

# ERCU



## THE NEWSLETTER

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### Up Next

**Sept. 25 . Roger Newton Memorial**  
*Cherokee Bay, Maple Valley, Wash.*

**Oct. 16. . . . . NAMBA Fall Regional**  
*Hosted by Classic Thunder  
Woodland Creek Park,  
Lacey, Wash.*

**Nov. 5 . . . . . Annual Banquet**  
*Old Spaghetti Factory, SouthCenter  
Tukwila, Wash.*

### On the Web

**Unlimited News Journal**  
[www.unlimitednewsjournal.net](http://www.unlimitednewsjournal.net)

**1955 Miss Thriftway**  
[www.missthriftway.com](http://www.missthriftway.com)

### Stat of the Month

**Heading into the Apple Cup, Nels Enquist had finished 49 of 50 heats he had entered (vintage and modern combined).**

### In this Issue

Big Boat News . . . . .	2
Rumor Mill . . . . .	3
Club Clippings . . . . .	3
Apple Cup recap . . . . .	4
Statistics . . . . .	5-8



## PETERS & MAY GOLD CUP IS UP NEXT

Perhaps the most important race of the season – the Peters & May ERCU Gold Cup – is up next, Saturday, Sept. 17 at Lake Wilderness Park in Maple Valley.

And it's a big deal.

Peters & May, which sponsors boat racing at every level from 1/10-scale models all the way to the offshore boats and real unlimiteds, is the title sponsor of the event, which typically draws one of the year's bigger turnouts.

It's also ERCU's equivalent of the Indianapolis 500 – the biggest race of the year.

At this year's Gold Cup, the ERCU Contest Board has decided to renew an old tradition – awarding a race victory to the winner of the first connie in each class. That race win will be the Ted Jones Memorial. The Ted Jones Memorial winner will also advance into the final heat as the trailer boat.

Second connies will be the Bob Gilliam Memorial (vintage) and the Jim McCormick Memorial (modern, if there are enough boats to run one). Second connie winners will not earn a race win, but they will be allowed to move up to the first connie as a trailer.

AND, there will be four rounds of preliminary heats, so bring lots of batteries!

Optional qualifying will also be offered to those who choose to participate, and the fastest vintage and modern qualifiers will be awarded the Bill Muncey Memorial. As

in years past, two qualifying runs for each boat will be allowed. Each run consists of two laps, and the fastest lap will be the one recorded.

The trailer will be delivered to Lake Wilderness Park no later than 8 a.m. on race day, with all hands expected to assist with the setup of the scaffolding, setting of the course and all of the electronics involved for the day. Once all of the club's equipment is set up, registration will open and the water will be open for testing as soon as boats are registered. Qualifying runs will occur between 10:15 and 11:15 a.m., followed immediately by the drivers meeting.

Modern heat 1A is expected to start no later than 11:30 a.m., with the rest of the flights to follow promptly throughout the day.

Vintage boats will be allowed to run open props at this event.

An important reminder, too, is that no cars are allowed to drive or park anywhere near the trees behind the building. Please unload your vehicles and park them in the parking lot atop the hill.

It's likely to be a long day, so all hands will also be expected to help clean up and pack the club trailer at the conclusion of the race before packing up their own gear, and before awards are handed out.



## BIG BOAT NEWS: H1 EXHIBITIONS ARE GOOD FOR THE SPORT

H1 Unlimited has made huge strides to reinvigorate the sport, and the efforts of the Board of Directors and all of the race teams have made a huge difference.

Earlier this month, four H1 teams conducted exhibitions at Folsom Lake in Sacramento, with the intent of "showing off" for some of the local dignitaries and perhaps even some business big-wigs who might support a full-fledged race in Sacramento.

Less than a week after the San Diego Bayfair championship, another four-boat exhibition will take place on the Potomac River near Washington D.C.

Next month, two boats will run an exhibition overseas in Abu Dhabi before heading to Qatar as alternate boats for the third Oryx Cup.

Three exhibitions in the span of just one month. It seems weird, because not that long ago, the sport was in danger of getting down to just three RACES.

Why is this all a good thing? Because it's exhibitions that open the eyes and ears — and sometimes wallets — of motorsports buffs who've not yet been exposed to the world's-fastest boats.

It doesn't matter much who's driving or what boats are appearing in these exhibitions — **Dr. Ken Muscatel** and **Mike Webster** are running the Abu Dhabi exhibition — because what's ultimately important is the exposure. The U-22 and U-25 are going overseas with vinyl wraps on them to promote Peters & May (in the U-25's case) and the Oryx Cup (U-22) at the exhibition.

