

ERCU

THE NEWSLETTER

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Up Next

Nov. 7 ERCU Banquet
Great American Casino
Tukwila, Wash.

On the Web

Great American Casino
www.greatamericancasino.com

NAMBA
www.namba.com

Stat of the Month

■ In the eight years of ERCU's existence, the Awards Banquet has only been held at three different locations — Ed Kelson's mini-museum, the Hydroplane and Raceboat Museum and the Grand Central Casino in Tukwila.

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AWARDS BANQUET SET FOR NOVEMBER 7

Now that the last race is over, the season's final roostertails have fallen quietly back to the lake's surface, and boats have taken to repair and rehabilitation status for the winter, the next event is nearly upon us.

That event: The 2010 ERCU Awards Banquet.

The date for the banquet has been set for Sunday, Nov. 7 at the Great American Casino in Tukwila, which is the same venue we've been at for the last three years.

This year's menu is even the same as last year's.

The event will start at 4 p.m., with dinner served at 5 p.m. The awards presentation will commence at 6 p.m., to help accommodate travelers should they elect to attend.

The cost will be \$15 per person, with checks made out to ERCU and sent to: **Rick Lentz**, c/o Merrick Lentz Architect, 1800 136th Place, NE, Suite 100, Bellevue, WA 98005 on or before November 1 so that an accurate headcount can be confirmed. An

announcement naming the guest speaker will be posted to the website when it is confirmed.

Last year, **Mark Evans** entertained the audience with a rousing discussion of his unlimited hydroplane racing career, which was re-ignited in 2010 when he jumped into the cockpit of **Ted Porter's** third entry, the U-57, at Tri-Cities, Seattle and San Diego.

In 2008, the guest speaker was **Bob Senior**, who shared some of his most-cherished memories of decades following unlimited hydroplane racing around the nation. Bob was a great stand-in when we found out during the event that **Ron Jones Sr.** was unable to attend.

In our first year at the Grand Central Casino, two guest speakers graced us, including **Nate Brown**, as well as **Dixon Smith** and his Miss Bardahl restoration team. It was an interesting perspective of vintage and modern big boats. Brown discussed his own new construction of the U-17.

BIG BOAT NEWS: LOTS OF WEBSITES . . . WHO'S GOT THE BEST?

With the 10 Doha participants having just passed through Beirut, Lebanon on their way to the Suez Canal as they sail ever closer to Doha, this will be a good time to see what modern methods of communication are available to the fans during the slow time. Between Facebook and websites, there is much information available to those willing to do some keyboard pecking. Do the team websites match the performance of the boats? Not necessarily, as one can determine by reviewing the team pages on the HI website (www.hiunlimited.com). A review of those pages in the current order of high point standings:

■ **U-1 Oh Boy Oberto** — 7,639 points: The website (www.MissMadison.com) is not always up to date but has a lot of history and interesting factoids available. They can also be found on Facebook at "Oh Boy! Oberto Unlimited Hydroplane".

■ **U-96 Spirit of Qatar** — 7,453: They say they have a website at www.u16hydro.com but other than a nice greeting is devoid of anything. A Facebook page at "Fans of the U-96 Spirit of Qatar formerly Ms. Elam" has some interesting posts showing the boat in its previous orange life.

■ **U-7 Graham Trucking (a.k.a. Air Guard)** — 6,347: The website for the Formula fleet of **Ted Porter**, www.u5racing.com, is generally active and a good spot to find current and past information on the boats. Their Facebook presence can be found at "U-5/U-7 Unlimited Hydroplane Racing Fans".

■ **U-5 Formulaboats.com** — 4,135: One advantage of a multiple boat team is that one website will suffice for all the hulls. See U-7 above.

■ **U-21 Miss Albert Lee** — 3,949: They must have spent all season working on the new boat, since the website (www.gofastturn-lefracing.net) is still focused on the U-48 and U-50 Leland hulls. No Facebook presence has been detected — yet.

■ **U-37 Peters & May (a.k.a. Degree Men)** — 3,350: A very good website can be found at www.u-37.com. The site is current and shows a lot of interesting clips. They are also found at "U-37 Unlimited Hydroplane Racing Team" on Facebook.

