser	1966	Doug Brow	225		394	394									1,013		1,013
28.	Miss Budweiser	1968	Scott Fetterly					869								869		869
29.	Such Crust III	1955	Ron Daum						544	300						844		844
30.	Slo-mo-shun IV	1951	John Earnest		833				0							833		833
31.	Notre Dame	1963	Bob Vanden Akker	821												821		821
32.	Miss Madison	1971	John Williams					816								816		816
33.	Miss Timex	1972	Jason Hartley							800						800		800
34.	Miss Eagle Electric	1968	Bob Vanden Akker							769						769		769
35.	Hallmark Homes (black)	1971	Bill Smiley							700						700		700
36.	\$ Bill	1962	Ron Hartley					651								651		651
37.	Nitrogen Too	1960	Bob Vanden Akker					638								638		638
38.	Wayfarer's Club Lady	1966	Chad Bradshaw			577		0								577		577
39.	Gale's Roostertail	1965	Howard Price	469				0		0						469		469
39.	Miss Madison	1961	Scott Fetterly	469												469		469
41.	Miss Budweiser II	1970	Craig Bradshaw				254	169								423		423
42.	Miss U.S.	1970	Bill Shearer		394											394		394
43.	Miss Thriftway	1957	Bill Smiley							169	169					338		338

## MODERN BOAT POINTS – 2010 (THROUGH EIGHT RACES)

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					9,869		9,869
2.	Miss Circus Circus	1978	Mike Gossler	627	1,200	1,300	1,200	995	1,225	1,500						8,047		8,047
3.	Country Boy	1974	Mike Campbell	1,425	1,200	1,200	1,200	1,327	1,425							7,777		7,777
4.	U-95	1974	Rick Lentz	850	750	845	507	638	564	596	1,052					5,802		5,802
5.	Formula Boats	2009	Nelson Holmberg	464		1,325	450	0	919	789	450					4,397		4,397
6.	Miss Cott Beverages	1974	Gary Hansen	619	1,250					1,050						2,919		2,919
7.	Miss Budweiser (T3)	1994	Kelsey McIntosh	675			544	821		844						2,884		2,884
8.	Graham Trucking	2009	Nelson Holmberg					704	877	0	1,200					2,781		2,781
9.	Spirit of Dayton Walther	1976	Brad Lewis		720	713		1,100								2,533		2,533
10.	Charlie's Girl	1977	Bill Smiley			1,325	352				625					2,302		2,302
11.	Llumar Window Film	2003	Ron Daum				952	563	746							2,261		2,261
12.	The Squire Shop	1978	Brad Lewis	864	952	296										2,112		2,112
13.	Squire	1977	Jesse Shehan	620	394			394	574							1,982		1,982
14.	Pay 'n Pak	1982	M. McIntosh/R.Hartley	727		675		525								1,927		1,927
15.	American Spirit	1991	Craig Mullen					1,195	700							1,895		1,895
16.	Notre Dame	1972	Mark Hansen		469					1,400						1,869		1,869
17.	Kellogg's Frosted Flakes	1993	Henry Marvin					750		800						1,550		1,550
18.	Pride of Pay 'n Pak	1971	Eric McRory		169	535	845									1,549		1,549
19.	Miss Budweiser	1978	Mick Shutt	225		273					750					1,248		1,248
20.	Executone	1982	Dave Reiser		413				113		446					972		972
21.	Buffalo Federal Savings	2009	Howard Price								869					869		869
22.	Grandview on the Lake	2009	Ron Daum		479			373								852		852
23.	Red Man	1974	Gene Melang	476		364										840		840
24.	Beacon Plumbing	2007	Jesse Shehan						0		507					507		507
25.	Miss Circus Circus	1993	Scott Fetterly					319								319		319
26.	Miss Madison	1999	John Williams					300								300		300
27.	Winston Eagle (lobster)	1989	Craig Bradshaw			0	169	0								169		169
28.	Oh Boy! Oberto	2008	Betty Bradshaw								0					0		0





