

ERCU

THE NEWSLETTER

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Up Next

- Oct. 4 ERCB Emerald Cup
Eugene, Ore.
- Oct. 11 1/7-scale Exhibition
*Gissberg Twin Lakes Park,
Smokey Point, Wash.*
- Oct. 18 NAMBA Regional
1/10-scale race
TBA
- Oct. 31 ... Tualatin Pumpkin Race
Lake of Tualatin (Ore.) Commons

On the Web

Nostalgic Unlimiteds
www.nostalgicunlimiteds.com

Northwest Speedshots
www.nwspeedshots.com

Qatar Marine Sports Federation
www.qms.org/2009/index.html

Stat of the Month

= Bob VandenAkker's 1963 Notre Dame not only won the season championship but now leads the all-time boat standings, having overtaken **Jeff Campbell's** 1970 Lil' Buzzard..

In this Issue

- Meet Mike McIntosh2
- Rumor Mill3
- Gold Cup race recap4
- Sahara Cup race recap.....5
- Sayres Memorial race recap6
- Newton Memorial race recap ..7



Nelson Holmberg

ROTT – A TRI-CITIES TRADITION

Ask any of a bunch of certain hydroplane racing fans what they're doing on the Saturday night of Tri-Cities race weekend, and you might hear something strange.

"We're going to ROTT".

ROTT stands for "Royal Order Of The Turbine," which is a group with a deep history of support for hydroplane racing and social gatherings, which puts on an annual banquet and auction in late July.

This year, about 60 ROTT members held the club's 22nd annual banquet and charity auction at the Red Lion Hotel in Pasco, Wash., this past July 25. This annual party has become "the" social highlight of the year for many hydro fans, and is held each year on Saturday night of the Tri-Cities Columbia Cup weekend.

Several current ERCU members can be found in their numbers, **Bob & Karen Senior**, **Ben Keller**, **Bob VandenAkker**, **Jeff Campbell**, **Kirk Pagel**,

Chick Bartsch, **Judy Fenton** and **Nelson Holmberg** all count themselves as ROTT members.

The proceeds from the auction go to the Hydroplane and Raceboat Museum, and each year well over \$1,500 is sent to the Museum. The donations for auction come directly from the ROTT members.

Chuck Love serves as the ROTT Grand Pubah for Life, and our usual master of ceremonies is **Mike Fitzsimmons** KIRO TV hydro announcer. Each member wears the current ROTT button, a three inch diameter colorful reminder to all, this is something special.

Want to join? Ask any current ROTT member to sponsor you. We have a lot of fun, all in the name of hydroplane racing.



THE MILL

A MOMENT WITH ...

MIKE MCINTOSH

Family: Wife Vanessa, kids Kelsey & Zach
City he calls home: Maple Valley, Wash.
Job (when not boating): King County Department of Natural Resources
College football loyalty: UW

Favorite current unlimited hydro: Oh Boy! Oberto

Favorite unlimited hydro of the past: Miss Budweiser (T-3)

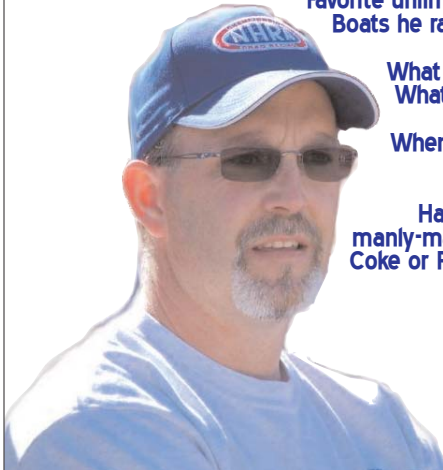
Boats he races in ERCU: Shakey's Special, Miss Budweiser (T-3), 1971 Pay 'n Pak (Hemi)

What was your first car? Chevy Nova

What was your first job? . Cleaning and painting Allison parts for my dad

When and how did you get involved in scale racing? . Talking with Jeff Campbell a couple of summers ago. It sounded like A lot of fun.

Have you ever had a manicure/pedicure? (come on, manly-man, admit it): Not yet!
Coke or Pepsi? Coke.



ERCU NEWSROOM

But wait! There's more!

Just when you thought it was safe to stow all your gear for the season, some other opportunities have popped up. On October 11 the 1/7-scale boats will be making an appearance on Twin Lakes. On October 18 a NAMBA event for all northwest club 1/10-scale electric boats is being negotiated as we speak, and on October 31 the Tualatin Parks Department has invited our electric boats to participate as a warm-up act for their sixth annual Pumpkin Boat Race. Details will be shared as they develop, but the dates seem to be set, so stay tuned for updates.

BIG BOAT NEWS

■ U-1 Oh Boy! Oberto — (6,690 points) After a disappointing sixth place finish at Seafair, **Steve David** was top qualifier at Evansville, had a DSQ in 1-A, and went on to finish third in the final heat, after a lane six start. After Evansville, Oberto still has the lead in National High Points.

■ U-3 Cooper Racing Team — (3,916 points) After a strong second place finish at Seafair, **Jimmy King** looked good up until the final heat, when he was leading, then threw a prop and had a DNF. Damage sustained will keep the U-3 from making the Qatar trip.

■ U-5 Formula Boats — (6,384 points) **Jeff Bernard** had a perfect day at Evansville, winning every heat, and taking a first place in the final heat. With the win, Bernard moves into second place in the National High Points Standings.

■ U-7 Graham Trucking — (4,979 points) **J. Michael Kelly** was fourth best qualifier at Evansville with 150.379 mph, and finished second overall in the final heat.

■ U-9 Jones Racing — (421 points) **Mike Jones** all white boat (with a Cougar logo on the nose, and a Hydroplane & Raceboat Museum decal on the cowling), was brought out just for Seafair, and is not racing elsewhere this season.

■ U-16 Ellstrom Racing Team — (5,910 points) Coming off a win at Seafair, **Dave Villwock** flipped in Evansville's heat 1A. Unable to race

after that, Ellstrom leased the U-17 with **Nate Brown** driving for heat 3B, the provisional and final heats.

■ U-17 Our Gang Racing Team — (3,465 points) After a fifth place at Seafair, **Kip Brown** running as ActivWater, shared driving duties with his uncle/owner/team manager/crew chief/mentor/back-up driver **Nate Brown**, at Evansville Following the U-16 flip, Ellstrom leased the U-17 hull for the remainder of the day. Brown got the Ellstrom replacement into the final as a trailer, coming off a provisional heat win, and finished sixth overall in the final, with points going to Ellstrom.

■ U-22 Matrix System — (1,534 points) **Mike Webster**, after a disappointing Seafair, didn't make the final heat at Evansville, and although he qualified for the provisional heat, he withdrew with mechanical troubles.

■ U-25 Superior Racing Team — (2,171 points) Evansville gave **Dr. Ken Muscatel** an opportunity to run the new hull, running as Mister Home Loan, prior to racing. Muscatel made the final heat at Evansville, finishing fifth.

■ U-37 Schumacher Racing — (4,145 points) In Evansville, running as Renton Coil Springs, **Jean Theoret** returned to the cockpit and qualified at a respectable 148.484 mph, but withdrew from the provisional heat due to hull damage.

■ U-48 Miss Albert Lee — (3,473 points) Now running last season's Navy boat (the Blue & Yellow, #9399) for the remainder of this season, and finished second in the provisional heat. Owners **Greg & Brian O'Farrell** have purchased the former U-21 hull, last raced in 2007 and driven by **Brian Perkins**. This hull (#0721) will be made ready for the 2010 season.

■ U-100 Leland Unlimiteds — (3,857 points) In Evansville running once again as Mirage Boats, **Greg Hopp** made the final heat, finishing fourth in the final.

Results and high points include August 23 at Evansville, including qualifying bonus points. The fleet (10 boats) will depart Jacksonville, Fla. on September 28, via a Peters & May container ship, for a four week voyage to Doha, Qatar.

