

ERCU

THE NEWSLETTER

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- August 27..... Apple Cup
*Bellevue Downtown Park,
Bellevue*
- Sept. 17... Peters & May Gold Cup
*Lake Wilderness,
Maple Valley*
- Sept. 25 . Roger Newton Memorial
*Cherokee Bay,
Maple Valley*

On the Web

- Deck2Deck Fantasy Hydro Racing
www.deck2deck.us
- Thunder the Bridge blog
thunderthebridge.blogspot.com

Stat of the Month

Mike Gossler scored a four-peat by winning the Bernie Little Memorial this year, which appears to be the first time in ERCU history that the same boat and driver combination accomplished that feat.

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ROOKIE REPORT: NEW GUYS MAKING NOISE

This year's crop of ERCU rookies is making noise and turning in an impressive showing.

And the Stat Geek is taking note. Nels Enquist and Mayor Shawn McEvoy are having great seasons considering neither has been able to attend every race of the year.

McEvoy, who joined the club at the Diamond Cup in Friday Harbor, has run four races driving Kirk Pagel's 1964 Miss Smirnoff. He's currently in 13th place (out of 27) in the vintage class drivers standings.

He's got a total of 2,937 points in those four races.

Enquist, on the other hand, has run six races and is eighth in the vintage drivers standings with his 1959 Maverick.

He has 4,486 points in the vintage class. He's also eighth in the modern class with his 1972 Lincoln Thrift's 7 1/4 Special. He's

earned 4,295 points with the boat.

Here's where the Stat Geek comes in.

Enquist has finished all 25 heats he has started in the modern class.

In the vintage class, he's nearly just as perfect, finishing 24 of 25 heats started.

With the numbers combined to make a 49 of 50 heat finish record, and 8,781 combined points, one could argue Enquist has had one of the best rookie seasons ever in ERCU.

As ERCU Statistician Ben Keller said in an email after the Silver Cup, "He is in his first season in ERCU, but this achievement is a first for anyone in ERCU, rookie or not."

It should also be noted that the Miss Smirnoff is one of the club's top five vintage boats in heat finish efficiency as well, finishing 29 of 31 heats it has started (.935).



Shawn McEvoy

BIG BOAT NEWS: TOP BOATS SPLIT WASHINGTON TWIN-BILL

A year ago, Steve David was the beneficiary of mistakes made by Dave Villwock to win the Columbia Cup. It was a different story this year.

David's weekend in the Tri-Cities was filled with driver error, and in the form of true class he always displays, he put the blame on himself. Villwock went on to win the Columbia Cup for the first time in four years, ending Oberto's dominance at that event, and somehow still found something to complain about after the race.

A mere week later, David and the Oberto looked like they had returned to top form in dominating the Seafair Albert Lee Cup for the second consecutive year.

No real surprises came from the Albert Lee Cup, except one: that the brand new 88 DegreeMen turned in a reported fast lap of 151-plus mph on the first lap of the provisional final (connie).

A record total of 14 boats participated in the Columbia Cup, and just one week later, 13 participated at Seafair. Fred Leland brought out the U-99 for the Columbia Cup, and had hoped to race it in Seattle, too, but a lack of equipment and sponsorship kept the boat in the shop for Seafair. HAPO Community Credit Union sponsored the hull, with rookie driver Ryan Mallow at the helm.

Houston race canceled due to drought effects at Clear Lake

Due to drought-impacted water levels, HI Unlimited canceled plans to stage an Air National Guard Hydroplane Series event in Houston and Clear Lake, Texas over Labor Day weekend.

Texas and New Mexico are in the midst of an unprecedented drought. The states between January and June completed the driest six months on record, according to the National Weather Service. The lack of rain and the extreme summer heat have contributed to the record drought.

Lake levels near the proposed pit area were too low to safely launch the Air National Guard boats, as was the depth in other parts of the lake. HI rules require a minimum of 8-foot water depth on a racecourse, which was not the case.

Rumors of international exhibitions beginning to surface

There are rumors of a couple of interna-



The Miss Red Dot came out of the Columbia Cup holding on to second place in the H1 Standings (Chris Denslow photo).

tional exhibitions to be run by HI Unlimited, including one in Abu Dhabi and one in China, beginning to fly. So far, no one has said anything to confirm or deny the talk, but a couple of teams seem to be preparing for just such a possibility.

The intent of these exhibitions is believed to be to expose the sport to new international audiences and put the sport on the map in different countries for potential new overseas races, that will continue to spark growth in the sport. Everyone seems to agree that the two events in Doha have been a massive success, and that the international market is a good place for the sport to seek expansion as it also continues to look at domestic race sites for continued growth.

