

# ERCU



## THE NEWSLETTER

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### Up Next

- May 30 ..... ERCU Diamond Cup  
Beaverton Valley Business Park  
Friday Harbor, Wash.
- June 14 ..... Maple Valley Days  
ERCU President's Cup  
Lake Wilderness,  
Maple Valley, Wash.
- June 27 ..... Seafair Trophy Race  
Lake Tye,  
Monroe, Wash.

### On the Web

- Discovery Inn (Friday Harbor)  
[www.discovery-inn.com](http://www.discovery-inn.com)
- Earthbox Motel (Friday Harbor)  
[www.earthboxmotel.com](http://www.earthboxmotel.com)
- ERCU the Blog  
[www.ercutheblog.blogspot.com](http://www.ercutheblog.blogspot.com)

### Stat of the Month

= At the recent Bill Brow Memorial, presented by Seattle Service, **Ryan Opfer** became the youngest driver in the history of ERCU to score 1,200 points or more in a single race (1,425, driving Grandpa **Howard Price's** Gale V).

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Jim Clark

## BRADSHAW BOAT WORKS ADDS TO FLEET

Not many boat clubs like ours around the world have two world-class boat builders in their ranks.

But with **Craig Bradshaw** developing Bradshaw Boat Works in his SeaTac boat shop, there's a second premier boat builder emerging.

This winter alone, Bradshaw built new hulls for several ERCU members, including the completion of a new Winston Eagle (Lobster) for himself and a Thriftway Too hull that he donated to Rose City Model Yacht Club for their use in promoting model hydroplane racing in the Portland area.

But that's not all. There are numerous other boats in varying stages of completion in his shop - including his own 2007 version of the Ellstrom presents Elam Plus, the 2008 Formula Boats (U-5) and the 2004 Llummar Window Film hydro.

Bradshaw Boat Works started in 2005 when Craig started work on a model of the 1988 Winston Eagle shortly after purchasing the \$ Bill from **Roger**

**Newton**. In 2006, Bradshaw built the Gilmore Special for **Dan Gilmore**, which ended up finishing in the top-10 in points for that season. Gilmore Racing then decided they had to have a vintage boat, it was Bradshaw Boat Works that put together the wildly successful Thriftway Too.

While **Jeff Campbell** has the crown for the most boats built in the history of ERCU, Craig isn't far behind. And both have done a terrific job of building gorgeous boats for the members of this club, and even outside the Pacific Northwest.

Glancing through the current list of boats on the ERCU website, one can see the impact of Bradshaw Boat Works. Craig is responsible for at least 13 boats in the club. And his construction influence - even if he's not the builder - touches numerous other boats as well.

There are at least four more to come this year.



# THE MILL

## A MOMENT WITH ...

### GARY SIMMONS

Family: ..... Deb (wife); Two yellow labs – Matsi & Koda  
 City he calls home: ..... Arlington, Wash.  
 Job (when not boating): ..... Airplane engineering & certification  
 Washington State University  
 College football loyalty: .....

Favorite current unlimited hydro: ... U-3 (piston power is still alive)  
 Favorite Unlimited hydro of the past: .... 1958 Bardahl and 1968 Eagle Electric

Boats he races in ERCU: ..... U-02 Miss Everett (so far)

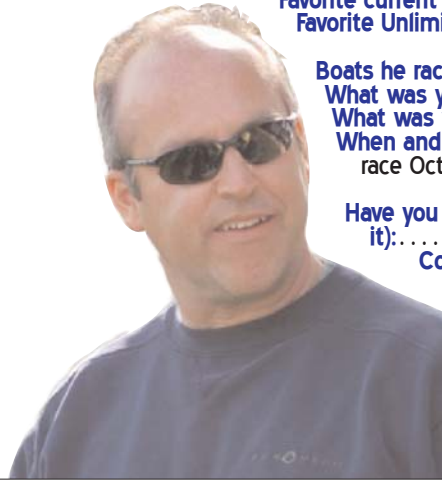
What was your first car? ..... 1976 Toyota Celica

What was your first job? ..... U-Haul

When and how did you get involved in scale racing? . . First race October 2008 with influence from Roger Newton and numerous current club members

Have you ever had a manicure/pedicure? (come on, admit it): ..... Does an ingrown toenail removal count?

Coke or Pepsi? ..... Coke



## ERCU NEWSROOM

### WANTED: Hydros and Drivers: "Be there or be square"

It's not too late to get on the list for this special event. It is a generator site, but don't bring gas cans on the ferry - **Doug Brow** will be supplying gas at the site. Vintage boats will be running with Graupner 45 propellers. If all goes as planned the course will be set up Friday afternoon for those of you who would like some extra practice time..

### Hydro Fever to infect hydro museum

The Hydroplane & Raceboat Museum's annual Open House — also known as Hydro Fever — is set for Saturday, May 23 at the museum. The event runs from 10 a.m.-4 p.m. Tour the great gallery with vintage Unlimited hydroplanes on display. A live hydroplane memorabilia auction at noon, and Casper Model races for the kids all day. As many as 15 memorabilia dealer tables are available for a \$35 museum donation. Hot lunch will be available. For more information, call 206-764-9453.

### Speaking of the museum . . .

The Hydroplane and Raceboat Museum is nearly finished building the Miss Wahoo ([www.misswahoo.com](http://www.misswahoo.com) for update). To celebrate its completion, the museum will be raffling a ride in the boat at the October gala in Chelan. Tickets are available for a mere \$10, with 500 chances available. If interested, you can contact **Rick Lentz**, or check the museum's newly redesigned website at [www.thunderboats.org](http://www.thunderboats.org).

