

ERCU

THE NEWSLETTER

may2011 | volume 7 | number 5

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Up Next

May 21. **Diamond Cup**
*Sundstrom's Pond,
 Friday Harbor, Wash.*

June 12 **President's Cup**
*Lake Wilderness Park,
 Maple Valley, Wash.*

On the Web

NEW HI Unlimited website
www.hiunlimited.com

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

Stat of the Month

■ The same driver has only swept both finals at the same event 15 times in the history of ERCU (Mike Campbell 5, Jeff Campbell & David Newton 4 each, Gary Hansen & Nelson Holmberg 1 each).

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DIAMOND CUP AT FRIDAY HARBOR UP NEXT

May 21 is coming quickly, which means it's probably time to start making plans for your weekend visit to Friday Harbor for the ERCU Diamond Cup and ESU Bill Brow Memorial, hosted by Contest Director **Doug Brow**. Brow highly recommends Haley's Bait Shop and Grill for dinner on Friday night, followed by a visit to Herb's Tavern for socializing. Herb's is also recommended as a lunch spot for those who are on the island early enough for lunch.

Both Herb's and Haley's are sponsors. taurant (owned by **Pat O'Day**) in the Best Western Hotel, will be the site of Saturday night's awards dinner and celebration.

It's the third straight year that all of Brow's sponsors have supported the race in Friday Harbor, and all of ERCU's sponsors are much appreciated, so we should show them all, by visiting their businesses, that we appreciate them very much. Friday Harbor is a perfect place to start.

The racing will undoubtedly be great again, as well. Saturday's schedule includes racing by both ERCU and ESU members and

boats.

Brow and his helpers will have everything set up on Friday afternoon, so testing and practice will be the first couple of hours.

Three heats of five-lap preliminaries will be offered for both ERCU and ESU, followed by first and second connies for both modern and vintage in both clubs (depending on the number of participating boats). Winner-take-all championship finals will be the final racing events of the day.

Graupner K45 stock props will be mandated for vintage boats, while open props are still allowed for the modern hulls.

This year's race will be held at a pond on the south side of Lampard Road.

There is no address for the property where the pond is, but the closest residence is 1300 Lampard Road. It is important that we do NOT drive to the home at this address because the homeowners have nothing to do with the race, but use it as a reference point for your GPS, or for getting directions to the race site. Remember, the race site is on the south side of the road.



BIG BOAT NEWS: RACING LEGENDS RECOGNIZED AT MUSEUM

Racing legends **Gar Wood** and **Dean Chenoweth** joined **Bill Muncey** and **Chip Hanauer** in the Hydroplane & Raceboat Museum Hall of Champions in ceremonies held at the museum.

Garfield Arthur Wood — the immortal “Grey Fox of Grayhaven (Michigan)” — was Unlimited hydroplane racing’s first superstar. In the years prior to World War II, “King Gar” personified power boat competition in the eyes of the world.

He won the APBA Gold Cup four times as an owner and five times as a driver, and captured the Harmsworth International Trophy eight times as a driver and nine times as an owner. Wood was the first to average more than 70 mph in a heat of Gold Cup competition (in 1920). He was also the first to average over 100 mph on a straightaway mile (in 1931).

In his five Gold Cup wins, between 1917 and 1921, Wood started 15 heats, finished first 12 times and second three times. In his nine Harmsworth Trophy wins, between 1920 and 1933, Wood was the winning driver every year with the exception of 1931.

Dean Chenoweth drove Unlimited hydroplanes from 1968 until his death in 1982. Like few drivers before or since, Dean could guarantee results. And in so doing, he raised boat driving to the level of an art form. Known primarily for his championship exploits with **Bernie Little’s** Miss Budweiser team, Chenoweth won 25 Unlimited races. He captured the Crown Jewel of APBA competition, the Gold Cup, four times in 1970, 1973, 1980, and 1981. Dean also won four National High Point Championships and, in 1980, set a world lap speed record of 138.249 mph on the Columbia River at the Tri-Cities, Wash.