■ **U-100 Leland Racing** — 2,940: At least



Billy Schumacher Racing's website (www.u-37.com) is quickly becoming known as the premier team site on the circuit, but other teams are certainly making their own run at the leader. (Courtesy Billy Schumacher Racing).

they don't pretend to have a presence. There is no website or Facebook listing for this team.

■ **U-17 Miss Red Dot** — 2,811: Another interesting website at www.ourgangracing.com has specific information for modelers as well as information on the boat and team. On Facebook they are "U-17 Our Gang Racing — Unlimited Hydroplane".

■ **U-22 Matrix Systems Automotive Finishes** — 2,538: The website is www.websterracing.com but is several months behind. The Facebook page at "U22 Webster Racing" appears to be fairly new.

■ **U-13 Spirit of Detroit** — 2,306: The website at www.detroitunlimited.com is limited but fairly current. They haven't

succumbed to a Facebook presence yet.

■ **U-25 Superior Racing** — 1957 The web-

site is www.superiorracingu-25.com if you like to know what was going on in 2009. On Facebook they are listed at "U-25 Superior Racing"

■ **U-57 Formula, et al** — 1,383: The third Porter entry is included with the U-7 information above.

Other hydro-related sites worthy of a search would be:

Ed Cooper's site at www.go3racing.com with a Facebook listing at "Go3 Racing Team Fan Page"

The Hydroplane and Raceboat Museum's website is www.thunderboats.org, and has recently undergone a facelift. Nearly 1,560 people like the Facebook page at "Hydroplane and Raceboat Museum".

Lucas Oil even found some space for a note on the Madison race (but you have to hunt for it on www.lucasoil.com).

And don't forget to keep an eye on www.ercu.org where you can find interesting boat racing facts year round.

Compiled by Rick Lentz, big boat reporter



■ **U-100 Leland Racing** — 2,940: At least



2010 ERCU SCHEDULE

MARCH

Date	Event	Location
3/21	ERCU Spring Training	Cherokee Bay

APRIL

Date	Event	Location
3	Champion Spark Plug Regatta CD: John Earnest Winners: Rick Lentz (M); Jeff Campbell (V)	Centralia
24	Rose Festival RC Regatta Co-CDs: Nelson Holmberg & Gary Simmons Winners: Jeff Campbell (M); Jeff Campbell (V)	Portland

MAY

Date	Event	Location
8	Seafair Trophy Race CD: Scott Fetterly Winners: Bill Smiley (M); Jeff Campbell (V)	Twin Lakes
22	Diamond Cup/Bill Brow CD: Doug Brow Winners: Jeff Campbell (M); Gary Simmons (V)	Friday Harbor

JUNE

Date	Event	Location
13	President's Cup/MV Days CD: John Williams Winners: Brad Lewis (M); Ryan Opfer (V)	Lake Wilderness
26	ERCU Columbia Cup CD: Mick Shutt Winners: Mike Campbell (M); Gary Simmons (V)	Tualatin, Ore.

JULY

Date	Event	Location
10	Bernie Little Memorial Co-CDs: Jeff Campbell & Mike Campbell Winners: Mike Gossler (M); Mark Hansen (V)	Bellevue Pond
17	Oregon Emerald Cup CD: Nelson Holmberg Winners: Mike Campbell (M); Mike Campbell (V)	Tualatin, Ore.

AUGUST

Date	Event	Location
14	Apple Cup CD: Ben Keller Winners: Gary Hansen (M); Jeff Campbell (V)	Bellevue Pond
29	Stan Sayres Memorial CD: Monte Steere Winners: Mike Campbell (M); Mike McIntosh (V)	Cherokee Bay

SEPTEMBER

Date	Event	Location
19	ERCU Gold Cup CD: Contest Board Winners: Mike Campbell (M); Jeff Campbell (V)	Lake Wilderness
26	Roger Newton Memorial Co-CDs: David Newton & Rick Lentz Winners: Mike Campbell (M); Jeff Campbell (V)	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.e-rcu.org/schedule.html for the most up-to-date schedule.