Compiled by Kirk Pagel, ace reporter



Chris Denslow



THE MILL

2009 ERCU SCHEDULE

MARCH

Date	Event	Location
15	ERCU Spring Training/Test Day	Cherokee Bay

APRIL

Date	Event	Location
4	Champion Spark Plug Regatta Winners: M-Mike Campbell; V-Bob VandenAkker	Centralia
25	Rose Festival RC Regatta Winners: M-Mike Campbell; V-Jeff Campbell	Portland

MAY

Date	Event	Location
9	Bill Brow Memorial Winners: M-Jeff Campbell; V-Bill Smiley	Marysville
30	Diamond Cup Winners: M-Jeff Campbell; V-Jeff Campbell	Friday Harbor

JUNE

Date	Event	Location
14	President's Cup/MV Days Winners: M-Mike Campbell; V-Craig Mullen	Lake Wilderness
27	Seafair Trophy Race Winners: M-Mike McIntosh; V-Craig Mullen	Monroe

JULY

Date	Event	Location
11	Bernie Little Memorial Winners: M-Mike Gossler; V-Jason Hartley	Bellevue
18	Oregon Emerald Cup Winners: M-Mike Campbell; V-Craig Mullen	Tualatin

AUGUST

Date	Event	Location
15	Columbia Cup Winners: M-Mike Campbell; V-Bob VandenAkker	Tualatin
30	Stan Sayres Memorial Winners: M-Mike Campbell; V-Bob VandenAkker	Cherokee Bay

SEPTEMBER

Date	Event	Location
12	Sahara Cup Winners: M-Mike Campbell; V-Mike Campbell	Marysville
20	ERCU Gold Cup Winners: M-Mike Campbell; V-Jason Hartley	Lake Wilderness
27	Roger Newton Memorial Winners: M-Jeff Campbell; V-Mike Campbell	Cherokee Bay

OCTOBER

Date	Event	Location
4	Backup date Contest Director: TBA	Monroe

Season high points for boats and drivers will be based on the 10 best finishes for the year. This schedule is always subject to change. See www.ercu.org/schedule.html for the most up-to-date schedule.

ERCU RUMOR MILL

ERCU's "Silly Season" has already started, as talk is already starting about some of the projects that may just happen during the offseason, and if all of the "new" boats that are proposed to be built this year really happen, there might be a need for ERCU to adopt a "turbine modern class" . . . **Mark Gran** has ordered one of the new hulls from Bradshaw Boat Works, with the intent of building one of the U-3 boats from the early 2000's . . . **Howard Price** is hoping to build a model of the Doha version of the brand new U-25 Superior Racing Team hull . . . **Rick Lentz**, too, has hopes of building a purple boat this winter . . . **Alex Daum** is considering a U-3 Cooper's hull . . . **Nelson Holmberg** has decided that he hopes to add the 2009 U-7 Graham Trucking to his red boat fleet, too . . . **Mrs. Bradshaw** - mom of **Craig & Ryan Bradshaw** - was at the Roger Newton Memorial with the hull that's soon to be the one she'll own and **Craig** will drive - the 2009 Oh Boy! Oberto . . . Now **Jerry/Zane Courtway**, **Gerry Bordon**, and **Brent Hall** are among the others who are considering a "turbine modern hull" for the near future . . . **Mike McIntosh's** new 1/7-scale 1972 Miss Timex debuted at the Sahara Cup unpainted and in primer at the Roger Newton Memorial . . . **Ron Daum** is planning to rebuild the Such Crust with a newer, lighter, faster version . . . **Kirk Pagel's** Shanty I will spend some time in the Sparticus Racing boat shop this winter, where **Craig Mullen** will try to cure it of the "Shanty Flop" . . . We're told **Mullen** also has a new American Spirit on the way . . . Dummy turbine coming soon to a boat near you . . . **Gerry Bordon** is pondering a 1/7-scale Tempest if he can pull the trigger . . . **Mark Gran** will also be joining the 1/7 fray with the orange Tahoe Miss.



Nelson Holmberg

CLUB CLIPPINGS

Monte Steere giving hugs . . . **David Newton** making presentations . . . **Mitch Dillard** is a giving kind of guy . . . **Nigel Steere** trying on some new duds . . . **Nelson Holmberg** going *just barely* too fast - and getting busted . . . **Mick Shutt** recognized, by his peers, professionally . . . **John & Dianne Earnest** headed for the tropics . . . **Greg Sawicki** ready for more . . . **Ron & Phyllis Daum** planning a Halloween road trip . . . **Mark Gran** ecstatic about "discovering" brushless . . . Like good cream, **Bob VandenAkker** rises to the top . . . **Doggies** (finally) top kitties in 2009 . . . **Roger May** tickling funny bones . . . **Dan Gilmore** perfecting chef status . . . If the Kent Valley floods, would that be a good race site? . . . **NAMBA 1/10-scale** race coming soon.

RULES REMINDER — REGISTRATION

- All boats will be registered under two categories - active status or construction status.
- Boats registered under active status must race in at least three sanctioned races during the racing season, completing at least one heat in each of those three races to maintain its registration. Any boat not meeting this requirement will become unregistered.
- Construction status is intended as a means for securing registration in order to build a specific hull for competition. The board retains the right to deny multiple registrations in this category to an individual or group of individuals when it feels that granting such registrations is not in the best interest of ERCU. An ERCU "Intent to Build Form", along with a photograph of the real boat, must be submitted with the registration request.
- Boats registered under construction status will have up to one year from their registered date to begin competing (the first race following the one year expiration date) and must race in at least three sanctioned races during that racing season, completing at least one heat in each of those three races.
- In the event a registered boat does not complete its three mandatory finishes during the season, the owner may pay a \$30 fee to the Registrar to keep the registration for the following year. This is allowed one time only and is in addition to the annual \$5 boat registration fee.



HARTLEY WINS FIRST GOLD CUP ON A RECORD-SETTING DAY

MAPLE VALLEY, Wash. - The word of the day at the ERCU Gold Cup was "record".

Some evidence:

- A record number of total boats at a single race - 56.
- A record number of modern boats at a single race - 22.
- A record number of modern heats - 19 (16 preliminaries, 2 connies, 1 final).
- A record number of total heats - 46 (40 preliminaries, 4 connies, 2 finals).
- A record number of Portland members in attendance - 7 (**Dave Reiser, John Earnest, Kerry Kjos, Mick Shutt, Nelson Holmberg, Jesse Shehan and Roger May**) at the same Seattle-area ERCU race.

There were probably other records, too - like a record high temperature, record speeds, or a record number of people in the pits, or things like that - but those weren't measured at the race site.

Records are fun and glamorous, but what as really important was that this race, the seventh annual ERCU Gold Cup was a great day that was enjoyed by all.

With all of the heats that were held during the racing day at Lake Wilderness, one would imagine that it was a long day. But the newly-introduced three-minute clock and a concerted effort by everyone involved allowed the biggest race ever in ERCU to still finish before 6 p.m.

The big turnout of modern boats meant a second connie for the modern class - for one of the first times in club history.

In that second connie, **Craig Mullen** piloted the 1971 Pride of Pay 'n Pak to the win, followed by **Brent Hall** with the 1980 Squire Shop. With Mullen also having his 1991 American Spirit in the first connie, he took the points for the Pak, and allowed Hall to move into the first connie as the trailer. Third place in the second connie went to Reiser in the 1982 Executone, while Shutt and **John Williams** were unable to finish with their Miss Budweisers. **Rick Lentz's** 1974 U-95 was unable to start.

When Hall moved up to the first modern connie, he had to start as the trailer, but that didn't daunt him. He moved - quickly - through the pack and ended up finishing third behind **Gary Hansen's** 1974 Miss Cott's Beverages and **Gale Whitestine's** 1975 Miss U.S. Fourth place went to **Ron Daum's** new 2003 Llumar Window Films, followed by Shehan's 1977 Squire in fifth. Sixth place went to **Scott Fetterly** with his brand new 1993 Miss Circus Circus, while Mullen's American Spirit was unable to start.

