

# ERCU

## THE NEWSLETTER

November 2007 | volume 3 | number 11

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

### Up Next

Dec. 2 ..... ERCU Member Meeting  
*Red Dot Corporation*  
*Kent, Washington*

### On the Web

ERCU Chat Group  
[groups.yahoo.com/ercu-hydros](http://groups.yahoo.com/ercu-hydros)

Our Gang Racing/Miss Red Dot  
[www.ourgangracing.com](http://www.ourgangracing.com)

1962-65 Miss Bardahl  
[www.missbardahl.com](http://www.missbardahl.com)

### Stat of the Month

— The record for most total boats at a single ERCU race is 50, set this year at the Leo Vanden Berg Challenge in Bothell.

### ERCU Trivia

? Did you know that Brian Gilmore was a linebacker on the Washington State University football team in 1986, when the Cougs beat USC in Pullman?



Ron Hartley

Bob VandenAkker (left) and Henry Marvin (right) present the 2007 ERCU Modern Class Rookie of the Year Award to Brian Gilmore at this year's Awards Banquet

## Awards Banquet brings end to season

The 2007 ERCU Awards Banquet was held Saturday, Nov. 17 in the Broadway Joe's room at Great American Casino in Tukwila.

Special thanks go out to **Henry Marvin** and **Rick Lentz**, who handled most of the arrangements for this year's banquet, which may have been ERCU's best ever. Others who played significant roles in planning this year's banquet include **Jeff Campbell**,

**Mike Campbell**, **Ron Daum**, **Gary Hansen** and **Mike Gossler**. A special thanks also goes out to **Ron Hartley** for providing all of our photos from the awards banquet.

Guest speakers were **Nate Brown** of the U-17 Miss Red Dot, and **Dixon** and **David Smith**, as

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## Billy, Jane welcome ERCU to U-37 shop

Our first member meeting of the 2007-08 offseason was a fun event, held in conjunction with the Schumacher Racing Team open house, held November 3 at the U-37 boat shop in the Interbay area of Seattle.

Following are the minutes of that meeting.

Chairman **Ron Daum** opened the meeting in the engine shop

of the U-37 Beacon Plumbing show, with 23 members in attendance.

Thanks go to **Patrick Gleason** for arranging the meeting to coincide with the U-37 open house that was held the same day, and thanks to **Billy** and **Jane Schumacher** for graciously allowing us to be a part of that day with them. The minutes of

the last meeting in April were approved as presented. Ron presented the treasurer's report prepared by **Henry Marvin**.

Equipment needs will be reviewed and presented at a future meeting.

New Race Coordinator **Mike Gossler** is settling into his new

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Final season high points standings  
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# THE MILL

## ERCU news briefs

### Three Contest Board spots up for vote at Dec. meeting

The election for board members for 2008 will be held at the December members meeting. There are three positions open for the 2008-2009 term. The following people have agreed to have their names placed in nomination.

- Mike Gossler
- Bob VandenAkker
- Henry Marvin
- Craig Bradshaw

If there are any other nominations please let **Rick Lentz** know as soon as possible so the name can be added to the ballot. Of course, a nominated person should agree to have their hat tossed into the ring before letting me know.

If you will not be able to attend the December meeting but would like to cast your vote, please send/email Rick your vote so it can be added to the total from the meeting. Mailed/emailed votes will be confidential. Rick's mailing address of preference is: 1800 136th Place NE, Suite 100, Bellevue, WA 98005.

### Boat Bio project is ongoing for the revamp of our website

Next up for all of the new things coming to the website is hopefully a complete — or as complete as we can get at least — collection of boat bios. If you can't recall having ever seen a bio for your boat, please contact **Rick Lentz**, **Ron Daum** or **Nelson Holmberg** to get the form that you'll need to complete to get your boat bio on the web.

### Kevin Fenton lives a dream

One of ERCU's "family" was recently featured by the Seattle Seahawks and Virginia Mason Medical Centers of Seattle. **Kevin Fenton** - Judy's 14-year old son - was the Virginia Mason Seahawks Honorary Co-Captain on Monday Night Football. Kevin was on the field with captains from the Seahawks and the San Francisco 49ers before the Hawks shutout win over the Niners. He was shown on the field with both teams and officials by ESPN as a part of the Monday Night Football broadcast, and the Seahawks were kind enough to provide photos to Judy, which she shared with us. "The whole event was awesome," Judy said. "What a dream come true for Kevin."



### Newsletters are now archived on ERCU website

There's now an archive of the ERCU Newsletters ever published, starting with the first one in September of 2005. All of the newsletters that have ever been produced are on the site. To get to the archive, click on "Archived ERCU Newsletters" at the top of the news page.

## a moment with

### BRIAN GILMORE

**Family:** . . . Sweetheart/wife Yvonne, daughters Jennifer & Candace, sons Brandon & Derrick, and grandchildren Kaylee, Corban, Brenden, Alexis (aka Po Baby), Maria, Sophia and Isabella (Bella)

**City he calls home:** . . . . . Kent, Wash.

**Job (when not boating):** . . . . . Insurance Guy (Travelers)

**College Football Loyalty:** . . . . . THE Washington State University Cougars

**Favorite Current Unlimited Hydro:** . . . . . Miss Elam

**Favorite Unlimited Hydro of the past:** . . Hawaii Kai/Any early Grand Prix boat

**Boats he races in ERCU:** . . . . . U-13 Gilmore Special

**What was your first car?** . . . . . 1970 MGB Convertible

**What was your first job?** . . . . . Insurance Guy

**When and how did you get involved in scale racing?**  
Dad (Dan Gilmore) drug me into it about one year ago; Couldn't be happier about it!

**Have you ever had a manicure/pedicure?:** . . . Oh sure, anytime beautiful women pamper me, who am I to say "Oh, stop already!"?

**Coke or Pepsi?** . . . . . Tonic water



## BIG BOAT news

With race season over and Winter approaching the news is always scant but there's always something going on:

### ■ U-17 Miss Red Dot -

**Nate Brown** spoke at the ERCU awards banquet on Nov. 17th and continues work on the steering & handling issues for Red Dot hull. His nephew **Kip Brown** is still slated to take over the cockpit for 2008.



### ■ U-22 Webster Racing Team -

**Mike Webster** continues his conversion to turbine power, and has now acquired a new truck to tow the revamped hull to the various race sites.



### ■ U-25 Superior Racing -

**Dr. Ken Muscatel** has been working with ABRA on new and future race sites.

### ■ U-37 Billy Schumacher Racing -

**Billy Schumacher** held his open house at the U-37 shop on Saturday November 3rd, and hosted the first ERCU club meeting for the season. Race hull was upside down in shop getting ready for 2008 race season.

### ■ U-48 Lakeridge Paving -



**Greg O'Farrell** has acquired more new equipment. Watch this column next month for an announcement regarding this new equipment.

And since the offseason is quiet at this time of year, how about a little refresher of some hydro history?

### 50 years ago, 1957 - U-8 Hawaii Kai was

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Shanty I ended her short stellar career after being destroyed at the President's Cup on September 22, 1957.