Sacramento exhibition confirmed for September

The Air National Guard Hydroplane Series will stage a four-boat exhibition event in Sacramento, Calif., early next month for community leaders and area corporate executives for the possible return of hydroplane racing to the state's capital in 2012.

The exhibition will take place on Folsom Lake on Thursday, September 8, and is the first time the Air National Guard hydroplanes have run on the lake outside of Sacramento in 44 years.

"We are eager to showcase the sport and the goal is to garner enough support from the community so we can return there in 2012 for a full series race," said Sam Cole, chairman of the Air National Guard Series. "Sacramento successfully supported the

ChampBoats for several years and has always been receptive to racing events. It is a top 20 market area and this venue is ideal for our boats."

Cole, who lives in the Sacramento area, also wants to show government officials potential race courses on the lake and demonstrate the tour's commitment to ecology and safety.

Three Air National Guard teams have committed to the event and the fourth is expected to be named next week. Boats taking part in the exhibition are: Peters & May driven by JW Myers; Albert Lee Appliance driven by Brian Perkins and the Degree Men driven by J. Michael Kelly.

The Degree Men boat is owned by Billy and Jane Schumacher, and coincidentally, Billy Schumacher won the last Unlimited hydroplane race on Folsom Lake in 1967 when he was a driver.

The exhibition will take place during a three-hour window with two boats running on the course at a time. Air National Guard hydroplanes are capable of speeds of 200-plus mph and drivers face G-forces in turns similar to pilots in fighter planes.

Area resident Peter McDermott is leading the effort to bring the boats back to the lake and would like nothing more than to see a race on Folsom Lake next May.

"We think an Air National Guard race will create a large revenue stream for the community," McDermott said. "We can't wait to show potential sponsors and government leaders what it's all about."



2011 ERCU SCHEDULE

APRIL

Date	Event	Location
16	Champion Spark Plug Regatta Winners: Bill Smiley (M); Gerry Bordon (V)	Centralia
30	Skyward Const. Cascade Cup Winners: Mike Campbell (M); Bill Smiley (V)	Woodland

MAY

Date	Event	Location
7	Seafair Trophy Race Winners: Nelson Holmberg (M & V)	Twin Lakes
21	Diamond Cup (with ESU) Winners: Mike Campbell (M & V)	Friday Harbor

JUNE

Date	Event	Location
12	President's Cup/MV Days Winners: Gerry Bordon (M); Ryan Opfer (V)	Lake Wilderness
25	Oregon Emerald Cup Winners: Mike Campbell (M & V)	Tualatin, Ore.

JULY

Date	Event	Location
9	Stan Sayres Memorial Winners: Bill Smiley (M & V)	Bellevue Pond
16	ERCU Columbia Cup Winners: Mike Campbell (M); Gerry Bordon (V)	Tualatin, Ore.
23	Bernie Little Memorial Winners: Mike Gossler (M); Mike Campbell (V)	Lake Tye

AUGUST

Date	Event	Location
14	Silver Cup Winners: Mike Campbell (M); Steve Dumanis (V)	Twin Lakes
27	Apple Cup CD: Ben Keller	Bellevue Pond

SEPTEMBER

Date	Event	Location
17	Peters & May Gold Cup CD: Contest Board	Lake Wilderness
25	Roger Newton Memorial CD: David Newton	Cherokee Bay

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

NAMBA REGIONAL EVENTS

For 1/10-scale unlimited hydroplanes

Date	Host	Location
10/16	Classic Thunder	Woodland Creek Park, Lacey

The NAMBA Regional Events will be scored in a series of their own, and points from these events will not be included in the Red Dot Championship Series presented by Peters & May standings.

ERCU RUMOR MILL

At the Tri-Cities race, **Craig Mullen** reached a handshake agreement with **Rick Lentz** to purchase the 1969 Notre Dame . . . **Craig Bradshaw's** West Coast Custom Boats has added two more vintage hulls to its offerings, and will likely have a plug to start building a mold for a Leland turbine this winter as well. Additionally, Bradshaw is nearly finished with a new 1958 Coral Reef . . . New racesites are currently being investigated for potential new race locations starting in 2012. Stay tuned for more information if these new sites work out . . . Interest in this season's real boats has already been sparked, as **Nelson Holmberg** has registered the 2011 Graham Trucking and **Scott Fetterly** has registered the 2011 Miss Albert Lee.



NEWS BRIEFS

BANQUET ARRANGEMENTS SET

The date has been set for the 2011 ERCU End of Year Banquet, ERCU Contest Board Chairman Ron Daum announced recently.

This year's banquet will be at the Southcenter Old Spaghetti Factory, at 6 p.m. on Saturday, Nov. 5, 2011.