With Madison, Detroit, Tri-Cities, Seattle, San Diego, and Doha appearing to be increasingly secure as the economy slowly recovers and businesses thaw their previously frozen marketing accounts, there's a real opportunity for H1 to add as many as three new races to the schedule next year, which brings the Air National Guard Series back to eight races.

That's significant.

And it's a sign that the sport is making a strong comeback.

*Opinion offered by Nelson Holmberg*

### Sacramento exhibition recap

The Air National Guard Series hydroplanes were well received. Drivers and teams had praise for the facilities and park officials estimated the turnout to be around 1,000 people, on a Thursday, for a four-boat exhibition. The series hopes to add the California



*A member of the U-5 Graham Trucking team spends part of his Thursday getting the hull ready for Friday testing and qualifying at San Diego (Jim Simpson photo).*

stop to its 2012 schedule. The September 8 exhibition included the U-11, U-21, 88 and the U-100. While the U-21 had some fuel flow issues, the other three boats were on the water for two exhibition "races". This marks a return to Folsom Lake, the unlimiteds raced there last in 1966 & 1967 for the Sacramento Cup.

*Courtesy Unlimited News Journal*

### Washington DC Exhibition set

Air National Guard hydroplanes will return to the Potomac River and the nation's capital for the first time in more than 30 years with a four-team exhibition on Friday, September 23.

Washington D.C.'s National Harbor will host the Air National Guard Series exhibition and display featuring the Valken.com, Graham Trucking, 88 Degree Men and Oh Boy! Oberto teams, H1 Unlimited Chairman **Sam Cole** announced recently.

The exhibition could mark the return of the President's Cup to the Air National Guard Hydroplane Series schedule in 2012.

"This has been in the works for some time and everything is in place to make this the first step toward bringing back the President's Cup," Cole said. "We are grateful to National Harbor and its management along with the Air National Guard for supporting this opportunity."

Cole credited the perseverance of H1 Unlimited vice chairman, team owner and series driver **Ken Muscatel** for paving the way back to Washington, D.C. Muscatel has been working on this project for nearly a decade.

"This was on his radar in 2005 and he has

never let it out of his sights," Cole said. "I cannot wait to see his face when the boats hit the water and we display the President's Cup in a few weeks!"

National Harbor is a development that will provide an excellent venue for the Air National Guard series with access to the Potomac and lots of opportunities for fans to see the boats up close. It's a short drive from downtown.

The boats schedule to run in this exhibition are the U-1 Oh Boy! Oberto, U-5 Graham Trucking, U-7 Valken Sports and 88 Degree Men.

*Courtesy H1 Unlimited*

### Versus to become NBC Sports Network

As part of a new strategy to bring a consistent branding framework across all of its assets, VERSUS will be renamed the NBC Sports Network.

In addition, the NBC Sports Group will implement a redesigned NBC Sports logo.

Both changes will take effect Jan. 2, 2012. The NBC Sports Network will serve as the NBC Sports Group's 24/7 cable platform. Many NBC Sports production and programming elements have already been introduced on VERSUS since the merger — such as adopting the "Inside the Glass" production philosophy for all its NHL games, and adding horse racing and Notre Dame Football-related programming.

A new NBC Sports logo will also be implemented on Jan. 2. The new logo features an evolutionary design of the classic NBC Sports logo.

*Courtesy H1 Unlimited*



## 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 Winners: Mike Campbell (M & V)	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.ercu.org/schedule.html](http://www.ercu.org/schedule.html) for the most up-to-date schedule.

## NAMBA REGIONAL EVENT

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

Jeff Campbell has put his three-boat team (1/10-scale 1969 Pride of Pay 'n Pak Outrigger, 1969 Pride of Pay 'n Pak hooktail and 1970 Pay 'n Pak's Lil' Buzzard) up for sale on the club's website, and judging by the web stats, he's had a lot of response — getting as many as 12 emails directed from the website enquiring about the package. It'll be interesting to see where the three boats go . . . Still too early to tell which boats they are, but ERCU Registrar/Treasurer Scott Fetterly reports that more boats are being registered, even as the season draws to a close. Stay tuned to this space to find out more . . . Rumors have it that West Coast Custom Boats (Craig Bradshaw) will have a Leland turbine hull mold, perhaps early enough for the 2012 season, as a plug is currently being built. WCCB hopes to have a couple of other new molds this winter as well.