ERCU RUMOR MILL

Lots of work going on in the Craig Bradshaw Boat Works shop, which is detailed on page 5 of this newsletter. If this is any indication, many new, new look, and revamped, boats are on the way for 2011.

.. Rick Lentz may be considering one of two new possible hulls for his 1/10-scale modern race boat . . . Henry

Marvin and John Williams are currently developing a "Bud-clone" 1/7-scale modern hull (pictured) so far, it's coming along nicely . . . Mark Gran is also building a modern 1/7-scale boat. His will be beautifully crafted from wood . . . The newly-elected Contest Board — Ron Daum, Judy Fenton, Scott Fetterly, Nelson Holmberg, Ben Keller, Henry Marvin and Gary Simmons — is sorting out its assignments for 2010-11. More information regarding your new board will be provided at the banquet.



ERCU NEWSROOM

New Contest Board elected, unanimously, for 2010-11

With just four nominees who accepted the challenge to run for the ERCU Contest Board, the decisions were easy in this year's board elections.

Those voted to join Judy Fenton, Henry Marvin and Gary Simmons on the current board are Ron Daum, Nelson Holmberg, Scott Fetterly and Ben Keller, who was re-elected to a second two-year term.

The new members will officially take office as of the Awards Banquet on November 7, and shortly thereafter will take the time to determine which roles each member wants to fill on the new board.

Winter meetings are expected to begin in December, at a site and time still to be determined.

RULES REMINDER OF THE MONTH

Scale build rules

Boats will be built to 1/10 scale — a scale of 1" (model) equals 10" (actual unlimited) — as recorded in the ERCU Master Hull Roster. Dimensional tolerance of plus or minus 10 percent is allowed except overall length shall be plus or minus one inch (1") Scale paint and appearance is to be verified by photograph and judged with the model in the water at a distance of six feet. (Note: The tolerance provision above shall apply to all boats beginning construction after February 1, 2005.)

The underwater hull (bottom, sponsons and the side and sponson non-trips) shall resemble the real boat as closely as possible. Belly pans or blisters, if added, must be no larger than 2.5 inches by 4 inches long, exclusive of mounting flanges, effective for all boats registered after January 1, 2008.

Intent to Build form

For new boats an ERCU Intent to Build Form, along with a photograph of the real boat, must be submitted prior to its start of construction. A copy of the club's Intent to Build Form is available on the website (www.e-rcu.org) or can be obtained from the club's treasurer/registrar on request.

CLUB CLIPPINGS

Kirk Pagel volunteering . . . Mark Gran, Gerry Bordon, Rick Lentz sharing funnies . . . Ben Keller doing some serious "cypherin" .

CAMPBELLS CAP SEASON WITH NEWTON MEMORIAL WINS

MAPLE VALLEY, Wash. — Just about every model boat club that races scale hydroplanes in the Pacific Northwest spends a race remembering Roger Newton each season.

And on Sunday, Sept. 26, ERCU was no different.

Monte Steere brought out a huge binder full of Roger Newton memorabilia, some dating back to the days when Roger and the rest of the Seattle Model Yacht Club gang got this crazy hobby of ours started.

David Newton (AKA the “MiniCzar”) was also there, though not running his dad’s famous Checkerboard Bardahl, because work called on race-day afternoon, and David hung out as long as he could, co-CD’ing the race with **Rick Lentz**.

Numerous conversations around the pits during the day focused on Roger’s memory, and the sun even came out — seemingly only over Cherokee Bay Community Club — for a good portion of the day, causing a couple of members to speculate that the Czar asked God if he could keep an eye on ERCU’s final race of the season.

What he saw would’ve disturbed the Czar. Between preliminary heat crashes in the 1/10-scale racing and a 1/7-scale vintage final that saw just one boat of seven finish, after six collided, flipped, flopped, or otherwise crashed out of the running.

Aside from all of that, the racing and camaraderie was fun, which is what Roger would have appreciated most.

