

ERCU



THE NEWSLETTER

September 2007 | volume 3 | number 9

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Sept. 23 **Stan Sayres Memorial**
Cherokee Bay Community Club,
Maple Valley, Washington

Sept. 30 **Apple Cup Exhibition**
Riverwalk Park, Chelan, Washington

Oct. 7 ... **Lilly Brothers Brewers Cup**
Shady Lake, Renton, Washington

Oct. 14... **Cascade Cup/APBA Nats**
Horseshoe Lake, Park
Woodland, Washington

On the Web

ERCU Chat Group
groups.yahoo.com/ercu-hydros

History of 1962-65 Miss Bardahl
www.missbardahl.com

Nostalgic Hydroplane Models
www.nostalgicunlimiteds.com

Stat of the Month

After the Gold Cup, **Nelson Holmberg**, moved from fifth to second in both boat and driver high points.

ERCU Trivia

Try this on for scary... **Mike Gossler** is third in career points in the modern division, more than 21,000 points behind second place. While "Goss" is one of the club's more successful drivers, that's a lot of points to make up.

Gold found at Lake Wilderness

*Mike Campbell posts a perfect day;
Mick Shutt scores first-ever final entry;
Hartley, Steere among top qualifiers*

Garry Finlay

Saturday morning broke bright and clear as Gold Cup weekend began for testing and qualifying for the fifth annual ERCU Gold Cup, presented by Red Dot Corporation and PGI Models.

Setup was greeted by about 5,000 high schoolers, rooting for the cross country meet being run that morning. **Brian Gilmore** and **Jessie Shehan** set the course while the runners scampered through the shallows of the lake. Their event was over around 11 a.m., and 14 boats qualified before the course was closed for the afternoon.

Qualifying resumed Sunday morning, and by the time the race was ready to commence 30 boats had taken their shot at the Bill Muncey Fastest Qualifier Trophy. In a portent of events to follow, the fastest qualifiers were the 1969 Pay 'n Pak at 39.44 seconds



Nelson Holmberg's 1973 Red Man finished second in the Gold Cup – the second time in the last three races it has finished in the top two – and it moved to second place in the high points.

for three laps, and the 1974 Country Boy at 41.50 seconds. Both boats were driven by **Mike Campbell**, as brother **Jeff** was out of town on business and had to miss the race.

Second-fastest times went to the modern class

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Seafair trophies go home with Campbells

A great turnout of 22 vintage and 16 modern boats came to the shores of Lake Washington at Renton's Gene Coulon Park on August 26 to compete in ERCU's RC Hobbies Seafair Trophy Race presented by Noslen Communication.

The weather cooperated with a cool and partly sunny day for racing. As usual for this venue, the water conditions varied through the day from calm to turbulent. With the

Nelson Holmberg



ERCU's two most modern boats, Ron Daum's Lumar and Henry Marvin's Frosted Flakes at the Seafair Trophy Race.

testing continued until the 10:30 drivers meeting. Racing began at 11 a.m., and continued through the day with much close competition in quest of the Seafair championships.

For the fourth time this season, **Mike** and **Jeff Campbell** swept the vintage and modern crowns, winning the modern and vintage finals, respectively.

The first casualty of the

Detroit River course set by 9 a.m.,

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THE MILL

ERCU briefs

Cherokee Bay ready for Stan Sayres Memorial

This Sunday is the Stan Sayres Memorial Race for ERCU, to be run at the Cherokee Bay Community Club. The address is 21700 SE 265th Way, Maple Valley, Washington 98038, for you Mapquest aficionados. Set-up will be at 7:30 a.m., drivers meeting at 10:45 and racing to commence around 11. We will be able to set up inside the clubhouse building incase of a little sprinkle. **Dan Gilmore** will be preparing the "Noontime Surprise Lunch", so bring your appetites along with your boats.

Shady Lake to host traditional Lilly Brothers Brewers Cup

Scott Fetterly is expected to bring the 1961 Miss Madison to the shores of Shady Lake on October 7 in an attempt to defend his first race victory at the fifth annual Lilly Brothers Brewers Cup. **Dave** and **Jim Lilly** undoubtedly have another perfect day planned out for all of us, and **Rocky Peterson** and his family have our gratitude for hosting our race at their place. The Brewers Cup traditionally follows the standard ERCU race format, and will begin at the same time as other races do during the season.

APBA National Championship, Cascade Cup up for grabs in Woodland, Wash.

For the second consecutive year, ERCU has the APBA sanction for a national championship race for 1/10-scale fast electrics, and for the second year the event will be combined with the ERCU Cascade Cup. Horseshoe Lake Park in Woodland, Wash., is again the host of this race, scheduled for Sunday, Oct. 14. PAWS (Progressive Animal Welfare Society) is already aboard as one of the race's title sponsors. Companies that supported the national championship race last year - Red Dot Corporation and Meyers Auto Tech - return as partners in the event, and other sponsors are in the works. This is an event not to be missed. The format includes four preliminary heats of racing, conies, and finals. If sponsors come forward to provide prizes, we'll have a Bottom Five Dash for Cash, a Best of Show contest, lunch for all participants, and a festival atmosphere included with great racing as the 6,500 residents of the City of Woodland look forward to hosting another national caliber event in their town. There might even be an opportunity for a swap meet on Saturday night. More information will be forthcoming in the newsletter, on the web, and in your email inboxes. If you know other 1/10 scale racers from across the nation who might be interested in participating, spread the word. All participants must adhere to ERCU rules in order to be eligible for the event. Questions should be directed to the event planners, Noslen Communication, by email at nelson@noslencommunication.com, or by telephone at (360) 521-1590.



BIG BOAT news

■ **U-1 Formula Boats** - The U-1 was repaired from damage at Detroit, and made the trip to San Diego with **Mike Allen** back in the cockpit.

Mike came right out and won heat 1-B. The U-1 made it into San Diego's final heat as the trailer boat, and placed fourth in the final, finishing the season with 3,343 high points.

■ **U-3 Cooper Motorsports** - Owner **Ed Cooper** kept his boat at home for the last race. A lack of tow & sponsor money was cited, as they finished with 3,803 high points.

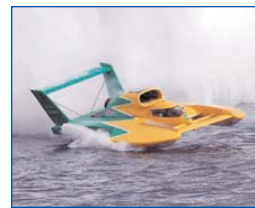
■ **U-5 Formula Boats** - Driver **Jeff Bernard**, drove hard all day in San Diego, finishing second in the final. Bernard amassing 5,147 high points in his first full season as an unlimited driver.