When the vintage boats went to the water



Nelson Holmberg

Mike Campbell wins yet another Gold Cup, this time with the brand new 1982 Executone.

for the connies, Williams drove his 1971 Miss Madison to a second connie victory, followed by **Ryan Opfer** in the Gale V and Fetterly with the 1961 Miss Madison. Fourth was **Bob VandenAkker** with the Miss Lapeer, and fifth went to May with the 1957 Miss Rocket. **Jeff Campbell** did not finish the second connie with the 1969 Pride of Pay 'n Pak Hooktail.

The first connie was a massive wreck, as it turned out. Mullen drove **Ben Keller's** 1957 Hawaii Ka'i III to a victory in the first connie, allowing him to move into the final as the trailer boat. Second place went to **Mark Gran** with the 1967 Atlas Van Lines, and those two boats were the only ones to survive all of the carnage to finish the first connie. Those who didn't finish the first connie include: Simmons (1958 Miss Bardahl), Hansen (1954 Muvalong), Lentz (1969 Notre Dame), and **Mark Hansen** (1972 Van's PX).

In the modern final, seven boats started - two with backup drivers - and five finished. Ironically, it was the two boats with backup drivers that were unable to finish the heat. When **Mike Campbell** had both his 1982 Executone and 1974 Country Boy in the final, Gary Hansen jumped from the driver's seat of his Cott's to the Country Boy, and **Jason Hartley** moved, temporarily, from his own 1972 Miss Timex (more on that boat later), to the Cott's.

With the lead in the final, Mike Campbell wasn't too concerned about whether one of his boats would win the prestigious Gold Cup, and indeed did move on to victory.

Second place went to Mark Hansen with the 1972 Notre Dame while third was Holmberg in the 2009 Formula Boats. Fourth place went to **Mike Gossler's** 1978 Miss Circus Circus, followed by **Bill Smiley's** 1977 Charlie's Girl.

More carnage scarred the vintage final, as three boats failed to finish. But remember the mention of Hartley's 1972 Miss Timex? Well that brief reference matched the amount of time you'd see his boat if your vision was fixed on one spot. The boat is QUICK!

Hartley blew past the competition in the backstretch early in the race, then continued to pull away from the rest of the field and claimed his first-ever Gold Cup victory - becoming the first ERCUer not named Newton or Campbell to win the race. Second place went to the rapidly-improving 1960 Miss Everett, owned and driven by Simmons, while third was VandenAkker's 1963 Notre Dame. Unable to finish were the Pay 'n Pak Outrigger (Jeff Campbell), the 1969 Harrah's Club (Mike Campbell) and the trailer Hawaii Ka'i III (Mullen/Keller).

As always, the club gained significant support from a number of members. A huge thanks goes out to all of the ERCU Contest Board members, who served as CD's for the Gold Cup. Also helpful were Whitestine, who served a good portion of the day as chief referee and public address expert, Gran and **John Burkey**, who provided their normal tireless help throughout the day, Daum for his work on the computer, and many more.

MIKE CAMPBELL FINDS ROOM IN SHOP FOR SAHARA CAMELS

SMOKEY POINT, Wash. - The day started out foggy, which meant that the day would be a nice one. Nice it was, with temperatures in the high 70s on a nice sunny day.

Thirty-four boats (15 modern and 19 vintage) were ready and waiting as a gigantic course was set by **Jeff Campbell** and **Gary Simmons**, with numerous helping hands setting up the on-shore support.

Contest directors **Bob VandenAkker** and **Mike Gossler** got the day under way in the drivers meeting by asking for volunteers to help with tear down and clean-up at the end of the day. Nine hands went up and the racing day commenced.

By the completion of the preliminary heats, featuring 15 different heat winners out of the total of 21 heats, the several usual top runners were joined by a few new entries. The field survived the day to feature first and second consolation races for both classes.

Although the heat winners of the second connee did not advance into the first connees, the racing was spirited and fun to watch, at least for parts of the heats.

In the modern second connee, **Jerry Johnston** guided the 1977 Natural Lite around the rest of the field that did not finish, with **Craig Mullen's** 1971 Pay 'n Pak, **Henry Marvin's** 1993 Kellogg's Frosted Flakes and **Bill Smiley's** 1977 Charlie's Girl finding a way to expire before finding the finish line. Marvin also had the Miss Budweiser T-4 qualified, but wisely decided not to try to run both boats at the same time, and let it stay on the trailer.

In the vintage second connee **John Howell's** 1975 Sunny Jim Jam finished in front of **Craig Bradshaw** with the 1970 Miss Budweiser II, with **Robbie Roberts** taking third place with the 1960 Miss Burien. **Jeff Campbell's** 1969 Lil Buzzard and the "Prune Barge", **Ron Daum's** 1957 Thriftway Too did not finish.

In the modern first connee **Mike McIntosh** found some beans for the 1994 Miss Budweiser T-3 and took first after a bad hop by **Gale Whitestine's** streaking 1976 Miss U.S. took away a sure first place finish, qualifying the T-3 as the trailer in the final. Second place went to **Rick Lentz** with the 1974 U95 and third was taken by **Terry Harmer** with the 1976 Spirit of Dayton-Walther. In addition to the U.S., the 1970 Pay 'n Pak was also not able to finish.

In the vintage first connee, **Gerry Borden** made a great start and held it for the entire heat, finishing in front of Johnston's 1971 Miss Timex and the 1967 Miss Wickman of **John Burkey**. VandenAkker's 1963 Notre Dame performed the highly unusual feat, for it, of stuffing its nose and prematurely ending its day. **Ben Keller's** 1957 Hawaii Ka'i battled with unusual gremlins all day, and as a result of the latest one, Mullen was not able to get it to the water in time to start the heat.



Ron Hornung

Mike Campbell brought the Harrah's Club out of "retirement" for the final three races of the season and won the Sahara Cup final right off of the shelf.

The Parco qualified as the trailer for the final, but being a new grandpa, Bordon had to leave to be with his family, so he took the first place points and turned the trailer position over to the Johnston and the Miss Timex for the final.

As the sun settled in the afternoon and brought the glare in the south turn, the modern boats prepared for the final.

The regulars were there, **Mike Campbell's** 1982 Executone and 1974 Country Boy, to be driven in this heat by Jeff Campbell, and **Mike Gossler's** 1978 Miss Circus Circus, and were joined by **Doug Brow's** blazing fast 1978 Squire Shop, Daum's very new 2003 Llummar, competing in only its second race, and McIntosh driving the Miss Budweiser T-3 as the trailer.

The heat followed the script set for the season, with the Executone setting the pace and taking the win. Country Boy was second followed by the Circus Circus and the Llummar. The Squire Shop and the T-3 disappeared into the glare in the third lap and did not come out, and did not finish the heat. The win parked one camel (the winner's trophy) under Mike Campbell's tent.

The vintage final featured the expected presence of Jeff Campbell's 1969 Pay 'n Pak hooktailed version, and was joined by Mike Campbell's 1968 Harrah's Club, out for the first time this season. They were joined by the 1969 Notre Dame of Lentz, **Mark Gran's** 1967 Atlas Van Lines, the 1960 Miss Everett

of Simmons, with Johnston and the 1971 Miss Timex as the trailer.

The Harrah's Club performed flawlessly, not showing any rust from its extended stay on the dock prior to this race, and prevailed for the win. Second place was contested briefly between the Notre Dame and the Hooktail, with the Dame edging ahead only to catch a wake wrong and go shiny side down. The Hooktail held on for second place, with the Miss Everett pulling in third, followed by the Atlas and the Timex. This heat win placed the other camel under Mike's tent - hopefully he can keep them from spitting during the offseason.

At the awards ceremony it was revealed that the nine volunteers mentioned above had their names placed in a blind draw for additional prizes. Gran was given a \$25 cash prize courtesy of PGI Models, and Bradshaw was the recipient of Mariners tickets donated by Gary and Deb Simmons. VandenAkker and Gossler put on a good show, and help from Jeff Campbell, Whitestine and Marvin as referees, assisted by **Judy Fenton** and **Patti Gossler**, was greatly appreciated.