Members and their guests will be asked to pay \$15 per person.

The planned menu is as follows:

- Appetizer of garlic cheese toast
- Salad with ranch dressing
- Soft drink and/or coffee, hot tea, iced tea or milk
- One of the following entrees: Chicken Marsala; Meat Lovers Treat, or the Managers Favorite (spaghetti with Mizithra Cheese and Meat Sauce)
- Vanilla ice cream for dessert

Cocktails, beer and wine will be available from the bar at attendee's expense.

Please mark down the date and keep an eye on this website and your emails for any updated information, including keynote speaker and other details.

To RSVP for the banquet, send your check (\$15 per person) along with an indication of how many will be attending in your party, to Scott Fetterly, 962 Field Ave. NE, Renton, WA 98059-4656. The deadline for RSVPs is October 31, 2011.

CONTEST BOARD NOMINATIONS CURRENTLY BEING ACCEPTED

It's time to start thinking about annual elections and the 2011-12 ERCU Contest Board. Three positions — currently held by **Judy Fenton**, **Gary Simmons** and **Gerry Bordon** (who was appointed to fill the remaining one year of a term vacated by a resignation in November of 2010) — are open for next year.

Nominations will remain open through the Peters & May Gold Cup at Lake Wilderness on September 17. If there's someone you'd like to nominate, or even if you'd like to nominate yourself, please contact ERCU Board Secretary **Nelson Holmberg** by email at nelson@e-rcu.org. Nominees must be current members in good standing of ERCU, with a willingness to commit to two years of service to the club.

CLUB CLIPPINGS

Ben Keller a celler dweller . . . **Craig Mullen** grateful . . . **Bob VandenAkker** soaking up the sun . . . **Nelson Holmberg** fine tuning . . . **Rick Lentz**: TV star . . . **Mike Gossler** "Googling" . . . **Craig Bradshaw** coordinating.

DUMANIS POSTS FIRST ERCU WIN IN SILVER CUP REVIVAL

MARYSVILLE, Wash. – The whole time **Steve Dumanis** picked up buoys and packed the trailer after the Silver Cup, he had a big smile on his face.

For good reason.

Dumanis had just won his first ERCU final, piloting the 1962 Thunderbolt around the Twin Lakes course ahead of the rest of the field in the vintage final.

Mike Campbell, driving the 1986 The Boat, held off a hard-charging 1978 Miss Circus Circus in the modern final and won going away.

Twenty two boats were in the pits for the Silver Cup, which **Gerry Bordon** brought back to the Red Dot Championship Series presented by Peters & May for the first time since 2008.

Great racing ensued throughout the day, as evidenced by modern heat 2A when the Formula Boats got the inside lane and a great start then managed to upset the 1982 Executone in a five-lap deck-to-deck battle between series points leader Campbell and second-place driver **Nelson Holmberg**.

In that same heat, **Craig Bradshaw** and **Mick Shutt** hooked up in a similar side-by-side duel for third place, with Shutt and the 1976 Miss Vernor's holding a narrow advantage at the finish line.

There were a number of other exciting heats throughout the day, making the Silver Cup one of the year's more memorable and exciting races.

The four-boat modern connie included three boats tied in points after the preliminaries, so the top-two boats were to move into the final as front-line starters and the third place boat in the connie would be the trailer.

Bradshaw piloted his beautiful 2010 Oh Boy! Oberto to the connie win, followed by **Nels Enquist** in second with the 1972 Lincoln Thrift's 7 ¼% Special and third place went to **Scott Fetterly** and his 1993 Miss Circus Circus.

When the '93 Circus was unable to go for the final, it was a six boat heat. At the start, most of the fleet was at the start together, and entered the first turn in a group. By the time they exited the first turn, four boats were clearly established in their positions with The Boat and the 1978 Miss Circus Circus in first and second, respectively. The two leaders finished in those



Steve Dumanis posted his first ERCU win at the Silver Cup driving his 1962 Thunderbolt (Ben Keller photo).

positions, followed by the Formula Boats, which beat the Executone (driven by **Gerry Bordon** in the final) for the second time on the day. Fifth place went to Bradshaw and the Oberto and Enquist's Lincoln Thrift was sixth.

The vintage connie provided a full field of six boats and all but two of the boats finished, led by Fetterly's win with the 1968 Miss Budweiser, making him the winner of both connies. Second in the vintage connie was **Bob VandenAkker** with the 1968 Miss Eagle Electric, followed in third by Enquist with the 1959 Maverick. Fourth place went to **Kellie Fetterly** with the 1961 Miss Madison. **Ryan Opfer**, driving Kerry Kjos' 1960 Miss Thriftway, was unable to finish after

the boat blew over, and **Mick Shutt** with his 1975 Oh Boy! Oberto was unable to start.