■ **U-6 Oh Boy! Oberto** - Fresh from his big win at Seafair, **Steve David** came right back and won the San Diego Thunderboat Regatta, giving his team a big second win for the season. The U-6 finished the high points with 7,859.

■ **U-9 Jones Racing** - **Mike & Lori Jones** finished their season after the Seattle race, with 924 high points. Word on the street is that the U-9 is still up for sale.

■ **U-10 Ahern Rentals** - Rookie of the Year favorite **David Bryant** got his beautiful blue & yellow charger into the final at San Diego, but posted a DNF in that heat. Despite missing the Gold Cup while repairing damage, the U-10 finished with 3,912 high points.

■ **U-13 Spirit of Detroit** - **J. Michael Kelly** got is aging hull (built in 1984) into the final once again at San Diego placing fifth overall, and finishing the season with 5,083 high points.



■ **U-16 Miss Elam Plus** - Everyone's favorite driver, **Dave Villwock** needed only a fourth place finish in the first heat to wrap up the season high points chase. Instead, a blown hot section postponed the inevitable and gave him a DNF for the heat. He earned his high points championship by simply placing in the second heat. Elam got into the final at San Diego, but turned off the course, posting a DNF for the final. His season-winning high points totaled 8,794 for both boat & driver. Elam will

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a moment with ▼

DOUG BROW

Family: Wife Lori and son Tyler
City he calls home: Friday Harbor, Wash.
Job (when not boating): Mechanic for San Juan County Public Works
College Football Loyalty: Go Dawgs
Favorite Current Unlimited Hydro: U-3 piston power
Favorite Unlimited Hydro of the past: 1966-67 (for one race) Miss Budweiser

Boats he races in ERCU: . . . 1978 Squire Shop, 1966-67 Miss Budweiser
What was your first car? 1956 Chevrolet Bel Air
What was your first job? . . . Selling pins at Seafair (I had an in, so-to-speak and usually got them from all the boats before anyone else)
When and how did you get involved in scale racing? . . . I had been to a few races in the past, but last year when Henry Marvin invited me to the Bill Brow Memorial I think that's when I got the bug and since I retired from driving the real boats, I needed something to do. I bought the Squire Shop from Mike Gossler and it was all downhill from there
Have you ever had a manicure/pedicure?: Other than chewing on them, not really
Coke or Pepsi? COKE. The real thing!!



For the second time this season, Steve David and the Miss Madison Racing Team were able to celebrate a victory, winning the season finale at San Diego.



THE MILL

ERCU news & rumors

The Chelan Apple Cup exhibition, presented by Merrick Lentz Architect, is on the clock, so to speak. The run-what-you-brung exhibi-

tion race, set for Sunday, Sept. 30 at Chelan Riverwalk Park, just east of the GrandView on the Lake Resort (formerly Caravel Hotel). Up to 16 boats will be allowed to race between the heats of this year's RCU Gold Cup, and it's the third consecutive year that we've been allowed to be a part of the RCU Gold Cup event. If you want more information, or want to reserve your spot in the race, contact Contest Director **Rick Lentz** by email at rickl@mlarch.com . . . From ERCU's Battle Ground (Wash.) boat shop, **John Earnest** reports the following: "Some of the Model A projects are out of the way and the Gale V is in progress. The silver/orange and clear are on the bottom. White stripe on the cowl/sides are done. The deck is next with lime and wood grain. Decals are getting closer to being done. What little hardware is ready so might run the boat before the decals and last coat of clear" . . . Reports from Woodland are that the city council approved ERCU's request to use Horseshoe Lake Park on September 17, and the Cascade Cup/APBA National Championships are well into the planning stages . . . **John Burkey** reports that he'll get back to work on construction of the Smokin' Joes this winter. Keep your eyes on John, too, as he's got a couple of other construction projects in progress, too . . . Considering brushless - or need replacement parts? **Mike Gossler** at PGI Models has not only the Himax motors and Castle Creations speed controls, but he also has the hardware kits made up that include the nylon disk, washers, and couplers that you'll need. Contact Mike for more information, or to order . . . Is **Mick Shutt** having enough fun yet with ERCU to make Chelan his last nitro race? Stay tuned . . . **Ron Billings** (Island Hobbies general manager and future ERCU member) recently traveled to China where he adopted a daughter. Ron found himself wearing an ERCU t-shirt several days while visiting China - talk about some good international advertising (wish Noslen Communication could claim that one!) . . . ERCU's own **Dawna Gross** was featured in one of the San Diego photos on the ABRA website working on the U-13. Other ERCUers who have worked on the U-13 team this season include **Roger** and **David Newton**, and Burkey . . . It hasn't been noted here yet, but ERCU's **Gale Whitestone** is the crew chief of the U-48, and **Patrick Gleason** is the team's computer guy . . . The new 1967 Miss Budweiser (yes, the pinstriped one in the museum) is sanded and ready for paint. The goal is to have it ready for the Cascade Cup, assuming hardware can be found in time.

Rod Smith



Ron Billings



▲ continued from pg. 2
wear the U-1 designation in 2008.

BIG BOAT news

■ **U-17 Red Dot presents Our Gang Racing** - **Nate Brown** drove his last race in Seattle. His nephew **Kip Brown** will be in the cockpit next season, when we see the Red Dot on the waters of the Northwest races. The one race they competed in gave them 594 high points.

■ **U-21 Freedom Racing Team** - Rookie **Brian Perkins** shut down in the first heat at San Diego with gearbox problems. Later the team withdrew from further racing in their hometown event with a cracked gearbox, ending the season with 978 high points. The new boat wasn't finished in time to run the whole season, so it ran in Tri-Cities, Seattle and San Diego, but struggled with significant gearbox troubles in all three races.

■ **U-25 Superior Racing Team**
- At San Diego, **Dr. Ken Muscatel** ran



Chris Denslow

in the provisional heat losing the two-boat race to Allen. Superior Racing earned 3,588 national high points for 2007. It was one of the best seasons ever for the U-25 team.

■ **U-37 Miss Beacon Plumbing** - Following a disqualification from the Seafair final for washing down the U-16, driver **Jean Theoret** came on strong with a heat win at San Diego, where he finished third in the final. The Schumacher Racing Team entry came in with 6,093 high points, but no race wins for 2007. A new hull is in the plans for the 2008 season.

■ **U-48 Lakeridge Paving** - Driver **Dave Williams** blew a motor in early heat racing and did not make the final heat. The Lakeridge Paving entry finished the season with 878 high points.