Houston added to H1 schedule

The H1 Unlimited schedule is growing for the 2011 season.

On May 9, H1 officials announced that Houston, Texas would rejoin the circuit after an absence of 22 years. The unlimiteds last raced on Clear Lake in 1989. Prior to that the World Championship race was held in Houston from 1982-84. Houston would be the sixth United States race and seventh for the season.

The H1 fleet will roll into Texas the weekend of September 2-4.

Securing the sixth domestic race site was critical for the Air National Guard and their title sponsorship of the sport. H1 Unlimited has been trying for several years to expand into bigger markets. Houston accomplishes both for the ANG and H1.

Houston is the 4th largest city in the United States with 2.1 million people living in



The U-57, formerly Ted Porter’s backup hull until the 2010 season when he decided to run three boats on the season circuit. This year, John Walcker of Chelan will be the crew chief of this hull, which will be driven primarily by N. Mark Evans, also of Chelan. (Chris Denslow photo)

this Texas town. Clear Lake is located south east of downtown Houston, about 25 miles away and a 40 minute drive.

With an abundance of potential folks to recruit from and attract new fans, the ANG and H1 together have hit a home run with this new “old” race site.

Also announced was the addition of a new racing series that will join the Unlimited’s this year for part of the circuit. The Powerboat PI USA racing series will race along side the Unlimited’s at four stops: Madison, Detroit, San Diego and Houston.

The unlimiteds last raced in Texas from 1992-1995 in Louisville.

H1 approves rule changes

The H1 Board of Directors and Chief Referee have approved rule changes for the 2011 racing season.

What fans have talked about for the past few years, and many have wanted, will return when the season opens in Madison Independence Day Weekend.

Fighting for lanes is officially back in the rulebook for 2011. Gone are assigned lanes and drivers can determine their position for the start of a race by the pre-race milling period that many fans and drivers have wanted. There will be restrictions on position and pre-race speeds.

Additionally there will be a specified two hour qualifying period. Teams can qualify during later designated periods, but can’t

improve upon their position. Also new will be the points gathered for qualifying will go towards making the final heat. In the past, points for qualifying only went towards national high points and not during that specific race.

The last most notable change will be on-board cameras. Each team will be required to carry two, one on the tail section and one in the cockpit. These will be used by the officials in determining any infraction on the water during a race.

Walcker named crew chief

John Walcker of Chelan has been named the 2011 crew chief of **Ted Porter’s** U-57 unlimited hydroplane which will again be driven by **Mark Evans** this summer.

Walcker has worked, for a number of years, on Ed Cooper’s U-3 crew, and joined the U-57 crew last season while Cooper’s team sat out the season

Bratvold joins U-88 crew

Schumacher Racing has announced that **Adam Bratvold** from Whispering Turbines has joined the team. Most recently Bratvold had been the engineman for the Miss GIECO Offshore team in 2009 & ‘10. He has also been on the Ellstrom Team for 15-years and spent two years with **Bill Wurster’s** U-8 TIDE and Pizza Time/Excide. The 28-year-old Bratvold resides in Darby, Mont.



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) CD: Doug Brow	Friday Harbor

JUNE		
Date	Event	Location
12	President's Cup/MV Days Co-CDs: Scott Fetterly & Judy Fenton	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

ERCU gained a couple of new members since the last newsletter, as Geof Amos and his son Austin joined the club registering a pair of Karelson hulls that Geof is now building. Geof is a veteran of nitro racing who's been out of boats for a few years, but has decided to make the electrics his comeback, and something his son could get into as well. Austin will drive the 1973 Red Man (U-8), while Geof's boat is the 1972 Timex . . . Nelson Holmberg has sold his 2010 Graham Trucking to Bill McGraw of Classic Thunder. Holmberg said he simply had "too many boats in the shop", and with four of them being unfinished projects, the Graham was the easiest to sell. There was interest from across the nation (Texas and Florida) in the Graham Trucking, but McGraw got to it first.