## VINTAGE DRIVER POINTS – 2010 (THROUGH EIGHT RACES)

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					9,133		9,133
2.	Gary Simmons	1960	Miss Everett	775	900	769	1,269	1,094	925	850	1,000					7,582		7,582
3.	Craig Mullen	1957	Hawaii Ka'i III	1,195	700	1,369	569	1,425	795		1,000					7,053		7,053
4.	Ryan Opfer	65,60, 74	Gale's, T-way, Vernors	1,169	225		945	1,500	0	577	1,025					5,441		5,441
5.	Rick Lentz	1969	Notre Dame	442	619	525	1,038	713	996	300	704					5,337		5,337
6.	Gerry Bordon	1970	Parco's O-Ring Miss		348		1,038	400	925	850	1,169					4,730		4,730
7.	Bob VandenAkker	63,66,60,68	ND,Lapeer,Nit.,Eagle	821		994	611	638		769						3,833		3,833
8.	John Earnest	1962	Gale V	641	563	619	297	1,095	0							3,215		3,215
9.	Craig Bradshaw	1958	Coral Reef			0	212	596		807	845					2,460		2,460
10.	Mark Hansen	1972	Miss Van's PX		1,225					1,200						2,425		2,425
11.	David Newton	1960	Miss Thriftway			1,269				1,094						2,363		2,363
12.	Mark Gran	1967	Atlas Van Lines	779	169	450	641	0			296					2,335		2,335
13.	Ron Daum	1958, 1955	Wldrt Ch., Such Crust	300	225		359	300	544	502						2,230		2,230
14.	Jim Latimer	1958	Miss Bardahl	765	996	371										2,132		2,132
15.	Brad Lewis	1957	Miss Rocket		413	1,000		700								2,113		2,113
16.	Gary Hansen	1954	Muvalong	694	1,200					95						1,989		1,989
17.	Robbie Roberts	1960	Miss Burién		169	600	1,050									1,819		1,819
18.	Chad Bradshaw	1966	Wayfarer's, T-way Too			577		0		1,225						1,802		1,802
19.	Mick Shutt	1975	Oh Boy! Oberto	415		391			394	0	300					1,500		1,500
20.	Jesse Shehan	1963	St. Regis	391	553			95			458					1,497		1,497
21.	Alex Daum	1957	Thriftway Too	427				661		300						1,388		1,388
22.	John Burkey	1967	Miss Wickman				394	835								1,229		1,229
23.	Mike Campbell	1957, 1968	Hawaii Ka'i, Harrah's							0	1,200					1,200		1,200
24.	Doug Brow	1966	Miss Budweiser	225		394	394									1,013		1,013
25.	Nelson Holmberg	1964, 1958	Miss Smirnoff/Bardahl	480		338		0	169							987		987
	Bill Smiley	1971, 1957	Hallmark (black), T-way							700	169					869		869
27.	Scott Fetterly	1968	Miss Budweiser					869								869		869
28.	John Williams	1971	Miss Madison					816								816		816
29.	Jason Hartley	1972	Miss Timex							800						800		800
30.	Ron Hartley	1962	\$ Bill					651								651		651
31.	Kelli Fetterly	1961	Miss Madison					450								450		450
32.	Bill Shearer	1970	Miss U.S.		394											394		394
33.	Mike McIntosh	1974	Miss Vernor's					127								127		127
34.	Howard Price	1965	Gale's Roostertail							0						0		0