Chris Denslow

■ **U-100 Mirage Boats** - **Fred Leland** kept his boat at home for the final race in San Diego with no sponsors & tow money available, finished the year with 3,455 high points. Besides the auto project Fred would like to build a new turbine hull for the 2008 season.

Final National High Point Standings

No.	Boat Name	Points
U-16	Ellstrom Elam Plus	8,794
U-6	Oh Boy! Oberto	7,859
U-37	Beacon Plumbing	6,093
U-5	Formula Boats	5,147
U-13	Spirit of Detroit	5,083
U-10	Miss Ahern Rentals	3,912
U-3	Cooper Motorsports	3,803
U-25	Superior Racing	3,688
U-100	MirageBoats	3,455
U-1	Formula Boats	3,343
U-21	Freedom Racing	3,978
U-9	Jones Racing Team	924
U-48	Lakeridge Paving	878
U-17	Miss Red Dot	594

Compiled by Kirk Pagel

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





Nelson Holmberg



The sun glimmers off of the 1970 Pay 'n Pak of Jeff Campbell, the 1973 Miss Budweiser of Robbie Roberts, and the Lumar Window Film of Ron Daum, just before the start of a heat at the Seafair Trophy Race at Coulon Park in Renton.

field in tow. The outrigger Pak took over the lead down the back stretch and never looked back but Notre Dame and Vans PX kept up a withering pressure. Wildroot Charlie caught a roller in the Belle Isle turn and rolled over trying to catch the Buzzard. Water conditions quickly reduced the vintage final to a survival

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day was **Bill Smiley's** Charlies Girl which suffered a failed drive line during testing. Advancing to the modern final was, Mike Campbell and the 1973 Country Boy, Jeff Campbell and his Pay 'n Pak, **Gary Hansen** with the Cott's Beverage, **Craig Mullen** and his 1971 Pay 'n Pak, **Rick Lentz** and his U-95, **Brian Gilmore** and the Gilmore Special and **Jessie Shehan** with his new Spirit of Dayton Walther. A three-way tie in points made the final a seven boat affair with **Mike Gossler** and the 1978 Circus Circus filling the alternate spot having won the first consolation heat. Shehan's luck failed him with a failed servo in Dayton Walther had her off the course at the 30-second mark which let the alternate Circus Circus start in the trailer position. After a spectacular start, the water conditions quickly took their toll with two boats silver side up and one out of control. The final order of finish was the Country Boy holding off the Circus Circus with Cott's Beverage was third and the U-95 fourth.

In the vintage class, **Doug Brow**

Campbells sweep for 4th time

and his 1966 Miss Budweiser won the second consolation with **Craig Bradshaw** and his Coral Reef taking second, **Ron Hornung** and Hurricane IV third with Sheehan's St. Regis fourth. Gary Hansen, driving his Muvalong won the first consolation heat but suffered a speed control meltdown in the process which allowed the second place 1971 Miss Madison with **John Williams** to advance to the final as the trailer boat. **Bob VandenAkker** driving his 1966 Notre Dame and **Rick Lentz** with his 1958 "Green Dragon" Miss Bardahl took third and fourth in the first consolation heat, respectively.

This set the stage for a hotly-contested final featuring **Henry Marvin** driving Jeff Campbell's Lil Buzzard, **Mark Hansen** and the Van's PX, Mike Campbell and his 1969 Notre Dame, Jeff Campbell and

the 1969 outrigger Pay 'n Pak, **Ron Daum** with Wildroot Charlie and Smiley and the 1955 Miss Thriftway.

Another spectacular start saw the Outrigger Pay 'n Pak, Notre Dame, Lil Buzzard and Vans PX literally flew into the Belle Isle turn with the remainder of the

contest. The race ended with Outrigger Pay 'n Pak way out front, Notre Dame in second holding off the third place Vans PX and Marvin in fourth driving Lil Buzzard with Miss Thriftway fifth and Wildroot Charlie and Miss Madison not finishing.

In keeping with the theme for the day, Seafair 50 years ago, Smiley and his 1955 Miss Thriftway being the best finishing model of the boats competing for the Gold Cup at Seafair 50 years ago was awarded an authentic mint condition 1957 Seafair Skipper Pin. The real Miss Thriftway won the race that day 50 years ago.

A very special thank you to **Dave Kelly** and the good folks at RC Hobbies who sponsored the event and furnished some great prize items and to our presenting sponsor, Noslen Communication, who furnished the trophy art work.

Thanks also to Renton City Parks for allowing us to use their facility and a big thank you to **Jerry Rerecich** at Renton Parks and Recreation who made sure we had power available. Also a big thank you goes to all who attended and helped out during the day making this a truly great day of racing for all. Last but not least, a special thank you to Lentz who hauled the club trailer, Gilmore who set the course and VandenAkker, who donated vintage era Seafair programs for prizes, and all those who helped set up and tear down.

Nelson Holmberg



Ryan Opfer's Gale V running fast and hard during a preliminary heat during the Seafair Trophy Race at Gene Coulon Park in Renton. A beautiful day and great racing greeted spectators on the Ivar's deck and in the park who enjoyed ERCU.



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Charlie's Girl driven by **Bill Smiley** at 42.00 and vintage Miss Timex with **Jason "Daddy" Hartley** at 47.50. The third-fastest boats were the 1973 Red Man with **Nelson Holmberg** at 44.35 and the vintage Grand Old Lady Slo-Mo IV with **Monte Steere** highstepping along at 48.00.

The Gold Cup runs four preliminary heats instead of three, and by the time all four sections had been completed five of the 13 modern boats and nine of the 21 vintage boats had taken a first place. In an unusual occurrence, the leaderboards in both divisions ended with a tie for sixth place, so seven boats (instead of the usual six) ran in each final. The winner of each first consolation heat was allowed to go through the mill of the final as the first alternate, and if any boat wasn't running at the 30-second gun, the alternate could start. Otherwise, the alternate would have to pull off the course after the 30-second mark.

The modern first connie saw Smiley and the Charlie's Girl run away from Miss Cotts Beverage and **Gary Hansen**, Gilmore and the Gilmore Special and **Rick Lentz's** U95. In the vintage first con-

Charles Girl wins first modern connie

nie, **Mark Hansen** and the Vans PX were victorious over the field of Sunny Jim driven by **Ralph Jorgensen**, 1958 Bardahl and Lentz, the 1963 Notre Dame driven by **Bob VandenAkker** and the Candyman with **Dawna Gross**, repaired after a run-in with the dock.