The Campbell brothers swept the honors this year, as **Jeff** won the vintage final



Ron Hartley ran the 1958 Miss Bardahl for the first time in his ownership at the Roger Newton Memorial. (Nelson Holmberg photo)



Dave Reiser’s 1982 Executone, which ran in the modern connie, is a model of the boat that ran the eastern swing that season, before sponsorship shifted to Fred Leland’s 8255 hull. (Nelson Holmberg photo)

with the 1969 Pride of Pay ‘n Pak Outrigger and **Mike** claimed the modern final with the 1974 Country Boy, following up on his goal to win one race with the boat.

In the vintage final, Mike Campbell finished second with the 1968 Harrah’s Club, followed by **Steve Dumanis** with the 1962 Thunderbolt. Fourth place went to **Robbie Roberts’** 1973 Miss Burien, who started in one of two trailer positions in the eight boat final.

Fifth place in the vintage final went to **Craig Mullen**, driving the last version of the Hawaii Ka’i III that Roger ever built, now owned by **Ben Keller**. Sixth

was **Bob VandenAkker**, driving the 1966 Miss Lapeer — the second of two trailer starters — followed by **Bill Smiley’s** 1972 black Hallmark Homes, and **Craig Bradshaw’s** 1972 Miss Budweiser II.

Roberts won the vintage first connie, but some confusion in scoring led to the second place finisher, VandenAkker’s Miss Lapeer, also making the final

as a trailer. Third went to Bradshaw’s Coral Reef.

Gerry Bordon, driving the 1970 Parco’s O-Ring Miss, won the second connie, and took fourth in the first connie.

In the modern final, **Mike Gosler** finished second, followed by **Ron Daum’s** NAMBA National Champion 2003 Llummar Window Films. **Nelson Holmberg’s** 2009 Formula Boats, which started legally and fast from the trailer, was fourth despite running into the back of the 2009 Graham Trucking, which finished fifth (driven by **Ron Hartley**), just after the start. There was a squeeze at the start, which caused the racing incident, and ironically, six of the seven boats that ran in the final were able to finish.

Gale Whitestine was the other finisher, guiding his 1975 Miss U.S. to a sixth place spot, while Jeff Campbell was unable to finish the final subbing for brother Mike with the 1982 Executone.

In the three-boat modern connie (**John Williams’** 1999 Miss Madison was unable to start), Holmberg’s Formula Boats was able to surprisingly pass Smiley’s 1977 Charlie’s Girl on the last turn, and take first place. Smiley took second, while **Dave Reiser’s** 1982 Executone took third.

A large group of members helping with the breakdown, cleanup and loading of the trailer made quick work of the end of the day, as ERCU left yet another positive impression on the fine folks at Cherokee Bay Community Club.



FALL DOESN'T SLOW WORK AT BRADSHAW BOAT WORKS

Most of us have put the 1/10-scale hydros away for the season, awaiting 2011. But business is booming at Bradshaw Boat Works in Tukwila.

Craig Bradshaw is busy creating new boats and repairing old ones this fall season.

For "Gentleman" **Jim Latimer**, a new rear cowling for his \$ Bill.

Kirk Pagel's Miss Smirnoff is getting some modifications to the sponsons & belly pan, along with a new paint job & decals.

Nelson Holmberg's Formula Boats is being fitted for a "snorkel" motor cowl, and **Dan Gilmore's** Gilmore Special is getting new paint & decals as well.

Ron Hartley's 1958 Miss Bardahl is getting its nose re-laminated and will be ready to go for 2011.

Mark Gran's U-3 Toyota of Kirkland is fresh from the mold, and ready to primer.

Craig is building two plugs currently, one is a modified

Thriftway Too that has some new angles.

The other is the famous Lauterbach hull, that raced as Owensboro's Own, but will make any of the 13 versions of the U-5, including Candyman and the Miss Chrysler Crew/ Miss Owensboro. This plug is 1/7-scale.



One of the many projects in Craig Bradshaw's Boat Works shop is Mark Gran's U-3 Toyota of Kirkland.

And last, Craig's other hobby, sailboats. He is putting the finishing touches on another of his "Dancer" series sailboats, a 50 inch vessel with an 80 inch mast.



