

ERCU

THE NEWSLETTER

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Up Next

June 26. . . . ERCU Columbia Cup
Tualatin, Ore.

July 10. . . . Bernie Little Memorial
Bellevue, Wash.

July 17. . . . Oregon Emerald Cup
Tualatin, Ore.

On the Web

H1 Unlimited Hydroplane Series
www.h1unlimited.com

Go 3 Racing Team
www.go3racing.com

NAMBA Fast Electric Nationals
www.2010fenambanats.com

Stat of the Month

Heat 1B at the Maple Valley Days President's Cup marked the first time in ERCU history that a heat lineup included all "modern turbine" boats, which may have been a preview of a possible future third class.

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BIG BOAT TEAMS TAKE NOTE OF LITTLE GUYS

Alex Daum's new boat has only seen competition twice.

So has Nelson Holmberg's new boat.

But both of them have already been featured on the websites of their big boat brothers.

As the 2010 H1 Unlimited season draws near, these new modern turbine unlimited replicas of Daum's 2009 U-3 Grandview On The Lake and Holmberg's 2009 U-7 Graham Trucking, and have posted pictures of the two new boats on their websites, along with stories about both hulls.

Daum's boat has even been featured twice on www.go3racing.com, with links to the ERCU website, and information about the new Grandview hull.

Holmberg's 2009 boats - the U-5 Formula Boats and the U-7 - were featured with a photo of both boats on the Precision Per-

formance Engineering racing team website (www.u5racing.com) in April.

The teams are taking note of the little boats, as a new fleet of the modern turbines begins to emerge. Regulars on the Red Dot Championship Series are already Holmberg's boats and Ron Daum's 2003 Llumar, along with the Grandview U-3.

Soon to be joining the fleet are Betty Bradshaw's 2008 Oh Boy! Oberto/Miss Madison, Ryan Opfer and Howard Price's 2009 U-25 Mister Home Loan/Superior Racing Team (Evansville), and Jesse Shehan's 2008 Miss Beacon Plumbing.

It also, undoubtedly, won't be long before other boats are ordered from the molds at Bradshaw Boat Works and more and more racing teams and unlimited hydroplane racing fans begin taking note of these replicas of the big boats racing today.



BOAT OF THE MONTH — VINTAGE

1971 Hallmark Homes (black)

Model Owner/Driver Bill Smiley (Seattle)
Real Boat Owner/Driver Leif Borgersen
Model Race Wins 2 (2009 Bill Brow Memorial; 2008 Seafair Trophy Race)
Real Boat Race Wins None
Notes about the Model This is the black and white Hallmark version, previously registered and run by Jeff Campbell.
Notes about the Real Boat ... The black and white Hallmark was a replacement for the original boat, which was destroyed. It was built in about 30 days; hence the basic, clean paint scheme.



BOAT OF THE MONTH — MODERN

1971 Pride of Pay 'n Pak

Model Owner/Driver Dr. Eric McRory (Bellingham, Wash.)
Real Boat Owner/Driver ... Dave Heerensperger/Billy Schumacher
Model Race Wins 1 (2004 Atomic Cup)
Real Boat Race Wins .. 3 (1971 Seafair, Oregon Emerald Cup, Dallas)
Notes about the Model The boat was owned and driven by Craig Mullen (Monroe, Wash.) in 2009, then sold to McRory over the winter. Jeff Campbell built this boat as the Hemi version. It suffered a crash at the Harmsworth and was rebuilt into the 1971 craft.
Notes about the Real Boat ... This beautiful "new" boat made her debut in 1971 with Billy Schumacher at the wheel. The boat showed promise early in the season, but experienced the normal setbacks as the team worked to dial the boat in. Her promise was realized when she won three consecutive races at the end of 1971.

