

ERCU

THE NEWSLETTER

june2011 | volume 7 | number 6

marks Tools Help

find us online



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

Up Next

June 25 Oregon Emerald Cup
Lake of Tualatin Commons,
Tualatin, Ore.

July 9 Stan Sayres Memorial
Bellevue Downtown Park,
Bellevue, Wash.

On the Web

New Miss Madison website
www.missmadisonhydro.com

U-5, U-7, U-57 Racing Website
www.u5racing.com
or www.u7racing.com
or www.u57racing.com

Stat of the Month

= Ron Daum, currently ranked sixth all-time, has an opportunity to move into the top five in career points in the vintage class this season.

In this Issue

Big Boat News	2
Rumor Mill	3
Club Clippings	3
Diamond Cup recap	4
President's Cup recap	5
Chairman's Chatter	6
Statistics	7-10



OREGON EMERALD CUP A TUALATIN TRADITION

The Oregon Emerald Cup never really established much tradition in the real world of unlimited hydroplane racing.

It lasted just one year.

On Saturday, June 25 at the Lake of Tualatin Commons, ERCU will run the fifth annual Oregon Emerald Cup for 1/10-scale unlimited hydroplanes. It's the sixth stop on the 2011 Red Dot Championship Series presented by Peters & May.

While the real Oregon Emerald Cup occurred on Dexter Lake, a reservoir on the headwaters of the Willamette River east of Eugene, the ERCU version has become a summer tradition in downtown Tualatin, just 20 miles south of downtown Portland.

The race site requires a challenging course, that includes a big sweeping turn at the south end of the course (nearest the Century Hotel), and a tight, three-buoy turn in the north end. Many ERCU members have called Tualatin their favorite race site.

Set up of the drivers stand and the race course will be done on Friday night – so if you're staying the night, plan to come out and help. The pits and set up of the remain-

ing club equipment will begin at 7:30 a.m. on Saturday, followed immediately by registration, open water and testing. The drivers meeting will be held at 10:30 a.m., followed by modern heat 1A.

The race will consist of three five-lap heats, as usual, with winner-take-all connies and finals to follow. Graupner K45 props are required for vintage boats at this event.

Following the race, the Straightaway Speed Challenge will return for its third year as part of the Oregon Emerald Cup. Thanks go out to Mike Campbell for again volunteering to bring his radar gun to capture speeds these boats can do in straightaways. The 2010 Straightaway Speed Champions were **Ben Keller's** 1957 Hawaii Ka'i III, which turned in a speed of 50 mph in the vintage class, and **Nelson Holmberg's** 2009 Graham Trucking with a speed of 44 mph in the modern class. Open props are allowed for all boats in the Straightaway Speed Challenge.

If you think your boat can beat those speeds, then the Oregon Emerald Cup is a race you can't miss!



BIG BOAT NEWS: 2011 SEASON TO HIGHLIGHT CHANGE

With the 2011 Air National Guard HI Unlimited Series less than two weeks from beginning, it's time to take a peek at the field for the upcoming season.

U-1 Oh Boy! Oberto



The Miss Madison Racing team is the defending champion at Madison, Tri-Cities and Seattle, as well as the three-time defending national champion and is poised to remain on top of the standings in 2011.

U-3 Cooper Motorsports

It appears Ed Cooper, Jr. will sit out another season with the Turbinator.

5 Graham Trucking



Jeff Bernard's hull will run in 2011 with a new paint scheme and a new sponsor. For the first time since the creation of the team, the 5 will not be sponsored by Formula Boats. Bernard is entering his sixth season at the helm of the 5.

U-7 Valken Sports



This hull will be driven by rookie Scott Liddycoat in 2011. He'll have big shoes to fill as former U-7 driver J. Michael Kelly took third place in the HI Unlimited standings last year, but Liddycoat's boat will not be the same one Kelly drive. The 5 and 7 teams have switched hulls this season.