### New boat? Submitted a boat bio yet?

With several new boats in the club, we're again out looking for additional boat bios, to keep our boat roster fresh and up-to-date. If you have a boat (any boat, not just a new one) that hasn't yet been posted on the website's "Boats" page, please fill out a boat bio input form, and send it by email to the webmaster. You can find the form on the website's Club Info page. We'll help you with photos. If we have to start naming names, well, OK . . .

Miss Budweiser (T-2), Kelsey McIntosh  
 Miss Budweiser (T-4), Henry Marvin  
 Executone (U-55), Mike Campbell  
 Executone (U-8), Dave Reiser  
 Spirit of Dayton Walther, Mike McIntosh  
 Winston Eagle (Lobster), Craig Bradshaw

And those are just off the top of our head here at the [e-rcu.org](http://e-rcu.org) global headquarters. If you have any questions or need help, please contact **Nelson Holmberg**.

## BIG BOAT NEWS

■ **U-1 Oh Boy! Oberto** — **Bob Hughes** is recuperating from knee surgery. The knee had become badly infected, following knee replacement surgery, and had Bob down & out for a while, but he's on the road to recovery now. Looking for an Oberto collectable? Pick up an Oberto **Steve David** "Alpha" card.

■ **U-5 Racing** — **Ted Porter** says if needed, he would bring the U-5, U-7, and the back-up hull (former U-10) that replaced the damaged U-7 last year, to Kelowna in order to make the site a success.

■ **U-10 USA Racing Partners** — The Gregory family turned down a substantial sponsorship opportunity, for the Gold Cup race, stating that they would not be racing in 2009.

■ **U-13 Spirit of Detroit Racing** — May appear at just one race in 2009; the Gold Cup.

■ **U-16 Ellstrom Racing Team** — Very little news coming from the Ellstrom camp. Will they run the whole circuit? Probably, but no answers to simple questions.

■ **U-17 Our Gang Racing Team** — Owner **Nate Brown** says if there are only four races, he may go to all of them! Meanwhile the crew convenes every Tuesday evening at the Preston, Wash. boat shop.

■ **U-22 Webster Racing Team** — **Mike Webster** says the boat is finally getting its colors, red and blue on a white background and will carry a sponsorship from Matrix Automotive Finishes.

■ **U-25 Superior Racing** — **Dr. Ken Muscatel** had the U-25 at **Ron Jones Junior's** shop in late April and early May, for some repair and major modifications.

■ **U-37 Schumacher Racing** — **Jean Theoret** has returned to the U-37 crew from his stint in Grand Prix racing, as driver once again, for the Schumachers. Being Canadian, he will drive in the Kelowna exhibition this August, and the U-37 is expected to appear at all the regularly scheduled races for 2009. It will be sponsored by American Family Insurance at the Tri-Cities & Seattle.

■ **U-50 Go Fast, Turn Left Racing** — Title sponsor **Albert Lee Appliances** has been airing radio & TV commercials featuring **Brian Perkins** for their unlimited sponsorship, and **Kayleigh Perkins** for their unlimited light sponsorship. The older of the two hulls tested on May 14.

■ **U-100 Leland Racing** — Owner **Fred Leland** returned from Texas in early April and is working to get the U-100 on the water for the 2009 season. Fred's hair is notably gray now, and he's wearing a sporty looking flat-top hairstyle but feeling good.

Race Director **Tom Sawyer** reports the Evansville race to be run on August 23, 2009. The new board of directors, headed by Muscatel, will run this race, without support or tie-in from the Freedom Festival as it has been run in past years.

Compiled by Kirk Pagel, ace reporter



# THE MILL

## 2009 ERCU SCHEDULE

### MARCH

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

### APRIL

Date	Event	Location
4	Champion Spark Plug Regatta Winners: M-Mike Campbell; V-Bob VandenAkker	Centralia
25	Rose Festival RC Regatta Winners: M-Mike Campbell; V-Jeff Campbell	Portland

### MAY

Date	Event	Location
9	Bill Brow Memorial Winners: M-Jeff Campbell; V-Bill Smiley	Marysville
30	Diamond Cup Contest Director: Doug Brow	Friday Harbor

### JUNE

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

### JULY

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

### AUGUST

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

### SEPTEMBER

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

### OCTOBER

Date	Event	Location
4	Backup date Contest Director: TBA	Monroe

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](http://www.ercu.org/schedule.html) for the most up-to-date schedule.

## ERCU RUMOR MILL

**Craig Bradshaw** is working on multiple boats in his Bradshaw Boat Works shop, including significant repairs to **Nelson Holmberg's** 2008 Formula Boats (U-5), which was damaged when it lost radio contact and hit a log, then the beach in the final at the Rose City Model Yacht Club Rainier Cup in Rainier, Ore., on May 17 . . . **Fred Holmberg** recently sold his 1973 Red Man (U-8)



Mark Gran

to **Greg Sawicki** of Washougal, Wash., who kept the 1973 Red Man team intact . . . **Scott Fetterly** is getting closer to finishing his new two-wing Miss Circus Circus, taking delivery of the painted hull from Bradshaw Boat Works . . . **Henry Marvin** unveiled the gorgeous new two-wing Miss Budweiser (T-4) at the Bill Brow Memorial in Marysville . . . **Mark Gran** has finished the paint work on his new carbon fiber version of the

Breathless II and will be polishing and mounting hardware, applying decals and finishing clear coat later this week . . . **Rick Lentz** has closed the purchase of the 1969 Notre Dame from **Mike Campbell** . . . **Zane Courtway** has purchased the Maverick from **Kirk Pagel** and made an impressive debut as a boat owner at the Bill Brow Memorial in Marysville.

## CLUB CLIPPINGS

**Jerry Johnston** successfully carrying out broker duties . . . **Mick Shutt** trying to find boat time . . . **Kirk Pagel** seeking assistance . . . **Craig Mullen** answering the call . . . Hydro gods are smiling on **Mark Gran** . . . **Gary Simmons** providing care as is appropriate . . . **Zane Courtway** happy to be among the ranks of owners . . . **Ben Keller** sharing good news through a series of phone calls.