Dumanis entered the vintage final as the second-highest points boat on the day, following only the 1957 Miss Wahoo, owned by **Dawn Holmberg**, having taken a first, second and third place finishes in the prelims. The Thunderbolt was well-prepared and well-driven in the final, and when the favorite – **Ben Keller's** Hawaii Ka'i III (driven by Campbell) – encountered difficulties and was unable to finish, it was the day's top-two points boats that finished out front. Second place was the Wahoo – which ran a plastic prop all day, to a first and three seconds – while third place went to Bradshaw's 1958 Coral Reef and Bordon's 1972 Parco's O-Ring Miss was fourth.

Special thanks go out to Campbell for pulling the trailer to and from Red Dot on race day, and to **Gary Simmons** who served out the day as chief referee.

As for our Silver Cup contest director, the club is fortunate to have gone two-for-two this year in terms of first-time CD's who've done a really great job putting on their races. A great job was done by Bordon in putting on the Silver Cup.



Mike Campbell's The Boat (foreground) and Mike Gossler's Miss Circus Circus were first and second in the Silver Cup modern final (Ben Keller photo).



GOSSLER POSTS FOURTH STRAIGHT BERNIE LITTLE MEMORIAL

MONROE, Wash. — Even switching the race course for the Bernie Little Memorial couldn't derail **Mike Gossler**.

All he did was go out and win his fourth straight.

Mike Campbell won the vintage final driving **Ben Keller's** 1957 Hawaii Ka'i III.

Gossler posted his fourth consecutive Bernie race win Saturday, July 23 at Lake Tye, driving the 1978 Miss Circus Circus. His two previous Bernie Little Memorial wins were at Bellevue Downtown Park. The first was at Cherokee Bay in 2008. And this year's came without the drama of winning the connie then taking the final from the trailer position, like he did the previous two years.

There was, however, plenty of on-the-edge-of-their-seats moments for drivers and spectators as they watched the day's final heats.

In the modern final, four of the seven entries finished, which was one better than the vintage final, as the famous northwesterlies across Lake Tye took their toll on a number of the 1/10-scale hulls.

Of the modern hulls that outlasted the wind in the final, only Gossler's Miss Circus Circus (first), Campbell's 1982 Executone (driven to a second-place finish by **Gerry Bordon**), **Scott Fetterly's** 1993 Miss Circus Circus (third) and Campbell's 1986 The Boat (fourth) were

able to finish.

Bill Smiley, who won the modern connie with the 1977 Charlie's Girl, saw his boat fall prey to the wind when it blew over. Same story for **Ryan Opfer** with the 2009 Buffalo Federal Savings Bank. **Nelson Holmberg's** 2010 Formula Boats put itself out of the misery of a long day by submarining at the launch, keeping the boat from starting the final.

In the modern connie, Smiley was followed by **Nels Enquist's** 1972 Lincoln Thrift 7 1/4% Special and **Craig Bradshaw's** 2010 Oh Boy! Oberto. **Mick Shutt's** 1976 Miss Vernors was another

victim of the wind and didn't finish the connie.

The vintage side of the equation wasn't much different, and while Fetterly expected to win the race with his 1968 Miss Budweiser for the memory of Bernie, he was unable to finish the final, thanks to the rough water and windy conditions.

Behind the Ka'i in the vintage final was Bordon's 1972 Parco's O-Ring Miss and **Bob VandenAkker's** 1963 Notre Dame. Joining the '68 Bud as boats that were unable to finish included **Ryan Opfer's** 1955 Gale V (driven in the final by Bradshaw), Opfer's 1975 Miss Vernor's, and **Steve Dumanis's** 1962 Thunderbolt, which started the final in the trailer after winning the vintage connie.

Dumanis's was one of four boats to finish the vintage connie, as he was followed by Enquist's 1959 Maverick, **Kellie Fetterly's** 1961 Miss Madison, **Kirk Pagel's** 1964 Miss Smirnoff driven by **Shawn McEvoy**, and **Howard Price's** 1968 Gale's Roostertail (driven in the connie by Holmberg).

Many thanks go out to Fetterly and Holmberg who agreed at the last minute to pick up CD duties when the previous CD had a family issue come up and couldn't be at the race. But more thanks go to the club's members who chipped in to help with an efficient set up and breakdown of the equipment, pits and course.

Great thanks are also due to the Monroe Parks Department and the people of Monroe who shared their lake with us on a beautiful summer day.



Mike Gossler returned to ERCU after a four-race break, and powered to his fourth consecutive Bernie Little Memorial win.