## MODERN DRIVER POINTS – 2010 (THROUGH EIGHT RACES)

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, Cntry Boy	1,425	1,200	969	1,200	1,500	1,500		1,600					9,394		9,394
2.	Mike Gossler	1978	Miss Circus Circus	627	1,200	1,300	1,200	995	1,225	1,500						8,047		8,047
3.	Rick Lentz	1974	U-95	850	750	845	507	638	564	596	1,052					5,802		5,802
4.	Nelson Holmberg	2009	Formula Boats	464		1,325	450	0	919	789	450					4,397		4,397
5.	Brad Lewis	1978, 1976	Squire, Dayton-Wlthr	864	952	296		1,100								3,212		3,212
6.	Gary Hansen	1974	Miss Cott Beverages	619	1,250					1,050						2,919		2,919
7.	Mike McIntosh	1982, 1994	Pay 'n Pak, Miss Bud	727		675	544			844						2,790		2,790
8.	Ron Daum	2009, 2003	Grandview, Llummar		479		952	563	746							2,740		2,740
9.	Jesse Shehan	1977, 2008	Squire, Beacon Plumb.	620	394			394	574		507					2,489		2,489
10.	Bill Smiley	1977	Charlie's Girl			1,325	352				625					2,302		2,302
11.	Craig Mullen	1971, 1991	Pak, American Spirit				300	1,195	700							2,195		2,195
12.	Mark Hansen	1972	Notre Dame		469					1,400						1,869		1,869
13.	Henry Marvin	1993	Kellogg's Frosted Flakes					750		800						1,550		1,550
14.	Kelsey McIntosh	1994	Miss Budweiser (T3)	675				821								1,496		1,496
15.	Jeff Campbell	1982, 1974	Executone, Cntry Boy	300	400		400	127	225							1,452		1,452
16.	Bill Amick	1976	Dayton-Walther		720	713										1,433		1,433
17.	Eric McRory	1971	Pride of Pay 'n Pak		169	535	545									1,249		1,249
17.	Mick Shutt	1978	Miss Budweiser	225		273					750					1,248		1,248
18.	Dave Reiser	1982	Executone		413				113		446					972		972
19.	Ryan Opfer	2009	Buffalo Federal Savings								869					869		869
20.	Gene Melang	1974	Red Man	476		364										840		840
21.	Ron Hartley	1982	Pay 'n Pak					525								525		525
22.	Gerry Bordon	2009	Graham Trucking					300	127							427		427
23.	Alex Daum	2009	Grandview on the Lake					373								373		373
24.	Miss Circus Circus	1993	Scott Fetterly					319								319		319
25.	John Williams	1999	Miss Madison					300								300		300
26.	Craig Bradshaw	1989, 2008	Winston Eagle, Oberto			0	169	0			0					169		169



## MODERN CAREER POINTS (7/18/10)

No.	Driver	2010	2009	2008	2007	2006	2005	2004	2003	Total
1.	Mike Campbell	9,394	13,678	13,396	15,225	13,521	13,348	11,850	0	90,412
2.	Mike Gossler	8,047	11,927	15,045	9,526	9,921	8,172	0	0	62,638