## RULES REMINDER

Contrary to popular belief, the purpose of being a spotter is not to enjoy the view from the scaffold, or to avoid having to judge a heat. The spotter has several very important functions.

First and foremost is to assist your driver to avoid things like slow or dead boats, boat parts, logs, ducks, Loch Ness monsters and other obstructions on the course while running. Helping the driver to avoid mashing into other boats takes some focus and concentration by the spotter, and constant communication between spotter and driver.

The second important function of the spotter is to count laps. This is especially helpful for the referee when a heat is not a parade - it's very easy to get positions confused - you should try it sometime. By keeping track of laps, all spotters can confirm proper finish positions for their drivers. Every team should know whether they have run four, five or six laps every time they are running, and confirm their finish by immediately pulling into the infield from the backstretch.

Thirdly, smacking your driver on the back of the head for cutting a buoy is optional.

The best position for the spotter to stand is behind the driver, so as to not block the views of the other drivers. If you need some pointers, talk with some of the experienced spotters like **Bob VandenAkker**, **Nelson Holmberg**, **Mark Gran** or others you see doing a good job. Drivers aren't supposed to run over things, and a good spotting job can help a lot to prevent it.

Besides, spotters are required by NAMBA insurance, any time a boat is on the course, so we may as well get good at it. Keep this in mind too during test and open water runs prior to the race.



## CAMPBELL BROTHERS EARN FIRST SEASON SWEEP

PORTLAND, Ore. – For the first time this season, **Jeff and Mike Campbell** swept a race at the Rose Festival RC Regatta, presented by PC Triage.

And if that wasn't enough, the Campbell brothers paired up to go 1-2 in the modern final.

Jeff's win in the vintage final was the first race victory for his 1969 Pride of Pay 'n Pak Hooktail, now in its second season of racing after the Outrigger was retired.

The vintage final was a crazy race, as there were spun boats in the front straightaway just after the start, but all seven boats finished and no one got hit. Second place in the vintage final went to **Craig Mullen** driving **Ben Keller's** 1957 Hawaii Kai III from the trailer position. **Gary Hansen**, the defending champion of the Rose Festival race, was third with the 1954 Muvalong, followed in fourth by **Ron Daum** in the 1958 Wildroot Charlie. Fifth place went to **Bill Smiley** and the 1971 Hallmark Homes (black), followed by **Nelson Holmberg** driving **Rick Lentz's** 1958 Miss Bardahl in sixth place. **Bob VandenAkker** finished seventh with the 1963 Notre Dame.

Mullen did win the connie with the Hawaii Kai; and the winner of the second connie was **Kerry Kjos** with his 1960 Miss Thriftway, which showed flashes of brilliant speed through the day.

Mike's win came in the modern final with his brand new 1982 Executone — competing in just its second race — and was the second win for the new boat.

The modern final start was a mess. Just after the start, three boats got together in the front straightaway and the end result was a



*Vintage boats race for the first turn during heat racing at the Rose Festival RC Regatta presented by PC Triage on the Casting Pond at Westmoreland Park in Portland*

DQ for the 1974 U-95, with DNFs for the trailer (Smiley's 1977 Charlie's Girl), and **Mike Gossler's** 1978 Miss Circus Circus. Second place in the final went to Jeff Campbell, driving brother Mike's 1974 Country Boy, while third was Hansen in the 1974 Miss Cott's Beverage (the defending champ). Fourth went to rookie **Terry Harmer** in the 1970 Pride of Pay 'n Pak.

Smiley won the modern connie with the Charlie's Girl, earning the right to enter the final as the trailer.

The race was a great time for all involved, as the weather provided a few hiccups, with

a few showers, but most of that held off until late in the day.

During the lunch break, **Jesse Shehan** provided some of the numerous interested young spectators an opportunity to drive an RC boat, when he launched his hand-built sternwheeler and allowed several father-and-son opportunities to run the boat.

Thanks to VandenAkker, on behalf of Progressive Animal Welfare Society (PAWS), cash prizes were handed out to the winners of two dashes for cash at the end of the day, and to the racer who drove the most miles to attend the race.

The \$50 long drive cash prize went to Harmer, who drove to the race from Bellingham. **Jerry Johnston** had a legitimate argument for his long trip from Palm Springs just to participate, but he flew from the southland to SeaTac, and drove from his Bellevue home with the boat gear.

Another \$50 went to Mullen, who won the modern dash for cash with his 1971 Pride of Pay 'n Pak, and \$50 more went to Hansen, who not only finished third in both finals, but also won the vintage dash for cash with his 1954 Muvalong.

Most heartfelt thanks go out to **Dave Reiser**, Kjos, **John Earnest**, **Greg Sawicki**, **Lentz**, **Gary Simmons**, Jeff Campbell, Shehan, **Mark Gran**, VandenAkker, **Ron Billings**, and all of the rest of the people who helped out with the race logistics. It was a great success, and your help with set up, breakdown, and day-of-race officiating, judging, and everything else, was instrumental.



*Just one indication of a difficult day for Craig Mullen when the 1971 Pride of Pay 'n Pak wouldn't get up on plane prior to the start of a heat at the Rose Festival RC Regatta in Portland.*

## CAMPBELL, SMILEY TAKE BILL BROW MEMORIAL FINALS

MARYSVILLE, Wash. – For the second year in a row, it wasn't much of a surprise that the 1974 Country Boy won the Bill Brow Memorial presented by Seattle Service.

And it wasn't a surprise that **Jeff Campbell** was able to drive his brother's boat to a first place finish. The surprise came when the brand new, and seemingly unbeatable, 1982 Executone (U-55) did not start the final.