Mike Campbell drove Ben Keller's Hawaii Ka'i III to the Bernie Little Memorial victory (Ben Keller photo).



CHAIRMAN'S CHATTER: A WONDERFUL OBSESSION

After a weekend of racing with RCU after a 30 year absence, I thought about the Czar who started us down this path of scale RC racing and a conversion we had in a row boat one sunning summer morning at Shady Lake in 2004 when we were setting a course for the days racing. He was tying the weights onto a buoy line and I was at the oars. He looked up and grinned, as only Roger could grin, and said, "You know, I have been playing with toy boats for almost 50 years now. I turned my .049 powered Miss Thriftway loose on this lake when I was a kid and had to pick it up over there somewhere," Pointing across the lake to where a summer camp had once been. Indeed we had a common beginning, obsessing about unlimited hydroplanes from our childhoods in the 50's. So let me take you back to those thrilling days of yesteryear when the skies were blue, the grass was green, the boats roared and the Buick's, well they were two tone.

As a kid growing up in Seattle, we cut out the shape of a hydroplane from plywood and towed them on a string behind our bicycles. Dirt sidewalks were best for doing this because you got a dust roostertail. Some of the yards were big enough in our neighborhood to set up a course to run around towing our favorite representations. (I got in trouble for using my Mom's clay flower pots for buoys, we broke a few.)

Not enough yet, we made little clay hydro's and made a course on a cut open cardboard box using crayons and used a pair to dice to race. Boy did we miss a bet, someone's dad somewhere thought it was a good enough idea to make a real board game out of it. This was like 1956 and our cardboard and clay version was way more cool.

Radio control was virtually unheard of as a hobby in those days but almost every kid in Seattle had a Cox .049 powered Miss Thriftway set up for free run like Roger's or tether like mine. We spent hours racing in the tether pits at Green Lake when not swimming at West Beach. Both are things you don't do today.

Ah, radio control, by the early 1960's you could purchase kits

to make your own single channel 27 MHz Band tone transmitter and receiver. By tapping out a code using the BUTTON on the transmitter, you could make your boat go right, left, straight ahead, speed up and slow down, all preset of course and not at all proportional. Any racing was strictly against the clock, the radios just were not that good even with different frequencies not to mention that rotary escapement attached to the rudder which was also the decoder moved the rudder with each command string. It got pretty wild out there and if you lost track of where you were in the command string you were on your way to getting up close and personal with the beach.

1968 found me in the Army in Germany, and slot cars were the rage. At a hobby shop in Heilbronn where purchase our supplies, they also had radio control you name its and low and behold, the holy grail: Digital Proportional! Before I left Germany, I had one of those Graupner-Grundig 7 channel digital proportional rigs and it only cost me 900 Marks (\$225). This then found its way into a Dumas Miss Unlimited kit painted up in Wildroot Charlie livery and raced 60 hydro in Seattle Model Yacht Club with it in 1973.



Ron Daum's Graupner-Grundig seven-channel digital proportional rigs and it only cost me 900 Marks (\$225).

That is where I met Roger Newton and was put upon the true path and by 1974 I had an eighth scale Wildroot Charlie built from Roger's plans, Mike Cervenaks hardware and Super Tigre 65 ABC. In 1975 RCU was born and we had our own races Scale Unlimited

aces. This boat had a Kraft three channel radio I bought from Ed Fisher but I replaced it with a Heathkit five channel modular radio for the 1976 season. 1976 is notable for several things, I turned 30 and met the gal that is now my wife and almost as important, the first practical electric starters made their debuts. For some reason the Pfaff sewing machine store in Renton could not keep a stock of sewing machine belts. More importantly, no more rope starting, hooray! Oh yes, I also finished second in the RCU Gold Cup and won the Seafair Trophy Race that year.

Indeed, we have traveled a long and wonderful road to get where we are today so just imagine what the future holds.

**Happy roostertails to you all,
Ron Daum, ERCU Chairman**

BORDON CLAIMS THIRD WIN OF THE SEASON AT COLUMBIA CUP

TUALATIN, Ore. – For a guy who didn't post the first win of his racing career until the first race of this season, **Gerry Bordon** is beginning to make a habit of it.

By winning the Columbia Cup, he staked his third win of the year.

The Columbia Cup was the eighth race on the 2011 Red Dot Championship Series presented by Peters & May, and 26 boats turned out despite drippy skies in the morning and a humid atmosphere in the afternoon.