## NEWS BRIEFS

### CONTEST BOARD NOMINATIONS CLOSE AT PETERS & MAY GOLD CUP

It's nearly your last chance to nominate yourself or a fellow club member who might want to serve on the 2011-12 ERCU Contest Board. Three positions are open for next year, and nominations will remain open through the end of the Peters & May Gold Cup this Saturday.

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 in person at the Gold Cup, or by email at [nelson@e-rcu.org](mailto: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.

Elections ballots will be handed out to members at the Roger Newton Memorial on September 25, and will be available on the website. Only one ballot per member, please.

### BANQUET SET FOR NOVEMBER 5 AT OLD SPAGHETTI FACTORY-SOUTHCENTER

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

To RSVP for the banquet, send your check (\$15 per person, payable to ERCU) 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.

## RULES REMINDER OF THE MONTH

### SPECIAL RULES FOR THE GOLD CUP

- Optional qualifying will be held for one hour prior to the drivers meeting.
- The Gold Cup consists of four flights of preliminary heats instead of three, plus the consolation and final heats.

## CLUB CLIPPINGS

Gerry Bordon, Steve Dumanis, Craig Bradshaw, and Nels Enquist accepting . . . Rick Lentz taking a vacation . . . Dawn & Nelson Holmberg spotting Hawai'i Kai . . . Mick Shutt on the road again . . . John Earnest surfing the web . . . Mike Campbell seeking No. 50 . . . David Newton planning a remembrance . . . Gentleman Jim Latimer being generous.

## CAMPBELL DOMINATES APPLE CUP

BELLEVUE, Wash. -- **Mike Campbell** wasn't the biggest fan of the tight quarters of Bellevue Pond, but you sure couldn't tell it from the results of his racing.

Campbell swept the vintage and modern finals of the second annual Apple Cup, and iced the cake by winning the special event — a re-creation of the 1960 Apple Cup after the race was over.

The Apple Cup was originally scheduled to be run at Waughop Lake, but due to a closure of the lake because of toxic algae, it was moved to Bellevue at the last minute.

Driving his own 1986 The Boat, Campbell survived a mess of flipped and wrecked boats in the modern final to take first place. In **Ben Keller's** 1957 Hawaii Ka'i III, he did the same thing in the vintage final. He then drove the Ka'i again to a win in the special event.

The weather was perfect and the preliminary heats went along swimmingly, with 19 boats doing some good racing, while flips and wrecks were kept to a minimum. Believe it or not, couple of boats even hit the wall and came away without even a scrape.

But then came the vintage consolation.

A field of five boats entered the vintage connee, including **Nelson Holmberg's** 1957 Miss Wahoo, **Nels Enquist's** 1959 Maverick, **Steve Dumanis' 1962** Thunderbolt, **Kirk Pagel's** 1964 Miss Smirnoff (driven by **Shawn McEvoy**), and **Ron Daum's** 1957 Thriftway Too.

A collision in the left turn took out three boats in one fell-swoop, and the Wahoo was able to get a great start and jump out to an early lead. As the Wahoo and Thunderbolt continued to navigate all of the carnage in the left turn, Dumanis kept pulling closer and closer to Holmberg until, on lap four, both boats spun out and filled up with water in the right turn. The Wahoo managed to get running again before the Thunderbolt did, but hit the wall in the backstretch while still trying to get back on plane. As both boats got back on plane, Holmberg managed to stay in front and hold off Dumanis for the connee win.

When it came time for the vintage final, though, the Wahoo's speed control had been damaged due to the water



*Ben Keller's 1957 Hawaii Ka'i III dominated the vintage class at the Apple Cup in Bellevue, winning not only the vintage final, but also the re-creation of the Apple Cup (Ben Keller photo).*

intake, and without time to install a new one, the Wahoo scratched, allowing the Thunderbolt to fill the trailer spot in the final.

As the vintage final got underway, Campbell, **Bill Smiley** and **Robbie Roberts** all traded the lead throughout the first lap. After Smiley's Hallmark Homes blew over, Campbell commanded the Ka'i into its familiar place in the lead and went on to win. Second place went to **Craig Bradshaw** and the 1958 Coral Reef, while Roberts finished third with his 1960 Miss Burien and **Gerry Bordon** was fourth with the 1970 Parco's O-Ring Miss. **Rick Lentz** returned to racing and after having won heat 2C, made the final with the 1960 Miss Spokane, but unfortunately

an accident with the Thunderbolt caused both boats to not finish.