CHAIRMAN'S CHATTER: THREE DOWN

We are now three races into our 2011 season and wow! We have had three different winners in each class so far. While overall attendance has been down along with wet, cold weather and high gas prices, the camaraderie and good driving have not been lacking. Yours truly got into the act at the Seafair and set the course.

The next event is the ERCU Diamond Cup and ESU Bill Brow Memorial for 1/7-scale boats. For those who are planning to attend, our host & CD Doug Brow always puts on a fantastic race. The reason for the success is the community involvement Doug always generates. For all of us who love scale RC boat racing, this will be a great time. Join me there won't you all?

Happy roostertails to you all
Ron Daum,
ERCU Chairman

RULES REMINDER OF THE MONTH

- The goal of the club is to encourage cordial competition; however, every boat owner, driver or crew member shall be subject to disciplinary action for unsportsmanlike conduct in connection with the regatta from the time of arrival at the race site until two hours after the completion of the contest.
- Unsportsmanlike conduct shall be defined as any act which either:
 - a) tends to bring racing in disrepute; or
 - b) endangers the person or property of others; or
 - c) constitutes dangerous, careless or reckless operation of boats or equipment.
- The penalty for each violation shall be any combination of the following:
 - a) A one-lap penalty
 - b) Heat disqualification
 - c) Race disqualification
 - d) A fine not to exceed \$50
 - e) Probation

CLUB CLIPPINGS

Nelson Holmberg logging the miles . . . Mike Gossler racing A LOT . . . Mick Shutt living the good life . . . Rick Lentz working hard . . . Doug Brow getting the details worked out . . . Ben Keller gets superior ratings . . . Nels Enquist shedding rookie label . . . Mike Campbell offering helpful advice.

CAMPBELL, SMILEY RISE ABOVE AT SKYWARD CUP

WOODLAND – There was excitement in the air as 11 a.m. approached at Horseshoe Lake Park in Woodland on the last day of April.

And the sun even tried to make an appearance.

For nearly 30 years, there has been model hydroplane racing on the lake, and the folks of Woodland remember that, as evidenced by their interest in the Skyward Construction Cup presented by Minuteman Press of Longview.

A total of 17 boats participated in the event, as **Bill Smiley** and **Mike Campbell** emerged from the group on top of the pack.

After running 15 preliminary heats on the day and a vintage first connee, it was Smiley who recorded the event's only perfect day, collecting 1,600 points with the 1971 Hallmark Homes. Smiley almost didn't come to the event, admitting that if it weren't for his cat waking him up in the middle of the night, he probably would have stayed home.

Campbell brought out his brand new 1986 The Boat for the second time this season, as well, and took three firsts and a second, including a win in the modern final.

With such a small turnout, most of the preliminary heats were boat parades, but the spectators still seemed to enjoy seeing these small boats going so fast around the course right in front of them. The finals, however, really seemed to be the highlights of the day when it came to quality of racing.

In the vintage connee, **Steve Duma-**



Bill Smiley chose the Hallmark Homes out of his fleet for the Woodland race because it was "the most ready" when he made a last-minute decision to attend. (Jim Clark photo)



Mike Campbell's 1986 The Boat won the Skyward Construction Cup in Woodland, just it's second race ever. It has already established itself as one of the fastest boats in the club. (Nelson Holmberg photo)

nis ran away from what seemed to be a fairly-evenly matched field, beating the 1960 Miss Burien of **Robbie Roberts**, the 1957 Breathless II of **Dave Reiser** and the 1975 Oh Boy! Oberto of **Mick Shutt**.

Smiley almost didn't come to the race, but ended up with a perfect day for the 1971 Hallmark Homes.