3.	Jeff Campbell	1,452	0	1,600	10,215	13,650	12,125	11,744	0	50,786
4.	Rick Lentz	5,802	7,594	8,771	6,756	4,571	4,954	395	0	38,843
5.	Nelson Holmberg	4,397	5,426	9,905	9,612	7,688	1,769	0	0	38,797
6.	Gary Hansen	2,919	4,020	6,479	7,733	8,807	4,513	0	0	34,471
7.	Steve Twardus	0	2,069	3,140	7,823	4,215	5,429	5,090	0	27,766
8.	Henry Marvin	1,550	2,270	2,969	8,722	8,920	0	0	0	24,431
9.	Mark Hansen	1,869	2,627	2,944	5,570	5,807	5,490	0	0	24,307
10.	Craig Mullen	2,195	8,926	9,003	3,015	502	0	0	0	23,641
11.	Bill Smiley	2,302	7,330	9,240	4,113	0	0	0	0	22,985
12.	Jerry Johnston	0	3,296	7,452	4,527	4,929	0	620	0	20,824
13.	Brian Gilmore	0	0	9,850	9,077	0	0	0	0	18,927
14.	Doug Brow	0	3,078	3,576	8,525	3,589	0	0	0	18,768
15.	Craig Bradshaw	169	1,604	8,549	4,772	3,239	0	0	0	18,333
16.	John Williams	300	1,854	783	1,463	3,124	2,596	2,744	5,300	18,164
17.	David Newton	0	0	0	0	1,100	9,284	2,045	5,325	17,754
18.	David Gardner	0	0	0	1,957	1,400	3,401	6,170	0	12,928
19.	Jesse Shehan	2,489	3,979	4,507	1,448	0	0	0	0	12,423
20.	Gale Whitestone	0	2,046	264	0	1,852	4,683	2,400	0	11,245
21.	Mick Shutt	1,248	1,883	4,250	3,801	0	0	0	0	11,182
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	2,740	3,234	0	2,870	0	0	0	0	8,844
25.	Ron Hartley	525	0	2,029	4,339	1,530	0	0	0	8,423
26.	Mike McIntosh	2,790	5,089	0	0	0	0	0	0	7,879
27.	Roger Newton	0	0	0	1,297	3,908	694	950	0	6,849
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	972	3,388	0	0	0	0	0	0	4,360
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.	Doug Gunter	0	0	0	0	0	0	2,713	0	2,713
36.	Dave Sacry	0	0	0	0	0	2,309	0	0	2,309
37.	Monte Steere	0	0	600	0	0	1,694	0	0	2,294
38.	Gerry Bordon	427	1,671	0	0	0	0	0	0	2,098
39.	Scott Fetterly	319	1,714	0	64	0	0	0	0	2,097
40.	Jesse Robertson	0	0	0	0	1,950	127	0	0	2,077
41.	Ryan Opfer	869	563	394	0	0	0	0	0	1,826
42.	Bill Amick	1,433	0	0	0	0	0	0	0	1,433
43.	Eric McRory	1,249	0	0	0	0	0	0	0	1,249
44.	Bill Shearer	0	0	1,227	0	0	0	0	0	1,227
45.	Jason Hartley*	0	0	0	450	0	638	0	0	1,088
46.	Mitch Dillard*	0	948	0	0	0	0	0	0	948
47.	Greg Sawicki*	0	863	0	0	0	0	0	0	863
48.	Gene Melang*	840	0	0	0	0	0	0	0	840
49.	Ron Hornung*	0	0	0	0	0	825	0	0	825
50.	Howard Price*	0	169	0	0	0	0	450	0	619
51.	Robert Roberts*	0	0	0	469	0	0	0	0	469
52.	Jon Zimmerman*	0	400	0	0	0	0	0	0	400
53.	Alex Daum*	373	0	0	0	0	0	0	0	373
54.	David Lilly*	0	0	0	0	0	281	0	0	281