BIG BOAT NEWS

- **U-1 Oh Boy! Oberto** — The Oh Boy Oberto suffered various deck fractures as a result of the Doha 360 degree flip. It was re-decked and painting was completed in early June. Photos and more information on www.missmadison.com.
- **U-3 Cooper Motorsports** — Ed Cooper has been doing minor hull work and assembling those rare Allison motors in the offseason. New paint is currently going on the boat. Photos and more information on www.go3racing.com.
- **U-5 Formula Boats** — Team Manager Mark Hooton reported on the HI Unlimiteds website that the U-5 has had numerous repairs made during the offseason, while new fairings, wings and other various spare parts have been built in the Decatur, Ind. boat shop. Photos and more information on www.u5racing.com.
- **U-7 Graham Trucking** — The defending UIM World Champion has spent the bulk of its winter in Tukwila at Hydroplanes, Inc., getting new decks and other permanent repairs after the accident in Tri-Cities during the 2009 Columbia Cup. A number of turbines for both boats have been rebuilt and dynoed in Seattle as well. Photos and more information on www.u5racing.com.
- **U-10 USA Racing Partners** — The Gregory hull is also in the Tukwila Hydroplanes, Inc. boat shop, and there has been talk of someone entering it the 2010 Seafair Race.
- **U-13 Detroit Unlimited** — Paul LaMarre Sr. (current owner of the big twin engine Such Crust) and his son, Paul Jr., have joined Dave Bartush's team. Crew Chief will be Scott Allen. Joining the sponsorship roster is Ambassador Magazine www.ambassadoromag.com. Photos and more information on www.detroitunlimited.com.
- **U-16 Ellstrom Racing Team** — Driver Dave Villwock, appeared on MSNBC on their show "Caught on Camera-Full Throttle", on May 31. This show will repeat, check your listings.
- **U-17 Our Gang Racing Team** — Nate Brown finished painting his boat in late May for display duty on the Eastside and tested at Lake Sammamish for Tastin' & Racin' on June 12-13. Photos and more information on www.ourgangracing.com.
- **U-21 Miss Albert Lee** — Brian Perkins was very pleased with test runs in the Tri-Cities and Seattle. For the Gold Cup, the U-21 will run as Miss Gill Chiropractic. More information on www.gofastturnleft.net.
- **U-22 Webster Racing Team** — New gearboxes are being built by Mike Webster's team, and the equipment is being readied for the season. The boat was also recently repainted. More information on www.websterracing.com.
- **U-25 Superior Racing Team** — Owner Dr. Ken Muscatel will turn over some of the driving duties to Jon Zimmerman, who tested the boat, with Ken June 8 on Lake Washington. Ken will drive one or two selected races. Boyland Nissan of Macomb Mich., will be the team's title sponsor for the APBA Gold Cup in July. More information on www.superiorracingu25.com.
- **U-37 Miss Peters & May** — Billy Schumacher announced in late May that Central Welding Supply of Lynnwood, has joined his team as a sponsor. JW Meyers returns as driver. More information on www.u-37.com.
- **U-100 Leland Unlimiteds** — In late May, Fred Leland traveled to Spokane, with auto project engineer Tim Shaddick, to former racer Earl Wham's speed shop and dyno in Spokane, to test one of his new Dodge Hemi, 526 cubic inch motors. Fred hopes to power one of his old hulls (#98100) with three hemi motors capable of outputting nearly 3,000 total horsepower.



2010 ERCU SCHEDULE

MARCH

Date	Event	Location
3/21	ERCU Spring Training	Cherokee Bay

APRIL

Date	Event	Location
3	Champion Spark Plug Regatta CD: John Earnest Winners: Rick Lentz (M); Jeff Campbell (V)	Centralia
24	Rose Festival RC Regatta Co-CDs: Nelson Holmberg & Gary Simmons Winners: Jeff Campbell (M); Jeff Campbell (V)	Portland

MAY

Date	Event	Location
8	Seafair Trophy Race CD: Scott Fetterly Winners: Bill Smiley (M); Jeff Campbell (V)	Twin Lakes
22	Diamond Cup/Bill Brow CD: Doug Brow Winners: J. Campbell (M); Gary Simmons (V)	Friday Harbor

JUNE

Date	Event	Location
13	President's Cup/MV Days CD: John Williams Winners: Brad Lewis (M); Ryan Opfer (V)	Lake Wilderness
26	ERCU Columbia Cup CD: Mick Shutt	Tualatin, Ore.

JULY

Date	Event	Location
10	Bernie Little Memorial Co-CDs: Jeff Campbell & Mike Campbell	Bellevue Pond
17	Oregon Emerald Cup CD: 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.ercu.org/schedule.html for the most up-to-date schedule.