Story & Photos
by Kirk Pagel



VINTAGE BOAT POINTS – 2010 (FINAL)

No.	Boat	Year	Owner	CSP	RFR	SEA	DC	PC	CC	BLM	OEC	AC	SSM	GC	RNM	Total	Drops	High Points
1.	Pay 'n Pak (outrigger)	1969	Jeff Campbell	1,600	1,600	1,600	1,200	1,269	969		895	800	1,025	1,600	1,600	14,158	800	13,358
2.	Hawaii Ka'ili	1957	Ben Keller	1,195	700	1,369	569	1,425	795	0	1,000	800	1,200	1,400	1,327	11,780	569	11,211
3.	Miss Everett	1960	Gary Simmons	775	900	769	1,269	1,094	925	850	1,000	1,000	569	400		9,551	400	9,151
4.	Notre Dame	1969	Rick Lentz	442	619	525	1,038	713	996	300	704	1,150	525	600		7,612	300	7,312
5.	Miss Bardahl	1958	G.Simmons/R.Hartley	765	996	371	765	975	1,169	225	877	582	225	296	300	7,546	450	7,096
6.	Miss Thriftway	1960	Kerry Kjos	1,169	1,400	1,269		1,500	0	577	1,025					6,940		6,940
7.	Parco's O-Ring Miss	1970	Gerry Bordon		348		1,038	400	925	850	1,169	700	769		512	6,711		6,711
8.	Coral Reef	1958	Craig Bradshaw			0	212	596		807	845	525	775	1,094	732	5,586		5,586
9.	Miss Vernor's	1975	Ryan Opfer	1,040	225		1,127	996	0	0	338		800	720	0	5,246		5,246
10.	Gale V	1962	John Earnest	641	563	619	297	1,095	0				892	553		4,660		4,660
11.	Thriftway Too	1960	Dan Gilmore				450	450		1,225		320	527	394	522	3,888		3,888
12.	Harrah's Club	1968	Mike Campbell								1,200			1,227	1,400	3,827		3,827
13.	Miss Smirnoff	1964	Kirk Pagel	480		338			0	750		300	427	825	694	3,814		3,814
14.	Atlas Van Lines	1967	Mark Gran	779	169	450	641	0			296			1,150	300	3,785		3,785
15.	Gale V	1955	Ryan Opfer		1,127		945	771	525	0						3,368		3,368
16.	Miss Burién	1960	Robbie Roberts		169	600	1,050						600		938	3,357		3,357
17.	Miss Van's PX	1972	Mark Hansen		1,225					1,200		800				3,225		3,225
18.	Notre Dame	1963	Bob Vanden Akker	821									1,200	925		2,946		2,946
19.	Thunderbolt	1962	Steve Dumanis									450		1,375		2,850		2,850
20.	Hallmark Homes (black)	1971	Bill Smiley							700			1,052		998	2,750		2,750
21.	Miss Timex	1972	Jason Hartley							800			1,500		338	2,638		2,638
22.	Mualong	1956	Gary Hansen	694	1,200				95			563				2,552		2,552
23.	Oh Boy! Oberto	1975	Mick Shutt	415		391			394	0	300		436	492		2,428		2,428
24.	Miss Lapeer	1966	Bob Vanden Akker			994	611								789	2,394		2,394
25.	Such Crust III	1955	Ron Daum						544	300				873	521	2,238		2,238
26.	Miss Rocket	1957	Roger May		413	1,000		700								2,113		2,113
27.	Nitrogen Too	1960	Bob Vanden Akker					638						1,469		2,107		2,107
28.	Thriftway Too	1957	Ron Daum	427				661					450	564		2,102		2,102
29.	Wildroot Charlie	1958	Ron Daum	300	225		359	300		502			300			1,986		1,986
30.	\$ Bill	1962	Ron Hartley					651					738	525		1,914		1,914
31.	Miss Madison	1971	John Williams					816					800		225	1,841		1,841
32.	St. Regis	1963	Jesse Shehan	391	553			95			458		300			1,797		1,797
33.	Miss Bardahl	1968	David Newton			594				1,094						1,688		1,688
34.	Miss Madison	1961	Scott Fetterly					450				479	497			1,426		1,426
35.	Miss Budweiser	1968	Scott Fetterly					869				225	300			1,394		1,394
36.	Wayfarer's Club Lady	1966	Chad Bradshaw			577		0							750	1,327		1,327
37.	Miss Budweiser II	1970	Craig Bradshaw				254	169							881	1,304		1,304
38.	Miss Budweiser	1966	Doug Brow	225		394	394						225			1,238		1,238
39.	Miss Wickman	1967	John Burkey				394	835								1,229		1,229
40.	Miss Spokane	1960	Rick Lentz										563	264	225	1,052		1,052
41.	Miss Thriftway	1957	Bill Smiley							169	169	700				1,038		1,038
42.	Slo-mo-shun IV	1956	Monte Steere										225	127	511	863		863
43.	Slo-mo-shun IV	1951	John Earnest		833				0							833		833
44.	Miss Eagle Electric	1968	Bob Vanden Akker							769						769		769
45.	Gale's Roostertail	1965	Howard Price	469				0		0					0	469		469
46.	Slo-mo-shun V	1954	Monte Steere										169	127	169	465		465
47.	Miss U.S.	1970	Bill Shearer		394											394		394