## VINTAGE CAREER POINTS (7/18/10)

No.	Driver	2010	2009	2008	2007	2006	2005	2004	2003	Total
1.	Jeff Campbell	9,133	12,163	16,594	15,600	12,638	12,014	9,844	1,150	89,136
2.	Mike Campbell	1,200	5,000	15,247	14,525	8,992	10,311	8,064	5,557	68,896
3.	Bob VandenAkker	3,833	12,382	11,055	10,693	11,321	9,568	3,576	1,276	63,704
4.	David Newton	2,363	1,550	1,225	1,116	4,213	13,113	12,230	13,550	49,360
5.	Bill Smiley	869	9,017	5,760	4,660	7,737	5,015	6,835	7,579	47,472
6.	Ron Daum	2,230	7,134	7,515	7,084	4,983	7,979	8,730	0	45,655
7.	Rick Lentz	5,337	6,665	5,916	5,351	3,387	5,997	5,377	4,463	42,493
8.	Gary Hansen	1,989	4,694	6,657	7,059	8,633	2,909	0	0	31,941
9.	Roger Newton	0	0	2,364	4,325	4,663	6,240	8,083	5,569	31,244
10.	Craig Mullen	7,053	11,028	9,719	0	831	0	0	0	28,631
11.	Jason Hartley	0	3,669	3,269	4,719	10,552	5,809	0	0	28,018
12.	Henry Marvin	0	1,121	1,195	6,140	7,617	7,946	3,761	0	27,780
13.	Jim Clark	0	0	0	2,321	7,368	4,667	6,372	6,294	27,022
14.	Ron Hornung	0	775	1,332	3,697	7,427	4,027	9,103	0	26,361
15.	Craig Bradshaw	2,460	3,638	5,867	6,530	4,043	2,684	0	0	25,222
16.	Monte Steere	0	0	1,919	4,744	3,064	4,521	4,748	6,196	25,192
17.	Gerry Bordon	4,730	9,773	9,109	1,421	0	0	0	0	25,033
18.	Mark Hansen	2,425	1,969	2,970	5,925	8,478	788	0	0	22,535
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.	Jim Lilly	0	0	0	0	779	5,619	7,099	6,354	19,851
22.	John Williams	816	1,491	1,250	4,370	3,086	2,496	1,800	4,102	19,411
23.	Ryan Opfer	5,441	5,798	4,439	2,804	563	0	0	0	19,045
24.	John Earnest	3,215	5,391	3,428	4,196	1,921	0	0	0	18,151
25.	Scott Fetterly	869	3,859	2,957	6,061	3,957	0	0	0	17,703
26.	Gary Simmons	752	8,466	948	0	0	0	0	0	16,996
27.	Nelson Holmberg	987	2,858	7,007	3,704	1,407	0	750	0	16,713
28.	Robbie Roberts	1,819	3,729	863	750	1,677	4,976	521	0	14,335
29.	Mark Gran	2335	6,797	5,147	0	0	0	0	0	14,279
30.	Jesse Shehan	1,497	4,164	3,478	5,022	0	0	0	0	14,161
31.	Mike Gossler	0	0	8,450	0	0	0	5,655	0	14,105
32.	Doug Brow	1,013	2,046	4,630	5,926	0	0	0	0	13,615
33.	John Burkey	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	7,970	0	0	0	0	9,745
38.	Brian Gilmore	0	0	9,506	0	0	0	0	0	9,506
39.	David Lilly	0	0	0	0	0	450	4,135	4,207	8,792
40.	Dawna Gross	0	0	2,185	1,385	5,213	0	0	0	8,783
41.	Tony Perman	0	0	0	0	0	0	2,700	5,037	7,737
42.	Mick Shutt	1500	3,005	2,156	0	0	0	0	0	6,661
43.	Ron Hartley	651	0	1,998	3,736	0	0	0	0	6,385
44.	Patrick Gleason	0	0	938	2,284	3,068	0	0	0	6,290
45.	Dave Helton	0	0	0	0	0	0	2,756	3,025	5,781
46.	Kevin Porter	0	0	0	0	0	0	0	5,391	5,391
47.	Mike McIntosh	127	2,829	2,430	0	0	0	0	0	5,386
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.	Steve Brown	0	0	0	0	0	0	225	3,686	3,911
52.	Joe Hewitson	0	0	0	0	0	0	1,169	2,600	3,769
53.	Zane Courtway	0	971	2,475	0	0	0	0	0	3,446
54.	Jim Latimer	2132	0	1,272	0	0	0	0	0	3,404
55.	Vinnie Donati	0	0	0	0	0	0	3,127	0	3,127
56.	Roger May	0	1,942	1,015	0	0	0	0	0	2,957
57.	John Howell	0	2,332	450	0	0	0	0	0	2,782
58.	Mitch Dillard	0	2,594	0	0	0	0	0	0	2,594
59.	Grady Steere	0	0	0	0	320	2,189	0	0	2,509
60.	Alex Daum	1388	1023	0	0	0	0	0	0	2,411
61.	Ryan Bradshaw	0	856	1,428	0	0	0	0	0	2,284
62.	Brad Lewis	2113	0	0	0	0	0	0	0	2,113
63.	Dave Reiser	0	0	1,188	550	225	0	0	0	1,963
64.	Kelsey McIntosh	0	0	1,962	0	0	0	0	0	1,962
65.	Chad Bradshaw	1,802	0	0	0	0	0	0	0	1,802
66.	Gale Whitestone	0	0	0	0	0	1,769	0	0	1,769
67.	Pat Malyspina	0	0	0	0	0	1,756	0	0	1,756
68.	Howard Price	0	296	450	300	423	0	0	0	1,469
69.	John Dyer*	0	0	0	0	0	1,150	0	0	1,150
70.	Lee Robertson*	0	0	0	0	0	0	0	1,100	1,100
71.	Bill McGraw*	0	0	0	0	0	0	0	1,094	1,094
72.	Doug Gunter*	0	0	0	0	0	0	1,075	0	1,075
73.	Aaron Olson*	0	0	1,019	0	0	0	0	0	1,019
74.	Jeff Stubbers*	0	0	0	0	0	0	0	900	900
75.	Harry Gatjens*	0	0	0	0	0	0	869	0	869
76.	Carl Lewis*	0	0	0	844	0	0	0	0	844
77.	Don Mock*									