As the U-55 sat silently, floating in the infield, **Mike Campbell** took some satisfaction in seeing his "back up" boat show the rest of the field the way around the course. Defending Red Dot Championship Series points champion **Mike Gossler** powered the 1978 Miss Circus Circus as hard as he could in chase, but ultimately settled for second place in the modern final.

Third place went to **Craig Mullen** with the 1971 Pride of Pay 'n Pak; fourth to **Rick Lentz** in the 1974 U-95; Fifth to **Mike McIntosh** with the 1977 Spirit of Dayton Walther; and sixth to **Bill Smiley** with the 1977 Charlie's Girl.

The vintage final was ugly by comparison to the modern final, where all six boats that started, finished. In the vintage final, there were two boats that hit the same called dead boat, and tempers were strained as just three boats finished, with most of the carnage in the apex of the left turn, which gave a lot of pause for drivers to drive very carefully around that turn. Second place went to **Ron Daum** driving the 1958 Wildroot Charlie, and third was **Ryan Opfer** in the 1955 Gale V. Jeff Campbell and Gossler (driving **Ben Keller's** Miss U.S.) did not finish.

In the world famous Hydropalooza Blower contest, four drivers met the chal-

lenge to intentionally blow their boats over – for bragging rights and for a cool trophy. The boats that participated: **Henry Marvin** and his Miss Exide, **Bill Shearer** and his Miss U.S., Jeff Campbell with his 1969 Pride of Pay 'n Pak Hooktail, and Mike Campbell with the Country Boy. While everyone managed to be in a wreck – including a hit boat – it was the Country Boy that drew the biggest cheer from the spectators on the beach. The Country Boy completed not one, but two 360-degree flips both of which Mike landed right-side up and continued going.

Seattle Service's own **Steve Baker** was in attendance to check out the race. His support

of the race over the last three years has always been appreciated, and has allowed Henry to do a lot of special things – including boxes of Frosted Flakes to connee finishers, prizes to be handed out randomly throughout the day, and a huge number of great trophies.

Another major thank you goes out to **Steven Terpstra** of IHOP for his complimentary gift certificates he donated to the days activities. Steven voluntarily came over to our event during set up on Saturday morning and offered up the complimentary gift certificates that we were able to give away as prizes throughout the day.

A couple of other firsts that should be mentioned include: **Mick Shutt** winning his first competitive heat ever, driving the 1975 Oh Boy! Oberto. **Kelsey McIntosh** making her first modern connee with the brand new Miss Budweiser T-2 (and finishing third from the trailer position); and **Zane Courtway** attending his first ERCU race as a boat owner. Prior to the Bill Brow Memorial, Zane purchased the Maverick from **Kirk Pagel**, and will be racing in ERCU more frequently starting this year.

Special thanks go out to all of the people who helped make the Bill Brow Memorial happen, but especially to Contest Director **Henry Marvin**, who's love for putting on this event was the number one reason why it is such a huge success each and every year.

Thank you Henry for all of the excellent hard work you put in!



Nelson Holmberg

*Even with Jeff Campbell at the helm, the 1974 Country Boy was next to unstoppable in winning the Bill Brow Memorial modern final.*



Nelson Holmberg

*Bill Smiley and his 1971 Hallmark Homes staked his claim to the Bill Brow Memorial vintage championship.*



## STAT GEEK: MODERN BOAT POINTS

This month, as promised, we'll look at career boat points for the modern class

A reminder of parameters:

1. In cases where more than one boat represented a particular hull the points were COMBINED according to the Master Hull Roster. Example: 1976 Spirit of Dayton Walther, and, this season there are two 1982 Executones, but they're each different hulls.

2. If an owner built a new hull replacing the SAME real boat according to the Master Hull Roster those points were also COMBINED. Example: Lil Buzzard.

3. If a boat raced under one owner and was subsequently sold, the points stayed with the boat and were COMBINED, as long as the hull configuration remained the same. Example: 1973 Red Man Too.

4. Separate Master Hull Roster listings have SEPARATE entries on the Career Standings, even if the hull number is the same. Example: 1978 Miss Circus Circus (No. 7474) would have a separate entry from Gilmore Special (also hull No. 7474).

5. Separate configurations of the same real boat have SEPARATE listings. Example: 1970 and 1971 Pride of Pay 'n Pak.

Here are some things which can be gleaned from looking at the results:

1. Unlike the vintage class, which has boats amassing huge numbers in relatively few seasons, in the modern class it's all about longevity. With the exception of the 1970 Pride of Pay 'n Pak, ALL of the top 10 boats have raced four seasons or more of the five seasons tracked.

2. In the vintage class, 19,000-plus points separate first through 10th place. In the modern class, 21,000-plus points separate first from second place. **Mike Campbell's** 1974 Country Boy has been consistently outstanding, year after year, but surprisingly has only won two season titles, in 2005 and 2007.

2. In a breakdown by decade, the 1970s are dominant, represented by 27 total, including the top 11 scoring entries. Next come the 80s with 11 entries, with the 1982 Gilmore Special highest-ranked, in 12th place. The 90s have five entries, led by **Henry Marvin's** beautiful 1993 Kellogg's Frosted Flakes in 18th place. The 2000s are truly the most modern of all, with two entries: **Ron Daum's** Llumar from 2003 and **Nelson Holmberg's** 2008 Formula Boats (0001). Ron's Llumar spans the millennia, being hull No. 9401 but racing in a 2003 configuration. Now there's a piece of trivia!

3. In terms of hull number, eight are represented by multiple entries, led by No. 7474 with five (originally 1974 Valu-Mart and oddly, NOT represented in our club). No. 7207 (originally 1972 Notre Dame) is next with four. Five hull numbers are tied with three each. Hull No. 6812 ran in the vintage class (1968-71 Miss Budweiser) and the modern class (1974 Country Boy). The 1979 Candyman (No. 7505) ran in the modern class in 2005 but in 2007 No. 7505 Candyman - 1980 version - raced in the vintage class.