U-11 Miss Peters & May



The Dynamic Duo of Crew Chief **Scott Raney** and Driver **J.W. Myers** have entered the world of owning a racing team. After two years together with the U-37, these guys bought the U-25 assets and signed Peters & May as their primary sponsor. A lot of work has been done to the boat since it returned from Doha, so it'll be different than the one you remember from last year.

U-13 Spirit of Detroit

As of this writing, it appears the U-13 won't race this year due to a lack of sponsorship.

U-17 Miss Red Dot



Our Gang Racing Team seems to be ready for the 2011 season, as driver **Kip Brown** tested the hull during Tastin' and Racin' with good results. The team has spent most of the offseason focusing on details, including building spare parts.

U-21 Go Fast Turn Left Racing



Brian Perkins returns to the cockpit for 2011 with the U-21 team, and expects to get more from the boat this year, as his team focused most of its preparation on detail work.

U-22 Great Scott!



With a "new" boat, **Mike Webster** and Webster Racing Team will give a great effort at being competitive with the former U-6 Oh Boy! Oberto. Fact is, however, the hull is 23 years old, and the team hasn't had time to make major modifications to it, other than a cool new paint job.

U-25 Superior Racing

Dr. Ken Muscatel announced in mid-June that he'd be returning for his 20th season

of racing unlimiteds afterall, as he and crew chief **Jay Leckrone** worked out a deal to lease **Greg O'Farrell's** former U-48 for the season. On June 20, Leckrone reported "things are coming together", and should be ready for Madison.

U-57 Formula Boats



Ted Porter's third boat will be driven by **Mark Evans**, with **Bianca Bononcini** learning in the Driver Development Program. The boat is ready to run the full season.

88 DegreeMen



Billy & Jane Schumacher are building a new boat with hopes it'll be ready for Madison, but if not, the backup boat that ran last season appears to be ready for duty with **Kelly** at the helm.

U-96 Spirit of Qatar



Research and development seems to be the theme in the U-96 shop as they prepare for the 2011 season. No square inch of the boat has been neglected in what they might be able to improve about it. **Dave Villwock** returns as driver with 62 career wins.

U-100 Leland Unlimited



Fred Leland's team dusted off an older hull (last the "New Kid in Town"), added a front wing and prepped it for Madison. They've already tested once with some success.



2011 ERCU SCHEDULE

APRIL		
Date	Event	Location
16	Champion Spark Plug Regatta Winners: Bill Smiley (M); Gerry Bordon (V)	Centralia
30	Skyward Const. Cascade Cup Winners: Mike Campbell (M); Bill Smiley (V)	Woodland

MAY		
Date	Event	Location
7	Seafair Trophy Race Winners: Nelson Holmberg (M & V)	Twin Lakes
21	Diamond Cup (with ESU) Winners: Mike Campbell (M & V)	Friday Harbor

JUNE		
Date	Event	Location
12	President's Cup/MV Days Winners: Gerry Bordon (M); Ryan Opfer (V)	Lake Wilderness
25	Oregon Emerald Cup CD: Nelson Holmberg	Tualatin, Ore.

JULY		
Date	Event	Location
9	Stan Sayres Memorial CD: Monte Steere	Bellevue Pond
16	ERCU Columbia Cup Co-CDs: Nelson Holmberg & Mick Shutt	Tualatin, Ore.
23	Bernie Little Memorial CD: Craig Mullen	Lake Tye

AUGUST		
Date	Event	Location
14	Silver Cup (with ESU) Co-CDs: Gerry Bordon & Mike Gossler	Twin Lakes
27	Apple Cup CD: Ben Keller	Waughop Lake

SEPTEMBER		
Date	Event	Location
17	Peters & May Gold Cup CD: Contest Board	Lake Wilderness
25	Roger Newton Memorial CD: David Newton	Cherokee Bay

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

NAMBA REGIONAL EVENTS

For 1/10-scale unlimited hydroplanes

Date	Host	Location
8/21	Ron Daum/ERCU	Waughop Lake, Lakewood
10/16	Classic Thunder	Woodland Creek Park, Lacey

The NAMBA Regional Events will be scored in a series of their own, and points from these events will not be included in the Red Dot Championship Series presented by Peters & May standings.