The usual gang helped with setup and breakdown, with that work also very much appreciated. A special thank you goes to the Simmonses who planned, supplied and prepared a great lunch for the attendees.

It was a great day for those in attendance, so hopefully the Sahara Cup can return for another session next year.

VANDENAKKER, CAMPBELL WIN OLDEST SCALE HYDRO TROPHY

MAPLE VALLEY, Wash. — Sunny skies and mild temperatures greeted 43 race boats at the shores of Pipe Lake for the 20th running of the Stan Sayres Memorial Trophy race held at Cherokee Bay Community Club in Maple Valley.

The Sayres Trophy is the oldest in the history of scale hydroplane racing, with the first race held in 1974. After eight years running with the 1/8-scale nitro boats of R/C Unlimiteds in its early years, the trophy was put on the shelf until 1998 and its introduction to the electric models, where it has been a fixture every year since. **Monte Steere** was unable to attend so **Rick Lentz** and **Ron Daum** teamed up as contest directors to put on Monte's race this year.

A total of 28 vintage, 15 modern and eight 1/7-scale boats filled the field on an ideal day for racing. On the vintage side of the ledger, **Howard Price's** 1975 Miss Vernors, **John Williams'** 1971 Miss Madison, **Roger May's** 1957 Miss Rocket and **Jeff Campbell's** 1970 Pay 'n Pak's Lil Buzzard made their first appearances of the 2009 campaign. The modern class witnessed the debut of three new boats: **Mick Shutt's** 1978 Miss Budweiser, **Ron Daum's** 2003 Llummar Window Films, and **Scott Fetterly's** 1993 Miss Circus Circus.

After 43 exciting heats of racing, the finalists were decided and the 1/7-scale boats took to the water for their final heat which saw **Gary Simmons** Miss Eagle Electric taking the checkered flag in a field of six.

The modern first consolation heat was stopped due to a fire on Fetterly's new Circus Circus. The restart saw **Craig Mullen** and his American Spirit take the win to move up to the trailer position for the final, **Gale Whitestone's** Miss U.S. taking second with Daum's Llummar finishing third, with **Bill Smiley's** Charlie's Girl and **Nelson Holmberg's** 2009 Formula Boats unable to finish.

The vintage first consolation heat was a fast well contested heat. By the time the spray settled, Mullen had driven Keller's Hawaii Kai III to victory and the right to be the trailer boat in the final. **Ryan Opfer** pushed the Gale's Rostertail to second over a third place Pride of Pay 'n Pak (Hooktail) with **Jesse Shehan** and the St. Regis bringing up the rear for fourth. Jeff Campbell's Lil' Buzzard and **John Earnest's** Gale V did not finish.

The vintage second consolation heat was a very competitive affair with all six boats finishing. Smiley driving his black Hallmark Homes was the victor with **Robbie Roberts** and his Miss Burien and Ryan Opfer driving **Kerry Kjos'** Miss Thriftway close behind for second and third respectively. Fourth went to



Nelson Holmberg

Mr. Consistency Bob VandenAkker won the Stan Sayres Memorial with his model of the 1963 Notre Dame, then went on to win the season championship with the same boat.

Gerry Bordon and the Parco's O-Ring Miss with **Gary Simmons** and the "Green Dragon" Miss Bardahl fifth and **Craig Bradshaw** with his 1970 Miss Budweiser II finishing sixth.

The modern final quickly turned into a parade, albeit a very fast parade. **Mike Campbell** led from wire to wire with Executone with **Mike Gossler** driving the 1978 Miss Circus Circus to a solid second. **Mike McIntosh** drove the 1970 Pride of Pay 'n Pak to a third place finish to be followed by Mullen and the American Spirit (starting as the trailer), Budweiser T-3 and Jeff Campbell driving brother Mike's Country Boy in that order with Bordon driving **Rick Lentz's** U-95 not finishing.

The vintage final turned out to be the expected barnburner. The seven finalists scored up and maneuvered for position in the left turn and made their runs for the start. Adrenaline got the best of trailer boat driver Mullen and Hawaii Ka'i III jumped the gun. Thriftway Too ("Prune Barge") and Miss Everett got caught at the back of the pack and trailed the lot into the first turn.

The race for first and second quickly developed between Jeff Campbell and his Pay 'n Pak Outtrigger and **Bob VandenAkker** and the 1963 Notre Dame. This left **John Burkey** driving his Miss Wickman in their first final to duke it out with **Ryan Opfer** and Gale V for third and fourth with the Prune Barge and Miss Everett coming on hard. By lap four, Miss Everett had overtaken the Wickman for fifth, the Thriftway Too had

moved past Gale V to take over third place and the Outtrigger was just trailing Notre Dame and that is how they finished. Seven boats started and seven finished in one of the most competitive heats of the day: First: VandenAkker, 1963 Notre Dame; Second: Jeff Campbell, 1969 Pay 'n Pak (Outtrigger); Third: Daum, 1957 Thriftway Too; Fourth: Opfer, 1955 Gale V; Fifth: Simmons, Miss Everett; Sixth: Burkey, Miss Wickman; Seventh: Mullen, Hawaii Kai III.

As usual the list of folks to thank is long, as many hands helped make the day a success. Many people helped with set-up and tear-down, which is always appreciated. A special thanks goes to **Dan Gilmore**, who secured the venue for the club and served a delicious lunch for the club, Jeff Campbell and Bordon, who set the course, and **Judy Fenton** who helped with scoring. Thanks also to Lentz who spent his day as chief referee, Daum who handled the computer, and Simmons who was our drivers rep and pit boss.



Nelson Holmberg



CZAR REMEMBERED WELL AT ROGER NEWTON MEMORIAL

MAPLE VALLEY, Wash. – The final race of the 2009 ERCU Red Dot Championship Series was perhaps the most special one of the year. It served as remembrance of the founder of ERCU, RCU, and radio controlled scale hydroplane racing in general – **Roger “Czar” Newton**.

This year’s Roger Newton Memorial was one of the best-attended races in the history of ERCU, attracting 53 1/10-scale unlimited hydroplanes, and 10 1/7-scale hydros for a great sendoff to the season.

Co-Contest Directors **Monte Steere** and **David “MiniCzar” Newton** did a great job putting together another fantastic race, and the way people felt about Roger was crystal clear. Photographs were taken throughout the day by **Ron Hornung**, **Nelson Holmberg** and **Jim Clark** added their photographic record of the day. You can see at least some of them on the website. Classic Thunder racers **Mitch Dillard**, **Brent Hall** and **Jon Zimmerman** also joined the celebration.

When the racing day was done, Dillard showed great respect for Roger by giving the MiniCzar his model of the 2000 Miss Free-i, of which Roger was the crew chief when Superior Racing Team set the world straight-away speed record for a propeller-driven boat.

“That’s why I built it,” Dillard said.

And the boat is a good one. Not only did Dillard drive it to the Classic Thunder Division Two season championship, but on this day, he drove it to a win in the modern first connie, followed by a fifth place finish in the modern final – from the trailer position.

Dan Gilmore again provided food and beverages throughout the day for all of the racers, and did the legwork to bring ERCU back to Cherokee Bay Community Club for the second time this year.

Monte provided a great photo album and remembrances of Roger that racers in attendance paid attention to all day. Great prizes were handed out at the end of the day and the new perpetual trophies for the race provided by Monte, and **Rick Lentz**, were stunning, and include scale models made by hydro voice **Mike Fitzsimmons** of Roger’s two favorite boats: The Griffon Bud for modern and the Hawaii Ka’i III for vintage.

Second connies in both classes were won by Gossler (modern), who went on to finish second in the first connie, from the trailer position; and **Craig Mullen** in **Kirk Pagel’s** Shanty I, which started the first connie as the trailer, but performed the famous “Shanty Flop” in the right turn after two laps and its day was done.