4. Of the 46 separate entries, of course there are more Miss Budweisers than any other boat name (five) but there are four



Kirk Pagel

Squire Shop variations and four Pay 'n Paks.

April big-boat trivia question: Name at least 10 boats owned by the Schoenith family: Gale (Gale I), II, III, IV, three Gale Vs, Gale VI, Gale VII (originally the 2nd Gale VI), 1964 Miss Smirnoff, 1965 Gale's Roostertail (later Miss Smirnoff), 1968 Miss Smirnoff (later Atlas Van Lines, Atlas Van Lines II, Myr's Special, Myr Sheet Metal, Go Gale, and Gale's Roostertail among other names), 1971 Atlas Van Lines, 1975 Atlas Van Lines. Drivers who drove for them, in no particular order: **Lee Schoenith, Jerry Schoenith, Bill Cantrell, Fred Alter, Danny Foster, Roy Duby, Bill Muncey, Gene Arena, Al D'Eath, Joe Terry, Tom Sheehy, Frank Saile, Bob Schroeder, Leo Mucutza, Rex Manchester, Chuck Thompson, Red Loomis, Dean Chenoweth, and Terry Sterett.**

May trivia: Name five boats owned by Steve Woomer and those who drove them.

## NEW RACING TEAMS COMING OUT OF ERCU'S EARS

It all started two years ago when a group of Husky-faithful drivers and a matching group of Cougars formed racing teams that challenged one another to a points competition for bragging rights.

After two years of Cougar Racing Team - **Rick Lentz, Nelson Holmberg, Mick Shutt, Bob VandenAkker, Ron Hartley** and **Patrick Gleason** - combining to be the premier team of the two, Elite Husky Racing Team poo-bah **Ron Daum** made a few changes to his roster for 2009. His team is now made up of **Daum, Doug Brow, Steve Twardus, Gary Hansen, Bill Smiley** and **Mark Gran.**

With that news, CRT made a couple of changes of their own - adding **Ryan Opfer** and **Gary Simmons** in place of Hartley and Gleason, who's racing schedules have diminished over the last couple of seasons.

When both teams made announcements of their 2009 rosters just before Memorial Day Weekend, a third team trumpeted its own creation as well.

Portland's own **John Earnest, John Howell** and **Dave Reiser** came together to become the "Three Daryls Racing Team." Earnest plays the part of "Daryl". Howell is his "brother Daryl", and Reiser is "Coach Daryl".

Through three races, the unofficial standings are: Elite Husky Racing Team, 14,954 points; Cougar Racing Team, 11,320; and The Three Daryls, 2,326.