MODERN BOAT POINTS – 2010 (FINAL)

No.	Boat	Year	Owner	CSP	RFR	SEA	DC	PC	CC	BLM	OEC	AC	SSM	GC	RNM	Total	Drops	High Points
1.	Executone	1982	Mike Campbell	1,100	1,600	969	1,600	1,500	1,500		1,600	969	1,600	1,400	1,200	15,038	969	14,069
2.	Country Boy	1974	Mike Campbell	1,425	1,200	1,200	1,200	1,327	1,425			800	800	1,900	1,600	12,877		12,877
3.	Miss Circus Circus	1978	Mike Gossler	627	1,200	1,300	1,200	995	1,225	1,500		525	1,227	1,600	1,300	12,699	525	12,174
4.	U-95	1974	Rick Lentz	850	750	845	507	638	564	596	1,052	1,169	638	619		8,228	507	7,721
5.	Formula Boats	2009	Nelson Holmberg	464		1,325	450	0	919	789	450		619	719	465	6,200		6,200
6.	Miss Budweiser (T3)	1994	Kelsey McIntosh	675			544	821		844			675	1,321		4,880		4,880
7.	Graham Trucking	2009	Nelson Holmberg					704	877	0	1,200		400	750	845	4,776		4,776
8.	Llumar Window Film	2003	Ron Daum				952	563	746				469	676	788	4,194		4,194
9.	Miss Cott Beverages	1974	Gary Hansen	619	1,250					1,050		1,150				4,069		4,069
10.	Charlie's Girl	1977	Bill Smiley			1,325	352				625		900		675	3,877		3,877
11.	Pay 'n Pak	1982	M.McIntosh/R.Hartley	727		675		525					788	835		3,550		3,550
12.	Notre Dame	1972	Mark Hansen		469					1,400		995				2,864		2,864
13.	Pride of Pay 'n Pak	1971	Eric McRory		169	535	845					1,019	127			2,695		2,695
14.	Spirit of Dayton-Walther	1976	Brad Lewis		720	713		1,100								2,533		2,533
15.	Miss Budweiser	1978	Mick Shutt	225		273					750		563	675		2,486		2,486
16.	Miss U.S.	1975	Gale Whitestine										1,125	600	691	2,416		2,416
17.	Kellogg's Frosted Flakes	1993	Henry Marvin					750		800			694			2,244		2,244
18.	Buffalo Federal Savings	2009	Howard Price								869			1,369	0	2,238		2,238
19.	The Squire Shop	1978	Brad Lewis	864	952	296										2,112		2,112
20.	Squire	1977	Jesse Shehan	620	394			394	574							1,982		1,982
21.	American Spirit	1991	Craig Mullen					1,195	700					0		1,895		1,895
22.	Executone	1982	Dave Reiser		413				113		446		127		433	1,532		1,532
23.	Miss Circus Circus	1993	Scott Fetterly					319				225	850			1,394		1,394
24.	Red Man	1974	Gene Melang	476		364						502				1,342		1,342
25.	Grandview on the Lake	2009	Ron Daum		479			373						394		1,246		1,246
26.	Miss Madison	1999	John Williams					300					469		296	1,065		1,065
27.	Beacon Plumbing	2007	Jesse Shehan						0		507		169			676		676
28.	Winston Eagle (lobster)	1989	Craig Bradshaw			0	169	0								169		169
29.	Oh Boy! Oberto	2008	Bettie Bradshaw								0					0		0