The first connie in modern was won by Dillard’s Free-i, followed by Gossler, **Doug Brow’s** 1978 Squire Shop, **Henry Marvin’s** 1993 Kellogg’s Frosted Flakes, **Ron Daum’s** 2003 Llumar Window Films and **Mike**



Nelson Holmberg

Mitch Dillard won the first connie with the Miss Free-i, and finished fifth in the Roger Newton Memorial final heat, then gave the boat to David Newton at the end of the day.

McIntosh’s 1971 Pride of Pay ‘n Pak (hemi).

In the vintage first connie, Dillard again was a winner, piloting his 1952 Slo-Mo-Shun IV, followed by **John Earnest’s** 1962 Gale V, **Bob VandenAkker’s** 1963 Notre Dame, **Mark Gran’s** 1967 Atlas Van Lines, and **Lentz’s** 1969 Notre Dame.

Mike Campbell won the Ka’i trophy when he drove the 1968 Harrah’s Club to first place in the vintage final. Second place went to **David Newton** in the 1968 Miss Bardahl, followed by Dillard in fourth, from one of two trailer positions after winning the first connie, with the 1952 Slo-Mo-Shun IV. Those who were unable to finish, for whatever reason were **Gerry Bordon’s** 1970 Parco’s O-Ring Miss and **Jeff Campbell’s** 1969 Pride of Pay ‘n Pak hooktail. **John Earnest’s** 1962 Gale V, which was the other trailer after taking second place in the first connie, was unable to start the final.

In the modern final – perhaps the only one all year where all seven boats started and finished – **Jeff Campbell** subbed for brother Mike in the 1974 Country Boy and after he hit the start about as perfectly as anyone can, built a big lead and went on to win. It was the third time this season that Jeff drove the Country Boy to a win but didn’t earn any points in doing so (due to being a substitute driver). Second place went to **Bill Smiley** and

the 1977 Charlie’s Girl, followed in third by Mullen’s 1993 American Spirit, and Mike Gossler’s 1978 Miss Circus Circus in fourth from one of the trailer positions after finishing second in the first connie. Fifth place went to the other trailer, Dillard’s Miss Free-i, which won the first connie. Sixth was Nigel Steere in the 1993 Miss T-Plus, in just his first race of the season, while seventh was Mike Campbell’s 1982 Executone.

Gary Simmons drove his Miss Eagle Electric 1/7-scale hydro to the win in the big boats final.

A terrific effort was made by everyone to help the day keep moving, and get the equipment broken down, trailer loaded and everything cleaned up after the race. A special thank you goes out to everyone who worked extra hard to make the last race of the year an extra-special event in memory of our club’s founder.



Nelson Holmberg

David Newton finished second in the Roger Newton Memorial vintage final driving the Checkerboard Bardahl.

VINTAGE CAREER POINTS (9/26/09)

No.	Name	2009	2008	2007	2006	2005	2004	2003	TOTAL
1.	Jeff Campbell	8,825	16,594	15,600	12,638	12,014	9,844	1,150	76,665
2.	Mike Campbell	700	15,247	14,525	8,992	10,311	8,064	5,557	63,396
3.	Bob VandenAkker	9,357	11,055	10,693	11,321	9,568	3,576	1,276	56,846
4.	Bill Smiley	7,373	5,760	4,660	7,737	5,015	6,835	7,579	45,559
5.	David Newton	0	1,225	1,116	4,213	13,113	12,230	13,550	45,447
6.	Ron Daum	5,068	7,515	7,084	4,983	7,979	8,730	0	41,329
7.	Rick Lentz	4,088	5,916	5,351	3,387	5,997	5,377	4,463	34,579
8.	Roger Newton	0	2,364	4,325	4,663	6,240	8,083	5,569	31,244
9.	Gary Hansen	3,769	6,657	7,059	8,633	2,909	0	0	29,027
10.	Henry Marvin	994	1,195	6,140	7,617	7,946	3,761	0	27,653
11.	Jim Clark	0	0	2,321	7,368	4,667	6,372	6,294	27,022
12.	Ron Hornung	775	1,332	3,697	7,427	4,027	9,103	0	26,361
13.	Jason Hartley	1,900	3,269	4,719	10,552	5,809	0	0	26,249
14.	Monte Steere	0	1,919	4,744	3,064	4,521	4,748	6,196	25,192
15.	Craig Bradshaw	2,189	5,867	6,530	4,043	2,684	0	0	21,313
16.	Steve Twardus	1,557	2,746	3,864	4,887	4,793	3,069	0	20,916
17.	Jim Lilly	0	0	0	779	5,619	7,099	6,354	19,851
18.	Jerry Johnston	2,755	7,875	4,697	4,085	0	0	0	19,412
19.	Mark Hansen	1,100	2,970	5,925	8,478	788	0	0	19,261
20.	Craig Mullen	8,207	9,719	0	831	0	0	0	18,757
21.	Gerry Bordon	6,733	9,109	1,421	0	0	0	0	17,263
22.	John Williams	0	1,250	4,370	3,086	2,496	1,800	4,102	17,104
23.	Nelson Holmberg	2,689	7,007	3,704	1,407	0	750	0	15,557
24.	Scott Fetterly	1,666	2,957	6,061	3,957	0	0	0	14,621
25.	Mike Gossler	0	8,450	0	0	0	5,655	0	14,105
26.	John Earnest	3,119	3,428	4,196	1,921	0	0	0	12,664
27.	Doug Brow	1,746	4,630	5,926	0	0	0	0	12,302
28.	Jesse Robertson	0	0	0	11,209	0	0	400	11,609
29.	Robbie Roberts	2,371	863	750	1,677	4,976	521	0	11,158
30.	Nigel Steere	0	0	2,813	2,343	3,794	672	1,425	11,047
31.	Jesse Shehan	2,575	3,478	5,022	0	0	0	0	10,988
32.	David Gardner	0	0	1,514	2,250	3,845	3,357	0	10,966
33.	Ryan Opfer	2,199	4,477	2,804	563	0	0	0	10,223
34.	Ralph Jorgenson	0	1,775	7,970	0	0	0	0	9,745
35.	Brian Gilmore	0	9,506	0	0	0	0	0	9,506
36.	John Burkey	1,794	4,521	1,225	1,679	0	0	0	9,219
37.	Mark Gran	3,694	5,147	0	0	0	0	0	8,841
38.	David Lilly	0	0	0	0	450	4,135	4,207	8,792
39.	Dawna Gross	0	2,185	1,385	5,213	0	0	0	8,783
40.	Tony Perman	0	0	0	0	0	2,700	5,037	7,737
41.	Patrick Gleason	0	938	2,284	3,068	0	0	0	6,290
42.	Gary Simmons	4,926	948	0	0	0	0	0	5,874
43.	Dave Helton	0	0	0	0	0	2,756	3,025	5,781
44.	Ron Hartley	0	1,998	3,736	0	0	0	0	5,734
45.	Kevin Porter	0	0	0	0	0	0	5,391	5,391
46.	Mike McIntosh	2,829	2,430	0	0	0	0	0	5,259
47.	Mick Shutt	2,653	2,156	0	0	0	0	0	4,809
48.	Kerry Kjos	1,069	2,167	0	0	0	1,219	0	4,455
49.	Bill Shearer	2,363	2,007	0	0	0	0	0	4,370
50.	Gary Levander	0	0	1,529	1,431	0	846	300	4,106
51.	Steve Brown	0	0	0	0	0	225	3,686	3,911
52.	Joe Hewitson	0	0	0	0	0	1,169	2,600	3,769
53.	Vinnie Donati	0	0	0	0	0	3,127	0	3,127
54.	Zane Courtway	352	2,475	0	0	0	0	0	2,827
55.	Grady Steere	0	0	0	320	2,189	0	0	2,509
56.	Ryan Bradshaw	856	1,428	0	0	0	0	0	2,284
57.	Dave Reiser	0	1,188	550	225	0	0	0	1,963
58.	Kelsey McIntosh	0	1,962	0	0	0	0	0	1,962
59.	Gale Whitestine	0	0	0	0	1,769	0	0	1,769
60.	Pat Malyspina	0	0	0	0	1,756	0	0	1,756
61.	John Howell	1,275	450	0	0	0	0	0	1,725
62.	Jim Latimer	0	1,272	0	0	0	0	0	1,272
63.	Howard Price	0	450	300	423	0	0	0	1,173
64.	John Dyer	0	0	0	0	1,150	0	0	1,150
65.	Lee Robertson	0	0	0	0	0	0	1,100	1,100
66.	Bill McGraw	0	0	0	0	0	0	1,094	1,094
67.	Doug Gunter	0	0	0	0	0	1,075	0	1,075
68.	Aaron Olson	0	1,019	0	0	0	0	0	1,019
69.	Roger May	0	1,015	0	0	0	0	0	1,015
70.	Jeff Stubbers	0	0	0	0	0	0	900	900
71.	Harry Gatjens	0	0	0	0	0	869	0	869
72.	Carl Lewis	0	0	844	0	0	0	0	844
73.	Don Mock	0	0	0	0	0	0	794	794