2009



**Hydropalooza Babes**



## VINTAGE CAREER POINTS

No.	Name	2009	2008	2007	2006	2005	2004	2003	TOTAL
1.	Jeff Campbell	3,625	16,594	15,600	12,638	12,014	9,844	1,150	71,465
2.	Mike Campbell	0	15,247	14,525	8,992	10,311	8,064	5,557	62,696
3.	Bob VandenAkker	2,146	11,055	10,693	11,321	9,568	3,576	1,276	49,635
4.	David Newton	0	1,225	1,116	4,213	13,113	12,230	13,550	45,447
5.	Bill Smiley	3,327	5,760	4,660	7,737	5,015	6,835	7,579	41,513
6.	Ron Daum	2,686	7,515	7,084	4,983	7,979	8,730	0	38,977
7.	Roger Newton	0	2,364	4,325	4,663	6,240	8,083	5,569	31,244
8.	Rick Lentz	394	5,916	5,351	3,387	5,997	5,377	4,463	30,885
9.	Gary Hansen	2,625	6,657	7,059	8,633	2,909	0	0	27,783
10.	Jim Clark	0	0	2,321	7,368	4,667	6,372	6,294	27,022
11.	Henry Marvin	300	1,195	6,140	7,617	7,946	3,761	0	26,959
12.	Ron Hornung	775	1,332	3,697	7,427	4,027	9,103	0	26,361
13.	Monte Steere	0	1,919	4,744	3,064	4,521	4,748	6,196	25,192
14.	Jason Hartley	0	3,269	4,719	10,552	5,809	0	0	24,349
15.	Steve Twardus	863	2,746	3,864	4,887	4,793	3,069	0	20,222
16.	Jim Lilly	0	0	0	779	5,619	7,099	6,354	19,851
17.	Craig Bradshaw	634	5,867	6,530	4,043	2,684	0	0	19,758
18.	Mark Hansen	0	2,970	5,925	8,478	788	0	0	18,161
19.	Jerry Johnston	1,338	7,875	4,697	4,085	0	0	0	17,995
20.	John Williams	0	1,250	4,370	3,086	2,496	1,800	4,102	17,104
21.	Nelson Holmberg	1,314	7,007	3,704	1,407	0	750	0	14,182
22.	Mike Gossler	0	8,450	0	0	0	5,655	0	14,105
23.	Scott Fetterly	577	2,957	6,061	3,957	0	0	0	13,552
24.	Craig Mullen	2,169	9,719	0	831	0	0	0	12,719
25.	Jesse Robertson	0	0	0	11,209	0	0	400	11,609
26.	Doug Brow	877	4,630	5,926	0	0	0	0	11,433
27.	Gerry Bordon	521	9,109	1,421	0	0	0	0	11,051
28.	Nigel Steere	0	0	2,813	2,343	3,794	672	1,425	11,047
29.	David Gardner	0	0	1,514	2,250	3,845	3,357	0	10,966
30.	John Earnest	1,195	3,428	4,196	1,921	0	0	0	10,740
31.	Robbie Roberts	1,746	863	750	1,677	4,976	521	0	10,533
32.	Ralph Jorgenson	0	1,775	7,970	0	0	0	0	9,745
33.	Brian Gilmore	0	9,506	0	0	0	0	0	9,506
34.	Jesse Shehan	783	3,478	5,022	0	0	0	0	9,253
35.	Ryan Opfer	1,049	4,477	2,804	563	0	0	0	9,073
36.	David Lilly	0	0	0	0	450	4,135	4,207	8,792
37.	Dawna Gross	0	2,185	1,385	5,213	0	0	0	8,783
38.	Tony Perman	0	0	0	0	0	2,700	5,037	7,737
39.	John Burkey	0	4,521	1,225	1,679	0	0	0	7,425
40.	Patrick Gleason	0	938	2,284	3,068	0	0	0	6,290
41.	Dave Helton	0	0	0	0	0	2,756	3,025	5,781
42.	Ron Hartley	0	1,998	3,736	0	0	0	0	5,734
43.	Mark Gran	479	5,147	0	0	0	0	0	5,626
44.	Kevin Porter	0	0	0	0	0	0	5,391	5,391
45.	Gary Levander	0	0	1,529	1,431	0	846	300	4,106
46.	Steve Brown	0	0	0	0	0	225	3,686	3,911
47.	Mike McIntosh	1388	2,430	0	0	0	0	0	3,818
48.	Joe Hewitson	0	0	0	0	0	1,169	2,600	3,769
49.	Kerry Kjos	269	2,167	0	0	0	1,219	0	3,655
50.	Mick Shutt	1038	2,156	0	0	0	0	0	3,194
51.	Vinnie Donati	0	0	0	0	0	3,127	0	3,127
52.	Bill Shearer	825	2,007	0	0	0	0	0	2,832
53.	Zane Courtway	352	2,475	0	0	0	0	0	2,827
54.	Grady Steere	0	0	0	320	2,189	0	0	2,509
55.	Gary Simmons	1518	948	0	0	0	0	0	2,466
56.	Ryan Bradshaw	761	1,428	0	0	0	0	0	2,189
57.	Dave Reiser	0	1,188	550	225	0	0	0	1,963
58.	Kelsey McIntosh	0	1,962	0	0	0	0	0	1,962
59.	Gale Whitestine	0	0	0	0	1,769	0	0	1,769
60.	Pat Malyspina	0	0	0	0	1,756	0	0	1,756
61.	Jim Latimer	0	1,272	0	0	0	0	0	1,272
62.	Howard Price	0	450	300	423	0	0	0	1,173
63.	John Dyer	0	0	0	0	1,150	0	0	1,150
64.	Lee Robertson	0	0	0	0	0	0	1,100	1,100
65.	Bill McGraw	0	0	0	0	0	0	1,094	1,094
66.	Doug Gunter	0	0	0	0	0	1,075	0	1,075
67.	Aaron Olson	0	1,019	0	0	0	0	0	1,019
68.	Roger May	0	1,015	0	0	0	0	0	1,015
69.	Jeff Stubbers	0	0	0	0	0	0	900	900
70.	Harry Gatjens	0	0	0	0	0	869	0	869
71.	Carl Lewis	0	0	844	0	0	0	0	844
72.	Don Mock	0	0	0	0	0	0	794	794
73.	John Howell	0	450	0	0	0	0	0	450

## MODERN CAREER POINTS

No.	Name	2009	2008	2007	2006	2005	2004	2003	TOTAL
1.	Mike Campbell	3,900	13,396	15,225	13,521	13,348	11,850	0	71,330
2.	Jeff Campbell	0	1,600	10,215	13,650	12,125	11,744	0	49,334
3.	Mike Gossler	3,663	15,045	9,526	9,921	8,172	0	0	46,327
4.	Nelson Holmberg	763	9,905	9,612	7,688	1,769	0	0	29,737
5.	Gary Hansen	1,145	6,479	7,733	8,807	4,513	0	0	28,677
6.	Rick Lentz	2,535	8,771	6,756	4,571	4,954	395	0	27,982
7.	Steve Twardus	844	3,140	7,823	4,215	5,429	5,090	0	26,541
8.	Henry Marvin	127	2,969	8,722	8,920	0	0	0	20,738
9.	Mark Hansen	0	2,944	5,570	5,807	5,490	0	0	19,811
10.	Brian Gilmore	0	9,682	9,077	0	0	0	0	18,759
11.	Jerry Johnston	1,043	7,452	4,527	4,929	0	620	0	18,571
12.	David Newton	0	0	0	1,100	9,284	2,045	5,325	17,754
13.	Craig Bradshaw	0	8,549	4,772	3,239	0	0	0	16,560
14.	Craig Mullen	2,469	9,003	3,015	502	0	0	0	16,103
15.	John Williams	0	783	1,463	3,124	2,596	2,744	5,300	16,010
16.	Doug Brow	225	3,576	8,525	3,589	0	0	0	15,915
17.	Bill Smiley	1,983	9,240	4,113	0	0	0	0	14,186
18.	David Gardner	0	0	1,957	1,400	3,401	6,170	0	12,928
19.	Bob VandenAkker	0	4,483	4,203	0	1,239	1,046	0	10,971
20.	Nigel Steere	0	2,777	4,052	3,338	0	0	0	10,167
21.	Gale Whitestine	0	264	0	1,852	4,683	2,400	0	9,199
22.	Mick Shutt	0	4,250	3,801	0	0	0	0	8,051
23.	Ron Hartley	0	2,029	4,339	1,530	0	0	0	7,898
24.	Roger Newton	0	0	1,297	3,908	694	0	950	6,849
25.	Jesse Shehan	870	4,507	1,448	0	0	0	0	6,825
26.	Patrick Gleason	0	1,220	4,368	0	0	0	0	5,588
27.	Robbie Roberts	0	1,506	2,622	1,290	0	0	0	5,418
28.	Brent Hall	0	2,964	0	0	0	0	0	2,964
29.	Ron Daum	0	0	2,870	0	0	0	0	2,870
30.	Doug Gunter	0	0	0	0	0	2,713	0	2,713
31.	Dave Sacry	0	0	0	0	2,309	0	0	2,309
32.	Monte Steere	0	600	0	0	1,694	0	0	2,294
33.	Jesse Robertson	0	0	0	1,950	127	0	0	2,077
34.	Kelsey McIntosh	1,353	0	0	0	0	0	0	1,353
35.	Bill Shearer	0	1,227	0	0	0	0	0	1,227
36.	Dave Reiser	1,131	0	0	0	0	0	0	1,131
37.	Jason Hartley	0	0	450	0	638	0	0	1,088
38.	Ryan Opfer	563	394	0	0	0	0	0	957
39.	Ron Hornung	0	0	0	0	0	825	0	825
40.	Mike McIntosh	821	0	0	0	0	0	0	821
41.	Terry Harmer	794	0	0	0	0	0	0	794
42.	Howard Price	169	0	0	0	0	450	0	619
43.	Robert Roberts	0	0	469	0	0	0	0	469
44.	David Lilly	0	0	0	0	281	0	0	281
45.	Scott Fetterly	0	0	64	0	0	0	0	64



