

A monthly newsletter from the world's largest  
1/10-scale fast electric unlimited hydroplane  
racing club



## Up Next: Oregon Emerald Cup in Centralia

The Oregon Emerald Cup will be raced in Washington for the first time ever.

It's the next race on the 2013 Corwin Beverage Championship Series presented by Peters & May, set for Saturday, June 29.

The race has been moved to Fort Borst Park in Centralia after having run in Tualatin for the last six years.

Due to issues regarding ducks and milfoil at the Lake of Tualatin Commons, the plan originally was to move this race to Westmoreland Park in Portland, but that fell through when

plans for construction at the park trumped the race date that had been promised as available to the club.

Nevertheless, ERCU will trudge on, having reserved the popular Centralia site, and the race will go on.

It will remain named the Oregon Emerald Cup, even though it'll be run in Washington, because of the intent to return the race to the Portland area when a suitable site is located.

The Oregon Emerald Cup will follow a traditional ERCU format, with three rounds of preliminary heats (five laps) for modern and vintage boats. Con-

panies will be run in accordance with the number of boats still able to run at the end of the day, followed by winner-take-all championship final heats.

Vintage boats are allowed to run the prop of their choice at this race.

The trailer will arrive on site around 8:30 a.m., with set up of the pits and race course beginning immediately.

Open water will run from the time the course opens until 10:45 a.m., when the drivers meeting will be held. Boats must be registered before they can test or practice during the open water session.

**upNEXT:** oregon emerald cup [saturday, june29 @fort borst park in centralia]; columbia cup [saturday, july20 @longview]

**statGEEK tidBit:** The same number of modern boats have scored points this season as vintage boats — 25

**insideTEASE:** big boat news ... the big boats of 2013 ... race recaps ... chairmans chatter

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## Chairman's Chatter: Interesting ERCU numbers

This season has been one for ERCU's record books, and the season is only halfway over.

Guys, I want to say just how excited I am about how things have gone this year, and it's thanks entirely to our membership.

It's the members that make the club, and ERCU would be nowhere without our great members.

As we get ready to begin the second half of the season, it's interesting to note a few things, with thanks to our Statistician Ben Keller:

- We're starting to see growth in the modern class, and more consistent turnout at our races.
- For the first time in the history of the club, we ran a modern connee without a vintage connee, and the vintage final before the modern final.
- Twice this year [President's Cup & Diamond Cup], the number of modern boats registered in a race has been bigger than the number of vintage boats.

As the season goes on, we'll certainly encounter more people who become interested in racing, and we hope that we'll be able to attract them to join the club.

Continued good sportsmanship, and an ongoing positive outreach to those who watch us race, will only help in that regard.

There's lots of information for interested potential new members on our website, so I encourage each of us to promote that resource when talking to folks who might be interested.

### State of the Treasury

Just two short years ago, ERCU was in financial trouble and as a result, we called an impromptu members meeting at one of the races at Bellevue Pond where we asked the members to approve a new fee schedule for race registrations.

Thanks to the membership, and a generous contribution by Red Dot, when we really needed it, we got through the rough spots.

Our current fee schedule is the same as the one that was approved that day, then ratified in the 2011-12 offseason meetings.

While it's true we do have a positive balance in our club bank account, it's not a huge amount of money. One of the goals that the Contest Board agreed on at the beginning of the year was to try and keep our finances in such a state that we'd end the year with a healthy ending fund balance to go into next year. But there will also, undoubtedly, be other expenses that will need to be handled. Our chase boat currently is in need of fiberglass repairs, for example, and it may be approaching time for new vinyl decals on the equipment trailer, as the current ones are

beginning to fade.

Regardless, our registration fees still remain among the least expensive fees in model hydroplane racing clubs across the Northwest, which tells me we're doing an overall good job of fiscal responsibility in ERCU.

I think that's something we can all be proud of.

### NAMBA FE Nationals

ERCU members Ron Daum, David Newton and I all attended and competed in the NAMBA FE Nationals earlier this month near Sacramento.

And since returning, we're hearing that there are rumors ERCU may be interested in bidding to host the FE Nats.

I can say there is some interest at this time, but it's too early really to have anything solid to report. We haven't even formally broached the topic with the ERCU Contest Board or the membership yet.