ERCU RUMOR MILL

In addition to his two racing boats, Nelson Holmberg has four – count 'em FOUR – different boats in various stages of construction. He's got a foam and wood Le-land hull that's about 80 percent complete and two more of the same hull that are cut parts in a box, that he bought from Jerry Courtway in February. He's also got a brand new carbon fiber modern hull from West Coast Custom Boats that will soon become the 2010 Miss Red Dot U-17. He'd be OK with it if you call him crazy . . . Mick Shutt is toying with the idea of running three boats at least three times this year, as he's planning to prepare the 1976 Miss Vernor's for a return to the water . . . Dave Reiser has a model of the Miss Island Security Systems in the works and is hoping to finish it in time to run it sometime this season.



NEWS BRIEFS



Ron Daum, current chairman of ERCU's contest board, has recently completed his "new" 1/8-scale model of the Wildroot Charlie, and is about ready to debut it in action. Many years ago, Daum started building the hull from wood to race with a nitro motor in RCU. The project ultimately went on a shelf and was renewed in 2010. He finished it just this spring, with a deck that is real 1/16-inch mahogany aircraft plywood. Paint and clear-coat was done by Craig Bradshaw at West Coast Custom Boats. Daum's intent is to race the boat in RC Unlimiteds, which this year allowed electrics to be a valid mode of power in the club, after completing a testing regimen. Daum tried to test the new boat a little bit during the Maple Valley Days President's Cup, but found issues that needed to be dealt with.

RULES REMINDER OF THE MONTH

- A boat must be in the water and commence running no later than the 30-second mark on the countdown, and may not be touched inside the 30-second mark. A boat not meeting these requirements will be disqualified from that heat. Once running, a boat must remain in constant forward motion. Any boats stopping on the course or in the infield after the 30-second mark and before the start shall be assessed a one lap penalty.
- Circling the infield after the start of the race will result in a one-lap penalty. Boats having completed the required number of laps for a finish shall immediately enter the infield from the backstretch and park. Parked boats must remain parked until all boats have finished. Failure to park will result in disqualification from the heat.

CLUB CLIPPINGS

Ron Daum doing the right thing . . . Judy Fenton celebrating . . . Kellie Fetterly patrolling the front entrance . . . Ron Hartley planning a return . . . Jerry Johnston back on the drivers stand . . . Craig Bradshaw building, building, building . . . Ryan Opfer bringing dad (or is it the other way around).

CAMPBELL SWEEPS AS FRIDAY HARBOR REMAINS A GEM

FRIDAY HARBOR, Wash. – **Mike Campbell** is one of the best racers in the history of ERCU and he proved it again at the 2011 ERCU Diamond Cup when he swept both the modern and vintage final. No one was terribly surprised.

A total of 20 1/10-scale boats were there and 19 competed after the 2010 Peters & May struggled with radio issues for the second consecutive race. The weather played nice as only drizzles dripped out of the sky during the morning hours, and Contest Director **Doug Brow** did another fantastic job of hosting a first class event.

The race was the first combined effort of the year between ERCU and Electric Scale Unlimiteds, the 1/7-scale sister club of ERCU and the two clubs worked well together, helping one another with judging, spotting and launching.

Despite all of the camaraderie, the cool boats of two different scales, and the great racing, the big highlight of the day was when Friday Harbor resident **Pat O'Day** came over to the pits and provided some legendary play-by-play of the racing. O'Day also later attended the club's awards dinner and made a few comments about what we do, and his recollections of the history of some of our boats. A number of members took video and photos with their mobile phones while O'Day was participating in our racing.

It was pretty cool stuff.