ERCU RUMOR MILL

Alex Daum's 2009 U-3 Grandview on the Lake was recently featured on the Cooper Motorsports Racing Team's website for the second time this spring . . . Rick Lentz continues to make progress on finishing up his "Little Lilac Lady", the conversion of the Miss Exide he bought from Henry Marvin to the 1960 Miss Spokane. Rick hopes



to have the boat finished in time for the Oregon Emerald Cup at The Lake of Tualatin Commons in mid-July . . . Ron Hartley is stocking up on new batteries, a new charger and more, as he makes his comeback to ERCU . . . Craig Bradshaw has completed the paint and decals on Jesse Shehan's new 2008 Beacon Plumbing, as seen in the picture to the left. Permanent installation of systems and hardware is next . . . Rumor Mill corre-

spondents report that one of the next boats to come out of Bradshaw Boat Works could be Mark Gran's U-3 Toyota of Kirkland, but that one will follow Betty Bradshaw's 2008 Oh Boy! Oberto.

ERCU NEWSROOM

ERCU Columbia Cup up next

Next up on the ERCU Red Dot Championship Series is the ERCU Columbia Cup, set for Saturday, June 26 at the Lake of Tualatin Commons in Tualatin.

It's the first of two races at Tualatin this summer, this one CD'd by Mick Shutt.

This race is a "points race", where the winner of the event is determined by the most points earned during the day, regardless of the outcome of the final heat.

RULES REMINDER OF THE MONTH

Mill Start Procedures

The "mill start" will be used in which all boats must fully circle the right and left hand turns (in that order) before being allowed to enter the infield. Cutting directly across the course from the pit area is a one lap penalty. The infield can be entered prior to the start only between the exit buoy of the left turn and the entry buoy to the right turn.

Entry into the infield at any other point is a one lap penalty. Boats entering the race course from the infield must do so only onto the back stretch between the exit buoy of the right turn and the entry buoy to the left hand turn. Entry onto the race course from the infield at any other location is a one lap penalty. Boats entering the course from the infield must yield to those on the course. Failure to do so is a one lap penalty. If a buoy is missed during the mill, a penalty lap can be avoided by once again fully circling the right and left turn in order.

CLUB CLIPPINGS

Ben Keller getting help . . . Dave Reiser checking in . . . Craig Bradshaw lending a hand . . . Steve Montgomery turning to ERCU for advice . . . Doug & Lori Brow proudly delivering thanks . . . Howard Price delivering . . . Teri Campbell celebrating and touring . . . John Earnest, Brad Lewis, Kerry Kjos and others testing like crazy . . . Bill Smiley hand painting . . . Kirk Pagel revealing photos from his past.



FIRST TIME WINNERS CELEBRATE AT MAPLE VALLEY DAYS

MAPLE VALLEY, Wash. – Race day at the President's Cup was literally a carnival.

And a competitive run and life-guard training.

And did we mention Pinewood Derby racing and even a kickball tournament?

You get the picture – it was a busy day of family fun at Lake Wilderness Park, with ERCU's model hydroplanes as one of the highlighted events.

But it's a day that **Brad Lewis** and **Ryan Opfer** will never forget.

Opfer and Lewis both won an ERCU race for the first time that day, Opfer taking the vintage final driving **Kerry Kjos'** 1960 Miss Thriftway and Lewis winning the modern final with his 1976 Spirit of Dayton Walther.

It was the first time in ERCU history that owners from the Portland/Vancouver area had won both finals at the same event.

It may also have been the first time in club history that the same driver qualified THREE boats for the final heat. Opfer, who regularly drives at least three boats – his Grandpa's (**Howard Price**) 1974 Miss Vernor's and 1955 Gale V, as well as Kjos' Thriftway – during the racing day was able to get all three boats into the final.

That left Opfer and Price with a need for a couple of backup drivers for the final, so they "hired" **Craig Bradshaw** to drive the Gale V – which was the trailer after Ryan drove it to a win in the vintage first consolation – and **Mike McIntosh** to drive the Vernor's.



Craig Mullen's 1991 American Spirit had a good day for its first race of the season, making the final. But then it lost its tailfeathers in the final and everything went downhill from there.