# THE MILL

Judy Fenton's 14-year old son was a Seahawks Junior Co-Captain at the 11/12 Monday Night Football game against the San Francisco 49ers . . . **Mike Campbell** is taking some time off of boats to do some work on his house — like many of us, work that got postponed during the racing season. Mike reports he's building two new boats for 2007, the picklefork Harrah's Club and the Eliminator . . . **Jeff**

ERCUCU news & rumors

Jim Clark



**Campbell** is going to build a limited number of boats this winter, so get your order in soon. The gold Pay 'n Pak team is up for sale, too, Jeff reported . . . **Rick Lentz** said that **Dr. Ken Muscatel's** boats will soon be represented in ERCU for the first time . . . **Mick Shutt** recently shot gold paint on his 1978 Miss Budweiser . . . **Kirk Pagel** says the Maverick is getting finishing touches and the Shanty I is getting post-season maintenance before going into mothballs . . . **Ron Hornung** says his Miss Pepsi is out of the mold, just in pieces . . . **Dave Gardner's** Gray Goose is in the works . . . **Monte & Nigel Steere** are foregoing boat work [that they'd probably enjoy more] to finish a remodeling project at Nigel's house . . . **Pat Gleason** (aka "The Chairman"), has completed his move to Lakewood with Christine, and the night he left his house on Trout Lake, an electrical fire broke out, damaging the interior of his house . . . **Craig Bradshaw** has all of his boats in mothballs, and has the Miss Madison he's building for **Roger May** of Portland ready for paint . . . **Dan Gilmore** is pushing Craig for completion of a Thriftway Too model, while also restoring a 1950 Ford . . . **John Burkey** is back to work on the "Smokin' Headache", which he hopes to have ready for modern races next spring . . . **Ryan Bradshaw** has his Wayfarer's Club Lady in mothballs for the winter . . . **Bob VandenAkker** reported the U-7/25 Racing Team is looking for a new transporter rig, as it's time to retire the Jeep . . . **Mike Gossler** continues work on the new U-20 (1963) Miss U.S. "Goss" also announced that Pacific Graphics now has a new printer and can do all of the supplemental graphics we may ever need . . . **Nelson Holmberg** said he's going to re-paint the 1973 Red Man this winter, even though he promised to do that last winter too.

Jim Clark



He's also working on Rick's new Silver Dollar Casinos (2002), and getting ready to paint his own 1967 Miss Budweiser . . . **Fred Holmberg** is finishing paint prep on his 1973 Red Man (vintage), and hopes to be ready for the 2008 season by April . . . **Ron Daum** announced that his Miss Pepsi is going into retirement, the Such Crust will get some TLC this winter, including new graphics. The Wildroot Charlie is mothballed for the winter and the Lumar will get new tailfeathers.

## BIG BOAT news

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crowned National Champion for 1958 . . . the surprise second place boat in high points for



1957 was the U-54 Wildroot Charlie . . . the U-29 Shanty I ended her short stellar career after being destroyed at the President's Cup on September 22, 1957. Work began at season's end in 1957 on the new U-40 Miss Bardahl.

**25 years ago, 1982** - The new U-100 Atlas Van Lines driven by **Chip Hanauer**

was crowned National Champion, beating out the U-1 Griffon Bud . . . Work began after the 1982 season, on a new **Jon Staudacher** hull to be known as the U-3 Miss Renault.



**10 years ago, 1997** - After being beat out by the U-100 Pico a year earlier, the tandem duo of Miss Budweiser (T-3 & T-5) captured the National High



Points for the season . . . **Fred Leland** added two new boats to the Leland Navy in 1997 - the U-98 & U-99 (both campaigned under various names) . . . Work also began in the off season on his new U-100 Pico hull.

**5 years ago, 2002** - The tandem duo of U-1 Miss Budweiser ( T-5 & T-6 ) driven by **Dave Villwock** finished first in the National High Points race . . . In second place was **Nate Brown** in the U-16 Miss E-Lam Plus . . . New for 2002 was the U-3 Vacationville with Allison power.



## 2007 schedule

(subject to change)

APRIL	Date	Event	Location
	15	Champion Spark Plug	Centralia
	29	Silver Cup	Bellevue

MAY	Date	Event	Location
	12	Bill Brow Memorial	Marysville
	26	Oregon Emerald Cup	Tualatin, Ore.

JUNE	Date	Event	Location
	3	Leo Vandenberg	Lake Pleasant
	9-10	President's Cup	Lake Wilderness
	24	Rose Festival Regatta	Portland

JULY	Date	Event	Location
	15	Bernie Little Memorial	Bellevue
	22	Columbia Cup	Tualatin, Ore.

AUGUST	Date	Event	Location
	12	Diamond Cup	Pipe Lake
	26	Seafair Trophy	Coulon Park

SEPTEMBER	Date	Event	Location
	8-9	Gold Cup	Lake Wilderness
	23	Sayres Memorial	Cherokee Bay
	30	Apple Cup exhibition	Chelan

OCTOBER	Date	Event	Location
	7	Brewers Cup	Shady Lake
	14	Cascade Cup/Nats	Woodland

Season high points for boats and drivers will be based on the 10 best finishes for the year.

Columbia River Division races will count toward all members' 10 "high points" races.

Columbia River Division races include the Champion Spark Plug Regatta, the Oregon Emerald Cup, Rose Festival R/C Regatta, Columbia Cup, and the Cascade Cup/APBA National Championships

Compiled by Kirk Pagel





Nelson Holmberg



The U-37, upside down in the Schumacher Racing Team shop for offseason work.

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## Minutes from the November meeting

role. **Bob VandenAkker** reported that it may be possible to schedule one or two races at Lake Tye in Monroe, with dates available in April, May, September and October.

Also the Leo Vandenberg Challenge is available to be held at Lake Pleasant on June 2, but a contest director will be needed to take over from Bob. Anyone interested in continuing a great race at a great location is encouraged to contact Bob for additional information.

The goal of the 2008 season will be to set up a 15 race schedule, spread as evenly through the summer as possible. More Saturday dates will be targeted, and more contest directors will be needed. As in past years, season awards would be based on the ten best events of each boat and driver.

A review of the 2007 season race sites indicated support for the courses at Bellevue (1 or 2 maximum), Centralia (as long as we get there before the milfoil takes over), the Lake of Tualatin Commons (Tualatin, Ore.), Marysville, Woodland, Lake Wilderness, Cherokee Bay and Lake Pleasant. Sites recommended to discontinue are Puyallup (too many weeds too early and concerns about the opening day of fishing season), Pipe Lake (no room for scaffolding), Coulon (too rough) Chelan (not enough club support) and Shady Lake (no room for scaffolding). The New Year's Day tradition of the fun run at Shady would be continued, as long as host **Rocky Peterson** is amenable.

Insurance coverage was discussed, with the recommendation that we stay with APBA, in part because of the potential coverage in *Propeller* magazine, and

the official authorization to hold the National Championship race. However, in the week following the meeting, APBA announced new requirements for coverage, which could impact the club financially and affect race course set-up. Members were informed to hold on renewal of coverage until more information could be obtained, with an update due at the December 2 members meeting.

Technical Inspector **Mike Campbell** reminded all that every boat needs to pass inspection before its first race of 2008, regardless of its status in 2007. As in past years, inspections can be done at the monthly members meetings. If a boat needs to be inspected on race day, members are asked to arrive early (before 9 a.m.) to allow time for all pre-race activities to be accomplished.