That said, there are early talks happening about whether it's something we ought to try and do, or not. Should we go further down the road, it would most certainly be appropriate to ask other NAMBA clubs in the region whether they'd like to participate in the planning and the bid as well.

There's still quite a bit of communication that needs to happen before the effort might go forward and become official. If it's going to happen, the earliest it would be here would be 2016, as next year's FE Nats

will be in Michigan and rumor has it the 2015 FE Nats will be in Colorado — though an official announcement has yet to be made.

Stay tuned ... we'll keep you all in the loop.

### Race turnout

One concern I've heard a lot from our members is that the turnouts have been small through the first half of the season.

I'm not sure I totally agree. After looking at some stats, I'm noticing that our turnouts have averaged more than 20 boats per race this season.

Small turnouts at Elma and Maple Valley had me a little concerned, but with the Maple Valley race, if you add back at least five boats (my Graham Trucking, Formula, Ron's Llummar and a vintage boat, and Ben's Hawaii Ka'i, which were at Nats that weekend), it brings the total at that race to 21.

Additionally, our average of nearly 15 members attending each race so far this season isn't bad either.

When you consider that we've got 33 members, we're talking almost half of the club's membership is consistently turning out to the races, on average, through the first half of the season.

That really isn't too bad, when kept in perspective.

See you at the races!  
— Nelson Holmberg,  
2013 ERCU Chairman





## Big Boat Stuff: Oberto wins Big Wake Weekend

The 2013 HI Unlimited season is underway, and even without title sponsorship, things seem to be going swimmingly for the big boats.

Here's a quick rundown:

### H1 Unlimited

It appears that the loss of Air National Guard as the title sponsor may have had as much to do with sequestration as it did with anything else. Who ever would've guessed that partisan politics would affect unlimited hydroplane sponsorship?

#### 1 Oh Boy! Oberto

**STEVE DAVID** overcame a score-up penalty in heat 2B that set him back to a fifth place finish to win the whole race when it came time for the final. After he absolutely wired the start, he was uncatchable for the 5 Graham Trucking and 37 Performance Chevrolet, who gave a spirited chase for first.

#### 5 Graham Trucking

**JIMMY SHANE** and his team put together an excellent weekend, winning all three preliminary heats and took second in the final. **TED PORTER**'s team entered Big Wake Weekend 150 points behind the high points lead, but left Sac in first place, with a 23-point lead over the Oberto.

#### 9 Jones Racing

With one of the three fastest

boats in the fleet, **JON ZIMMERMAN** had a great weekend, but penalties caused a pair of last-place finishes.

#### 11 Miss Peters & May SCOTT & SHANNON RANEY

surprised everyone by unveiling the former Miss Bud T-4, which they acquired from Schumacher Racing, and rebuilt, in time for the Sacramento race, rather than rebuild their original boat in the short time after it returned from Doha. It's the same hull that **JW MEYERS** crashed into the seawall in Detroit.

#### 14 Centurion Racing

**JAY LECKRONE** has leased **DAVE BARTUSH**'s equipment for 2013. **GREG HOPP** is the driver.

#### 18 Bucket List Racing

2012 HI Rookie of the Year **KELLY STOCKLIN** is not expected to run in 2013, unless the team shows up at the Pacific Northwest races.

#### 21 Snoqualmie Casino

**GREG & BRIAN D'FARRELL'S** green, white and black 21, will race only in Tri-Cities, Seattle and possibly Coeur d'Alene this year.

#### 22 Webster Racing

The **WEBSTER** family got the 22 rebuilt and ready to go for Sacramento, and are planning to run the full circuit this year.

#### 37 Beacon Plumbing

The 37 showed signs of improvement in Sacramento. Should be interesting to see what the rest of the year brings. **J. MICHAEL KELLY. DAVE VILLWOCK** was brought in by the team at Sacramento to consult.

#### 48 Lakeridge Paving

Rookie **JAMIE NILSEN** will drive the 48 at Seattle this year.

#### 57 Miss Fedco

The 57 also showed improvement in Sac. **N. MARK EVANS** and his team keep tweaking it to get more mph.

#### 95 Spirit of Qatar

**KIP BROWN** didn't have the speed he had hoped to have during Big Wake Weekend. The team is currently addressing that, and other issues, in its preparations for Madison.

#### 96 Spirit of Qatar

Since **VILLWOCK** announced his retirement from the Ellstrom team, not much has come out.