In the vintage final, Opfer put the Thriftway at the start right on the money, which gave him an advantage right away. That allowed Ryan to get ahead of **Jeff Campbell's** 1969 Pride of Pay 'n Pak Outrigger, which held on to finish second. Third went to **Ben Keller's** 1957 Hawaii Ka'i III (driven by **Craig Mullen**), which fought balance issues throughout the final, but still ran second until the Outrigger won the battle for second and third. Fourth went to **Gary Simmons'** 1960 Miss Everett, followed by the Vernor's, **John Earnest's** 1962 Gale V (John's first ever ERCU final), and Prices 1955 Gale V.

Rick Lentz won the vintage second connee with his 1969 Notre Dame, which is showing serious signs of returning to its 2007 form, particularly when it ran with the Outrigger during one of the preliminary heats. Lentz then finished third in the first connee.

In the modern final, attrition – of sorts – was the story as much as a solid

performance by Lewis was. While everyone finished, the favorites were troubled. **Mike Campbell's** 1982 Executone, for example, blew over twice before finishing second. The 1974 Country Boy, driven by Jeff Campbell, spun out in rough water, but recovered in time to take fifth. **Henry Marvin's** 1993 Kellogg's Frosted Flakes finished third after winning the modern first consolation in order to start the final as the trailer. Marvin was followed by **Kelsey McIntosh's** 1994 Miss Budweiser (T-3). Sixth place went to **Mike Gosler's** 1978 Miss Circus Circus, another of the perennial favorites that had trouble throughout the day, while seventh was Mullen's 1991 American Spirit, which lost its tailfeathers during the heat.

Remarkably, in both finals, all seven boats that started ended up finishing.

For the first time this season, there were enough modern boats to run a second connee, which was won by **Scott Fetterly's** 1993 Miss Circus Circus. Fetterly went on to finish second from the trailer position in the modern first connee.

As much fun as the racing day was, there was a lot of weirdness, too. No fewer than seven fires – speed controls, a motor, a power supply and batteries – were witnessed either aboard boats or in the pits. A handful of servos and at least one receiver were lost, too.



Rick Lentz's 1969 Notre Dame twice gave the Outrigger all it could handle during preliminary heats at the Maple Valley Days President's Cup at Lake Wilderness.



VINTAGE BOAT POINTS – 2010 (THROUGH FIVE 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								7,269		7,269
2.	Miss Thriftway	1960	Kerry Kjos	1,169	1,400	1,269		1,500								5,338		5,338
3.	Hawaii Ka'i III	1957	Ben Keller	1,195	700	1,369	569	1,425								5,258		5,258
4.	Miss Everett	1960	Gary Simmons	775	900	769	1,269	1,094								4,807		4,807
5.	Miss Bardahl	1958	Gary Simmons	765	996	371	765	975								3,872		3,872
6.	Miss Vernor's	1975	Howard Price	1,040	225		1,127	996								3,388		3,388
7.	Notre Dame	1969	Rick Lentz	442	619	525	1,038	713								3,337		3,337
8.	Gale V	1962	John Earnest	641	563	619	297	1,095								3,215		3,215
9.	Gale V	1955	Howard Price		1,127		945	771								2,843		2,843
10.	Miss Rocket	1957	Roger May		413	1,000		700								2,113		2,113
11.	Atlas Van Lines	1967	Mark Gran	779	169	450	641	0								2,039		2,039
12.	Muvalong	1954	Gary Hansen	694	1,200											1,894		1,894
13.	Miss Burién	1960	Robbie Roberts		169	600	1,050									1,819		1,819
14.	Parco's O-Ring Miss	1970	Gerry Bordon		348		1,038	400								1,786		1,786
15.	Miss Lapeer	1966	Bob Vanden Akker			994	611									1,605		1,605
16.	Miss Wickman	1967	John Burkey				394	835								1,229		1,229
17.	Miss Van's PX	1972	Mark Hansen		1,225											1,225		1,225
18.	Wildroot Charlie	1958	Ron Daum	300	225		359	300								1,184		1,184
19.	Thriftway Too	1957	Ron Daum	427				661								1,088		1,088
20.	St. Regis	1963	Jesse Shehan	391	553			95								1,039		1,039
21.	Miss Budweiser	1966	Doug Brow	225		394	394									1,013		1,013
22.	Thriftway Too	1960	Brian Gilmore				450	450								900		900
23.	Miss Budweiser	1968	Scott Fetterly					869								869		869
24.	Slo-mo-shun IV	1951	John Earnest		833											833		833
25.	Notre Dame	1963	Bob Vanden Akker	821												821		821
26.	Miss Smirnoff	1964	Kirk Pagel	480		338		0								818		818
27.	Miss Madison	1971	John Williams					816								816		816
28.	Coral Reef	1958	Craig Bradshaw			0	212	596								808		808
29.	Oh Boy! Oberto	1975	Mick Shutt	415		391										806		806
30.	\$ Bill	1962	Ron Hartley					651								651		651
31.	Nitrogen Too	1960	Bob Vanden Akker					638								638		638
32.	Miss Bardahl	1968	David Newton			594										594		594
33.	Wayfarer's Club Lady	1966	Chad Bradshaw			577		0								577		577
34.	Gale's Roostertail	1965	Howard Price	469				0								469		469
34.	Miss Madison	1961	Scott Fetterly	469												469		469
36.	Miss Budweiser II	1970	Craig Bradshaw				254	169								423		423
37.	Miss U.S.	1970	Bill Shearer		394											394		394