Scale Inspector VandenAkker reminded that the "Intent to Build" form should be submitted early in the construction process to prevent dimensional errors to interfere with the completion of the boat. The form is available on the website.

The website continues to be improved. A "For Sale" section is being added, and race link and history of the races section is under construction. Pictures of all boats

have been inserted into the "Boats" section, and now need biography information added. Each member is asked to provide information that can be used to augment this section.

Examples of the information that is desired are available.

Links to Rumrunners and International Waters sites will be added, along with a more direct link to the Master Hull Roster.

In order to keep the website energized, current and interesting information is requested from the membership to allow for regular updates. Anything relevant to boating or individual members is requested.

There was discussion on judging and refereeing concerns. A Rules Committee was formed to review the current rules, to recommend additions, deletions, formatting and application ideas for the 2008 season. This committee will present their recommendations to the board by the January meeting, with a finalized version available to the members at the February meeting. A second idea is to hold a video review and discussion of actual race occurrences, and help determine proper rulings.

One idea presented is to help with the judging by calling your own penalties. Since this is a club, it's supposed to be fun. Some driving infractions may be questionable, but we all know when we cut inside a buoy, or do something that causes grief to another running boat. If we would all help out by "fessing up" to our own indiscretions, the referee could have a much easier time overseeing the heat.

There being no further business, the meeting was adjourned following News and Rumors. The next meeting is scheduled for Sunday, Dec. 2, at Red Dot Corporate Headquarters in Kent. The time and address will be provided prior to the meeting.

Nelson Holmberg



One of the beautiful Lycoming T-55 turbines being prepared this winter by U-37 engine builder John Walters.



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well as Skip Schott.

A great buffet, featuring a fabulous baron of beef and a really good salmon dish as well as all of the great side-dishes. Great desserts were also provided and everyone seemed to enjoy the meal.

The evening started out with a brief celebration of Ryan Opfer's 12th birthday. Ryan is an up-and-coming driver in ERCU, and has proven his ability to handle a really fast boat, built by his grandfather — Howard Price. Howard brought gifts and a cake to the banquet, where we all were able to share Ryan's birthday with him.

This year's awards went to:

**Rookie of the Year**

**Modern Class**

**BRIAN GILMORE**

Brian finished fifth in the Red Dot Championship Series this year, driving his dad's model of the 1983 Gilmore Special.

Brian won the connie at the Lilly Brother's Brewers Cup, and finished second in two finals this season.

His season total of points in the Red Dot Championship Series was 9,077 high points. Brian was also third in the Columbia River Division.

**Rookie of the Year**

**Vintage Class**

**RALPH JORGENSON**

Ralph finished the season strong, including solid finishes in finals at the Stan Sayres Memorial, Lilly Brother's Brewers Cup and the PAWS Cascade Cup/APBA National Championship.

Ralph's model of the 1974 Sunny Jim was a consistent threat throughout the season, and as Ralph continued to improve as a driver, the boat kept getting better.

His season points total in the Red Dot Championship Series was 7,970 high points.

**Most Improved Driver**

**Modern Class**

**NELSON HOLMBERG**

Nelson improved as a driver throughout the season, getting comfortable milling for and driving in lane one, hitting starts consistently, and finishing heats.

Ron Hamley



Bill Smiley (left) was recognized this year with the ERCU Sportsmanship Award. Mike Campbell presented the award during the awards banquet on November 17.

He also won a race for the first time in his career, posting a first-place finish at the Lilly Brothers Brewer's Cup. Nelson also took second place honors at the Diamond Cup and at the ERCU Gold Cup. He was also fourth at NAMBA Nationals.

Nelson scored 9,612 high points this season, an improvement of nearly 2,000 points over last year.

**Most Improved Driver**

**Vintage Class**

**RICK LENTZ**

Rick drove the 1958 Miss Bardahl to one of the club's biggest points improvements in 2007, and for that, he was recognized as this year's Vintage Class Most Improved Driver.

Last season, Rick finished the Red Dot Championship Series in 20th place with 3,387 points. This year, he piloted the Green Dragon to an 8th place finish with 6,285 points. That was an improvement of nearly 2,900 points.

**Sportsmanship Award**

**BILL SMILEY**

A consistent good attitude and classy demeanor made Bill always a joy to be around this season.

He's a true sportsman who not only takes everything in stride, he also consistently offers help to other racers, provides needed assistance to the club and has an ever-present smile that is indeed appreciated.

**Williams is Contest Director of the year**

**Contest Director of the Year**

**JOHN WILLIAMS**

For many years now, John Williams has put his heart and soul — and even a few bucks of his own — in to making the ERCU President's Cup extra special. His efforts have succeeded among the ERCU gang, but also have bled over to the fine folks of Maple Valley, who have come to love the ERCU President's Cup, and have officially incorporated our race into their Maple Valley Days celebration.

In 2007, John's dedicated work paid off when ERCU participated in the parade, and many of the banners promoting Maple Valley Days included the hydros on them.

**Contribution Awards**

Letters of appreciation were presented to the following for their much appreciated, and ongoing support of ERCU and its events.

- Terry Beckler and family
- Ron Billings, Island Hobbies
- Teri Campbell
- Ron Daum
- Judy Fenton
- Dan Gilmore
- Mike Gossler
- Nelson Holmberg
- Dave Kelly, RC Hobbies of Woodinville & Covington
- Rick Lentz
- Jim Lilly
- Henry Marvin
- Rocky Peterson and family

**2007 ERCU Rookie Class**

Last, but not least, ERCU presented trophies to its 2007 Rookie Class. These drivers are new to the club, and drove boats in our organization for the first

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Nelson Holmberg



The Gilmore/Bradshaw/Shehan table at the 2007 ERCU Awards Banquet. It's easy to say that a very good time was had by all, as each family took home hardware.



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time this season. We look for great things from each of these drivers, and we're excited to have them as a part of ERCU.

- Gerry Bordon
- Ryan Bradshaw
- Brian Gilmore
- Carl Lewis
- Ralph Jorgenson
- Jessie Shehan
- Mick Shutt

**Guest Speakers**

In true ERCU tradition, we had both the modern and the vintage boats represented — even with our guest speakers at the banquet. First up, again true to ERCU tradition, was Nate Brown, who shared the story of the building of his U-17 Miss Red Dot.

Six months and approximately \$100,000 after starting the construction of his boat, Nate and his crew of guys who mostly had never been to a boat race before, put the Miss Red Dot in the water at Seattle. The first time out, the boat not only turned a fast lap of more than 143 miles per hour, it came back to the dock

in one piece. Nate also was able to finish the racing weekend, which he deemed a success.

Nate took about 30 minutes or so to answer the great questions our members asked of him, and proved to be a great guest speaker. It was a pleasure to have

project and launched the boat for the first time in May of 2007.

Both guest speakers were a great addition to the banquet, and had us all appreciating the work they've all done for the good of unlimited hydroplane racing, past and present.



Ron Hartley

The "Chow Line" as members and families make their way through the delicious buffet prepared by Great American Casino in Tukwila.

Nate and his wife as a part of our event.