On the water, the vintage first connie was an interesting affair with five boats including **Rick Lentz's** 1960 Miss Spokane, **Dawn Holmberg's** 1957 Miss Wahoo (driven by **Nelson Holmberg**), **Doug Brow's** 1966 Miss Budweiser, **Ron Daum's** 1958 Wildroot Charlie (driven by **Alex Daum**), and **Kirk Pagel's** 1964 Miss Smirnoff (driven by the club's newest member **Shawn McEvoy**, who had a great time at his inaugural race).

The Miss Spokane took the early lead, and when the Bud and Charlie dropped out, it quickly became a three-boat parade with the Wahoo – hampered by an old battery – in second and the Smirnoff in third.



Mike Campbell piloted the 1969 Pay 'n Pak Outrigger to the vintage championship at the Diamond Cup in Friday Harbor. (Jim Clark photo)

The boats finished in that order, but after the Spokane lost its dummy motor and cowling, it was relegated to third place, with sixth place points, and the Wahoo moved into first, and the final – despite a battery that caught fire just as the boat was returning to the pits. In another exciting vintage final, it was Campbell with the Outrigger wire-to-wire, but the Hawaii Ka'i (driven by **Craig Mullen**), Miss Vernor's (**Ryan Opfer**) and the Coral Reef (Craig Bradshaw) were all very competitive, rounding out the top four in that order. Fifth place went to Alex Daum in the 1957 Thriftway Too.



Mike Campbell swept the modern division, winning every heat including the final at the Diamond Cup. (Nelson Holmberg photo)

Gerry Bordon's Parco's O-Ring Miss and the Miss Wahoo were both unable to finish.

The modern class had just six boats still running at the end of the day, so there was no connee. The modern final provided one of the best races of the day, with each of the club's top five boats (in points) running in the final. While Campbell pulled away from the rest and cleaned up with the 1986 Boat, Bordon subbed for him as driver of the 1982 Executone and finished second. Third place, and a third-consecutive podium finish, went to Bradshaw and his 2010 Oh Boy! Oberto, which continues to get faster and more stable at each outing this season. Fourth was Nelson Holmberg's 2010 Formula Boats, while Alex Daum took fifth with his 2009 Grandview on the Lake. Despite being very fast yet again, **Mike Gossler's** 1978 Miss Circus Circus had more trouble finishing a final, and ultimately was unable to do so, for the fourth time in four finals this year.

A huge amount of thanks go out to Brow, for his third consecutive stellar job of putting on the Friday Harbor event. Everyone who attended had fun. Brow and his local helpers did an unimaginable amount of work to prep the race site, set up the scaffolding, promote the race throughout town, line up sponsors, provide gas for generators, and much, much more.

It was, again, the event of the year.



BORDON WINS MODERN, OPFER REPEATS AS CHAMP

MAPLE VALLEY, Wash. – The biggest turnout of the year was appropriately held at the biggest course on the Red Dot Championship Series presented by Peters & May.

And **Ryan Opfer** started what may be a string of dominance.

The youngest driver in the club won the Maple Valley Days President's Cup for the second consecutive year on the Lake Wilderness course, this time driving his own 1975 Miss Vernor's.

Gerry Bordon won his first modern race of the year, too, taking the victory in the final, driving **Mike Campbell's** 1982 Executone.

In an unusual turn of events, the same three drivers were podium finishers in both modern and vintage finals as Opfer was second in the modern final with the 2009 Buffalo Federal Savings Bank and **Nelson Holmberg** was third with the 2010 Formula Boats. In the vintage final, Bordon was second with the 1970 Parco's O-Ring Miss and Holmberg was third with the 1957 Miss Wahoo.

Among other unusual things that happened:

- The top two boats in the modern standings failed to finish a heat for the first time this season, as the Formula Boats took a DNF in heat 1B and The Boat took one in the final.
- A called dead boat was hit in the modern final – the first time this season that has happened.
- **Craig Bradshaw's** brand new 2010 Miss Peters & May made its debut, finishing third in heat 1C, but taking DNF's in the other two heats as drive line issues bit the team.