#### 100 Leland Unlimited

The "new" 100 debuted at Sacramento with a Bud-style cowl that was damaged when it came off during a heat. The boat did show improvement over the old boat for **RYAN MALLOW** before that.

## bwwRESULTS

### Heat 1A

1. 5 Graham Trucking, 2. 37 Performance Chevrolet, 3. 95 Spirit of Qatar, 4. 57 Fedco, DNS 100 Leland Unlimited

### Heat 1B

1. 1 Oh Boy! Oberto, 2. 9 Team Red Dot, 3. 11 Peters & May, 4. 14 Toyota, 5. 22 Rocky Mountain Tinting.

### Heat 2A

1. 9 Team Red Dot, 2. 37 Performance Chevrolet, 3. 11 Peters & May, 4. 14 Toyota, 5. 22 Rocky Mountain Tinting

### Heat 2B

1. 5 Graham Trucking, 2. 57 Fedco, 3. 100 Leland Unlimited, 4. 14 Toyota, 5. 1 Oh Boy! Oberto.

### Heat 3A

1. 5 Graham Trucking, 2. 95 Spirit of Qatar, 3. 37 Performance Chevrolet, 4. 14 Toyota, 5. 9 Team Red Dot.

### Heat 3B

1. 1 Oh Boy! Oberto, 2. 11 Peters & May, 3. 57 Fedco, 4. 22 Rocky Mountain Tinting, DNS 100 Leland Unlimited.

### Final

1. 1 Oh Boy! Oberto, 2. 5 Graham Trucking, 3. 37 Performance Chevrolet, 4. 95 Spirit of Qatar, 5. 57 Fedco, 6. 11 Peters & May, 7. 9 Team Red Dot.



# Helpful Hints: A Modeler's guide to the 2013 boats

This month, your loyal newsletter staff unveils a new element of the mostly-monthly ERCU newsletter: Helpful Hints. This month's edition is a modeler's guide to the 2013 HI Unlimited boats, as they were presented in their first run of the 2013 season. There will undoubtedly be changes to these boats as the 2013 season goes along, so if you register one of them, be careful that you're registering correctly for the boat you want, and that you find photos of the specific boat you want as well. Keep in mind that some hulls may already be registered to other owners, as it takes more than a minor change in the paint scheme or a U-1 to create a new registration. The ERCU Master Hull Roster will be updated and posted to the website shortly, as well, reflecting each of the 2013 boats that have run so far in 2013

## 1 Oh Boy! Oberto/Miss Madison



Real Boat Owner: ..... Residents of Madison, Ind.  
Hull Number: ..... 0706  
Racing Number: ..... U-6/U-1  
Hull Built: ..... 2007 by Miss Madison Racing Team  
Length/Width: ..... 31' 9"/14'-6"  
Team Website: ..... [www.missmadisonracing.com](http://www.missmadisonracing.com)  
Owner in ERCU: ..... Craig Bradshaw

## 9 Jones Racing/Miss Red Dot



Real Boat Owner: ..... Mike & Lori Jones (Enumclaw, Wash.)  
Hull Number: ..... 92102.5  
Racing Number: ..... U-9  
Hull Built: ..... 1992 by Ron Jones  
Length/Width: ..... 31' 9"/14' 6"  
Team Website: ..... [www.u9racing.com](http://www.u9racing.com)  
Owner in ERCU: ..... None

## 14 Centurion Racing



Real Boat Owner: ..... Jay Leckrone (Auburn, Wash., leased from Dave Bartush, Detroit)  
Hull Number: ..... 8700  
Racing Number: ..... U-14  
Hull Built: ..... 1987 by Jim Lucero/rebuilt 2007 by Spirit of Detroit Team  
Length/Width: ..... 31' 9"/14' 6"  
Team Website: ..... None, but the team can be found on Facebook  
Owner in ERCU: ..... None

## 5 Graham Trucking



Real Boat Owner: ..... Ted Porter, U-5 Racing (Decatur, Ind.)  
Hull Number: ..... 0001  
Racing Number: ..... U-5  
Hull Built: ..... 2000 by Miss Budweiser Racing Team/Hydroplanes, Inc.  
Length/Width: ..... 29'-10"/14'-6"  
Team Website: ..... [www.u5racing.com](http://www.u5racing.com)  
Owner in ERCU: ..... Nelson Holmberg