All seven boats were running at the start of the modern final, so alternate Charlie's Girl watched the heat from the infield. Campbell brought the 1974 Country Boy home in first, with Holmberg and the Red Man finishing it's second straight second place finish **Mark Hansen** brought the 1972 Notre Dame in third, minus its cowling, **Doug Brow** was fourth in the 1978 Squire, and ERCU rookie **Mick Shutt** (an eight-year veteran of RCU) finished his first-ever final heat in fifth place. **Mike Gossler's** Circus Circus and the Natural Light, driven by Hartley, did a repeat of the infamous San Diego 1990 two-boat simultaneous flip on the backstretch of the first lap.

Mark Hansen was tabbed to run Campbell's '69 Notre Dame, so the second place finisher was placed as the alternate for the vintage final. All boats were able to start, so Ralph brought the

Sunny Jim back to the pits at the start of the heat. In a tightly contested run, high-lighted with Campbell and the outrigger spinning out while running deck-to-deck with Muvalong driven by Gary Hansen, the outrigger came back to nip the Muvalong in the final lap. Mark Hansen got his second third place finish of the day, driving the 1969 Notre Dame. Fourth place went to Hartley and the Miss Timex, and **Scott Fetterly** finished in fifth with the 1961 Miss Madison. Eagle Electric driven by VandenAkker and **Kirk Pagel's** Shanty I, driven by Holmberg, bumped and did not finish.

At the end of the day Campbell finished 11 first places out of 12 heats with three boats. Congratulations are offered to the Campbell Racing Team for the exemplary showing.

Thanks too for all the help with set-up and race-day operations, with special thanks to Fetterly and Holmberg for help with the computer, and **Judy Fenton** for assisting with the statistics. Kudos also go out to "The Mouth" (Pagel) for helping out on the P.A., and to everyone who helped so willingly with judging and cleanup.

Social interaction proven to stave off heart disease

Despite the romantic prevalence of so many real or fictional man-as-solitary-loner archetypes in literature and pop culture (Henry David Thoreau, the Old Man and the Sea, the Lone Ranger, etc.), what men truly need in order to be as healthy as they can be is social interaction – yes, even rugged, individualist men like the Marlboro man. And now, there's credible research that shows just how important frequent and fulfilling bonding among males really is.

A group of researchers from Sweden conducted a 15-year health study on a pool of nearly 750 men of varying backgrounds and determined that those with the greatest amount of social interaction – contact with many friends they saw on a regular basis - were less than half as likely to have heart disease, all other factors being equal (smoking, weight, job-related stress, etc.).

Furthermore, the men in the study who showed the most evidence of a deep emotional attachment to their friends (not

Jim Clark



According to a recent study, men with the greatest amount of social interaction – contact with many friends that they see on a regular basis – be it through poker, golf, or hydroplane racing, were less than half as likely to have heart disease, with all other factors (smoking, weight, job-related stress, etc.) being equal.

simply frequency of contact) proved only 58 percent as likely to DEVELOP heart disease as their more loner-esque counterparts. These findings amount to an astonishing reduction in risk – far greater, I'll wager, than any prescription drug can credibly boast.

What does all of this mean? It means that your monthly poker night or round of golf with the boys (or whatever the bunch of you does for fun) is not only good for your soul – it's crucial for your heart and every other aspect of your health, too. Yes, even if you down a few belts of good scotch or smoke a cigar or two (especially so, if you ask me) in the course of having fun. The research offered up no hypothesis as to WHY social interaction made such a difference in the heart disease risk of the study's men, but do we really even need to guess at

the reasons? Isn't the answer obvious?

Of course it is. Common sense should tell us that the personal happiness and a sense of belonging we derive from spending quality time with people of like mind and sensibilities (friends, in other words) is vital to life – and to REALLY LIVING – no matter what our sex. And it takes no high-falutin' study from Sweden to prove it, but it was Swede of them to do it.

– Author Anonymous





Statistics ■ Career Driver Points (to date)

Vintage Class Career Points

No.	Name	2007	2006	2005	2004	2003	Total Pts.
1.	Jeff Campbell	14,395	12,638	12,014	9,844	1,150	50,041
2.	Mike Campbell	13,625	8,992	10,311	8,064	5,557	46,549
3.	David Newton	1,116	4,213	13,113	12,230	13,550	44,222
4.	Bob VandenAkker	9,940	11,321	9,568	3,576	1,276	35,681
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.	Jim Clark	2,321	7,368	4,667	6,372	6,294	27,022
8.	Ron Daum	5,040	4,983	7,979	8,730	0	26,732
9.	Henry Marvin	5,971	7,617	7,946	3,761	0	25,295
10.	Ron Homung	3,697	7,427	4,027	9,103	0	24,254
11.	Rick Lentz	4,413	3,387	5,997	5,377	4,463	23,637
12.	Monte Steere	3,644	3,064	4,521	4,748	6,196	22,173
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	4,809	8,633	2,909	0	0	16,351
16.	Steve Twardus	3,564	4,887	4,793	3,069	0	16,313
17.	Mark Hansen	4,600	8,478	788	0	0	13,866
18.	John Williams	2,025	3,086	2,496	1,800	4,102	13,509
19.	Craig Bradshaw	5,634	4,043	2,684	0	0	12,361
20.	Jesse Robertson	0	11,209	0	0	400	11,609
21.	David Gardner	1,514	2,250	3,845	3,357	0	10,966
22.	Nigel Steere	2,438	2,343	3,794	672	1,425	10,672
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.	Robbie Roberts	750	1,677	4,976	521	0	7,924
26.	Tony Perman	0	0	0	2,700	5,037	7,737
27.	Jerry Johnston	3,220	4,085	0	0	0	7,305
28.	Dawna Gross	990	5,213	0	0	0	6,203
29.	Dave Helton	0	0	0	2,756	3,025	5,781
30.	Mike Gossler	0	0	0	5,655	0	5,655
31.	Doug Brow	5,438	0	0	0	0	5,438
32.	Kevin Porter	0	0	0	0	5,391	5,391
33.	Nelson Holmberg	3,135	1,407	0	750	0	5,292
34.	John Earnest	3,333	1,921	0	0	0	5,254
35.	Ralph Jorgenson	5,055	0	0	0	0	5,055
36.	Jessie Shehan	4,830	0	0	0	0	4,830
37.	Patrick Gleason	1,571	3,068	0	0	0	4,639
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.	Vinnie Donati	0	0	0	3,127	0	3,127
42.	John Burkey	1,225	1,679	0	0	0	2,904
43.	Ron Hartley	2,723	0	0	0	0	2,723
44.	Grady Steere	0	320	2,189	0	0	2,509
45.	Ryan Opfer	1,594	563	0	0	0	2,157
46.	Gale Whitestone	0	0	1,769	0	0	1,769
47.	Pat Malyspina	0	0	1,756	0	0	1,756
48.	Kerry Kjos	0	0	0	1,219	0	1,219
49.	John Dyer	0	0	1,150	0	0	1,150
50.	Lee Robertson	0	0	0	0	1,100	1,100
51.	Bill McGraw	0	0	0	0	1,094	1,094
52.	Doug Gunter	0	0	0	1,075	0	1,075
53.	Jeff Stubbers	0	0	0	0	900	900
54.	Harry Gajjens	0	0	0	869	0	869
55.	Carl Lewis	844	0	0	0	0	844
56.	Craig Mullen	0	831	0	0	0	831
57.	Don Mock	0	0	0	0	794	794
58.	Dave Reiser	550	225	0	0	0	775
59.	Howard Price	300	423	0	0	0	723