Three of the original crew members for the 1962-65 Miss Bardahl, Dixon Smith along with his brother Steve and Skip Schott, also joined us to spend some time chatting about the restoration project of the boat they all worked together on 41 years ago.

The stories included everything from how they acquired the boat, and in what shape it was when they took delivery (including, believe it or not, a WOOD dummy gearbox that was used for boat displays), to the pride they all felt when they finished the

ERCU "stat geek" report

**Racing's done for the year, so it's a chance to "geek out"**

It's my job.

That's my excuse for cooking up the interesting "geekie" stats that I occasionally figure up and share with the membership at large.

This time I don't take the blame (or credit) for the stats I'm sharing this month.

Our chairman, Ron Daum, is working on another project, he needed some information from the statistical annals of ERCU. When I finished the project, I couldn't help but be fascinated by the numbers that came out of it.

So as a result, I thought I'd share the information with you all and try to make a case for why I thought it was interesting.

This season's racing schedule was a busy one. We had 15 races, many of them bunched together on the schedule. Everyone also tries to sneak in family vacations while also hoping to run as many races as they'd planned to run during the season.

So its interesting (to me anyway) how you can see in the stats below when people seem to take their vacations, or just not come to races.

**April/May**

- Champion Spark Plug Regatta (Centralia) – 39 boats, 26 drivers
- Silver Cup (Bellevue) – 35 boats, 23 drivers
- Bill Brow Memorial (Marysville) – 38 boats, 24 drivers
- Oregon Emerald Cup (Tualatin) – 29 boats, 19 drivers

**June/July**

- Leo Vandenberg (Bothell) – 50 boats, 21 drivers
- President's Cup (Lake Wildemess) – 42 boats, 26 drivers
- Rose Festival RC Regatta (Tualatin) – 31 boats, 19 drivers
- Bernie Little Memorial (Bellevue) – 29 boats, 21 drivers
- Island Hobbies Columbia Cup (Tualatin) – 25 boats, 22 drivers

**August/September**

- Diamond Cup (Covington, Pipe Lake) – 26 boats, 20 drivers

- Seafair Trophy (Renton, Coulon Park) – 37 boats, 25 drivers
- ERCU Gold Cup (Maple Valley, Lake Wildemess) – 33 boats, 21 drivers
- Stan Sayres Memorial (Maple Valley, Cherokee Bay) – 37 boats, 23 drivers

**October**

- Lilly Brothers Brewer's Cup (Renton, Shady Lake) – 33 boats, 20 drivers
- Cascade Cup/APBA Nationals (Woodland) – 36 boats, 22 drivers

All of that information is interesting, seeing who shows up, what race sites seem to be most popular, and when people aren't available to race. But the averages continue to show growth in the club, which is certainly exciting.

Average boat count – 34.7; Average driver count – 22.1.  
(average driver count does not double up drivers who run multiple boats, or one or more boats in each class)

Average vintage boat count – 21.3; Average modern boat count – 14.3.

Most boats at a race – 50 (Leo Vandenberg); 42 (President's Cup); 39 (Champion Spark Plug Regatta).  
Most drivers at a race – 26 (Champion Spark Plug Regatta & President's Cup; 25 (Seafair Trophy).

Most vintage boats at a race – 30 (Leo Vandenberg); 23 (Champion Spark Plug, Silver Cup, Bill Brow Memorial, President's Cup).

Most modern boats at a race – 20 (Leo Vandenberg); 19 (President's Cup); 17 (Cascade Cup/APBA Nationals).

All this means is that once in awhile it's kind of fun to take a look at the numbers, across the board. It was an interesting study for me to work on for Ron, and I hope you all find some interest in it, too.

Enjoy the winter! I know I will.

— Story by **Nelson Holmberg**  
ERCU Statistician





## Statistics ■ Career Driver Points (through 2007)

### Vintage Class Career Points

No.	Name	2007	2006	2005	2004	2003	Total Pts.
1.	Jeff Campbell	15,600	12,638	12,014	9,844	1,150	51,246
2.	Mike Campbell	14,525	8,992	10,311	8,064	5,557	47,449
3.	David Newton	1,116	4,213	13,113	12,230	13,550	44,222
4.	Bob VandenAkker	10,693	11,321	9,568	3,576	1,276	36,434
5.	Bill Smiley	4,660	7,737	5,015	6,835	7,579	31,826
6.	Roger Newton	4,325	4,663	6,240	8,083	5,569	28,880
7.	Ron Daum	7,084	4,983	7,979	8,730	0	28,776
8.	Jim Clark	2,321	7,368	4,667	6,372	6,294	27,022
9.	Henry Marvin	6,140	7,617	7,946	3,761	0	25,464
10.	Rick Lentz	5,351	3,387	5,997	5,377	4,463	24,575
11.	Ron Hornung	3,697	7,427	4,027	9,103	0	24,254
12.	Monte Steere	4,744	3,064	4,521	4,748	6,196	23,273
13.	Jason Hartley	4,719	10,552	5,809	0	0	21,080
14.	Jim Lilly	0	779	5,619	7,099	6,354	19,851
15.	Gary Hansen	7,059	8,633	2,909	0	0	18,601
16.	Steve Twardus	3,864	4,887	4,793	3,069	0	16,613
17.	John Williams	4,370	3,086	2,496	1,800	4,102	15,854
18.	Mark Hansen	5,925	8,478	788	0	0	15,191
19.	Craig Bradshaw	6,530	4,043	2,684	0	0	13,257
20.	Jesse Robertson	0	11,209	0	0	400	11,609
21.	Nigel Steere	2,813	2,343	3,794	672	1,425	11,047
22.	David Gardner	1,514	2,250	3,845	3,357	0	10,966
23.	Scott Fetterly	6,061	3,957	0	0	0	10,018
24.	David Lilly	0	0	450	4,135	4,207	8,792
25.	Jerry Johnston	4,697	4,085	0	0	0	8,782
26.	Ralph Jorgenson	7,970	0	0	0	0	7,970
27.	Robbie Roberts	750	1,677	4,976	521	0	7,924
28.	Tony Perman	0	0	0	2,700	5,037	7,737
29.	Dawna Gross	1,385	5,213	0	0	0	6,598
30.	John Earnest	4,196	1,921	0	0	0	6,117
31.	Doug Brow	5,926	0	0	0	0	5,926
32.	Nelson Holmberg	3,704	1,407	0	750	0	5,861
33.	Dave Helton	0	0	0	2,756	3,025	5,781
34.	Mike Gossler	0	0	0	5,655	0	5,655
35.	Kevin Porter	0	0	0	0	5,391	5,391
36.	Patrick Gleason	2,284	3,068	0	0	0	5,352
37.	Jesse Shehan	5,022	0	0	0	0	5,022
38.	Gary Levander	1,529	1,431	0	846	300	4,106
39.	Steve Brown	0	0	0	225	3,686	3,911
40.	Joe Hewitson	0	0	0	1,169	2,600	3,769
41.	Ron Hartley	3,736	0	0	0	0	3,736
42.	Ryan Opfer	2,804	563	0	0	0	3,367
43.	Vinnie Donati	0	0	0	3,127	0	3,127
44.	John Burkey	1,225	1,679	0	0	0	2,904
45.	Grady Steere	0	320	2,189	0	0	2,509
46.	Gale Whitestine	0	0	1,769	0	0	1,769
47.	Pat Malyspina	0	0	1,756	0	0	1,756
48.	Gerry Bordon	1,421	0	0	0	0	1,421
49.	Kerry Kjos	0	0	0	1,219	0	1,219
50.	John Dyer	0	0	1,150	0	0	1,150
51.	Lee Robertson	0	0	0	0	1,100	1,100
52.	Bill McGraw	0	0	0	0	1,094	1,094
53.	Doug Gunter	0	0	0	1,075	0	1,075
54.	Jeff Stubbers	0	0	0	0	900	900
55.	Harry Gajjens	0	0	0	869	0	869
56.	Carl Lewis	844	0	0	0	0	844
57.	Craig Mullen	0	831	0	0	0	831
58.	Don Mock	0	0	0	0	794	794
59.	Dave Reiser	550	225	0	0	0	775
60.	Howard Price	300	423	0	0	0	723