## 11 Miss Peters & May



Real Boat Owner: ..... Unlimited Racing Group (Edmonds, Wash.)  
Hull Number: ..... 9401  
Racing Number: ..... U-11  
Hull Built: ..... 1994 by Miss Budweiser Racing Team/Hydroplanes, Inc. as T-4  
Length/Width: ..... 29'-10"/14' 4"  
Team Website: ..... [www.ulracing.com](http://www.ulracing.com)  
Owner in ERCU: ..... Jim Dotson (running it as the 2010 U-37)

## 21 Snoqualmie Casino (Doha)



Real Boat Owner: ..... Greg O'Farrell (Maple Valley, Wash.)  
Hull Number: ..... 0721  
Racing Number: ..... U-21  
Hull Built: ..... 2007 by Lucky 21 Racing Team  
Length/Width: ..... 29'-10"/14' 6"  
Team Website: ..... [www.gofastturnlefttracing.net](http://www.gofastturnlefttracing.net)  
Owner in ERCU: ..... None



## 22 Rocky Mountain Window Tint



Real Boat Owner: ..... Steve Webster (Reading, Pa.)  
 Hull Number: ..... 8806  
 Racing Number: ..... U-22  
 Hull Built: ..... 1988 by Ron Jones  
 Length/Width: ..... 31' 9" / 14' 6"  
 Team Website: ..... www.websterracing.com  
 Owner in ERCU: ..... None

## 37 Performance Chevrolet



Real Boat Owner: ..... Billy & Jane Schumacher (Seattle, Wash.)  
 Hull Number: ..... 1188  
 Racing Number: ..... U-37  
 Hull Built: ..... 2011 by Ron Jones, Jr.  
 Length/Width: ..... 29' -10" / 14' -4"  
 Team Website: ..... TBA  
 Owner in ERCU: ..... Scott Fetterly (in construction)

## 57 Miss Fedco



Real Boat Owner: ..... Evans Brothers Racing (Chelan, Wash.)  
 Hull Number: ..... 9210  
 Racing Number: ..... U-57  
 Hull Built: ..... 1992 by Jim Lucero  
 Length/Width: ..... 31' 9" / 14' -6"  
 Team Website: ..... www.lakechelanhydro.com/u57hydro  
 Owner in ERCU: ..... None

## 95 Spirit of Qatar



Real Boat Owner: ..... Our Gang Racing, LLC (Preston, Wash.)  
 Hull Number: ..... 0717  
 Racing Number: ..... U-17  
 Hull Built: ..... 2007 by Our Gang Racing Team  
 Length/Width: ..... 29' -10" / 14' -4"  
 Team Website: ..... www.ourgangracing.com  
 Owner in ERCU: ..... None

## 96 Spirit of Qatar



Real Boat Owner: ..... Marine Technologies (Ballard, Wash.)  
 Hull Number: ..... 0116  
 Racing Number: ..... U-16  
 Hull Built: ..... 2001 by Ellstrom Racing  
 Length/Width: ..... 31' 9" / 14' -6"  
 Team Website: ..... www.ellstromracing.com  
 Owner in ERCU: ..... None

## 100 Central Coast Airbrush



Real Boat Owner: ..... Leland Unlimited (Kirkland, Wash.)  
 Hull Number: ..... 00100  
 Racing Number: ..... U-100  
 Hull Built: ..... 2000 by Fred Leland  
 Length/Width: ..... 29' -9" / 14' -10"  
 Team Website: ..... None, but the team can be found on Facebook  
 Owner in ERCU: ..... None





## Roberts posts first wins in back-to-back races

Robert Roberts became the first two-time winner in the modern class this season, pulling a two-fer with his 2000 Znetix, winning the Seafair Trophy Race and the President's Cup in back-to-back events.

They were Roberts' first career wins.

At the Seafair Trophy Race, Ben Keller posted his first owner's win of the season when Bill Smiley and David Newton tag-team drove the 1957 Hawaii Ka'i III (Smiley drove in the prelims and Newton drove the final) post a win in the vintage class, ending Ron Forister's four-race win streak.

That all changed again, though, at the President's Cup when Forister re-started his reign of terror with the 1971 Miss Madison, claiming the vintage final heat to take his fifth vintage win in six races this year.