When the vintage final started, it was the first time all day that seven boats had started a heat together, so the field was full and anticipation of a great race was buzzing on the shoreline. When the boats came to the start with the clock counting down to zero, the Vernor's, Hawaii

Ka'i, Hallmark and Parco's were all bunched together and the Vernor's got there just a little bit too soon, as **Ryan Opfer** jumped the gun. Smiley led them all through the first turn and never looked back, except for a quick flip, which he landed right-side-up and kept going. Second place went to Dumanis' very fast Thunderbolt, from the trailer position, while third went to Campbell – driving **Ben Keller's** 1957

Hawaii Ka'i III without cowlings after they sank in heat 3B when the Ka'i blew over in the right turn. Fourth place went to **John Earnest** with the 1962 Gale V, followed by **Bob VandenAkker's** 1960 Nitrogen Too and **Gerry Bordon's** 1970 Parco's O-Ring Miss, which flipped as well, and struggled to make up ground after blowing over.

The modern final was another boat parade after the first lap was complete, as the 1978 Miss Circus Circus, then the 1982 Executone (substitute driven by Bordon) blew over in the bumpy water. The Executone flip was pretty cool, as the boat hung in the air, perpendicular to the water before going over and landing upside down, right in front of the bleacher seats located near the left turn. The 1986 Boat, driven by Campbell took first easily, followed by the 2010 Formula Boats and the 2010 Oh Boy! Oberto, driven by **Craig Bradshaw**, who was excited for his first podium finish in the modern class in nearly four years. Aside from the two flippers, Shutt's 1978 Miss Budweiser also did not finish, after hitting something and kicking up the rudder just before the start.

Despite a small crowd, all of the chores of setup, cleanup and officiating the race were properly handled swiftly and efficiently. Many thanks go out to all of the participants in the day's race, too many to name individually, but everyone who was there helped out, and that help was greatly appreciated.



HOLMBERG SWEEPS SEAFAIR TROPHY RACE

MARYSVILLE – If there’s one race that **Nelson Holmberg** will always remember, it’s the 2011 Seafair Trophy Race.

That’s because he did something he had never done before: Swept both finals.

A sweep of both finals by the same driver has happened just 15 times in the eight-year history of ERCU – five times by **Mike Campbell**, four each by **Jeff Campbell** and **David Newton**, and once by Holmberg and **Gary Hansen**.

Holmberg became the first to sweep the Seafair Trophy Race by winning the modern final with his 2010 Formula Boats, and the vintage final driving **Ben Keller’s** 1957 Hawaii Ka’i III.

It was the third race on the 2011 ERCU Red Dot Championship Series presented by Peters & May.

Hard rain showers didn’t stop a hearty group of racers from showing up at Twin Lakes Park in Marysville for the eighth running of the Seafair Trophy Race, where **Steve Dumanis** did a terrific job with his first effort as a contest director in ERCU. His hard work garnered sponsorship from Galaxy Hobby of Lynnwood, and a smooth race free of drama and controversy.

It was only the weather that slowed down a fast fleet of boats and one-minute clocks to start heats, while drivers took breaks during a couple of the heavier showers to wait out the wetness.

When it came time for the end of the racing action, Dumanis dominated the vintage first consolation with his 1962 Thunderbolt, and claimed first place, beating **Craig Bradshaw** driving **Kirk Pagel’s** 1964 Miss Smirnoff – which had a lead before missing a buoy – and **Kellie Fetterly** with the 1971 Miss Madison.

Holmberg’s win in the modern final was the first win for his Formula Boats model and his third career modern win.

The modern final had a bit of a strange start when **Mike Gossler** had the advantage and an inside lane coming up to the start. When an electronics failure occurred, Gossler parked the 1978 Miss Circus Circus – a heavy favorite in the final – in the infield just after the start and watched the 2010 Formula Boats, 1994 Miss Circus Circus of **Scott Fetterly**, 2003 Llummar Window Films of **Ron Daum**, and Bradshaw’s 2010 Oh Boy! Oberto, duke it out the rest of the way. When Fetterly hit a buoy and had a rudder kick up, Holmberg moved into first place and was able to hold off the rest of the fleet.