VINTAGE DRIVER POINTS – 2010 (FINAL)

No.	Boat	Year	Owner	CSP	RFR	SEA	DC	PC	CC	BLM	OEC	AC	SSM	GC	RNM	Total	Drops	High Points
1.	Jeff Campbell	1969	Pay 'n Pak (outrigger)	1,600	1,600	1,600	1,200	1,269	969		895	800	1,025	1,600	1,600	14,158	800	13,358
2.	Craig Mullen	1957	Hawaii Ka'i III	1,195	700	1,369	569	1,425	795		1,000	800	1,200	1,400	1,327	11,780	569	11,211
3.	Gary Simmons	1960	Miss Everrett	775	900	769	1,269	1,094	925	850	1,000	1,000	569	400		9,551	400	9,151
4.	Rick Lentz	1969, 1960	N.Dame, Spokane	442	619	525	1,038	713	996	300	704	1,150	525	600	225	7,837	525	7,312
5.	Ryan Opfer	65,60,74	Gale's, T-way, Vernors	1,169	225		945	1,500	0	577	1,025		800	720	0	6,961		6,961
6.	Bob Vanden Akker	63,66,60,68	ND, Lapeer, Nit.Too, Eagle	821		994	611	638		769			1,200	925	789	6,747		6,747
7.	Gerry Bordon	1970	Parco's O-Ring Miss		348		1,038	400	925	850	1,169	700	769		512	6,711		6,711
8.	Craig Bradshaw	1958	Coral Reef			0	212	596		807	845	525	775	1,094	732	5,586		5,586
9.	John Earnest	1962	Gale V	641	563	619	297	1,095	0					892	553	4,660		4,660
10.	Chad Bradshaw	66,60,64	Wayfarer's,T-way Too,Smirnoff			577		0		1,225		300	427	825	694	4,048		4,048
11.	Mike Campbell	1957, 1968	Hawaii Ka'I III, Harrah's Club							0	1,200			1,227	1,400	3,827		3,827
12.	Mark Gran	1967	Atlas Van Lines	779	169	450	641	0			296			1,150	300	3,785		3,785
13.	Bill Smiley	1971, 1957	Hallmark (black), T-way							700	169	700	1,052		998	3,619		3,619
14.	Ron Daum	58,55,57	Wildroot, Crust, T-way Too	300	225		359	300	544	502			300	564	521	3,615		3,615
15.	Robbie Roberts	1960	Miss Burien		169	600	1,050						600		938	3,357		3,357
16.	Mark Hansen	1972	Miss Van's PX		1,225					1,200		800				3,225		3,225
16.	Steve Dumanis	1962	Thunderbolt									450		1,375	1,025	2,850		2,850
18.	Gary Hansen	1956	Muvalong	694	1,200					95		563				2,552		2,552
19.	Jim Latimer	1958	Miss Bardahl	765	996	371								296		2,428		2,428
20.	Mick Shutt	1975	Oh Boy! Oberto	415		391			394	0	300		436	492		2,428		2,428
21.	David Newton	1960, 1968	Thriftway, Bardahl			1,269				1,094						2,363		2,363
22.	Alex Daum	1957, 1955	T-way Too, Such Crust	427				661		300				873		2,261		2,261
23.	Ron Hartley	1962, 1958	\$ Bill, Miss Bardahl					651					738	525	300	2,214		2,214
24.	Brad Lewis	1957	Miss Rocket		413	1,000		700								2,113		2,113
25.	Mike McIntosh	1974, 1972	Miss Vernor's, Timex					127					1,500		338	1,965		1,965
26.	John Williams	1971	Miss Madison					816					800	225		1,841		1,841
27.	Jesse Shehan	1963	St. Regis	391	553			95			458		300			1,797		1,797
28.	Kelli Fetterly	1961	Miss Madison					450				479	497			1,426		1,426
29.	Scott Fetterly	1968	Miss Budweiser					869				225	300			1,394		1,394
30.	Doug Brow	1966	Miss Budweiser	225		394	394						225			1,238		1,238
31.	John Burkey	1967	Miss Wickman				394	835								1,229		1,229
32.	Nelson Holmberg	1964, 1958	Smirnoff/Bardahl	480		338		0	169							987		987
33.	Jason Hartley	1972	Miss Timex							800						800		800
34.	Bill Shearer	1970	Miss U.S.		394											394		394
35.	Monte Steere	1954	Slo-mo-shun V												169	169		169
36.	Howard Price	1965	Gale's Roostertail							0						0		0