It's a streak that even Jim McCormick and Harry Volpi would find unreal.

Roberts had it pretty easy in the Seafair Trophy Race at Twin Lakes in Marysville, posting a perfect day. Second in the

modern final was Nels Enquist with the 1972 Lincoln Thrift 7 1/4% Special, while third went to Scott Fetterly's 1993 Miss Circus Circus in its first appearance of the season. Newton's 1994 Elam 4-pointer, which made its ERCU debut as well, didn't finish the final after a good day in the heats taking two seconds and a third. Jim Dotson's 2010 Miss Peters & May and Craig Bradshaw's 2010 Oh Boy! Oberto also did not finish. Forister's 1999 Miss Madison was disqualified after hitting Bradshaw's dead Oberto, and lost all of its points for the day.

The vintage race also had its fair share of attrition at the Seafair Trophy Race.

Following Newton in the Ka'i across the finish line was Fetterly's 1968 Miss Budweiser in second, with third going to Bill Smiley's 1971 Hallmark Homes. The final finisher, in fourth, was Gerry Bordon with the 1970 Parco's O-Ring Miss. DNFs went to Forister with the 1971 Miss Madison, Bradshaw with Kirk Pagel's 1971 Atlas Van Lines and Nels Enquist with the 1966 Harrah's Tahoe Miss.

In the President's Cup, Roberts had a little more difficult time with his win, not being able to win every heat.

The final order of finish behind the bright green boat was Forister's 1999 Miss Madison in second, Bradshaw's 2010 Oberto in third, Mick Shutt's 1978 Miss Budweiser in fourth



and Enquist's 1972 Lincoln Thrift in fifth. Steve Dumanis' brand new KWWW didn't finish the modern final.

In the President's Cup vintage final, we already gave Forister his props, while second went to Bradshaw's 1958 Coral Reef, followed by Enquist in third with the 1966 Harrah's Tahoe Miss. Fourth went to Dumanis' 1969 Pride of Pay 'n Pak Outrigger after it jumped the gun. Robbie Roberts' 1960 Miss Burien failed to finish while battling speed control issues and Ryan Opfer's Gale's Roostertail did not start.

The President's Cup was a good clean race, free of controversy, and we're all thankful for that.

Sadly, however, Jim Dotson's newly-repaired Peters & May hull suffered more damage when the strut broke and the prop tore up the bottom of the boat. Dotson, however, showed marked improvement in his driving and the boat showed continued improvement in its speed, as well.







## Bradshaw, Holmberg take home Diamond Cups

ERCU history was made at the AllRisk Auto Insurance Diamond Cup at Horse-shoe Lake Park, as it was a day of firsts.

Among the first-time things that happened on Saturday:

- Craig Bradshaw won his first vintage final
- Nelson Holmberg's 2012 Graham Trucking recorded its first win and first perfect day.
- ERCU ran a modern connie and not a vintage connie for the first time ever. Normally, since the club has more vintage boats registered than modern, it's the other way around.
- For the first time in club history, we ran the vintage final before the modern final. Normally, the vintage final is the last race of the day, but because we had a modern connie without a vintage connie, we ran the modern connie last.
- John Earnest drove a modern boat (his new 1982 Oh Boy! Oberto) for the first time in his 40-plus years of racing model hydroplanes. It's kind of strange to think of a guy with that much experience as a "rookie".

It was a truly great race for the owners of the 22 boats that turned out, with hundreds of spectators watching throughout the day. And during the lunch break, one spectator approached Ron Forister to reminisce about his days as a Miss Madison owner. Other spectators were anxious to see racing begin again, and there were many inquiries about how to get involved with fast electric scale hydroplane racing. Even the newly-crowned 2013 Miss Woodland, Tristian Beaty stopped by to

provide a "royal greeting".

Reports from the Woodland Planters Days Festival committee were that the event drew even better response from festival attendees than it did a year ago, the first time ERCU was part of the festival.

Despite the beautiful weather with temperatures reaching into the low 80s, swimmers and waders took heed of the warning tape and increased signage provided by ERCU and stayed out of the water until the race was over.

Even the operators of the military duck boats were happy with the agreement made between our organization and theirs when a total of two hours was allowed during our break so they could provide rides to the public.

So all is good.