To happier news, however, rookie **Shawn McEvoy** shed his trailer-starter status when he finished second in the vintage connie driving **Kirk Pagel's** 1964 Miss Smirnoff, going over the 1,200 point mark.

With a turnout of 28 boats, there was great racing in the four vintage heats and three modern heats in each of the three flights. A very interested audience was active in its participation and a number of folks asked good questions about getting involved in our hobby.

When it came time to draw the connies and finals, it was decided to put six boats and a trailer into the vintage first connie, because three vintage boats had scratched after the third flight of preliminaries and there weren't enough boats to run a legal second connie.

Bradshaw jumped to an early lead in the connie, with the Miss Wahoo close behind at the start. **Dave Reiser** also had his 1958 Breathless Too in the mix early in the connie. In the end, the Wahoo held on for the victory, after the Coral Reef blew over shortly after being passed by the Wahoo on the backstretch, and earned the trailer spot in the final. Second went to McEvoy and the Smirnoff, third to **Jerry Johnston's** Miss Timex, which was



Gerry Bordon, subbing for Mike Campbell in the President's Cup modern final, claimed his first modern race win. (Nelson Holmberg photo)

penalized for missing a buoy early in the heat, and fourth went to **Mick Shutt's** 1975 Oh Boy! Oberto.

After attrition claimed five modern boats, just seven were still left to race in the final, so Shutt's 1978 Miss Budweiser was named the trailer. After a great start by the Formula Boats, and a missed buoy that later led to a flip by The Boat, three boats – Executone, Buffalo Federal Savings and Formula – were in the mix while Johnston's Natural Light provided competition in the top four. The Miss Budweiser went out early, flipping at the entry to the left turn, and Bradshaw's 2010 Oh Boy! Oberto failed to finish after being involved in an accident. Shortly thereafter, the Natural Light collided with the dead Miss Budweiser, and was DQ'd. Just three boats finished the modern final, but all three put on an exciting race for the spectators at Maple Valley.

Attrition wasn't as much of the story in the vintage final, where just one boat – **Ben Keller's** 1957 Hawaii Ka'i III – was unable to finish after a racing incident in the mill, where the rudder on the Kai was kicked up, rendering it undriveable. A major spinout incident clogged up three boats and the trailer – the 1957 Miss Wahoo – was able to pick up three more places by passing that mess. After that, the Vernor's, Parco's and the Wahoo put on a good race, while the three spun boats battled for the rest of the places. In the end Vernor's was first, Parco's second, and Wahoo third. Fourth place went to **Robbie Roberts' 1960 Miss Burién**, fifth to **Howard Price** who substituted as driver of Opfer's 1968 Gale's Roostertail, and sixth to **Steve Dumanis' 1962 Thunderbolt**.

Scott and Kellie Fetterly deserve big thanks for all of the hard work they put in for the race. They even provided cold bottled water for everyone in the pits on race day, which was an appreciated touch. **Judy Fenton** provided gift cards to Olive Garden and PF Chang's for a couple of prize drawings that those in attendance were eligible for. **Dawn Holmberg** won one, while Bradshaw won the other.



Ryan Opfer repeated as vintage champion of the President's Cup, driving his 1975 Miss Vernors to the title. (Nelson Holmberg photo)



CHAIRMAN'S CHATTER: HISTORY. TRADITION. DREAMS

My topic for this month is history, tradition and dreams. A little over a week ago, we competed for **John Williams' Presidents Cup**, the second oldest trophy in ERCU behind **Monte Steere's Stan Sayers Memorial Trophy**.

Like the Sayers Memorial, it began life as a Classic Thunder event and subsequently became one of the inaugural events for a fledgling ERCU back in 2003.

The Presidents Cup has always been associated with Maple Valley Days and has been competed at Lake Wilderness for the past nine years. This is an event unquestionably with history and tradition.