### Modern Class Career Points

No.	Name	2007	2006	2005	2004	2003	Total Pts.
1.	Mike Campbell	15,225	13,521	13,348	11,850	0	53,944
2.	Jeff Campbell	10,215	13,650	12,125	11,744	0	47,734
3.	Mike Gossler	9,526	9,921	8,172	0	0	27,619
4.	Steve Twardus	7,823	4,215	5,429	5,090	0	22,557
5.	Gary Hansen	7,733	8,807	4,513	0	0	21,053
6.	Nelson Holmberg	9,612	7,688	1,769	0	0	19,069
7.	David Newton	0	1,100	9,284	2,045	5,325	17,754
8.	Henry Marvin	8,722	8,920	0	0	0	17,642
9.	Rick Lentz	6,756	4,571	5,348	395	0	17,070
10.	Mark Hansen	5,570	5,807	5,490	0	0	16,867
11.	John Williams	1,463	3,124	2,596	2,744	5,300	15,227
12.	David Gardner	1,957	1,400	3,401	6,170	0	12,928
13.	Doug Brow	8,525	3,589	0	0	0	12,114
14.	Jerry Johnston	4,527	4,929	0	620	0	10,076
15.	Brian Gilmore	9,077	0	0	0	0	9,077
16.	Gale Whitestine	0	1,852	4,683	2,400	0	8,935
17.	Craig Bradshaw	4,772	3,239	0	0	0	8,011
18.	Nigel Steere	4,052	3,338	0	0	0	7,390
19.	Roger Newton	1,297	3,908	694	0	950	6,849
20.	Bob VandenAkker	4,203	0	1,239	1,046	0	6,488
21.	Ron Hartley	4,339	1,530	0	0	0	5,869
22.	Patrick Gleason	4,368	0	0	0	0	4,368
23.	Bill Smiley	4,113	0	0	0	0	4,113
24.	Robbie Roberts	2,622	1,290	0	0	0	3,912
25.	Mick Shutt	3,801	0	0	0	0	3,801
26.	Craig Mullen	3,015	502	0	0	0	3,517
27.	Doug Gunter	0	0	0	2,713	0	2,713
28.	Dave Sacry	0	0	2,309	0	0	2,309
29.	Jesse Robertson	0	1,950	127	0	0	2,077
30.	Jesse Shehan	1,448	0	0	0	0	1,448
31.	Jason Hartley	450	0	638	0	0	1,088
32.	Ron Hornung	0	0	0	825	0	825
33.	Robert Roberts	469	0	0	0	0	469
34.	Howard Price	0	0	0	450	0	450
35.	David Lilly	0	0	281	0	0	281
36.	Scott Fetterly	64	0	0	0	0	64
37.	Dave Helton	0	0	0	0	0	0