With 12 modern boats and 10 vintage, there was plenty of racing for the spectators to watch, and even with the two hour break, we were finished with our event by 4:30 p.m.

When the three rounds of preliminary heats were completed and it was time to conduct draws for the connies and finals, there were just two vintage boats still running that could have been in a connie – not enough for a legal heat – which led to the first time in ERCU history that we ran a modern connie, but not a vintage one.

Mick Shutt was the only driver to survive the most attrition any heat of the day saw, when he piloted his 1976 Miss Vernor's around three dead boats to win the modern connie. But even his boat wasn't immune from trouble as his dummy motor

came off in the left turn, and after taking the points instead of moving into the final (his 1978 Miss Budweiser, on the same transmitter as the Vernor's, was already into the final), he got just 48 points. Bradshaw's 2010 Oh Boy! Oberto, Jim Dotson's 2010 Miss Peters & May and Nels Enquist's 1972 Lincoln Thrift 7 ¼% Special all didn't finish.

Next was the vintage final, where Bradshaw dominated from start to finish. His 1958 Coral Reef was very fast, and Bradshaw drove a good race, strategically. Holmberg, driving Ben Keller's 1957 Hawaii Ka'i III, drove his best vintage heat of the day in the final with a great start and the inside lane, taking advantage of both to hold off Forister's 1971 Miss Madison for second. Third went to Forister, while Robbie Roberts' 1960 Miss Burién, which started as the trailer due to being the seventh boat in, on points, was fourth. Gentleman Jim Latimer's 1962 \$ Bill, Steve Dumanis' 1969 Pride of Pay 'n Pak Outrigger and Gerry Bordon's 1970 Parco's O-Ring Miss were all unable to finish.

In the modern final, Holmberg was able to get the inside lane and a flying start with the 2012 Graham Trucking, and used that to his advantage, holding on to the lead throughout. Dumanis' quickly improving – in fact, brand new – 1980 KWWW finished second, ahead of Forister's 1999 Miss Madison. Fourth place went to Robert Roberts' 2000 Znetix, followed by Ron Cole's 1972 Pride of Pay 'n Pak and Shutt's 1978 Miss Budweiser.



## 2013 MODERN BOAT STANDINGS

(Through seven races)

#	Boat	High Points
1.	2000 Znetix	6,570
2.	2013 Graham Trucking	6,334
3.	1999 Miss Madison	5,639
4.	2010 Oh Boy! Oberto	5,116
5.	2007 Formula Boats (T-6)	4,373
6.	1972 Lincoln Thrift	3,340
7.	2009 Formula Boats (T-5)	2,279
8.	1978 Miss Budwesier	2,187
9.	1986 Boat	1,600
10.	1982 Executone	1,500
	1977 Charlie's Girl	1,500

## 2013 MODERN DRIVER STANDINGS

(Through seven races)

#	Driver	High Points
1.	Robert Roberts	6,570
2.	Nelson Holmberg	6,334
3.	Ron Forister	5,639
4.	Craig Bradshaw	5,116
5.	Nels Enquist	3,340
6.	Lance Sponberg (R)	2,279
7.	David Newton	2,150
8.	Mike Campbell	1,600
9.	Ron Daum	1,590
10.	Bill Smiley	1,500

## CAREER STANDINGS VINTAGE

#	Driver	Career Points
1.	Jeff Campbell	93,361
2.	Mike Campbell	84,080
3.	Bob Vanden Akker	72,259
4.	Bill Smiley	66,677
5.	Ron Daum	59,368
6.	David Newton	51,948
7.	Gerry Bordon	49,411
8.	Rick Lentz	47,418
9.	Craig Bradshaw	45,932
10.	Nelson Holmberg	40,984
11.	Gary Hansen	39,244
12.	Robbie Roberts	38,390
13.	Ryan Opfer	36,401
14.	Craig Mullen	35,124
15.	John Earnest	31,815

## CAREER STANDINGS MODERN

#	Driver	Career Points
1.	Mike Campbell	111,981
2.	Mike Gossler	77,432
3.	Nelson Holmberg	70,099
4.	Jeff Campbell	51,655
5.	Craig Bradshaw	42,433
6.	Gary Hansen	41,665
7.	Rick Lentz	41,110
8.	Bill Smiley	32,814
9.	Steve Twardus	28,048
10.	Ron Daum	27,721
11.	Henry Marvin	25,125
12.	Mark Hansen	24,762
13.	Craig Mullen	23,941
14.	Mick Shutt	23,399
15.	Jerry Johnston	21,349