Modern Class Career Points

No.	Name	2007	2006	2005	2004	2003	Total Pts.
1.	Mike Campbell	13,494	13,521	13,348	11,850	0	52,213
2.	Jeff Campbell	8,715	13,650	12,125	11,744	0	46,234
3.	Mike Gossler	7,451	9,921	8,172	0	0	25,544
4.	Steve Twardus	7,223	4,215	5,429	5,090	0	21,957
5.	Gary Hansen	5,508	8,807	4,513	0	0	18,828
6.	Nelson Holmberg	8,801	7,688	1,769	0	0	18,258
7.	David Newton	0	1,100	9,284	2,045	5,325	17,754
8.	Henry Marvin	8,684	8,920	0	0	0	17,604
9.	Mark Hansen	4,870	5,807	5,490	0	0	16,167
10.	Rick Lentz	5,153	4,571	5,348	395	0	15,467
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	6,910	3,589	0	0	0	10,499
14.	Gale Whitestone	0	1,852	4,683	2,400	0	8,935
15.	Jerry Johnston	3,256	4,929	0	620	0	8,805
16.	Brian Gilmore	8,145	0	0	0	0	8,145
17.	Roger Newton	1,297	3,908	694	0	950	6,849
18.	Craig Bradshaw	3,328	3,239	0	0	0	6,567
19.	Nigel Steere	3,125	3,338	0	0	0	6,463
20.	Bob VandenAkker	3,330	0	1,239	1,046	0	5,615
21.	Ron Hartley	3,658	1,530	0	0	0	5,188
22.	Craig Mullen	3,015	502	0	0	0	3,517
23.	Mick Shutt	3,213	0	0	0	0	3,213
24.	Doug Gunter	0	0	0	2,713	0	2,713
25.	Bill Smiley	2,519	0	0	0	0	2,519
26.	Dave Sacry	0	0	2,309	0	0	2,309
27.	Robbie Roberts	1,009	1,290	0	0	0	2,299
28.	Jesse Robertson	0	1,950	127	0	0	2,077
29.	Patrick Gleason	2,011	0	0	0	0	2,011
30.	Jason Hartley	450	0	638	0	0	1,088
31.	Ron Homung	0	0	0	825	0	825
32.	Jessie Shehan	694	0	0	0	0	694
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 (through 12 races)