When it was all said and done, second place went to Bradshaw with the Oberto, third was **Nels Enquist** who shed his rookie start status with the 1972 Lincoln Thrift and **Gene Melang** with his 1974 Red Man finished fourth. Daum’s Llummar joined the two Circus Circus boats as



Ben Keller’s 1957 Hawaii Ka’i III was victorious at the Seafair Trophy Race with Nelson Holmberg as its driver for the day. (Justin Lentz photo)

those that were unable to finish the final.

Keller earned his fourth win as a boat owner when the 1957 Hawaii Ka’i III won the Seafair Trophy Race.

The vintage final needed two starts before it was officially underway. During the mill for the original start, the brand new 1957 Miss Wahoo, substitute driven by Gossler, started smoking from the engine compartment and the boats were stopped. No major damage was reported from the Wahoo camp, but because the U-77 caused the stoppage, it was disallowed from the restart.

With the Wahoo out, Dumanis was able to move up to join the front line starters and was in the thick of things with the Thunderbolt. The leaders into the first turn included Scott Fetterly’s 1968 Miss Budweiser, the 1957 Hawaii Ka’i III with Holmberg driving, Bradshaw’s 1958 Coral Reef, and **Robbie Roberts’** 1960 Miss Burien. Coming out of the first turn, the Burien led the heat with the Budweiser, Coral Reef and Ka’i in hot pursuit. On the second lap, Roberts left the door open for a fast Pink Lady and Holmberg dove into lane 1 at the apex

of the left turn, taking over first place, which he held onto until the finish. Bradshaw also was able to pass the Burien, and went on to finish second. The Miss Burien finished third, followed by the Bud in fourth. Fifth went to Enquist, driving his 1959 Maverick – the second time he had made the final, in two race appearances this season. The Thunderbolt blew over in the right turn and was unable to finish.

Special thanks go out to Daum for setting the race course, **Howard Price** for pulling the trailer from Red Dot (and returning it) and helping with setup and race-day activities, and everyone else in attendance for helping with the successful operations of the event.



Nelson Holmberg’s Formula Boats claimed its first win at the Seafair Trophy Race, where he won the modern final. (Justin Lentz photo)



VINTAGE BOAT POINTS – 2011 (THROUGH THREE 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											3,525		3,525
2.	Parco's O-Ring Miss	1970	Gerry Bordon	1,425	1,295												2,720		2,720
3.	Miss Burien	1960	Robbie Roberts	600	844	1,050											2,494		2,494
4.	Thunderbolt	1962	Steve Dumanis	1,227	825	225											2,277		2,277
5.	Coral Reef	1958	Craig Bradshaw	634		1,269											1,903		1,903
6.	Gale V	1962	John Earnest	963	938												1,901		1,901
7.	Miss Vernor's	1975	Ryan Opfer	969	700												1,669		1,669
8.	Hallmark Homes	1971	Bill Smiley		1,600												1,600		1,600
9.	Maverick	1959	Nels Enquist	683		765											1,448		1,448
10.	Miss Smirnoff	1964	Kirk Pagel	619		769											1,388		1,388
11.	Miss Budweiser	1968	Scott Fetterly			1,094											1,094		1,094
11.	Muvalong	1956	Gary Hansen	1,094													1,094		1,094
13.	Nitrogen Too	1960	Bob Vanden Akker		1,027												1,027		1,027
14.	Miss Thriftway	1957	Bill Smiley	925													925		925
15.	Miss Wahoo	1957	Dawn Holmberg	150		769											919		919
16.	Breathless II	1958	Dave Reiser	48	788												836		836
17.	Notre Dame	1963	Bob Vanden Akker		750												750		750
18.	Miss Spokane	1960	Rick Lentz	554													554		554
19.	Miss Madison	1961	Kellie Fetterly			536											536		536
20.	Oh Boy! Oberto	1975	Mick Shutt		535												535		535
21.	Thriftway Too	1957	Ron Daum			0											0		0

MODERN BOAT POINTS – 2011 (THROUGH THREE RACES)