MODERN CAREER POINTS (9/26/09)

No.	Name	2009	2008	2007	2006	2005	2004	2003	TOTAL
1.	Mike Campbell	8,934	13,396	15,225	13,521	13,348	11,850	0	76,364
2.	Mike Gossler	9,083	15,045	9,526	9,921	8,172	0	0	51,717
3.	Jeff Campbell	0	1,600	10,215	13,650	12,125	11,744	0	49,334
4.	Nelson Holmberg	3,482	9,905	9,612	7,688	1,769	0	0	32,456
5.	Rick Lentz	5,723	8,771	6,756	4,571	4,954	395	0	31,170
6.	Gary Hansen	3,195	6,479	7,733	8,807	4,513	0	0	30,727
7.	Steve Twardus	2,069	3,140	7,823	4,215	5,429	5,090	0	27,766
8.	Henry Marvin	1,265	2,969	8,722	8,920	0	0	0	21,876
9.	Jerry Johnston	2,558	7,452	4,527	4,929	0	620	0	21,129
10.	Mark Hansen	1,200	2,944	5,570	5,807	5,490	0	0	21,011
11.	Brian Gilmore	0	9,682	9,077	0	0	0	0	18,759
12.	Craig Mullen	5,763	9,003	3,015	502	0	0	0	18,283
13.	Craig Bradshaw	1,604	8,549	4,772	3,239	0	0	0	18,164
14.	David Newton	0	0	0	1,100	9,284	2,045	5,325	17,754
15.	Doug Brow	1,415	3,576	8,525	3,589	0	0	0	17,105
16.	John Williams	625	783	1,463	3,124	2,596	2,744	5,300	16,635
17.	Bill Smiley	4,297	9,240	4,113	0	0	0	0	16,500
18.	David Gardner	0	0	1,957	1,400	3,401	6,170	0	12,928
19.	Bob VandenAkker	0	4,483	4,203	0	1,239	1,046	0	10,971
20.	Nigel Steere	0	2,777	4,052	3,338	0	0	0	10,167
21.	Gale Whitestine	0	264	0	1,852	4,683	2,400	0	9,199
22.	Mick Shutt	1,052	4,250	3,801	0	0	0	0	9,103
23.	Jesse Shehan	2,167	4,507	1,448	0	0	0	0	8,122
24.	Ron Hartley	0	2,029	4,339	1,530	0	0	0	7,898
25.	Roger Newton	0	0	1,297	3,908	694	0	950	6,849
26.	Patrick Gleason	0	1,220	4,368	0	0	0	0	5,588
27.	Robbie Roberts	0	1,506	2,622	1,290	0	0	0	5,418
28.	Terry Harmer	4,542	0	0	0	0	0	0	4,542
29.	Mike McIntosh	3,009	0	0	0	0	0	0	3,009
30.	Brent Hall	0	2,964	0	0	0	0	0	2,964
31.	Ron Daum	0	0	2,870	0	0	0	0	2,870
32.	Kelsey McIntosh	2,797	0	0	0	0	0	0	2,797
33.	Doug Gunter	0	0	0	0	0	2,713	0	2,713
34.	Dave Reiser	2,621	0	0	0	0	0	0	2,621
35.	Dave Sacry	0	0	0	0	2,309	0	0	2,309
36.	Monte Steere	0	600	0	0	1,694	0	0	2,294
37.	Jesse Robertson	0	0	0	1,950	127	0	0	2,077
38.	Bill Shearer	0	1,227	0	0	0	0	0	1,227
39.	Jason Hartley	0	0	450	0	638	0	0	1,088
40.	Ryan Opfer	563	394	0	0	0	0	0	957
41.	Greg Sawicki ®	863	0	0	0	0	0	0	863
42.	Ron Hornung	0	0	0	0	0	825	0	825
43.	Gerry Bordon ®	802	0	0	0	0	0	0	802
44.	Howard Price	169	0	0	0	0	450	0	619
45.	Robert Roberts	0	0	469	0	0	0	0	469
46.	David Lilly	0	0	0	0	281	0	0	281
47.	Scott Fetterly	0	0	64	0	0	0	0	64

VINTAGE BOAT POINTS – 2009 (FINAL)