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	-	-	-	16,195	800	15,395
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	-	-	-	14,350	400	13,950
3.	Lil Buzzard	Jeff Campbell	1,100	1,200	1,200	800	1,250	1,400	1,200	-	400	-	1,369	-	-	-	-	9,919	0	9,919
4.	Miss Eagle Electric	Bob VandenAkker	-	-	996	975	469	863	919	1,069	807	-	-	1,169	-	-	-	7,267	0	7,267
5.	Miss Madison (1961)	Scott Fetterly	760	-	869	-	1,169	569	-	-	-	925	517	1,252	-	-	-	6,061	0	6,061
6.	Miss US (1970)	Henry Marvin	900	1,300	700	400	375	394	225	877	0	-	800	-	-	-	-	5,971	0	5,971
7.	Miss Budweiser (1966)	Doug Brow	525	1,169	300	750	225	569	975	-	-	300	400	225	-	-	-	5,438	0	5,438
8.	Sunny Jim (1974)	Ralph Jorgenson	0	300	525	-	494	654	-	638	544	1,000	-	900	-	-	-	5,055	0	5,055
9.	Coral Reef	Craig Bradshaw	-	525	619	694	577	675	-	800	694	-	450	-	-	-	-	5,034	0	5,034
10.	St. Regis	Jessie Shehan	169	450	137	353	169	391	952	596	864	225	436	394	-	-	-	5,136	137	4,999
11.	Miss Thriftway (1960)	R.Newton; D.Newton	1,200	-	-	869	1,000	-	300	-	1,400	-	-	-	-	-	-	4,769	0	4,769
12.	Vans PX	Mark Hansen	-	-	-	-	1,225	750	-	400	-	-	1,325	900	-	-	-	4,600	0	4,600
13.	Notre Dame (1963)	Bob VandenAkker	1,325	1,050	-	-	-	-	-	-	1,094	-	-	961	-	-	-	4,430	0	4,430
14.	Miss Bardahl (1958)	Rick Lentz	-	375	-	-	127	394	0	-	1,094	863	710	850	-	-	-	4,413	0	4,413
15.	Slo Mo Shun IV	Monte Steere	694	500	-	-	550	-	-	800	-	1,100	-	0	-	-	-	3,644	0	3,644
16.	Hallmark Homes (1971)	Jason Hartley	1,500	800	-	-	-	-	-	1,259	-	-	-	-	-	-	-	3,559	0	3,559
17.	Wildroot Charlie	Ron Daum	-	-	-	-	-	-	-	338	1,052	1,269	869	-	-	-	-	3,528	0	3,528
18.	Slo-Mo-Shun IV (1951)	John Earnest	589	-	-	787	1,450	-	507	-	-	-	-	-	-	-	-	3,333	0	3,333
19.	Miss Pay 'n Save	Steve Twardus	-	850	-	544	800	-	813	0	225	-	-	-	-	-	-	3,232	0	3,232
20.	Miss Timex (Clock)	Jerry Johnston	-	-	600	-	525	1,095	1,000	0	-	-	-	0	-	-	-	3,220	0	3,220
21.	Shanty I (1957)	Nelson Holmberg	-	952	769	-	95	-	-	225	-	-	0	1,094	-	-	-	3,135	0	3,135
22.	\$ Bill	Ron Hartley	-	648	-	-	600	625	-	1,150	-	-	-	-	-	-	-	3,023	0	3,023
23.	Miss Bardahl (1968)	Roger Newton	600	-	-	900	816	400	0	-	0	-	-	-	-	-	-	2,716	0	2,716
24.	Miss Seattle Too	Steve Twardus	0	-	795	-	225	-	300	400	525	-	-	450	-	-	-	2,695	0	2,695
25.	Miss Wahoo	Bill Smiley	-	-	100	925	625	-	-	719	-	-	-	300	-	-	-	2,669	0	2,669
26.	Slo-Mo-Shun V	Nigel Steere	882	456	-	-	-	-	-	-	-	1,100	-	-	-	-	-	2,438	0	2,438
27.	Notre Dame (1966)	Bob VandenAkker	-	638	-	-	-	863	-	-	-	-	836	-	-	-	-	2,337	0	2,337
28.	Miss Bardahl (1967)	Jim Clark	-	-	600	-	769	952	-	-	-	-	-	-	-	-	-	2,321	0	2,321
29.	My Sin	Ron Hornung	-	794	469	-	419	521	-	-	-	-	-	-	-	-	-	2,203	0	2,203
30.	Miss Madison (1971)	John Williams	-	-	-	-	700	525	-	-	-	-	800	0	-	-	-	2,025	0	2,025
31.	Nitrogen Too	Bob VandenAkker	-	-	-	-	-	-	1,100	-	-	919	-	-	-	-	-	2,019	0	2,019
32.	Miss Thriftway (1955)	Bill Smiley	395	0	-	-	-	619	-	-	-	-	977	-	-	-	-	1,991	0	1,991
33.	Miss Bardahl (1965)	Patrick Gleason	395	-	506	-	563	371	-	-	-	-	-	-	-	-	-	1,835	0	1,835
34.	Gale V	Ryan Opfer	-	-	-	-	1,125	-	-	-	-	-	469	-	-	-	-	1,594	0	1,594
35.	Tahoe Miss	Gary Levander	-	-	-	-	694	0	-	835	0	-	-	-	-	-	-	1,529	0	1,529
36.	Nitrogen	Dave Gardner	-	-	-	-	-	-	-	-	-	850	664	-	-	-	-	1,514	0	1,514
37.	Skip-A-Long	Ron Hornung	-	-	-	-	-	-	-	-	-	225	300	800	-	-	-	1,325	0	1,325
38.	Such Crust III	Ron Daum	648	589	-	-	-	0	-	-	-	-	-	-	-	-	-	1,237	0	1,237
39.	Miss Wickman	John Burkley	225	300	300	-	-	-	-	400	-	-	-	0	-	-	-	1,225	0	1,225
40.	Miss Timex II	Jason Hartley	-	-	-	-	-	-	-	-	-	-	-	1,169	-	-	-	1,169	0	1,169
41.	Hawaii Kai III	Roger Newton	-	-	1,025	-	-	-	-	-	-	-	-	-	-	-	-	1,025	0	1,025
42.	Candyman (1982)	Dawna Gross	-	0	225	-	-	-	-	-	-	-	264	501	-	-	-	990	0	990
43.	Breathless II	Dave Reiser	550	-	-	338	-	-	-	-	-	-	-	-	-	-	-	888	0	888
44.	Gale V (1954)	Carl Lewis	-	619	225	-	-	0	-	-	-	-	-	-	-	-	-	844	0	844
45.	Shanty I (1956)	Robbie Roberts	0	-	-	-	-	-	-	-	-	750	-	-	-	-	-	750	0	750
46.	Miss Budweiser (1971)	Craig Bradshaw	-	-	-	-	-	-	-	-	-	600	-	-	-	-	-	600	0	600
47.	Hurricane VI	Nelson Holmberg	-	-	525	-	-	-	-	-	-	-	-	-	-	-	-	525	0	525
48.	Miss Spokane (1960)	Patrick Gleason	225	-	225	-	0	-	-	-	-	-	-	-	-	-	-	450	0	450
49.	Hurricane IV	Ron Hornung	-	-	-	-	-	-	-	-	-	394	-	-	-	-	-	394	0	394
50.	Miss Everett	Howard Price	-	-	-	-	-	-	-	-	-	-	300	-	-	-	-	300	0	300
51.	Miss Pepsi	Ron Daum	-	-	-	275	-	-	-	-	-	-	-	-	-	-	-	275	0	275
52.	Wayfarers Club Lady	Ryan Bradshaw	-	-	-	-	-	-	-	-	225	0	-	-	-	-	-	225	0	225