## 2013 VINTAGE BOAT STANDINGS

(Through seven races)

#	Driver	High Points
1.	1971 Miss Madison	9,925
2.	1957 Hawaii Ka'i III	4,869
3.	1960 Miss Burien	4,276
4.	1958 Coral Reef	4,013
5.	1970 Parco's O-Ring Miss	3,889
6.	1969 Pay 'n Pak Outrigger	3,644
7.	1962 Gale V	2,919
8.	1965 Gale's Roostertail	2,800
9.	1962 \$ Bill	2,665
10.	1971 Hallmark Homes	2,335

## 2013 VINTAGE DRIVER STANDINGS

(Through seven races)

#	Driver	High Points
1.	Ron Forister	9,925
2.	Robbie Roberts	4,276
3.	Craig Bradshaw	4,069
4.	Gerry Bordon	3,889
5.	Nelson Holmberg	3,769
6.	Steve Dumanis	3,644
7.	John Earnest	3,144
8.	Jim Latimer	2,665
9.	Lance Sponberg (R)	2,302
10.	Bill Smiley	2,025

## CAREER RACE WIN STANDINGS — VINTAGE

#	Driver	Race Wins
1.	Jeff Campbell	34
2.	David Newton	19
3.	Mike Campbell	15
4.	Bill Smiley	8
5.	Jesse Robertson	5
	Nelson Holmberg	5
	Ron Forister	5
8.	Gerry Bordon	4
	Roger Newton	4
	Bob Vanden Akker	4
10.	Steve Dumanis	3
	Gary Hansen	3
	Mark Hansen	3
	Jason Hartley	3
	Craig Mullen	3
	Nigel Steere	3

## CAREER RACE WIN STANDINGS — MODERN

#	Driver	Race Wins
1.	Mike Campbell	52
2.	Jeff Campbell	19
3.	Mike Gossler	10
	Nelson Holmberg	10
5.	David Newton	8
6.	Bill Smiley	6
7.	Gary Hansen	4
	Ron Forister	4
9.	John Williams	3
	Craig Bradshaw	3

## APRIL

**13 Champion Spark Plug Regatta**  
Centralia, Fort Borst Park  
CD: John Earnest/Howard Price  
(M) '86 Boat; (V) '71 Miss Madison

**21 Apple Cup**  
Lakewood, Waughop Lake  
CD: Ben Keller  
(M) '07 Formula; (V) '71 Madison

## MAY

**4 Atomic Cup**  
Elma, Vance Creek Park  
CD: Ron Daum  
(M) '99 Madison; (V) '71 Madison

**18 Governor's Cup**  
Adna, Lake Silverado  
CD: Craig Bradshaw  
(M) '10 Oberto; (V) '71 Madison

## JUNE

**1 Seafair Trophy Race**  
Marysville, Twin Lakes Park  
CD: John Earnest/Howard Price  
(M) '00 Znetix; (V) '57 Hawaii Ka'i

**9 President's Cup**  
Maple Valley, Lake Wilderness  
CD: Ben Keller/Craig Bradshaw  
(M) '00 Znetix; (V) '71 Madison

**15 Diamond Cup**  
Woodland, Horseshoe Lake  
CD: Nelson Holmberg  
(M) '13 Graham; (V) '58 Coral Reef

**29 Oregon Emerald Cup**  
Centralia, Fort Borst Park  
CD: Nelson Holmberg

## JULY

**20 Columbia Cup**  
Longview, Lake Sacajawea Park  
CD: Mick Shutt

## AUGUST

**11 Bernie Little Memorial**  
Marysville, Twin Lakes Park  
CD: Nels Enquist

**18 Roger Newton Memorial**  
Maple Valley, Cherokee Bay Club  
CD: David Newton

## SEPTEMBER

**14 Gold Cup**  
Adna, Lake Silverado  
CD: ERCU Contest Board

**22 Stan Sayres Memorial**  
Kirkland, Juanita Bay Park  
CD: Monte Steere & Ron Daum

**28 Oryx Cup**  
Woodland, Horseshoe Lake Park  
CD: Nelson Holmberg