### VINTAGE BOAT POINTS – 2009 (THROUGH THREE RACES)

No.	Boat	Year	Owner	CSP	RFR	BBM	DC	PC	SEA	BLM	OEC	CC	SSM	SC	GC	RNM	Total	Drops	High Points
1.	Pay 'n Pak (hooktail)	1969	Jeff Campbell	1,025	1,500	1,100											3,625		3,625
2.	Hallmark Homes (black)	1971	Bill Smiley	600	1,327	1,400											3,327		3,327
3.	Wildroot Charlie	1958	Ron Daum	696	821	1,169											2,686		2,686
4.	Muvalong	1954	Gary Hansen	1,100	1,425												2,525		2,525
5.	Miss U.S. 5	1963	Ben Keller	1,019	400	800											2,219		2,219
6.	Hawaii Ka'i III	1957	Ben Keller	1,400	769	0											2,169		2,169
7.	Notre Dame	1963	Bob VandenAkker	1,325	821	0											2,146		2,146
8.	Miss Burien	1960	Robbie Roberts	900		846											1,746		1,746
9.	Miss Everett	1960	Gary Simmons	833	685	0											1,518		1,518
10.	Gale V.	1955	Howard Price			1,425											1,425		1,425
11.	Shakey's Special	1973	Mike McIntosh	638		750											1,388		1,388
12.	Miss Timex (clock)	1971	Jerry Johnston		769	569											1,338		1,338
13.	Gales Roostertail	1965	Howard Price	479		750											1,229		1,229
14.	Miss Bardahl	1958	Rick Lentz	394	789												1,183		1,183
15.	Oh Boy! Oberto	1975	Mick Shutt	338		700											1,038		1,038
16.	Hallmark Homes (red)	1971	Craig Mullen	1,000													1,000		1,000
17.	Miss Budweiser	1967	Doug Brow	352		525											877		877
18.	Miss Pay 'n Save	1958	Steve Twardus			863											863		863
19.	Miss U.S.	1970	Bill Shearer	525	0	300											825		825
20.	St. Regis	1963	Jesse Shehan	338	415												783		783
21.	Skip-A-Long	1949	Ron's Rods and Customs LLC	775													775		775
22.	Wayfarer's Club Lady	1966	Ryan Bradshaw	254		507											761		761
23.	Gale V.	1962	John and Dianne Earnest	704													704		704
24.	Miss Budweiser II	1970	Scott Fetterly			700											700		700
25.	Coral Reef	1958	Craig Bradshaw	169		465											634		634
26.	Such Crust III	1955	Ron Daum		582												582		582
27.	Miss Madison	1961	Scott Fetterly			577											577		577
28.	Shanty I	1957	Kirk Pagel			525											525		525
29.	Parco's O- Ring Miss	1970	Gerry Bordon	394	127												521		521
30.	Slo-Mo-Shun IV	1951	John and Dianne Earnest		491												491		491
31.	Atlas Van Lines	1967	Mark Gran		352	127											479		479
32.	Maverick	1957	Zane Courtway			352											352		352
33.	Miss Exide	1964	Henry Marvin			300											300		300
34.	Miss Thriftway	1960	Kerry Kjos		269												269		269
35.	Miss Peps V	1947	Ron's Rods and Customs LLC	0													0		0