MODERN DRIVER POINTS – 2010 (FINAL)

No.	Boat	Year	Owner	CSP	RFR	SEA	DC	PC	CC	BLM	OEC	AC	SSM	GC	RNM	Total	Drops	High Points
1.	Mike Campbell	1982, 1974	Executone, Country Boy	1,425	1,200	969	1,200	1,500	1,500		1,600	800	1,600	1,400	1,200	14,394	800	13,594
2.	Mike Gossler	1978	Miss Circus Circus	627	1,200	1,300	1,200	995	1,225	1,500		525	1,227	1,600	1,300	12,699	525	12,174
3.	Rick Lentz	1974	U-95	850	750	845	507	638	564	596	1,052	1,169	638	619		8,228	507	7,721
4.	Nelson Holmberg	2009, 2009	Formula, Graham Truck.	464		1,325	450	0	919	789	450		400	719	465	5,981		5,981
5.	Mike McIntosh	1982, 1994	Pay 'n Pak, Budweiser (T3)727			675	544			844			675	1,321		4,786		4,786
6.	Ron Daum	2009, 2003	Grandview, Llumar		479		952	563	746				469	676	788	4,673		4,673
7.	Gary Hansen	1974	Miss Cott Beverages	619	1,250					1,050		1,150				4,069		4,069
8.	Bill Smiley	1977	Charlie's Girl			1,325	352				625		900		675	3,877		3,877
9.	Brad Lewis	1978, 1976	Squire Shop, DytN-Wlthr	864	952	296		1,100								3,212		3,212
10.	Mark Hansen	1972	Notre Dame		469					1,400		995				2,864		2,864
11.	Jesse Shehan	1977, 2008	Squire, Beacon Plumbing	620	394			394	574		507		169			2,658		2,658
12.	Mick Shutt	1978	Miss Budweiser	225		273					750		563	675		2,486		2,486
13.	Gale Whitestone	1975	Miss U.S.									1,125		600	691	2,416		2,416
14.	Eric McRory	1971	Pride of Pay 'n Pak		169	535	545					1,019	127			2,395		2,395
15.	Jeff Campbell	1982, 1974	Executone, Country Boy	300	400		400	127	225			169	0	300	400	2,321		2,321
16.	Henry Marvin	1993	Kellogg's Frosted Flakes					750		800			694			2,244		2,244
17.	Ryan Opfer	2009	Buffalo Federal Savings								869		1,369	0		2,238		2,238
18.	Craig Mullen	1971, 1991	Pay 'n Pak, American Spirit				300	1,195	700					0		2,195		2,195
19.	Ron Hartley	1982	Pay 'n Pak					525					788	835		2,148		2,148
20.	Dave Reiser	1982	Executone		413				113		446		127		433	1,532		1,532
21.	Kelsey McIntosh	1994	Miss Budweiser (T3)	675				821								1,496		1,496
22.	Bill Arnick	1976	Spirit of Dayton-Walther		720	713										1,433		1,433
23.	Scott Fetterly	1993	Miss Circus Circus					319				225	850			1,394		1,394
24.	Gene Melang	1974	Red Man	476		364						502				1,342		1,342
25.	John Williams	1999	Miss Madison					300						469	296	1,065		1,065
26.	Alex Daum	2009	Grandview on the Lake					373						394		767		767
27.	Gerry Bordon	2009	Graham Trucking					300	127							427		427
28.	Craig Bradshaw	1989, 2008	Winston (lobster), Oberto			0	169	0			0					169		169