Bordon's win came despite a second place finish in the vintage final - which is because this was an accumulated points

race, where the boat with the most points on the day is declared the race winner. Bordon's 1970 Parco's O-Ring Miss collected 1,400 points during the day, which was enough to out-point the second place 1968 Gale's Roostertail, driven by **Steve Dumanis**, which scored 1,325 points. Third place went to **Ryan Opfer's** 1975 Miss Vernor's which scored 1,250, and fourth was **John Earnest's** 1965 Gale V with 1,127 points. **Scott Fetterly's** 1968 Miss Budweiser rounded out the vintage boats scoring 1,000 or more points - and the top five - with 1,020 points.

In the modern class, **Mike Campbell**

continued his dominance this season, recording yet another perfect day with his 1986 The Boat, which won the modern final and the race, with 1,600 points. Second place went to Campbell's 1982 Executone with 1,269 points despite having been taken out in the tight north turn when **Nelson Holmberg's** 2010 Formula Boats swung too wide, came unhooked, and took the Executone out of the heat, flipping it upside down. The Formula was appropriately DQ'd for the day, and eventually withdrawn due to steering troubles. Third place in the modern division went to **Ron**

CONTINUED ON NEXT PAGE



VINTAGE BOAT POINTS – 2011 (THROUGH 10 RACES)

No.	Boat	Year	Owner	CSP	SKY	SEA	DC	PC	OEC	SSM	CC	BLM	SC	AC	GC	RNM	Total	Drops	High Points
1.	Hawaii Ka'i III	1957	Ben Keller	900	1,025	1,600	1,225	1,100	1,600	1,169	800	1,600	800				11,819		11,819
2.	Parco's O-Ring Miss	1970	Gerry Bordon	1,425	1,295		925	1,400		1,225	1,400	1,100	969				9,739		9,739
3.	Miss Vernor's	1975	Ryan Opfer	969	700		925	1,400	1,025	394	1,250	800	0				7,463		7,463
4.	Thunderbolt	1962	Steve Dumanis	1,227	825	225		1,295	750	800	450	400	1,325				7,297		7,297
5.	Coral Reef	1958	Craig Bradshaw	634		1,269	694	625		854	794	225	1,150				6,245		6,245
6.	Miss Smirnoff	1964	Kirk Pagel	619		769	414	825		863	900	835	825				6,050		6,050
7.	Miss Wahoo	1957	Dawn Holmberg	150		769	450	1,050	925	469	400	300	1,300				5,813		5,813
8.	Miss Burién	1960	Robbie Roberts	600	844	1,050		1,069		1,369	800						5,732		5,732
9.	Maverick	1959	Nels Enquist	683		765			1,027	641		788	582				4,486		4,486
10.	Gale V	1962	John Earnest	963	938				1,225		1,127						4,253		4,253
11.	Hallmark Homes	1971	Bill Smiley		1,600					1,600		394					3,594		3,594
12.	Miss Budweiser	1968	Scott Fetterly			1,094					1,020	900	569				3,583		3,583
13.	Gale's Roostertail	1965	Howard Price					1,227		281	1,325	738					3,571		3,571
14.	Oh Boy! Oberto	1975	Mick Shutt		535			479	863	0	525	450	450				3,302		3,302
15.	Breathless II	1958	Dave Reiser	48	788			750	525		600						2,711		2,711
16.	Miss Madison	1961	Kellie Fetterly			536		525			169	863	479				2,572		2,572
17.	Wildroot Charlie	1958	Ron Daum				394	225		769	600						1,988		1,988
18.	Notre Dame	1963	Bob Vanden Akker		750							1,225					1,975		1,975
19.	Miss Timex (clock)	1971	Jerry Johnston					738	1,194								1,932		1,932
20.	Muvalong	1956	Gary Hansen	1,094						727							1,821		1,821
21.	Nitrogen Too	1960	Bob Vanden Akker		1,027							750					1,777		1,777
22.	Pay 'n Pak (outrigger)	1969	Jeff Campbell				1,600										1,600		1,600
23.	Miss Thriftway	1960	Kerry Kjos									700	700				1,400		1,400
24.	Miss Van's PX	1972	Mark Hansen							1,227							1,227		1,227
24.	Miss Thriftway	1957	Bill Smiley	925													925		925
25.	Miss Eagle Electric	1968	Bob Vanden Akker										900				900		900
26.	Thriftway Too	1957	Ron Daum			0	723	169									892		892
27.	Gale V	1955	Howard Price									827					827		827
28.	Miss Spokane	1960	Rick Lentz	554			217										771		771
29.	St. Regis	1963	Jesse Shehan					0	423		225						648		648
30.	Slo-mo-shun V	1954	Monte Steere							600							600		600
31.	Miss Budweiser	1966	Doug Brow				469										469		469
32.	Slo-mo-shun IV	1956	Monte Steere							394							394		394

VINTAGE DRIVER POINTS – 2011 (THROUGH 10 RACES)