### MODERN BOAT POINTS – 2009 (THROUGH THREE RACES)

No.	Boat	Year	Owner	CSP	RFR	BBM	DC	PC	SEA	BLM	OEC	CC	SSM	SC	GC	RNM	Total	Drops	High Points
1.	Executone	1982	Mike Campbell	1,500	1,200	1,200											3,900		3,900
2.	Country Boy	1974	Mike Campbell	1,025	1,127	1,600											3,752		3,752
3.	Miss Circus Circus	1978	Mike Gossler	1,269	1,094	1,300											3,663		3,663
4.	U-95	1974	Rick Lentz	821	825	889											2,535		2,535
5.	Pride of Pay 'n Pak	1971	Craig Mullen	869	450	1,150											2,469		2,469
6.	Charlie's Girl	1977	Bill Smiley	1,150	569	264											1,983		1,983
7.	Miss Budweiser (T2)	1994	Kelsey McIntosh ®	677		676											1,353		1,353
8.	Miss Cott Beverages	1974	Gary Hansen	395	750												1,145		1,145
9.	Executone	1982	Dave Reiser ®		394	737											1,131		1,131
10.	Natural Light	1977	Jerry Johnston		479	564											1,043		1,043
11.	Squire	1977	Jesse Shehan	437	433												870		870
12.	Country Boy	1971	Steve Twardus			844											844		844
13.	Spirit of Dayton Walther	1976	Mike McIntosh	0		821											821		821
14.	Pride of Pay 'n Pak	1970	Terry Harmer ®	0	794	0											794		794
15.	Formula Boats	2008	Nelson Holmberg	763													763		763
16.	Miss Budweiser	1973	Howard Price	563		169											732		732
17.	The Squire Shop	1978	Doug Brow	0		225											225		225
18.	Miss Budweiser (T4)	1994	Henry Marvin			127											127		127
19.	Miss Madison	1978	Bill Shearer		0												0		0
19.	Miss Vermor's	1976	Mick Shutt			0											0		0
19.	Winston Eagle (lobster)	1989	Craig Bradshaw	0													0		0





### VINTAGE DRIVER POINTS — 2009 (THROUGH THREE RACES)

No.	Driver	Year	Boat	CSP	RFR	BBM	DC	PC	SEA	BLM	OEC	CC	SSM	SC	GC	RNM	Total	Drops	High Points
1.	Jeff Campbell	1969	Pride of Pay 'n Pak (hooktail)	1,025	1,500	1,100											3,625		3,625
2.	Bill Smiley	1971	Hallmark Homes (black)	600	1,327	1,400											3,327		3,327
3.	Ron Daum	1958	Wildroot Charlie	696	821	1,169											2,686		2,686
4.	Gary Hansen	1954	Muvalong	1,100	1,425												2,525		2,525
5.	Craig Mullen	1957	Hawaii Ka' I III	1,400	769	0											2,169		2,169
6.	Bob VandenAkker	1963	Notre Dame	1,325	821	0											2,146		2,146
7.	Gary Simmons	1960	Miss Everett	833	685	0											1,518		1,518
8.	Mike McIntosh	1974	Shakey's Special	638		750											1,388		1,388
9.	Jerry Johnston	1971	Miss Timex (clock)		769	569											1,338		1,338
10.	Nelson Holmberg	1958/57	Miss Bardahl/Shanty I		789	525											1,314		1,314
11.	John Earnest	1962/51	Gale V/Slo-Mo-Shun IV	704	491												1,195		1,195
12.	Ryan Opfer	1965	Gale's Roostertail	479		750											1,049		1,049
13.	Mick Shutt	1975	Oh Boy! Oberito	338		700											1,038		1,038
14.	Robbie Roberts	1960	Miss Buriem	900		846											1,746		1,746
15.	Doug Brow	1966	Miss Budweiser	352		525											877		877
16.	Steve Twardus	1958	Miss Pay 'n Save			863											863		863
17.	Bill Shearer	1970	Miss U.S.	525	0	300											825		825
18.	Jesse Shehan	1963	St. Regis	338	415												783		783
19.	Ron Hornung	1949	Skip-A-Long	775													775		775
20.	Ryan Bradshaw	1966	Wayfarer's Club Lady	254		507											761		761
21.	Craig Bradshaw	1958	Coral Reef	169		465											634		634
22.	Scott Fetterly	1961	Miss Madison			577											577		577
23.	Gerry Bordon	1970	Parco's O- Ring Miss	394	127												521		521
24.	Mark Gran	1967	Atlas Van Lines		352	127											479		479
25.	Rick Lentz	1958	Miss Bardahl	394													394		394
26.	Zane Courtway	1957	Maverick			352											352		352
27.	Henry Marvin	1964	Miss Exide			300											300		300
28.	Kerry Kjos	1960	Miss Thriftway		269												269		269

### MODERN DRIVER POINTS — 2009 (THROUGH THREE RACES)

No.	Boat	Year	Owner	CSP	RFR	BBM	DC	PC	SEA	BLM	OEC	CC	SSM	SC	GC	RNM	Total	Drops	High Points
1.	Mike Campbell	1982	Executone	1,500	1,200	1,200											3,900		3,900
2.	Mike Gossler	1978	Miss Circus Circus	1,269	1,094	1,300											3,663		3,663
3.	Rick Lentz	1974	U-95	821	825	889											2,535		2,535
4.	Craig Mullen	1971	Pride of Pay'n Pak	869	450	1,150											2,469		2,469
5.	Bill Smiley	1977	Charles Girl	1,150	569	264											1,983		1,983
6.	Kelsey McIntosh ®	1994	Miss Budweiser (T2)	677		676											1,353		1,353
7.	Gary Hansen	1974	Miss Cott Beverages	395	750												1,145		1,145
8.	Dave Reiser ®	1982	Executone		394	737											1,131		1,131
9.	Jerry Johnston	1977	Anheuser Busch Natural Light		479	564											1,043		1,043
10.	Jesse Shehan	1977	Squire	437	433												870		870
11.	Steve Twardus	1971	Country Boy			844											844		844
12.	Mike McIntosh	1976	Spirit of Dayton Walther	0		821											821		821
13.	Terry Harmer ®	1970	Pride of Pay 'n Pak	0	794	0											794		794
14.	Nelson Holmberg	2008	Formula Boats	763													763		763
15.	Ryan Opfer	1973	Miss Budweiser	563													563		563
16.	Doug Brow	1978	The Squire Shop	0		225											225		225
17.	Howard Price	1973	Miss Budweiser			169											169		169
18.	Henry Marvin	1994	MissBudweiser (T4)			127											127		127
19.	Mick Shutt	1976	Miss Vemor's			0											0		0
19.	Bill Shearer	1978	Miss Madison		0												0		0
19.	Craig Bradshaw	1989	Winston Eagle (lobster)	0													0		0