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	-	-	-	14,233	739	13,494
2.	Red Man (1973)	Nelson Holmberg	788	451	281	-	863	1,169	807	1,019	600	1,094	662	1,425	-	-	-	9,159	281	8,878
3.	Pay n' Pak (1970)	Jeff Campbell	569	1,500	1,121	800	1,100	1,200	400	-	925	-	1,100	-	-	-	-	8,715	0	8,715
4.	Frosted Flakes (1993)	Henry Marvin	1,100	750	1,227	1,125	415	652	1,021	925	1,169	-	300	-	-	-	-	8,684	0	8,684
5.	Gilmore Special (1983)	Brian Gilmore	450	554	563	1,150	694	775	879	625	1,075	825	821	738	-	-	-	9,149	1,004	8,145
6.	Circus Circus (1978)	Mike Gossler	0	1,069	1,200	569	700	1,000	725	750	-	-	700	750	-	-	-	7,463	0	7,463
7.	Squire Shop (1978 - Red)	Doug Brow	800	752	871	0	1,120	151	1,000	-	-	752	0	1,464	-	-	-	6,910	0	6,910
8.	Country Boy (1971)	Steve Twardus	825	844	1,125	1,052	469	-	700	752	300	-	-	525	-	-	-	6,592	0	6,592
9.	Miss Colt Beverage	Gary Hansen	-	-	-	664	825	1,250	-	1,069	-	-	1,250	450	-	-	-	5,508	0	5,508
10.	U-95	Rick Lentz	-	723	-	-	450	380	938	-	422	673	863	704	-	-	-	5,153	0	5,153
11.	Notre Dame (1972)	Mark Hansen	-	-	-	-	400	925	-	1,500	-	-	550	1,495	-	-	-	4,870	0	4,870
12.	Miss Madison (1978)	Nelson Holmberg	1,050	458	750	-	779	716	352	-	-	-	-	-	-	-	-	4,105	0	4,105
13.	Pay n' Pak (Gold - 1971)	Craig Mullen	494	-	-	-	-	100	1,325	-	-	1,096	1,000	-	-	-	-	4,015	0	4,015
14.	Natural Light	Jerry Johnston	-	-	579	-	677	706	675	319	-	-	-	750	-	-	-	3,706	0	3,706
15.	Squire (1977)	Ron Hartley	0	1,050	-	869	1,325	-	414	-	-	-	-	-	-	-	-	3,658	0	3,658
16.	Lincoln Thrift	Bob VandenAkker	994	-	779	675	-	882	-	-	-	-	-	-	-	-	-	3,330	0	3,330
17.	Miss Vernors (1976)	Mick Shutt	518	-	-	-	-	537	191	-	746	-	-	1,221	-	-	-	3,213	0	3,213
18.	T-Plus	Nigel Steere	700	1,100	-	-	-	-	-	-	-	1,325	-	-	-	-	-	3,125	0	3,125
19.	Thousand Trails	Patrick Gleason	750	-	95	-	264	1,052	-	-	-	-	-	-	-	-	-	2,161	0	2,161
20.	Miss Weisfields	Dave Gardner	-	-	907	-	1,050	-	-	-	-	-	-	-	-	-	-	1,957	0	1,957
21.	Oh Boy! Oberio (1982)	B. Smiley, J. Williams	1,400	-	469	-	-	0	-	-	-	-	-	-	-	-	-	1,869	0	1,869
22.	Vantage Ultra	Craig Bradshaw	-	-	667	450	394	300	-	-	-	-	-	-	-	-	-	1,811	0	1,811
23.	Llumar	Ron Daum	-	-	-	-	-	-	-	-	-	1,069	619	-	-	-	-	1,688	0	1,688
24.	Winston Eagle	Craig Bradshaw	-	-	-	-	-	-	-	469	921	127	-	-	-	-	-	1,517	0	1,517
25.	Olympia Beer	Roger Newton	-	-	-	412	400	0	485	-	-	-	-	-	-	-	-	1,297	0	1,297
26.	Charlie's Girl	Bill Smiley	-	-	-	-	-	-	-	-	-	394	-	725	-	-	-	1,119	0	1,119
27.	Miss Budweiser (1973)	Robert Roberts	469	-	-	-	-	-	-	-	-	-	540	-	-	-	-	1,009	0	1,009
28.																				

Statistics ■ 2007 Season (through 12 races)

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); Buzzard	800	1,600	1,500	1,600	1,600	1,400	1,295	1,600	1,600	-	1,400	-	-	-	-	14,395	0	14,395
2.	Mike Campbell	ND (69); Pak (69 rigger)	1,200	400	1,200	1,200	1,100	1,400	1,400	1,200	900	1,600	1,325	2,000	-	-	-	14,925	1,300	13,625
3.	Bob VandenAkker	ND (63); ND (66); Eagle, Nit.	1,325	1,050	996	975	469	863	919	1,069	807	919	863	961	-	-	-	11,216	1,276	9,940
4.	Scott Fetterly	Miss Madison (1961)	760	-	869	-	1,169	569	-	-	-	925	517	1,252	-	-	-	6,061	0	6,061
5.	Henry Marvin	Miss US (1970)	900	1,300	700	400	375	394	225	877	0	-	800	-	-	-	-	5,971	0	5,971
6.	Craig Bradshaw	Coral Reef; 71 Budweiser	-	525	619	694	577	675	-	800	694	600	450	-	-	-	-	5,634	0	5,634
7.	Doug Brow	Miss Budweiser (1966)	525	1,169	300	750	225	569	975	-	-	300	400	225	-	-	-	5,438	0	5,438
8.	Ralph Jorgenson	Sunny Jim (1974)	0	300	525	-	494	654	-	638	544	1,000	-	900	-	-	-	5,055	0	5,055
9.	Ron Daum	Crust III; Pepsi; Wroot Charlie	648	589	-	-	275	0	-	338	1,052	1,269	869	-	-	-	-	5,040	0	5,040
10.	Jessie Shehan	St. Regis	169	450	137	353	169	391	952	596	864	225	436	394	-	-	-	5,136	306	4,830
11.	Gary Hansen	Muvalong	-	-	-	925	494	1,194	-	96	-	-	800	1,300	-	-	-	4,809	0	4,809
12.	Jason Hartley	Hallmark (71); Miss Timex II	1,500	800	-	-	-	-	-	1,250	-	-	-	1,169	-	-	-	4,719	0	4,719
13.	Bill Smiley	Thriftyway (55); Miss Wahoo	395	0	100	925	625	619	-	719	-	-	977	300	-	-	-	4,660	0	4,660
14.	Mark Hansen	Vans PX	-	-	-	-	1,225	750	-	400	-	-	1,325	900	-	-	-	4,600	0	4,600
15.	Rick Lentz	Miss Bardahl (1958)	-	375	-	-	127	394	0	-	1,094	863	710	850	-	-	-	4,413	0	4,413
16.	Roger Newton	Bardahl (68); Thriftyway (60); Kai600	-	-	1,025	900	-	400	0	-	1,400	-	-	-	-	-	-	4,325	0	4,325
17.	Ron Hornung	My Sin; Skippy; Hurricane IV	-	794	469	-	419	521	-	-	-	394	300	800	-	-	-	3,697	0	3,697
18.	Monte Steere	Slo-Mo-Shun IV	694	500	-	-	550	-	-	800	-	1,100	-	0	-	-	-	3,644	0	3,644
19.	Steve Twardus	Seattle Too; Pay 'n Save	0	850	795	544	0	-	300	400	225	-	-	450	-	-	-	3,564	0	3,564
20.	John Earnest	Slo-Mo-Shun IV (1951)	589	-	-	787	1,450	-	507	-	-	-	-	-	-	-	-	3,333	0	3,333
21.	Jerry Johnston	Miss Timex (clock)	-	-	600	-	525	1,095	1,000	0	-	-	-	0	-	-	-	3,220	0	3,220
22.	Nelson Holmberg	Shanty I (1957)	-	952	769	-	95	-	-	225	-	-	0	1,094	-	-	-	3,135	0	3,135
23.	Ron Hartley	\$ Bill	-	648	-	600	625	-	1,150	-	-	-	-	-	-	-	-	3,023	0	3,023
24.	Nigel Steere	Slo-Mo-Shun V	882	456	-	-	-	-	-	-	-	1,100	-	-	-	-	-	2,438	0	2,438
25.	Jim Clark	Miss Bardahl (1967)	-	-	600	-	769	952	-	-	-	-	-	-	-	-	-	2,321	0	2,321
26.	John Williams	Miss Madison (1971)	-	-	-	-	700	525	-	-	-	-	800	0	-	-	-	2,025	0	2,025
27.	Ryan Opfer	Gale V (1955)	-	-	-	-	1,125	-	-	-	-	-	469	-	-	-	-	1,594	0	1,594
28.	Patrick Gleason	Spokane (60); Bardahl (65)	225	-	506	-	469	371	-	-	-	-	-	-	-	-	-	1,571	0	1,571
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.	John Burkey	Miss Wickman	225	300	300	-	-	-	-	400	-	-	-	0	-	-	-	1,225	0	1,225
32.	David Newton	Miss Thriftyway (1960)	-	-	-	-	816	-	300	-	-	-	-	-	-	-	-	1,116	0	1,116
33.	Dawna Gross	Candyman (1982)	-	0	225	-	-	-	-	-	-	-	264	501	-	-	-	990	0	990
34.	Dave Reiser	Breathless II	550	-	-	338	-	-	-	-	-	-	-	-	-	-	-	888	0	888
35.	Carl Lewis	Gale V (1954)	-	619	225	-	-	0	-	-	-	-	-	-	-	-	-	844	0	844
36.	Robbie Roberts	Shanty I (1956)	0	-	-	-	-	-	-	-	-	750	-	-	-	-	-	750	0	750
37.	Howard Price	Miss Everett	-	-	-	-	-	-	-	-	-	-	300	-	-	-	-	300	0	300
38.	Ryan Bradshaw	Wayfarers Club Lady	-	-	-	-	-	-	-	-	225	0	-	-	-	-	-	225	0	225