No.	Boat	Year	Owner	CSP	SKY	SEA	DC	PC	OEC	SSM	CC	BLM	SC	AC	GC	RNM	Total	Drops	High Points
1.	Formula Boats	2010	Nelson Holmberg	877	1,225	1,400											3,502		3,502
2.	Miss Circus Circus	1978	Mike Gossler	900	900	1,200											3,000		3,000
3.	Oh Boy! Oberto	2010	Bettie Bradshaw	732	975	1,069											2,776		2,776
4.	Boat	1986	Mike Campbell	1,200	1,500												2,700		2,700
4.	Executone	1982	Mike Campbell	1,500	1,200												2,700		2,700
6.	Lincoln Thrift	1972	Nels Enquist	648		975											1,623		1,623
7.	Charlie's Girl	1977	Bill Smiley	1,150													1,150		1,150
8.	Red Man	1974	Gene Melang			863											863		863
9.	Llumar Window Film	2003	Ron Daum			850											850		850
10.	Miss Circus Circus	1993	Scott Fetterly			794											794		794
11.	Miss Budweiser	1978	Mick Shutt		675												675		675
12.	Miss Cott Beverages	1974	Gary Hansen	525													525		525
13.	Beacon Plumbing	2007	Jesse Shehan	0													0		0
13.	Graham Trucking	2010	Nelson Holmberg	0													0		0
13.	Miss Peters & May	2010	Nelson Holmberg			0											0		0
13.	Squire	1977	Jesse Shehan	0													0		0

VINTAGE DRIVER POINTS – 2011 (THROUGH THREE 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												2,720		2,720
2.	Bill Smiley	57, 71	Thriftway, Hallmark	925	1,600												2,525		2,525
3.	Robbie Roberts	1960	Miss Burien	600	844	1,050											2,494		2,494
4.	Steve Dumanis	1962	Thunderbolt	1,227	825	225											2,277		2,277
5.	Craig Bradshaw	1958	Coral Reef	634		1,269											1,903		1,903
6.	John Earnest	1962	Gale V	963	938												1,901		1,901
7.	Ryan Opfer	1974	Miss Vernors	969	700												1,669		1,669
9.	Nelson Holmberg	57, 57	Ka'i, Miss Wahoo	900		769											1,669		1,669
9.	Nels Enquist	1959	Maverick	683		765											1,448		1,448
10.	Scott Fetterly	1968	Miss Budweiser			1,094											1,094		1,094
	Gary Hansen	1956	Muvalong	1,094													1,094		1,094
12.	Bob Vanden Akker	1960	Nitrogen Too		1,027												1,027		1,027
13.	Mike Campbell	1957	Hawaii Ka'i III		1,025												1,025		1,025
14.	Dave Reiser	1958	Breathless II	48	788												836		836
15.	Rick Lentz	1960	Miss Spokane	554													554		554
16.	Kellie Fetterly	1961	Miss Madison			536											536		536
17.	Mick Shutt	1975	Oh Boy! Oberto		535												535		535
18.	Ron Daum	1957	Thriftway Too			0											0		0

MODERN DRIVER POINTS – 2011 (THROUGH THREE RACES)

No.	Driver	Year	Boat	CSP	SKY	SEA	DC	PC	OEC	SSM	CC	BLM	SC	AC	GC	RNM	Total	Drops	High Points
1.	Nelson Holmberg	2010	Formula Boats	877	1,225	1,400											3,502		3,502
2.	Mike Gossler	1978	Miss Circus Circus	900	900	1,200											3,000		3,000
3.	Craig Bradshaw	2008	Oh Boy! Oberto	732	975	1,069											2,776		2,776
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7.	Gene Melang	1974	Red Man			863											863		863
8.	Ron Daum	2003	Llumar Window Film			850											850		850
9.	Scott Fetterly	1993	Miss Circus Circus			794											794		794
10.	Mick Shutt	1978	Miss Budweiser		675												675		675
11.	Gary Hansen	1974	Miss Cott Beverages	525													525		525
12.	Mark Gran	2010	Graham Trucking	0													0		0
	Jesse Shehan	2008	Beacon Plumbing	0													0		0