No.	Boat	Year	Owner	CSP	SKY	SEA	DC	PC	OEC	SSM	CC	BLM	SC	AC	GC	RNM	Total	Drops	High Points
1.	Gerry Bordon	1970	Parco's O-Ring Miss	1,425	1,295		925	1,400		1,225	1,400	1,100	969				9,739		9,739
2.	Mike Campbell	57,69	Ka'i, Outrigger		1,025		1,600	1,100	1,600		1,600	1,600	800				7,725		7,725
3.	Ryan Opfer	1974	Miss Vernors	969	700		925	1,400	1,025	394	1,250	800	0				7,463		7,463
4.	Steve Dumanis	1962	Thunderbolt	1,227	825	225		1,295	750	800	450	400	1,325				7,297		7,297
5.	Nelson Holmberg	57,57	Ka'i, Miss Wahoo	900		769	450	1,050	925	1,169	400	300	1,300				7,263		7,263
6.	Craig Bradshaw	1958	Coral Reef	634		1,269	694	625		854	794	225	1,150				6,245		6,245
7.	Robbie Roberts	1960	Miss Burién	600	844	1,050		1,069		1,369	800						5,732		5,732
8.	Bill Smiley	57,71	Thriftway, Hallmark	925	1,600					1,600		394					4,519		4,519
9.	Nels Enquist	1959	Maverick	683		765			1,027	641		788	582				4,486		4,486
10.	John Earnest	1962	Gale V	963	938				1,225		1,127						4,253		4,253
11.	Scott Fetterly	1968	Miss Budweiser			1,094					1,020	900	569				3,583		3,583
12.	Mick Shutt	1975	Oh Boy! Oberto		535			479	863	0	525	450	450				3,302		3,302
13.	Shawn McEvoy	1964	Miss Smirnoff				414	825		863		835					2,937		2,937
14.	Dave Reiser	1958	Breathless II	48	788			750	525		600						2,711		2,711
15.	Bob Vanden Akker	60,68	Nit. Too, Eagle Electric		1,027							750	900				2,677		2,677
16.	Kellie Fetterly	1961	Miss Madison			536		525			169	863	479				2,572		2,572
17.	Craig Mullen	1957	Hawaii Ka'i III				1,225				800						2,025		2,025
18.	Jerry Johnston	1971	Miss Timex (clock)					738	1,194								1,932		1,932
19.	Gary Hansen	1956	Muvalong	1,094						727							1,821		1,821
20.	Ron Daum	57,58	T-way Too, Wildroot			0		225		769	600						1,594		1,594
21.	Mark Hansen	1972	Miss Van's PX							1,227							1,227		1,227
22.	Rick Lentz	1960	Miss Spokane	554			217										771		771
23.	Alex Daum	1957	Thriftway Too				723										723		723
24.	Jesse Shehan	1963	St. Regis					0	423		225						648		648
25.	Doug Brow	1966	Miss Budweiser				469										469		469
26.	Monte Steere	1956	Slo-mo-shun IV							394							394		394
27.	Howard Price	1965	Gale's Roostertail					127									127		127

Daum's 2003 Llumar Window Films with 844 points, while fourth was Opfer's 2009 Buffalo Federal Savings Bank with 825.

Jesse Shehan's 1977 Squire rounded out the top five with 821 points.

While the scoring was what decided the winners of the event, the racing was high quality.

Dumanis won the vintage final with the Gale's Roostertail, followed by Bordon, who pushed the leader, but kept in mind he could win the race with a second place finish. Third in the final went to Opfer, followed by Craig Bradshaw, who turned a trailer start into a fourth place finish with the speedy and ever-improving 1958 Coral Reef, which won the first connie. Fifth place

went to Earnest, and sixth to Fetterly, in a vintage final where all six boats that started were able to finish without any carnage on the racecourse.

In the modern final, Campbell's Boat was too much to handle for the rest of the field. The 82 Executone, driven by Bordon in the final, gave chase and was perhaps the boat with the best chance to catch the leader, but eventually took second. Third went to Opfer with the Buffalo Federal Savings Bank, while fourth was Daum's Llumar. Shehan's Squire was fifth and Mick Shutt's 1976 Miss Vernor's was sixth, while the 2010 Oh Boy! Oberto of Bradshaw's was unable to finish.

Connie winners included Bradshaw's

Coral Reef in the vintage first connie where just two of six boats finished, and Holmberg's Miss Wahoo in the vintage second connie - another heat that just two of the entries (this time, five) were able to finish.

Big-time thanks are due to Shutt, for doing a great job as contest director for the race, and to everyone who helped with set-up and breakdown of the club's equipment. Kellie Fetterly also deserves major kudos for sacrificing her racing day to feed the ducks, keeping them away from the race course, after it became clear during early heats that it was going to be a challenge to run the race with all of the waterfowl on the course.