The fact that is historically our best attended event testifies to its popularity with the membership. Back in 2003, the ERCU founders (**Jim Lilly, Dave Lilly,**

Roger and David Newton, Steere, Rick Lentz, Williams and a few others) had dreamed that ERCU would take off and be a viable Club. Steere's vision for the future was for the boats to achieve scale speeds and have enough battery capacity to actually have a full course mill.

The late, great Roger Newton wanted us to be the biggest and the best 1/10-scale club.

Thanks to efforts of various members over the years, all these dreams expectations for ERCU have come to pass. For all this, I thank all our members past and present for their contributions and support.

While the membership numbers and race attendance numbers have tapered off over the last couple years, I for one still feel the same thrill and excitement of

driving these little marvels as I did when I drove my first heat in Steere's Slo-Mo V back in 2003 at Bellevue Pond and drove my Such Crust III in a race for the first time in 2004.

Mostly the victories are individual and some are personal, like beating someone you have never beaten before.

Those individual victories can be just as big as winning that elusive first place trophy.

As a club, we are nine short years old and our best years are yet to come.

Let us all work together to continue our history and tradition, look to our past for inspiration and to continue building on the dreams and expectations of our founders.

Happy roostertails to you all Ron Daum.
ERCU Chairman

BOAT SHOP TOUR: A LOOK INSIDE GREAT LAKES BOATS

EDITOR'S NOTE: Occasionally, Roving Reporter Kirk Pagel will pay a visit to a different member's boat shop to provide some insight of what our members are doing and a little more information about them. Here is a peek inside Ron Daum's "Great Lakes Boat Shop".

ERCU's chairman **Ron Daum** has been with the club almost from the very start.

While in its inaugural year, 2003, Ron ran into **Monte Steere**, a friend from their R/CU days, racing electric R/C boats at Bellevue Park. As the story goes, Steere needed a driver for his Slo Mo V which had just made the final heat. Daum passed his driving test on the spot, and the rest as they say is history.

For the 2004 season Daum showed up with his new G-22



Such Crust III. Eight years later the Such Crust is still around, but about to be retired, in favor of a new version of the same boat.

A couple of years after that, Daum began building his U-99 Miss Pepsi. The real Pepsi was a step hull with twin Allison's, built to withstand the rough Detroit River. Daum's model is much like the real

one, built to exact scale. The U-54 Wildroot Charlie was built to match a 1/8-scale nitro boat by the same name.

Thriftway Too U-62, joined the fleet last year. Originally planned as an all wood hull, Daum purchased a composite hull instead, that is painted to look like mahogany.

Daum entered the "modern" class a couple of years ago, buying **Jerry Courtway's U-8 Llumiar Film**. It has been reworked top to bottom since he acquired it. and it won the NAMBA Division II national championship in 2010.

The last boat also a modern entry is the U-3 Grandview, driven by his son Alex.

Daum likes the 1/10-scale size and says he will stay with the class as he enters his ninth year of racing in 2012.

Story & photos by ERCU Roving Reporter, Kirk Pagel





VINTAGE BOAT POINTS – 2011 (THROUGH FIVE RACES)