The modern final was again dominated by the Mikes, as Campbell and his 1986 The Boat held off a hard-charging 1978 Miss Circus Circus at the finish line to take the win. **Mike Gossler** was second with his Circus hull, while Bordon finished third driving Campbell's 1982 Executone — which was the high points boat for the day. The modern final was just as messy as the vintage connee and vintage final were. Holmberg pressed the 2010 Formula Boats too hard going down the backstretch trying to catch the Mikes, and blew it over. **Alex Daum's** 2009 Grandview on the Lake had an electrical problem and didn't finish, and Enquist's 1972 Lincoln Thrift's 7¼% Special was also unable to finish.

Special thanks go out to Holmberg and Lentz who took on the responsibility of getting the trailer to the racetrack from Red Dot, and back and to Keller, who for the second year put on a very nice event while re-creating the Apple Cup. Thanks also go out to **Bob VandenAkker** and **Mark Gran**, who both didn't race but were more than happy to help out with turn judging and co-driver duties.



*Mike Campbell's 1986 The Boat had yet another perfect day, outrunning competition from the 1978 Miss Circus Circus, and the 1982 Executone in the modern final of the Apple Cup (Nelson Holmberg photo).*



## VINTAGE BOAT POINTS – 2011 (THROUGH 11 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 Ill	1957	Ben Keller	900	1,025	1,600	1,225	1,100	1,600	1,169	800	1,600	800	1,600			13,419	800	12,619
2.	Parco's O-Ring Miss	1970	Gerry Bordon	1,425	1,295		925	1,400		1,225	1,400	1,100	969	1,169			10,908		10,908
3.	Thunderbolt	1962	Steve Dumanis	1,227	825	225		1,295	750	800	450	400	1,325	700			7,997		7,997
4.	Miss Vernor's	1975	Ryan Opfer	969	700		925	1,400	1,025	394	1,250	800	0				7,463		7,463
5.	Coral Reef	1958	Craig Bradshaw	634		1,269	694	625		854	794	225	1,150	1,125			7,370		7,370
6.	Miss Burien	1960	Robbie Roberts	600	844	1,050		1,069		1,369	800			1,075			6,807		6,807
7.	Miss Wahoo	1957	Dawn Holmberg	150		769	450	1,050	925	469	400	300	1,300	800			6,613		6,613
8.	Miss Smirnoff	1964	Kirk Pagel	619		769	414	825		863	900	835	825	521			6,571		6,571
9.	Maverick	1959	Nels Enquist	683		765			1,027	641		788	582	750			5,236		5,236
10.	Hallmark Homes	1971	Bill Smiley		1,600					1,600		394		800			4,394		4,394
11.	Gale V	1962	John Earnest	963	938				1,225		1,127						4,253		4,253
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.	Miss Spokane	1960	Rick Lentz	554			217							963			1,734		1,734
23.	Pay 'n Pak (outrigger)	1969	Jeff Campbell				1,600										1,600		1,600
24.	Miss Thriftway	1960	Kerry Kjos									700	700				1,400		1,400
24.	Thriftway Too	1957	Ron Daum			0	723	169						469			1,361		1,361
25.	Miss Van's PX	1972	Mark Hansen							1,227							1,227		1,227
26.	Slo-mo-shun V	1954	Monte Steere							600				338			938		938
27.	Miss Thriftway	1957	Bill Smiley	925													925		925
28.	Miss Eagle Electric	1968	Bob Vanden Akker										900				900		900
29.	Gale V	1955	Howard Price									827					827		827
30.	Slo-mo-shun IV	1956	Monte Steere							394				394			788		788
31.	St. Regis	1963	Jesse Shehan					0	423		225						648		648
32.	Miss Budweiser	1966	Doug Brow				469										469		469