MODERN BOAT POINTS – 2010 (THROUGH FIVE 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								6,769		6,769
2.	Country Boy	1974	Mike Campbell	1,425	1,200	1,200	1,200	1,327								6,352		6,352
3.	Miss Circus Circus	1978	Mike Gossler	627	1,200	1,300	1,200	995								5,322		5,322
4.	U-95	1974	Rick Lentz	850	750	845	507	638								3,590		3,590
5.	Spirit of Dayton Walther	1976	Brad Lewis		720	713		1,100								2,533		2,533
6.	Formula Boats	2009	Nelson Holmberg	464		1,325	450	0								2,239		2,239
7.	The Squire Shop	1978	Brad Lewis	864	952	296										2,112		2,112
8.	Miss Budweiser (T3)	1994	Kelsey McIntosh	675			544	821								2,040		2,040
9.	Pay 'n Pak	1982	M. McIntosh/R. Hartley	727		675		525								1,927		1,927
10.	Miss Cott Beverages	1974	Gary Hansen	619	1,250											1,869		1,869
11.	Charlie's Girl	1977	Bill Smiley			1,325	352									1,677		1,677
12.	Pride of Pay 'n Pak	1971	Eric McRory		169	535	845									1,549		1,549
13.	Llumar Window Film	2003	Ron Daum				952	563								1,515		1,515
14.	Squire	1977	Jesse Shehan	620	394			394								1,408		1,408
15.	American Spirit	1991	Craig Mullen					1,171								1,171		1,171
16.	Grandview on the Lake	2009	Ron Daum		479			373								852		852
17.	Red Man	1974	Gene Melang	476		364										840		840
18.	Kellogg's Frosted Flakes	1993	Henry Marvin					750								750		750
19.	Graham Trucking	2009	Nelson Holmberg					704								704		704
20.	Miss Budweiser	1978	Mick Shutt	225		273										498		498
21.	Notre Dame	1972	Mark Hansen		469											469		469
22.	Executone	1982	Dave Reiser		413											413		413
23.	Miss Circus Circus	1993	Scott Fetterly					319								319		319
24.	Miss Madison	1999	John Williams					300								300		300
25.	Winston Eagle (lobster)	1989	Craig Bradshaw			0	169	0								169		169