No.	Boat	Year	Owner	CSP	RFR	BBM	DC	PC	SEA	BLM	OEC	CC	SSM	SC	GC	RNM	Total	Drops	High Points		
1.	Notre Dame	1963	Bob VandenAkker	1,325	821	0	1,269	1,094	1,227	1,052	1,069	1,500	1,500	769	1,525	807	13,958	1,576	12,382		
2.	Pay 'n Pak (hooktail)	1969	Jeff Campbell	1,025	1,500	1,100	1,500	1,300	1,200	700	1,200	1,200	913	1,325	769	1,100	13,632	1,469	12,163		
3.	Hawaii Kai III	1957	Ben Keller	1,400	769	0	800	1,369	1,400	1,400	1,369	1,100	871	700	1,025	925	13,128	1,469	11,659		
4.	Parco's O-Ring Miss	1970	Gerry Bordon	394	127	0	1,169	996	1,225	907	746	1,169	742	1,025	694	1,100	10,294	521	9,773		
5.	Hallmark Homes (black)	1971	Bill Smiley	600	1,327	1,400	1,325	1,000	300	1,325	450	546	396	719	700	563	8,792	750	8,792		
6.	Miss Everett	1960	Gary Simmons	833	685	0	807	738	300	450	546	567	952	1,075	1,700	563	9,216	750	8,466		
7.	Atlas Van Lines	1967	Mark Gran		352	127	850			1,019		896	394	1,038	1,013	785	6,474		6,474		
8.	Notre Dame	1969	Rick Lentz				750		1,325		850			1,025	869	683	6,271		6,271		
9.	Gale V	1955	Howard Price			1,425	225	300	625				1,169		925	1,325	5,994		5,994		
10.	Gale's Roostertail	1965	Howard Price	479		750	877	1,050	919				950		127	169	5,321		5,321		
11.	Miss Wickman	1967	John Burkey				0		800	450		544	1,020	807	750	557	4,928		4,928		
12.	Gale V	1962	John & Dianne Earnest	704			352				920	652	794	296	563	619	4,900		4,900		
13.	Muyalong	1954	Gary Hansen	1,100	1,425			525		719				925	925	4,694		4,694			
14.	Thriftway Too	1957	Ron Daum					639	300		977		1,050	577	469	4,451		4,451			
15.	Harrah's Club	1968	Mike Campbell											1,500	1,200	1,600	4,300		4,300		
16.	St. Regis	1963	Jesse Shehan	338	415			489			402	844	835	619	222	4,194		4,194			
17.	Miss Timex (clock)	1971	Jerry Johnston		769	569		296	525	596				827	525	4,107		4,107			
18.	Miss U.S. 5	1963	Ben Keller	1,019	400	800	750	550	400							3,919		3,919			
19.	Miss Madison	1961	Scott Fetterly			577		675	394				750		825	638	3,879		3,879		
20.	Wildroot Charlie	1958	Ron Daum	696	821	1,169	169	479		427						3,761		3,761			
21.	Miss Burién	1960	Robbie Roberts	900		846		0	625				775	583		3,729		3,729			
22.	Miss Timex	1972	Jason Hartley					800		1,100					1,769	3,669		3,669			
23.	Pay 'n Pak (outrigger)	1969	Jeff Campbell									1,025	1,400		1,200	3,625		3,625			
24.	Miss Bardahl	1958	Rick Lentz/Gary Simmons	394	789								482	469	1,050	3,184		3,184			
25.	Oh Boy! Oberto	1975	Mick Shutt	338		700				553	612	450	225		127	2,971		2,971			
26.	Miss Budweiser II	1970	Craig Bradshaw			700						710	549	675		2,859		2,859			
27.	Shakey's Special	1973	Mike McIntosh	638		750	920	296	225							2,829		2,829			
28.	Miss U.S.	1970	Bill Shearer	525	0	300					938	600	427			2,790		2,790			
29.	Miss Eagle Electric	1968	Bob VandenAkker							854	1,200		600			2,654		2,654			
30.	Slo-Mo-Shun IV	1952	Mitch Dillard												1,500	1,094	2,594		2,594		
31.	Miss Thriftway	1960	Kerry Kjos		269							800	756		400	300	2,525		2,525		
32.	Sunny Jim Jam	1975	John Howell								450	825	394	663		2,332		2,332			
33.	Miss Lapeer	1966	Bob VandenAkker				605					794			863	2,262		2,262			
34.	Miss Budweiser	1966	Doug Brow			525	700	169						0		300	2,046		2,046		
35.	Miss Bardahl	1968	David Newton					470							225	1,325	2,020		2,020		
36.	Miss Van's PX	1972	Mark Hansen							1,100					869	1,969		1,969			
37.	Miss Rocket	1957	Roger May						0				563		802	577	1,942		1,942		
38.	Shanty I	1957	Kirk Page			525				625			0	169	569	1,888		1,888			
39.	Pay 'n Pak's Lil' Buzzard	1970	Jeff Campbell										800	625		300	1,725		1,725		
40.	Such Crust III	1955	Ron Daum		582						0				596	427	1,605		1,605		
41.	Miss Pay 'n Save	1958	Steve Twardus			863		225		469					0	1,557		1,557			
42.	Miss Madison	1958	John Williams										95		927	469	1,491		1,491		
43.	Coral Reef	1971	Craig Bradshaw	169		465	300	545									1,479		1,479		
44.	Slo-Mo-Shun IV	1951	John & Dianne Earnest		491						694	169				1,354		1,354			
45.	Miss Exide	1964	Henry Marvin			300				694						127	1,121		1,121		
46.	Hallmark Homes (red)	1971	Craig Mullen	1,000												1,000		1,000		1,000	
47.	Maverick	1957	Zane Courtway			352									619	0	971		971		
48.	Wayfarer's Club Lady	1966	Ryan Bradshaw	254		507	95									856		856		856	
49.	Skip-A-Long	1949	Ron Hornung	775												775		775		775	
50.	Breathless II	1957	Mark Gran					225	225					0	169	619		619		619	
51.	Shanty I	1956	Jesse Shehan												521	127	521		521		521
52.	Miss Vernor's	1975	Howard Price									169				296		296		296	
53.	Miss Thriftway	1955	Bill Smiley											225		225		225		225	
54.	Miss Peps V	1947	Ron Hornung	0												0		0		0	

MODERN BOAT POINTS – 2009 (FINAL)

No.	Boat	Year	Owner	CSP	RFR	BBM	DC	PC	SEA	BLM	OEC	CC	SSM	SC	GC	RNM	Total	Drops	High Points
1.	Country Boy	1974	Mike Campbell	1,025	1,127	1,600	1,600	1,600	450			1,500	800	1,195	1,500	1,600	15,997	1,250	14,747
2.	Executone	1982	Mike Campbell	1,500	1,200	1,200	1,200	696	969			1,369	1,600	1,600	2,000	1,271	15,974	1,665	14,309
3.	Miss Circus Circus	1978	Mike Gossler	1,269	1,094	1,300	1,225	1,300	895	800		1,200	1,225	1,150	1,269	769	13,496	1,569	11,927
4.	U-95	1974	Rick Lentz	821	825	889	750		600	919	919	802	869	675	619	577	9,265	1,177	8,088
5.	Pride of Pay 'n Pak	1971	Craig Mullen	869	450	1,150	550	569	600			1,027	900	352	800	694	7,961	352	7,609
6.	Charlie's Girl	1977	Bill Smiley	1,150	569	264	750	488	550			525	469	225	1,296	1,269	7,555	225	7,330
7.	Spirit of Dayton-Walther	1976	Mike McIntosh/Terry Harmer	0		821	769	225	1,194	938	675	938	394	582	225	6,761	0	6,761	
8.	American Spirit	1991	Craig Mullen								813	1,225	769		1,069	1,325	5,201		5,201
9.	Formula Boats	2009	Nelson Holmberg	763					300	544	1,325		625		1,319	0	4,876		4,876
10.	Miss Budweiser (T3)	1994	Kelsey McIntosh	677		676	619	825					877	400		605	4,679		4,679
11.	Miss Cott Beverages	1974	Gary Hansen	395	750			1,050		1,000					825		4,020		4,020
12.	Squire	1977	Jesse Shehan	437	433			225			544	638	394		885	423	3,979		3,979
13.	Pride of Pay 'n Pak	1970	Terry Harmer/Mike McIntosh	0	794	0	338	409	450				1,075	469			3,535		3,535
14.	Executone	1982	Dave Reiser		394	737					925	713			619		3,388		3,388
15.	Natural Light	1977	Jerry Johnston		479	564		427	469	619				400		338	3,296		3,296
16.	Llumar Window Film	2003	Ron Daum										676	794	1,062	702	3,234		3,234
17.	The Squire Shop	1978	Doug Brow	0		225	795	395						925	738		3,078		3,078
18.	Notre Dame	1972	Mark Hansen								1,200						2,627		2,627
19.	Kellogg's Frosted Flakes	1993	Henry Marvin					1,138							300	705	2,143		2,143
20.	Country Boy	1971	Steve Twardus			844		0		1,225					0		2,069		2,069
21.	Miss U.S.	1975	Gale Whitestine										619	525	902		2,046		2,046
22.	Miss Budweiser (backup)	1980	John Williams					625							577	652	1,854		1,854
23.	Miss Circus Circus	1993	Scott Fetterly										427		967	320	1,714		1,714
24.	Winston Eagle (lobster)	1989	Craig Bradshaw	0			994	610				0					1,604		1,604
25.	The Squire Shop	1980	Brent Hall												713	502	1,215		1,215
26.	Miss Vernor's	1976	Mick Shutt			0				320	563	169					1,052		1,052
27.	Miss Free!	2000	Mitch Dillard												169	779	948		948
28.	Miss T-Plus	1993	Monte Steere													920	920		920
29.	Red Man Too	1973	Greg Sawicki ®								469	394					863		863
30.	Miss Budweiser	1978	Mick Shutt										254		577		831		831
31.	Miss Budweiser	1973	Howard Price	563		169											732		732
32.	Pay 'n Pak	1973	John Williams												169	394	563		563
33.	Miss Budweiser (T4)	1994	Henry Marvin			127													

VINTAGE DRIVER POINTS — 2009 (FINAL)