No.	Boat	Year	Owner	CSP	SKY	SEA	DC	PC	OEC	SSM	CC	BLM	SC	AC	GC	RNM	Total	Drops	High Points
1.	Hawaii Ka'i III	1957	Ben Keller	900	1,025	1,600	1,225	1,100									5,850		5,850
2.	Parco's O-Ring Miss	1970	Gerry Bordon	1,425	1,295		925	1,400									5,045		5,045
3.	Miss Vernor's	1975	Ryan Opfer	969	700		925	1,400									3,994		3,994
4.	Thunderbolt	1962	Steve Dumanis	1,227	825	225		1,295									3,572		3,572
5.	Miss Burién	1960	Robbie Roberts	600	844	1,050		1,069									3,563		3,563
6.	Coral Reef	1958	Craig Bradshaw	634		1,269	694	625									3,222		3,222
7.	Miss Smirnoff	1964	Kirk Pagel	619		769	414	825									2,627		2,627
8.	Miss Wahoo	1957	Dawn Holmberg	150		769	450	1,050									2,419		2,419
9.	Gale V	1962	John Earnest	963	938												1,901		1,901
10.	Hallmark Homes	1971	Bill Smiley		1,600												1,600		1,600
	Pay 'n Pak (outrigger)	1969	Jeff Campbell				1,600										1,600		1,600
12.	Breathless II	1958	Dave Reiser	48	788			750									1,586		1,586
13.	Maverick	1959	Nels Enquist	683		765											1,448		1,448
14.	Gale's Roostertail	1965	Howard Price					1,227									1,227		1,227
15.	Miss Budweiser	1968	Scott Fetterly			1,094											1,094		1,094
	Muvalong	1956	Gary Hansen	1,094													1,094		1,094
17.	Miss Madison	1961	Kellie Fetterly			536		525									1,061		1,061
18.	Nitrogen Too	1960	Bob Vanden Akker		1,027												1,027		1,027
19.	Oh Boy! Oberto	1975	Mick Shutt		535			479									1,014		1,014
20.	Miss Thriftway	1957	Bill Smiley	925				925									925		925
21.	Thriftway Too	1957	Ron Daum			0	723	169									892		892
22.	Miss Spokane	1960	Rick Lentz	554			217										771		771
23.	Notre Dame	1963	Bob Vanden Akker		750												750		750
24.	Miss Timex (clock)	1971	Jerry Johnston					738									738		738
25.	Wildroot Charlie	1958	Ron Daum				394	225									619		619
26.	Miss Budweiser	1966	Doug Brow				469										469		469
27.	St. Regis	1963	Jesse Shehan					0									0		0

VINTAGE DRIVER POINTS – 2011 (THROUGH FIVE RACES)

No.	Boat	Year	Owner	CSP	SKY	SEA	DC	PC	OEC	SSM	CC	BLM	SC	AC	GC	RNM	Total	Drops	High Points
1.	Gerry Bordon	1970	Parco's O-Ring Miss	1,425	1,295		925	1,400									5,045		5,045
2.	Ryan Opfer	1974	Miss Vernors	969	700		925	1,400									3,994		3,994
3.	Mike Campbell	1957,69	Ka'i, Outrigger		1,025		1,600	1,100									3,725		3,725
4.	Steve Dumanis	1962	Thunderbolt	1,227	825	225		1,295									3,572		3,572
5.	Robbie Roberts	1960	Miss Burién	600	844	1,050		1,069									3,563		3,563
6.	Craig Bradshaw	1958	Coral Reef	634		1,269	694	625									3,222		3,222
7.	Nelson Holmberg	1957,57	Hawaii Ka'i, Wahoo	900		769	450	1,050									3,169		3,169
8.	Bill Smiley	1957,71	Thriftway, Hallmark	925	1,600												2,525		2,525
9.	John Earnest	1962	Gale V	963	938												1,901		1,901
10.	Dave Reiser	1958	Breathless II	48	788			750									1,586		1,586
11.	Nels Enquist	1959	Maverick	683		765											1,448		1,448
12.	Shawn McEvoy	1964	Miss Smirnoff				414	825									1,239		1,239
13.	Craig Mullen	1957	Hawaii Ka'i III				1,225										1,225		1,225
14.	Scott Fetterly	1968	Miss Budweiser			1,094											1,094		1,094
	Gary Hansen	1956	Muvalong	1,094													1,094		1,094
16.	Kellie Fetterly	1961	Miss Madison			536		525									1,061		1,061
17.	Bob Vanden Akker	1960	Nitrogen Too		1,027												1,027		1,027
18.	Mick Shutt	1975	Oh Boy! Oberto		535			479									1,014		1,014
19.	Rick Lentz	1960	Miss Spokane	554			217										771		771
20.	Jerry Johnston	1971	Miss Timex (clock)					738									738		738
21.	Alex Daum	1957	Thriftway Too				723										723		723
22.	Doug Brow	1966	Miss Budweiser				469										469		469
23.	Ron Daum	1957	Thriftway Too			0		225									225		225
24.	Howard Price	1965	Gale's Roostertail					127									127		127
25.	Jesse Shehan	1963	St. Regis					0									0		0