**BUILT TO SURVIVE!**





# Statistics ■ 2007 Season (Final)

## Vintage Boat Points

No.	Boat	Driver	CSP	SC	BBM	EC	LEO	PC	RFR	BLM	CC	DC	ST	GC	SSM	BC	CC/APBA	Total	Drops	High Points
1.	Pay 'n' Pak (1969 Outrigger)	Jeff Campbell	800	1,600	1,500	1,600	1,600	1,200	1,295	1,600	1,600	-	1,400	2,000	1,600	1,500	1,600	20,895	4,795	16,100
2.	Notre Dame (1969)	Mike Campbell	1,200	400	1,200	1,200	1,100	1,400	1,400	1,200	900	1,600	1,325	1,425	1,400	469	1,800	18,019	4,069	13,950
3.	Lil Buzzard	Jeff Campbell	1,100	1,200	1,200	800	1,250	1,400	1,200	-	400	-	1,369	-	-	-	1,595	11,514	0	11,514
4.	Miss Eagle Electric	Bob VandenAkker	-	-	996	975	469	863	919	1,069	807	-	-	1,169	869	925	-	9,061	0	9,061
5.	Sunny Jim (1974)	Ralph Jorgenson ®	0	300	525	-	494	654	-	638	544	1,000	-	900	802	1,019	1,394	8,270	300	7,970
6.	Notre Dame (1963)	Bob VandenAkker	1,325	1,050	-	-	-	-	-	-	-	1,094	-	961	1,069	952	1,377	7,828	0	7,828
7.	Muvalong	-	-	-	925	494	1,194	-	-	96	-	-	800	1,300	800	-	1,450	7,059	0	7,059
8.	Coral Reef	Craig Bradshaw	-	525	619	694	577	675	-	800	694	-	450	-	596	750	-	6,380	0	6,380
9.	Miss Bardahl (1958)	Rick Lentz	-	375	-	127	394	0	-	1,094	-	863	710	850	-	938	-	6,285	0	6,285
10.	Miss US (1970)	Henry Marvin	900	1,300	700	400	375	394	225	877	0	-	800	-	-	169	-	6,140	0	6,140
11.	Miss Madison (1961)	Scott Fetterly	760	-	869	-	1,169	569	-	-	-	925	517	1,252	-	-	-	6,061	0	6,061
12.	Miss Budweiser (1966)	Doug Brow ®	525	1,169	300	750	225	569	975	-	-	300	400	225	638	300	100	6,476	550	5,926
13.	Vans PX	Mark Hansen	-	-	-	-	1,225	750	-	-	400	-	-	1,325	900	-	-	5,925	0	5,925
14.	Wildroot Charlie	Ron Daum	-	-	-	-	-	-	-	-	338	1,052	1,269	869	-	619	1,025	5,572	0	5,572
15.	St. Regis	Jessie Shehan ®	169	450	137	353	169	391	952	596	864	225	436	394	286	169	300	5,891	869	5,022
16.	Miss Thriftway (1960)	R. Newton; D. Newton	1,200	-	-	869	1,000	-	-	300	-	-	-	-	-	-	-	4,769	0	4,769
17.	Miss Timex (Clock)	Jerry Johnston	-	-	600	-	525	1,095	1,000	0	-	-	-	0	606	-	871	4,697	0	4,697
18.	Miss Madison (1971)	John Williams	-	-	-	-	700	525	-	-	-	-	800	0	920	1,425	-	4,370	0	4,370
19.	\$ Bill	Ron Hartley ®	-	648	-	600	625	-	1,150	-	-	-	-	-	713	-	-	3,736	0	3,736
20.	Shanty I (1957)	Nelson Holmberg ®	-	952	769	-	95	-	-	225	-	-	0	1,094	269	300	-	3,704	0	3,704
21.	Slo Mo Shun IV	Monte Steere	694	500	-	-	550	-	-	800	-	1,100	-	-	-	-	-	3,644	0	3,644
22.	Hallmark Homes (1971)	Jason Hartley	1,500	800	-	-	-	-	-	1,259	-	-	-	-	-	-	-	3,559	0	3,559
23.	Slo-Mo-Shun V	N. Steere; M. Steere	882	456	-	-	-	-	-	-	-	1,100	-	-	1,100	-	-	3,538	0	3,538
24.	Miss Pay 'n Save	Steve Twardus	-	850	-	544	800	-	813	0	225	-	-	-	-	-	169	3,401	0	3,401
25.	Slo-Mo-Shun IV (1951)	John Earnest ®	589	-	-	787	1,450	-	507	-	-	-	-	-	-	-	-	3,333	0	3,333
26.	Miss Seattle Too	Steve Twardus	0	-	795	-	225	-	300	400	525	-	-	450	-	300	-	2,995	0	2,995
27.	Miss Bardahl (1968)	Roger Newton	600	-	-	900	816	400	0	-	0	-	-	-	-	-	-	2,716	0	2,716
28.	Miss Wahoo	Bill Smiley	-	-	100	925	625	563	-	719	-	-	-	300	-	-	-	2,669	0	2,669
29.	Miss Bardahl (1965)	Patrick Gleason	395	-	506	-	-	371	-	-	-	-	-	-	169	544	0	2,548	0	2,548
30.	Miss Timex II	J. Hartley, J. Campbell	-	-	-	-	-	-	-	-	-	-	-	1,169	-	1,200	-	2,369	0	2,369
31.	Notre Dame (1966)	Bob VandenAkker	-	638	-	-	-	863	-	-	-	-	836	-	-	-	-	2,337	0	2,337
32.	Miss Bardahl (1967)	Jim Clark	-	-	600	-	769	952	-	-	-	-	-	-	-	-	-	2,321	0	2,321
33.	My Sin	Ron Hornung	-	794	469	-	419	521	-	-	-	-	-	-	-	-	-	2,203	0	2,203
34.	Nitrogen Too	Bob VandenAkker	-	-	-	-	-	-	1,100	-	-	919	-	-	-	-	-	2,019	0	2,019
35.	Miss Thriftway (1955)	Bill Smiley	395	0	-	-	-	619	-	-	-	-	977	-	-	-	-	1,991	0	1,991
36.	Miss Vernors (1975)	H. Price; R. Opfer ®	-	-	-	-	-	-	-	-	-	-	-	-	0	596	1210	1,806	0	1,806
37.	Gale V	Ryan Opfer	-	-	-	-	1,125	-	-	-	-	-	469	-	-	-	-	1,594	0	1,594
38.	Tahoe Miss	Gary Vandervander	-	-	-	694	0	-	835	0	-	-	-	-	-	-	-	1,529	0	1,529
39.	Nitrogen	Dave Gardner	-	-	-	-	-	-	-	-	-	850	664	-	-	-	-	1,514	0	1,514
40.	Parcós O-Ring Miss	Gerry Bordon ®	-	-	-	-	-	-	-	-	-	-	-	352	169	900	-	1,421	0	1,421
41.	Skip-A-Long	Ron Hornung	-	-	-	-	-	-	-	-	-	225	300	800	-	0	-	1,325	0	1,325
42.	Such Crust III	Ron Daum	648	589	-	-	-	0	-	-	-	-	-	-	-	-	-	1,237	0	1,237
43.	Miss Wickman	John Burkey ®	225	300	300	-	-	-	-	400	-	-	-	0	-	-	-	1,225	0	1,225
44.	Hawaii Kai III	Roger Newton	-	-	1,025	-	-	-	-	-	-	-	-	-	-	-	-	1,025	0	1,025
45.	Candyman (1982)	Dawna Gross	-	0	225	-	-	-	-	-	-	-	264	501	-	-	-	990	0	990
46.	Breathless II	Dave Reiser ®	550	-	-	338	-	-	-	-	-	-	-	-	-	-	-	888	0	888
47.	Gale V (1954)	Carl Lewis ®	-	619	225	-	-	0	-	-	-	-	-	-	-	-	-	844	0	844
48.	Shanty I (1956)	Robbie Roberts	0	-	-	-	-	-	-	-	-	750	-	-	-	0	-	750	0	750
49.	Hurricane IV	Ron Hornung	-	-	-	-	-	-	-	-	394	356	-	-	-	-	-	750	0	750
50.	Wayfarers Club Lady	Ryan Bradshaw ®	-	-	-	-	-	-	-	225	0	-	-	492	0	-	-	717	0	717
51.	Miss Budweiser (1971)	Craig Bradshaw	-	-	-	-	-	-	-	-	600	-	-	-	-	-	-	600	0	600
52.	Miss Spokane (1960)	Patrick Gleason	225	-	225	-	0	-	-	-	-	-	-	-	-	95	-	545	0	545
53.	Hurricane VI	Nelson Holmberg ®	-	-	525	-	-	-	-	-	-	-	-	-	-	-	-	525	0	525
54.	Miss Everett	Howard Price	-	-	-	-	-	-	-	-	-	-	300	-	169	-	-	469	0	469
55.	Such Crust IV	Dawna Gross	-	-	-	-	-	-	-	-	-	-	-	-	-	395	-	395	0	395
56.	Miss Pepsi	Ron Daum	-	-	-	-	275	-	-	-	-	-	-	-	-	-	-	275	0	275