No.	Driver	Year	Boat	CSP	RFR	BBM	DC	PC	SEA	BLM	OEC	CC	SSM	SC	GC	RNM	Total	Drops	High Points
1.	Bob VandenAkker	1963	Notre Dame	1,325	821	0	1,269	1,094	1,227	1,052	1,069	1,500	1,500	769	1,525	807	13,958	1,576	12,382
2.	Jeff Campbell	1969	Pride of Pay 'n Pak (hooktail)	1,025	1,500	1,100	1,500	1,300	1,200			1,200	913	1,325	769	1,100	12,932	769	12,163
3.	Craig Mullen	1957	Hawaii Ka'I'Ill	1,400	769	0	800	1,369	1,400			1,100	871	700	1,025	925	11,728	700	11,028
4.	Gerry Bordon	1970	Parco's O-Ring Miss	394	127		1,169	996	1,225	907	746	1,169	742	1,025	694	1,100	10,294	521	9,773
5.	Bill Smiley	1971	Hallmark Hornes (black)	600	1,327	1,400	1,325	1,000				396	719	225	700		9,017		9,017
6.	Gary Simmons	1960	Miss Everett	833	685	0	807	738	300	450	546	567	952	1,075	1,700	563	9,216	750	8,466
7.	Ron Daum	1958, 57	Wildroot Charlie/Thriftway Too	696	821	1,169	169	479	300	427	977		1,050	577	469	469	7,633	469	7,164
8.	Mark Gran	1967, 57	Atlas Van Lines, Breathless II		352	127	850	225	225	1,019		896	394	1,038	1,013	785	6,924	127	6,797
9.	Rick Lentz	1958, 69	Miss Bardahl, Notre Dame	394			750		1,325	769	850			1,025	869	683	6,665		6,665
10.	Ryan Opfer	1965, 55	Gale's Roostertail, Gale V	479		750	225	300	625				1,169	925	1,325	5,745		5,745	
11.	John Earnest	1962, 1951	Gale V, Slo-Mo-Shun IV	704	491		352				920	652	794	296	563	619	5,391		5,391
12.	Mike Campbell	1969	Pak (hooktail), Harrah's Club				0				700			1,500	1,200	1,600	5,000		5,000
13.	John Burke	1967	Miss Wickman					525	800	450		544	1,020	807	750	557	4,928		4,928
14.	Gary Hansen	1954	Mualong	1,100	1,425			489		719					925		4,694		4,694
15.	Jesse Shehan	1963	St. Regis	338	415			525			402	844	835		619	222	4,164		4,164
16.	Jerry Johnston	1971	Miss Timex (clock)		769	569		296		596					827	525	4,107		4,107
17.	Scott Fetterly	1961	Miss Madison			577		675	394				750		825	638	3,879		3,879
18.	Robbie Roberts	1960	Miss Buriem	900		846		0	625				775	583			3,729		3,729
19.	Jason Hartley	1972	Miss Timex				800			1,100							3,669		3,669
20.	Craig Bradshaw	1958, 70	Coral Reef, Miss Budweiser II	169		465	300	545				710	549	675		225	3,638		3,638
21.	Mick Shutt	1975	Oh Boy! Oberto	338		700				553	612	450	225		127		3,005		3,005
22.	Nelson Holmberg	58, 57, 63	Miss Bardahl/Shanty I/U.S. 5		789	525	750		0	625			0		169		2,858		2,858
23.	Mike McIntosh	1974	Shakey's Special	638		750	920	296	225								2,829		2,829
24.	Bill Shearer	1970	Miss U.S.	525	0	300					938	600	427				2,790		2,790
25.	Mitch Dillard	1952	Slo-Mo-Shun IV								450	825	394	663	1,500	1,094	2,594		2,594
26.	John Howell	1975	Sunny Jim Jam														2,332		2,332
27.	Doug Brow	1966	Miss Budweiser	352		525	700	169						0		300	2,046		2,046
28.	Mark Hansen	1972	Miss Van's PX							1,100							1,969		1,969
29.	Roger May	1957	Miss Rocket										563				1,942		1,942
30.	Steve Twardus	1958	Miss Pay 'n Save			863		225		469							1,557		1,557
31.	David Newton	1968	Miss Bardahl												225	1,325	1,550		1,550
32.	John Williams	1971	Miss Madison										95		927	469	1,491		1,491
33.	Henry Marvin	1964	Miss Exide			300				694						127	1,121		1,121
34.	Kerry Kjos	1960	Miss Thriftway		269							800					1,069		1,069
35.	Alex Daum ©	1955	Such Crust III				352			0					596	427	1,023		1,023
36.	Zane Courtway	1957	Maverick			352									619		971		971
37.	Ryan Bradshaw	1966	Wayfarer's Club Lady	254		507	95										856		856
38.	Ron Hornung	1949	Skip-A-Long	775													775		775
39.	Howard Price	1975	Miss Vemor's										169			127	296		296

MODERN DRIVER POINTS — 2009 (FINAL)

No.	Boat	Year	Owner	CSP	RFR	BBM	DC	PC	SEA	BLM	OEC	CC	SSM	SC	GC	RNM	Total	Drops	High Points
1.	Mike Campbell	1982, 74	Executone, Country Boy	1,500	1,200	1,200	1,200	696*	969			800*	1,600	1,369	2,000	1,271	15,174	1496	13,678
2.	Mike Gossler	1978	Miss Circus Circus	1,269	1,094	1,300	1,225	1,300	895	800		1,200	1,225	1,150	1,269	769	13,496	1,569	11,927
3.	Craig Mullen	1971, 91	Pay 'n Pak, American Spirit	869	450	1,150		569	600		900	1,225	769	352	1,069	1,325	9,278	352	8,926
4.	Rick Lentz	1974	U-95	821	825	889	750		600	919	919			675	619	577	7,594		7,594
5.	Bill Smiley	1977	Charles Girl	1,150	569	264	750	488	550			525	469	225	1,296	1,269	7,555	225	7,330
6.	Terry Harmer	1970, 76	Pay 'n Pak, Dayton-Walther	0	794	0	338	409	450	938	675	938	394	582	225	694	5,743	225	5,518
7.	Nelson Holmberg	2009, 71	Formula Boats, Pay 'n Pak	763			550		300	544	1,325			625	1,319	0	5,426		5,426
8.	Mike McIntosh	1976, 1970	Dayton-Walther, Pay 'n Pak	0		821	769	225	1,194				1,075	400		605	5,089		5,089
9.	Gary Hansen	1974	Miss Cott Beverages	395	750			1,050		1,000					825		4,020		4,020
10.	Jesse Shehan	1977	Squire	437	433			225			544	638	394		885	423	3,979		3,979
11.	Dave Reiser	1982	Executone			737					925	713			619		3,388		3,388
12.	Jerry Johnston	1977	Anheuser Busch Natural Light		479	564		427	469	619				400		338	3,296		3,296
13.	Doug Brow	1978	The Squire Shop	0		225	795	395						925		738	3,078		3,078
14.	Kelsey McIntosh	1994	Miss Budweiser (T3)	677		676	619	825									2,797		2,797
15.	Mark Hansen	1972	Notre Dame							1,200				1427			2,627		2,627
16.	Ron Daum	2003	Lumar Window Film										676	794	1,062	702	3,234		2,532
17.	Steve Twardus	1971	Country Boy			844		0		1,225				0			2,069		2,069
18.	Gale Whitestone	1975	Miss U.S.									619	525	902			2,046		2,046
19.	Mick Shutt	1976, 78	Miss Vemor's, Miss Budweiser			0				320	563	169	254	577			1,883		1,883
20.	John Williams	1980	Miss Budweiser (backup)					625						577	652		1,854		1,854
21.	Gerry Bordon	1974	U-95									802	869				1,671		1,671
22.	Craig Bradshaw	1989	Winston Eagle (lobster)	0			994	610				0					1,604		1,604
23.	Henry Marvin	1994, 93	Miss Bud (T4), Frosted Flakes			127		1,138						300		705	2,270		1,565
24.	Scott Fetterly	1993	Miss Circus Circus										427		967	320	1,714		1,394
25.	Brent Hall	1980	The Squire Shop											713	502		1,215		1,215
26.	Mitch Dillard ©	2000	Miss Freei											169	779		948		948
27.	Nigel Steere	1993	Miss T-Plus													920	920		920
28.	Greg Sawicki ©	1973	Red Man Too							469	394						863		863
29.	Ryan Opfer ©	1973	Miss Budweiser	563													563		563
30.	Jon Zimmerman	2003	Vacationville													400	400		400
31.	Howard Price ©	1973	Miss Budweiser			169											169		169
32.	Bill Shearer	1978	Miss Madison		0												0		0
	Jeff Campbell	1974	Country Boy			0*	0*										0		0

* won race with non-points boat