MODERN BOAT POINTS – 2011 (THROUGH FIVE RACES)

No.	Boat	Year	Owner	CSP	SKY	SEA	DC	PC	OEC	SSM	CC	BLM	SC	AC	GC	RNM	Total	Drops	High Points
1.	Executone	1982	Mike Campbell	1,500	1,200		1,400	1,600									5,700		5,700
2.	Boat	1986	Mike Campbell	1,200	1,500		1,600	1,200									5,500		5,500
3.	Formula Boats	2010	Nelson Holmberg	877	1,225	1,400	994	825									5,321		5,321
4.	Oh Boy! Oberto	2010	Bettie Bradshaw	732	975	1,069	825	869									4,470		4,470
5.	Miss Circus Circus	1978	Mike Gossler	900	900	1,200	400										3,400		3,400
6.	Lincoln Thrift	1972	Nels Enquist	648		975											1,623		1,623
7.	Buffalo Federal Savings	2009	Howard Price				0	1,225									1,225		1,225
8.	Miss Budweiser	1978	Mick Shutt		675			525									1,200		1,200
9.	Charlie's Girl	1977	Bill Smiley	1,150													1,150		1,150
	Llumar Window Film	2003	Ron Daum			850	0	300									1,150		1,150
11.	Miss Circus Circus	1993	Scott Fetterly			794		225									1,019		1,019
12.	Red Man	1974	Gene Melang			863											863		863
13.	Grandview on the Lake	2009	Alex Daum				577										577		577
14.	Miss Cott Beverages	1974	Gary Hansen	525													525		525
15.	Beacon Plumbing	2007	Jesse Shehan	0				225									225		225
	Miss Peters & May	2010	Nelson Holmberg			0	0	225									225		225
17.	AB Natural Light	1977	Jerry Johnston					0									0		0
	Graham Trucking	2010	Nelson Holmberg	0													0		0
	Squire	1977	Jesse Shehan	0				0									0		0

MODERN DRIVER POINTS – 2011 (THROUGH FIVE RACES)

No.	Driver	Year	Boat	CSP	SKY	SEA	DC	PC	OEC	SSM	CC	BLM	SC	AC	GC	RNM	Total	Drops	High Points
1.	Mike Campbell	1986	Boat	1,200	1,500		1,600	1,200									5,500		5,500
2.	Nelson Holmberg	2010	Formula Boats	877	1,225	1,400	994	825									5,321		5,321
3.	Craig Bradshaw	2010	Oh Boy! Oberto	732	975	1,069	825	869									4,470		4,470
4.	Mike Gossler	1978	Miss Circus Circus	900	900	1,200	400										3,400		3,400
5.	Nels Enquist	1972	Lincoln Thrift	648		975											1,623		1,623
6.	Ryan Opfer	2009	Buffalo Federal				0	1,225									1,225		1,225
7.	Mick Shutt	1978	Miss Budweiser		675			525									1,200		1,200
8.	Bill Smiley	1977	Charlie's Girl	1,150													1,150		1,150
	Ron Daum	2003	Llumar Window Film			850	0	300									1,150		1,150
10.	Scott Fetterly	1993	Miss Circus Circus			794		225									1,019		1,019
11.	Gene Melang	1974	Red Man			863											863		863
12.	Gerry Bordon	1982	Executone				300	400									700		700
13.	Alex Daum	2009	Grandview				577										577		577
14.	Gary Hansen	1974	Miss Cott Beverages	525													525		525
15.	Jesse Shehan	2008	Beacon Plumbing	0				225									225		225
16.	Mark Gran	2010	Graham Trucking	0													0		0
	Jerry Johnston	1977	AB Natural Light					0									0		0