## Modern Boat Points

No.	Boat	Driver	CSP	SC	BBM	EC	LEO	PC	RFR	BLM	CC	DC	ST	GC	SSM	BC	CC/APBA	Total	Drops	High Points
1.	Country Boy (1974)	Mike Campbell	1,600	1,600	825	1,600	969	1,100	1,100	254	1,200	485	1,500	2,000	1,425	1,200	2,000	18,858	3,633	15,225
2.	Pay 'n' Pak (1970)	Jeff Campbell	569	1,500	1,121	800	1,100	1,200	400	-	925	-	1,100	-	-	300	1,500	10,515	300	10,215
3.	Red Man (1973)	Nelson Holmberg	788	451	281	-	863	1,169	807	1,019	600	1,094	662	1,425	338	1,000	869	11,366	1,670	9,696
4.	Circus Circus (1978)	Mike Gossler	0	1,069	1,200	569	700	1,000	725	750	-	700	738	775	1,500	1,069	-	10,795	1,269	9,526
5.	Gilmore Special (1983)	Brian Gilmore ®	450	554	563	1,150	694	775	879	625	1,075	825	821	738	1,225	619	895	11,888	2,811	9,077
6.	Frosted Flakes (1993)	Henry Marvin	1,100	750	1,227	1,125	415	652	1,021	925	1,169	-	300	-	-	-	-	9,022	300	8,722
7.	Squire Shop (1978 - Red)	Doug Brow	800	752	871	0	1,120	151	1,000	-	-	752	0	1,295	320	895	569	8,525	0	8,525
8.	Miss Cott Beverage	Gary Hansen	-	-	-	664	825	1,250	-	1,069	-	-	1,250	450	1,100	-	1,125	7,733	0	7,733
9.	Country Boy (1971)	Steve Twardus	825	844	1,125	1,052	469	-	700	752	300	-	-	525	-	-	600	7,192	0	7,192
10.	U-95	Rick Lentz	-	723	-	-	450	380	938	-	422	673	863	704	-	994	609	6,756	0	6,756
11.	Notre Dame (1972)	Mark Hansen	-	-	-	-	400	925	-	1,500	-	-	550	1,495	700	-	-	5,570	0	5,570
12.	Natural Light	Jerry Johnston	-	-	579	-	677	706	675	319	-	-	-	750	427	-	844	4,977	0	4,977
13.	Thousand Trails	Patrick Gleason	750	-	95	-	264	1,052	-	-	-	-	-	-	896	582	879	4,518	0	4,518
14.	Squire (1977)	Ron Hartley	0	1,050	-	869	1,325	-	414	-	-	-	-	-	681	-	-	4,339	0	4,339
15.	Lincoln Thrift	Bob VandenAkker	994	-	779	675	-	882	-	-	-	-	-	-	-	-	873	4,203	0	4,203
16.	Miss Madison (1978)	Nelson Holmberg	1,050	458	750	-	779	716	352	-	-	-	-	-	-	-	-	4,105	0	4,105
17.	T-Plus	Nigel Steere	700	1,100	-	-	-	-	-	-	-	1,325	-	-	927	-	-	4,052	0	4,052
18.	Pay 'n' Pak (Gold - 1971)	Craig Mullen ®	494	-	-	-	-	100	1,325	-	-	1,096	1,000	-	-	-	-	4,015	0	4,015
19.	Miss Vernors (1976)	Mick Shutt ®	518	-	-	-	-	537	191	-	746	-	-	1,263	-	-	546	3,801	0	3,801
20.	Miss Budweiser (1973)	R. Roberts ®	469	-	-	-	-	-	-	-	-	-	540	-	919	-	1,163	3,091	0	3,091
21.	Winston Eagle	Craig Bradshaw	-	-	-	-	-	-	469											



# Statistics ■ 2007 Season (Final)

## Vintage Driver Points

No.	Driver	Boat	CSP	SC	BBM	EC	LEO	PC	RFR	BLM	CC	DC	ST	GC	SSM	BC	CC/APBA	Total	Drops	High Points
1.	Jeff Campbell	Pak (69 rigger); Lil' Buzzard	800	1,600	1,500	1,600	1,600	1,400	1,295	1,600	1,600	-	1,400	-	1,600	1,500	1,600	19,095	3,495	15,600
2.	Mike Campbell	ND (69); Pak (1969 rigger)	1,200	400	1,200	1,200	1,100	1,400	1,400	1,200	900	1,600	1,325	2,000	1,400	469	1,800	18,594	4,069	14,525
3.	Bob Vandenberg	ND (63); ND (66); Eagle; Nit.	1,325	1,050	996	975	469	863	919	1,069	807	919	863	961	1,069	952	1,377	14,614	3,921	10,693
4.	Ralph Jorgenson®	Sunny Jim (1974)	0	300	525	-	494	654	-	638	544	1,000	-	900	802	1,019	1,394	8,270	300	7,970
5.	Ron Daum	Crust III; Pepsi; Wroot Charlie	648	589	-	-	275	0	-	338	1,052	1,269	869	-	619	1,025	400	7,084	0	7,084
6.	Gary Hansen	Muvalong	-	-	-	925	494	1,194	-	96	-	-	800	1,300	800	-	1,450	7,059	0	7,059
7.	Craig Bradshaw	Coral Reef; 71 Budweiser	-	525	619	694	577	675	-	800	694	600	450	-	596	750	-	6,980	450	6,530
8.	Rick Lentz	Miss Bardahl (1958)	-	375	-	-	127	394	0	-	1,094	863	710	850	-	938	934	6,285	0	6,285
9.	Henry Marvin	Miss US (1970)	900	1,300	700	400	375	394	225	877	0	-	800	-	-	169	-	6,140	0	6,140
10.	Scott Fetterly	Miss Madison (1961)	760	-	869	-	1,169	569	-	-	-	925	517	1,252	-	-	-	6,061	0	6,061
11.	Doug Brow®	Miss Budweiser (1966)	525	1,169	300	750	225	569	975	-	-	300	400	225	638	300	100	6,476	550	5,926
12.	Mark Hansen	Vans PX	-	-	-	-	1,225	750	-	400	-	-	1,325	900	1,325	-	-	5,925	0	5,925
13.	Jesse Shehan®	St. Regis	169	450	137	353	169	391	952	596	864	225	436	394	286	169	300	5,891	869	5,022
14.	Monte Steere	Sio-Mo-Shun IV	694	500	-	-	550	-	-	800	-	1,100	-	0	1,100	-	-	4,744	0	4,744
15.	Jason Hartley	Hallmark (71); Miss Timex II	1,500	800	-	-	-	-	-	1,250	-	-	-	1,169	-	-	-	4,719	0	4,719
16.	Jerry Johnston	Miss Timex (clock)	-	-	600	-	525	1,095	1,000	0	-	-	-	0	606	-	871	4,697	0	4,697
17.	Bill Smiley	Miss Thriftway (55); Wahoo	395	0	100	925	625	619	-	719	-	-	977	300	-	-	-	4,660	0	4,660
18.	John Williams	Miss Madison (1971)	-	-	-	-	700	525	-	-	-	-	800	0	920	1,425	-	4,370	0	4,370
19.	Roger Newton	Bardahl (68); Tway (60); Kai	600	-	1,025	900	-	400	0	-	1,400	-	-	-	-	-	-	4,325	0	4,325
20.	John Earnest®	Sio-Mo IV (51); Gale V (62)	589	-	-	787	1,450	-	507	-	-	-	-	-	-	-	863	4,196	0	4,196
21.	Steve Twardus	Seattle Too; Pay 'n Save	0	850	795	544	0	-	300	400	225	-	-	450	-	-	300	3,864	0	3,864
22.	Ron Hartley®	\$ Bill	-	648	-	600	625	-	1,150	-	-	-	-	-	713	-	-	3,736	0	3,736
23.	Nelson Holmberg®	Shanty I (1957)	-	952	769	-	95	-	-	225	-	-	0	1,094	269	300	-	3,704	0	3,704
24.	Ron Homung	My Sin; Skippy; Hurricane	-	794	469	-	419	521	-	-	-	394	300	800	-	0	-	3,697	0	3,697
25.	Nigel Steere	Sio-Mo-Shun V	882	456	-	-	-	-	-	-	-	1,100	-	-	375	-	-	2,813	0	2,813
26.	Ryan Opfer®	Gale V (1955); Vernor's (75)	-	-	-	-	1,125	-	-	-	-	-	469	-	-	-	1,210	2,804	0	2,804
27.	Jim Clark	Miss Bardahl (1967)	-	-	600	-	769	952	-	-	-	-	-	-	-	-	-	2,321	0	2,321
28.	Patrick Gleason	Spokane (60); Bardahl (65)	225	-	506	-	469	371	-	-	-	-	-	169	544	0	-	2,284	0	2,284
29.	Gary Levander	Tahoe Miss	-	-	-	694	0	-	835	0	-	-	-	-	-	-	-	1,529	0	1,529
30.	Dave Gardner	Nitrogen	-	-	-	-	-	-	-	-	-	850	664	-	-	-	-	1,514	0	1,514
31.	Gerry Bordon®	Parcos O-Ring Miss	-	-	-	-	-	-	-	-	-	-	-	-	352	169	900	1,421	0	1,421
32.	Dawna Gross	Candyman (1982)	-	0	225	-	-	-	-	-	-	-	264	501	-	395	-	1,385	0	1,385
33.	John Burkey®	Miss Wickman	225	300	300	-	-	-	-	400	-	-	-	0	-	-	-	1,225	0	1,225
34.	David Newton	Miss Thriftway (1960)	-	-	-	-	816	-	300	-	-	-	-	-	-	-	-	1,116	0	1,116
35.	Howard Price	Miss Everett; Vernor's (75)	-	-	-	-	-	-	-	-	-	-	300	-	0	596	-	896	0	896
36.	Dave Reiser®	Breathless II	550	-	-	338	-	-	-	-	-	-	-	-	-	-	-	888	0	888
37.	Carl Lewis®	Gale V (1954)	0	619	225	-	-	0	-	-	-	-	-	-	-	-	-	844	0	844
38.	Robbie Roberts	Shanty I (1956)	0	-	-	-	-	-	-	-	-	750	-	-	-	0	-	750	0	750
39.	Ryan Bradshaw®	Wayfarers Club Lady	-	-	-	-	-	-	-	225	0	-	-	-	492	0	-	717	0	717