VINTAGE DRIVER POINTS – 2010 (THROUGH FIVE 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								7,269		7,269
2.	Craig Mullen	1957	Hawaii Ka'I Ill	1,195	700	1,369	569	1,425								5,258		5,258
3.	Gary Simmons	1960	Miss Everett	775	900	769	1,269	1,094								4,807		4,807
4.	Ryan Opfer	65,60,74	Gale's, T-way, Vernors	1,169	225		945	1,500								3,839		3,839
5.	Rick Lentz	1969	Notre Dame	442	619	525	1,038	713								3,337		3,337
6.	John Earnest	1962	Gale V	641	563	619	297	1,095								3,215		3,215
7.	Bob Vanden Akker	63,66,60	ND, Lapeer, Nitro. Too	821		994	611	638								3,064		3,064
8.	Jim Latimer	1958	Miss Bardahl	765	996	371										2,132		2,132
9.	Brad Lewis	1957	Miss Rocket		413	1,000		700								2,113		2,113
10.	Mark Gran	1967	Atlas Van Lines	779	169	450	641	0								2,039		2,039
11.	Gary Hansen	1954	Muvalong	694	1,200											1,894		1,894
12.	Robbie Roberts	1960	Miss Burien		169	600	1,050									1,819		1,819
13.	Gerry Bordon	1970	Parco's O-Ring Miss		348		1,038	400								1,786		1,786
14.	David Newton	1960	Miss Thriftway			1,269										1,269		1,269
15.	John Burkey	1967	Miss Wickman				394	835								1,229		1,229
16.	Mark Hansen	1972	Miss Van's PX		1,225											1,225		1,225
17.	Ron Daum	1958	Wildroot Charlie	300	225		359	300								1,184		1,184
18.	Alex Daum	1957	Thriftway Too	427				661								1,088		1,088
19.	Jesse Shehan	1963	St. Regis	391	553			95								1,039		1,039
20.	Doug Brow	1966	Miss Budweiser	225		394	394									1,013		1,013
21.	Scott Fetterly	1968	Miss Budweiser					869								869		869
22.	Nelson Holmberg	1964	Miss Smirnoff	480		338		0								818		818
23.	John Williams	1971	Miss Madison					816								816		816
24.	Craig Bradshaw	1958	Coral Reef			0	212	596								808		808
25.	Mick Shutt	1975	Oh Boy! Oberto	415		391										806		806
26.	Ron Hartley	1962	\$ Bill					651								651		651
27.	Chad Bradshaw	1966	Wayfarer's Club Lady			577		0								577		577
28.	Kelli Fetterly	1961	Miss Madison					450								450		450
29.	Bill Shearer	1970	Miss U.S.		394											394		394
30.	Mike McIntosh	1974	Miss Vernor's					127								127		127

MODERN DRIVER POINTS – 2010 (THROUGH FIVE RACES)

No.	Boat	Year	Owner	CSP	RFR	SEA	DC	PC	CC	BLM	OEC	AC	SSM	GC	RNM	Total	Drops	High Points
1.	Mike Campbell	82, 74	Executone, Ctry. Boy	1,425	1,200	969	1,200	1,500								6,294		6,294
2.	Mike Gossler	1978	Miss Circus Circus	627	1,200	1,300	1,200	995								5,322		5,322
3.	Rick Lentz	1974	U-95	850	750	845	507	638								3,590		3,590
4.	Brad Lewis	78, 76	Squire Shop, D.Walthers	864	952	296		1,100								3,212		3,212
5.	Nelson Holmberg	2009	Formula Boats	464		1,325	450	0								2,239		2,239
6.	Ron Daum	09, 03	Grandview, Llumar		479		952	563								1,994		1,994
7.	Mike McIntosh	82, 94	Pak, Budweiser (T3)	727		675	544									1,946		1,946
8.	Gary Hansen	1974	Miss Cott Beverages	619	1,250											1,869		1,869
9.	Bill Smiley	1977	Charlie's Girl			1,325	352									1,677		1,677
10.	Kelsey McIntosh	1994	Miss Budweiser (T3)	675				821								1,496		1,496
11.	Bill Arnick	1976	Sp. of Dayton Walther		720	713										1,433		1,433
12.	Jesse Shehan	1977	Squire	620	394			394								1,408		1,408
13.	Eric McRory	1971	Pride of Pay 'n Pak		169	535	545									1,249		1,249
14.	Jeff Campbell	82, 74	Executone, Cntry. Boy	300	400		400	127								1,227		1,227
15.	Craig Mullen	71, 91	Pay 'n Pak, Am. Spirit				300	1,171								1,471		1,471
16.	Gene Melang	1974	Red Man	476		364										840		840
17.	Henry Marvin	1993	Kellogg's Frosted Flakes					750								750		750
18.	Ron Hartley	1982	Pay 'n Pak					525								525		525
19.	Mick Shutt	1978	Miss Budweiser	225		273										498		498
20.	Mark Hansen	1972	Notre Dame		469											469		469
21.	Dave Reiser	1982	Executone		413											413		413
22.	Alex Daum	2009	Grandview on the Lake					373								373		373
23.	Miss Circus Circus	1993	Scott Fetterly					319								319		319
24.	John Williams	1999	Miss Madison					300								300		300
25.	Craig Bradshaw	1989	Winston Eagle (lobster)			0	169	0								169		169