MODERN BOAT POINTS – 2011 (THROUGH 10 RACES)

No.	Boat	Year	Owner	CSP	SKY	SEA	DC	PC	OEC	SSM	CC	BLM	SC	AC	GC	RNM	Total	Drops	High Points
1.	Boat	1986	Mike Campbell	1,200	1,500		1,600	1,200	1,600		1,600	1,269	1,500				11,469		11,469
2.	Executone	1982	Mike Campbell	1,500	1,200		1,400	1,600	1,500		1,269	1,500	1,269				11,238		11,238
3.	Formula Boats	2010	Nelson Holmberg	877	1,225	1,400	994	825		675	0	525	1,225				7,746		7,746
4.	Oh Boy! Oberto	2010	Bettie Bradshaw	732	975	1,069	825	869			600	507	746				6,323		6,323
5.	Miss Circus Circus	1978	Mike Gossler	900	900	1,200	400					1,250	1,300				5,950		5,950
6.	Buffalo Federal Savings	2009	Howard Price				0	1,225	1,125	1,000	825	769	0				4,944		4,944
7.	Lincoln Thrift's 7 1/4%	1972	Nels Enquist	648		975			821	676		615	560				4,295		4,295
8.	Charlie's Girl	1977	Bill Smiley	1,150						1,425		469					3,044		3,044
9.	Miss Vernor's	1976	Mick Shutt							807	795	479	619				2,700		2,700
10.	Lumar Window Film	2003	Ron Daum			850	0	300		675	844						2,669		2,669
11.	Miss Circus Circus	1993	Scott Fetterly			794		225				877	732				2,628		2,628
12.	Miss Budweiser	1978	Mick Shutt		675			525	694								1,894		1,894
13.	Miss Cott Beverages	1974	Gary Hansen	525						900							1,425		1,425
14.	Notre Dame	1972	Mark Hansen							1,200							1,200		1,200
15.	Red Man	1974	Gene Melang			863											863		863
16.	Squire	1977	Jesse Shehan	0				0			821						821		821
17.	Beacon Plumbing	2007	Jesse Shehan	0				225	394								619		619
18.	Grandview on the Lake	2009	Alex Daum				577										577		577
19.	AB Natural Light	1977	Jerry Johnston					0	525								525		525
20.	Miss Peters & May	2010	Craig Bradshaw			0	0	225									225		225
21.	Graham Trucking	2010	Nelson Holmberg	0													0		0

MODERN DRIVER POINTS – 2011 (THROUGH 10 RACES)

No.	Driver	Year	Boat	CSP	SKY	SEA	DC	PC	OEC	SSM	CC	BLM	SC	AC	GC	RNM	Total	Drops	High Points
1.	Mike Campbell	1986	Boat	1,200	1,500		1,600	1,200	1,600		1,600	1,269	1,500				11,469		11,469
2.	Nelson Holmberg	10/82	Formula/Executone	877	1,225	1,400	994	825	300	675	0	525	1,225				8,046		8,046
3.	Craig Bradshaw	2010	Oh Boy! Oberto	732	975	1,069	825	869			600	507	746				6,323		6,323
4.	Mike Gossler	1978	Miss Circus Circus	900	900	1,200	400					1,250	1,300				5,950		5,950
5.	Ryan Opfer	2009	Buffalo Federal				0	1,225	1,125	1,000	825	769	0				4,944		4,944
6.	Mick Shutt	78,76	Miss Bud, Vernor's		675			525	694	807	795	479	619				4,594		4,594
7.	Nels Enquist	1972	Lincoln Thrift	648		975			821	676		615	560				4,295		4,295
8.	Bill Smiley	1977	Charlie's Girl	1,150						1,425		469					3,044		3,044
9.	Ron Daum	2003	Lumar Window Film			850	0	300		675	844						2,669		2,669
10.	Scott Fetterly	1993	Miss Circus Circus			794		225				877	732				2,628		2,628
11.	Gerry Bordon	1982	Executone				300	400			300	300	169				1,469		1,469
12.	Jesse Shehan	2008	Beacon Plumbing	0				225	394		821						1,440		1,440
13.	Gary Hansen	1974	Miss Cott Beverages	525						900							1,425		1,425
14.	Mark Hansen	1972	Notre Dame							1,200							1,200		1,200
15.	Gene Melang	1974	Red Man			863											863		863
16.	Alex Daum	2009	Grandview on the Lake				577										577		577
17.	Jerry Johnston	1977	AB Natural Light					0	525								525		525
18.	Mark Gran	2010	Graham Trucking	0													0		0