## Modern Driver Points

No.	Driver	Boat	CSP	SC	BBM	EC	LEO	PC	RFR	BLM	CC	DC	ST	GC	SSM	BC	CC/APBA	Total	Drops	Points
1.	Mike Campbell	Country Boy (1974)	1,600	1,600	825	1,600	969	1,100	1,100	254	1,200	485	1,500	2,000	1,425	1,200	2,000	18,858	3,633	15,225
2.	Jeff Campbell	Pay 'n Pak (1970)	569	1,500	1,121	800	1,100	1,200	400	-	925	-	1,100	-	-	300	1,500	10,515	300	10,215
3.	Nelson Holmberg	Red Man (73); Madison (78)	788	458	281	-	779	1,169	807	1,019	600	1,094	662	1,425	338	1,000	869	11,289	1,677	9,612
4.	Mike Gossler	Miss Circus Circus (1978)	0	1,069	1,200	569	700	1,000	725	750	-	700	738	775	1,500	1,069	-	10,795	1,269	9,526
5.	Brian Gilmore®	Gilmore's Special (1983)	450	554	563	1,150	694	775	879	625	1,075	825	821	738	1,225	619	895	11,888	2,811	9,077
6.	Henry Marvin	Frosted Flakes (1993)	1,100	750	1,227	1,125	415	652	1,021	925	1,169	-	300	-	-	-	338	9,022	300	8,722
7.	Doug Brow	Squire Shop (1978)	800	752	871	0	1,120	151	1,000	-	-	752	0	1,295	320	895	569	8,525	0	8,525
8.	Steve Twardus	Country Boy (1971)	825	844	1,125	1,052	1,100	-	700	752	300	-	-	525	-	-	600	7,823	0	7,823
9.	Gary Hansen	Miss Colt Beverage	-	-	-	664	825	1,250	-	1,069	-	-	1,250	450	1,100	-	1,125	7,733	0	7,733
10.	Rick Lentz	U-95	-	723	-	-	450	380	938	-	422	673	863	704	-	994	609	6,756	0	6,756
11.	Mark Hansen	Notre Dame (1972)	-	-	-	-	400	925	-	1,500	-	-	550	1,495	700	-	-	5,570	0	5,570
12.	Craig Bradshaw	Vantage Ultra; Winston Eagle	-	-	667	450	394	300	-	469	921	127	-	-	750	694	-	4,772	0	4,772
13.	Jerry Johnston	Natural Light	-	-	579	-	677	706	675	319	-	-	-	300	427	-	844	4,527	0	4,527
14.	Patrick Gleason®	Thousand Trails	600	-	95	-	264	1,052	-	-	-	-	-	-	896	582	879	4,368	0	4,368
15.	Ron Hartley	Squire (1977)	-	1,050	-	869	1,325	-	414	-	-	-	-	-	681	-	-	4,339	0	4,339
16.	Bob Vandenberg	Lincoln Thrift	994	-	779	675	-	882	-	-	-	-	-	-	-	-	873	4,203	0	4,203
17.	Bill Smiley	Charlie's Girl; Oberto (1982)	1,400	-	-	-	-	-	-	-	-	394	-	725	-	-	1,594	4,113	0	4,113
18.	Nigel Steere	T-Plus	700	1,100	-	-	-	-	-	-	-	1,325	-	-	927	-	-	4,052	0	4,052
19.	Craig Mullen®	Pay 'n Pak (1971)	494	-	-	-	-	100	1,325	-	-	1,096	1,000	-	-	-	-	4,015	0	4,015
20.	Mick Shutt®	Miss Vernor's	518	-	-	-	-	537	191	-	746	-	-	1,263	-	-	546	3,801	0	3,801
21.	Ron Daum	Llumar	-	-	-	-	-	-	-	-	-	1,069	619	-	507	675	-	2,870	0	2,870
22.	Robbie Roberts	Miss Budweiser (1973)	-	-	-	-	-	-	-	-	-	-	540	-	919	-	1,163	2,622	0	2,622
23.	Dave Gardner	Miss Weisfields	-	-	907	-	1,050	-	-	-	-	-	-	-	-	-	-	1,957	0	1,957
24.	John Williams	Pak (73); Oberto (82); Bud (80)	-	-	469	-	525	0	-	-	-	-	469	-	-	0	-	1,463	0	1,463
25.	Jesse Shehan®	Spirit of Dayton Walther	-	-	-	-	-	-	-	-	-	694	0	402	352	0	-	1,448	0	1,448
26.	Roger Newton	Olympia Beer	-	-	-	412	400	0	485	-	-	-	-	-	-	-	-	1,297	0	1,297
27.	Robert Roberts®	Miss Budweiser (1973)	469	-	-	-	-	-	-	-	-	-	-	-	-	-	-	469	0	469
28.	Jason Hartley®	Natural Light	-	-	-	-	-	-	-	-	-	-	-	450	-	-	-	450	0	450
29.	Scott Fetterly®	Miss Madison (1978)	-	-	-	-	-	64	-	-	-	-	-	-	-	-	-	64	0	64





Garry Finlay



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BUILT TO SURVIVE!



Nelson Holmberg's 1973 Red Man finished sixth in boat and driver points during the 2006 season — Nelson's first full season in ERCU — and helped him win the Most Improved Modern Driver award in 2006.



December 2007

Sun	Mon	Tue	Wed	Thu	Fri	Sat
						1
2	3	4	5	6	7	8
ERCU Member Meeting 2 p.m., Red Dot Headquarters						
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					

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