## VINTAGE DRIVER POINTS – 2011 (THROUGH 11 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	1,169			10,908		10,908
2.	Mike Campbell	57.69	Hawaii Kai, Outrigger		1,025		1,600	1,100	1,600			1,600	800	1,600			9,325		9,325
3.	Nelson Holmberg	57.57	Hawaii Kai, Wahoo	900		769	450	1,050	925	1,169	400	300	1,300	800			8,063		8,063
4.	Steve Dumanis	1962	Thunderbolt	1,227	825	225		1,295	750	800	450	400	1,325	700			7,997		7,997
5.	Ryan Opfer	1974	Miss Vernors	969	700		925	1,400	1,025	394	1,250	800	0				7,463		7,463
6.	Craig Bradshaw	1958	Coral Reef	634		1,269	694	625		854	794	225	1,150	1,125			7,370		7,370
7.	Robbie Roberts	1960	Miss Burien	600	844	1,050		1,069		1,369	800			1,075			6,807		6,807
8.	Bill Smiley	57.71	Thriftway, Hallmark	925	1,600					1,600		394		800			5,319		5,319
9.	Nels Enquist	1959	Maverick	683		765				641		788	582	750			5,236		5,236
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.	Shawn McEvoy	1964	Miss Smirnoff				414	825		863		835		521			3,458		3,458
13.	Mick Shutt	1975	Oh Boy! Oberto		535			479	863	0	525	450	450				3,302		3,302
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.	Ron Daum	57.58	T-Too, Wild. Charlie			0		225		769	600			469			2,063		2,063
18.	Craig Mullen	1957	Hawaii Ka'i Ill				1,225				800						2,025		2,025
19.	Jerry Johnston	1971	Miss Timex (clock)					738	1,194								1,932		1,932
20.	Gary Hansen	1956	Muvalong	1,094						727							1,821		1,821
21.	Rick Lentz	1960	Miss Spokane	554			217							963			1,734		1,734
22.	Mark Hansen	1972	Miss Van's PX							1,227							1,227		1,227
23.	Monte Steere	1956	Slo-mo-shun IV							394				394			788		788
24.	Alex Daum	1957	Thriftway Too				723										723		723
25.	Jesse Shehan	1963	St. Regis					0	423		225						648		648
26.	Doug Brow	1966	Miss Budweiser				469										469		469
27.	Howard Price	1965	Gale's Roostertail						127								127		127



## MODERN BOAT POINTS – 2011 (THROUGH 11 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	1,200			12,669		12,669
2.	Executone	1982	Mike Campbell	1,500	1,200		1,400	1,600	1,500		1,269	1,500	1,269	1,425			12,663		12,663
3.	Formula Boats	2010	Nelson Holmberg	877	1,225	1,400	994	825		675	0	525	1,225	825			8,571		8,571
4.	Miss Circus Circus	1978	Mike Gossler	900	900	1,200	400				600	1,250	1,300	1,300			7,250		7,250
5.	Oh Boy! Oberto	2010	Bettie Bradshaw	732	975	1,069	825	869				507	746	0			6,323		6,323
6.	Lincoln Thrift's 7 1/4%	1972	Nels Enquist	648		975			821	676		615	560	675			4,970		4,970
7.	Buffalo Federal Savings	2009	Howard Price				0	1,225	1,125	1,000	825	769	0				4,944		4,944
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.	Llumar 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.	Grandview on the Lake	2009	Alex Daum				577						825				1,402		1,402
15.	Notre Dame	1972	Mark Hansen							1,200							1,200		1,200
16.	Red Man	1974	Gene Melang			863											863		863
17.	Squire	1977	Jesse Shehan	0				0			821						821		821
18.	Beacon Plumbing	2007	Jesse Shehan	0				225	394								619		619
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 11 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	1,200			12,669		12,669
2.	Nelson Holmberg	10,82	Formula/Executone	877	1,225	1,400	994	825	300	675	0	525	1,225	825			8,871		8,871
3.	Mike Gossler	1978	Miss Circus Circus	900	900	1,200	400				600	1,250	1,300	1,300			7,250		7,250
4.	Craig Bradshaw	2010	Oh Boy! Oberto	732	975	1,069	825	869				507	746	0			6,323		6,323
5.	Nels Enquist	1972	Lincoln Thrift's 7 1/4%	648		975			821	676		615	560	675			4,970		4,970
6.	Ryan Opfer	2009	Buffalo Federal				0	1,225	1,125	1,000	825	769	0				4,944		4,944
7.	Mick Shutt	78,76	Miss Bud, Vernor's		675			525	694	807	795	479	619				4,594		4,594
8.	Ron Daum	03,09	Llumar, Grandview			850	0	300		675	844			825			3,494		3,494
9.	Bill Smiley	1977	Charlie's Girl	1,150						1,425		469					3,044		3,044
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	225			1,694		1,694
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				577										577		577
17.	Jerry Johnston	1977	AB Natural Light					0	525								525		525
18.	Mark Gran	2010	Graham Trucking	0													0		0