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	-	-	-	14,233	739	13,494
2.	Nelson Holmberg	Red Man (73); Madison (78)	788	458	281	-	779	1,169	807	1,019	600	1,094	662	1,425	-	-	-	9,082	281	8,801
3.	Jeff Campbell	Pay 'n Pak (1970)	569	1,500	1,121	800	1,100	1,200	400	-	925	-	1,100	-	-	-	-	8,715	0	8,715
4.	Henry Marvin	Frosted Flakes (1993)	1,100	750	1,227	1,125	415	652	1,021	925	1,169	-	300	-	-	-	-	8,684	0	8,684
5.	Brian Gilmore	Gilmore's Special (1983)	450	554	563	1,150	694	775	879	625	1,075	825	821	738	-	-	-	9,149	1,004	8,145
6.	Mike Gossler	Miss Circus Circus (1978)	0	1,069	1,200	569	700	1,000	725	750	-	-	700	738	-	-	-	7,451	0	7,451
7.	Steve Twardus	Country Boy (1971)	825	844	1,125	1,052	1,100	-	700	752	300	-	-	525	-	-	-	7,223	0	7,223
8.	Doug Brow	Squire Shop (1978)	800	752	871	0	1,120	151	1,000	-	-	752	0	1,464	-	-	-	6,910	0	6,910
9.	Gary Hansen	Miss Cott Beverage	-	-	-	664	825	1,250	-	1,069	-	-	1,250	450	-	-	-	5,508	0	5,508
10.	Rick Lentz	U-95	-	723	-	-	450	380	938	-	422	673	863	704	-	-	-	5,153	0	5,153
11.	Mark Hansen	Notre Dame (1972)	-	-	-	-	400	925	-	1,500	-	-	550	1,495	-	-	-	4,870	0	4,870
12.	Craig Mullen	Pay 'n Pak (1971)	494	-	-	-	-	100	1,325	-	-	1,096	1,000	-	-	-	-	4,015	0	4,015
13.	Ron Hartley	Squire (1977)	-	1,050	-	869	1,325	-	414	-	-	-	-	-	-	-	-	3,658	0	3,658
14.	Bob VandenAkker	Lincoln Thrift	994	-	779	675	-	882	-	-	-	-	-	-	-	-	-	3,330	0	3,330
15.	Craig Bradshaw	Vantage Ultra; Winston Eagle	-	-	667	450	394	300	-	469	921	127	-	-	-	-	-	3,328	0	3,328
16.	Jerry Johnston	Natural Light	-	-	579	-	677	706	675	319	-	-	-	300	-	-	-	3,256	0	3,256
17.	Mick Shutt	Miss Vernor's	518	-	-	-	-	537	191	-	746	-	-	1,221	-	-	-	3,213	0	3,213
18.	Nigel Steere	T-Plus	700	1,100	-	-	-	-	-	-	-	1,325	-	-	-	-	-	3,125	0	3,125
19.	Bill Smiley	Charlie's Girl; Oberto (82)	1,400	-	-	-	-	-	-	-	-	-	394	-	725	-	-	2,519	0	2,519
20.	Patrick Gleason	Thousand Trails	600	-	95	-	264	1,052	-	-	-	-	-	-	-	-	-	2,011	0	2,011
21.	Dave Gardner	Miss Weisfields	-	-	907	-	1,050	-	-	-	-	-	-	-	-	-	-	1,957	0	1,957
22.	Ron Daum	Llumar	-	-	-	-	-	-	-	-	-	1,069	619	-	-	-	-	1,688	0	1,688
23.	John Williams	Pak (73); Oberto (82); Bud (80)	-	-	469	-	525	0	-	-	-	-	469	-	-	-	-	1,463	0	1,463
24.	Roger Newton	Olympia Beer	-	-	-	412	400	0	485	-	-	-	-	-	-	-	-	1,297	0	1,297
25.	Robert Roberts	Miss Budweiser (1973)	469	-	-	-	-	-	-	-	-	-	540	-	-	-	-	1,009	0	1,009
26.	Jesse Shehan	Spirit of Dayton Walther	-	-	-	-	-	-	-	-	-	-	694	0	-	-	-	694	0	694
27.	Jason Hartley	Natural Light	-	-	-	-	-	-	-	-	-	-	-	450	-	-	-	450	0	450
28.	Scott Fetterly	Miss Madison (1978)	-	-	-	-	-	64	-	-	-	-	-	-	-	-	-	64	0	64



photo by Nelson Holmberg



Gary Hansen's 1974 Miss Cotts Beverage ran strong and fast all season, finishing fifth in modern boat points (Gary was also fifth in modern driver points with the Cotts).

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October 2007

Sun	Mon	Tue	Wed	Thu	Fri	Sat
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ERCU BREWERS CUP Shady Lake, Renton						
14	15	16	17	18	19	20
ERCU CASCADE CUP/APBA NATS Horseshoe Lake, Woodland, WA						
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