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With the buying power of 67 stores in 13 western states we are able to pass significant savings on to you, our customer.

In home improvement merchandise for the do-it-yourselfer, Pay 'N Pak is *truly number one*. Championship products from the most trusted names in the business. Famous names like Kohler, Hytec, DuPont, Black & Decker, Certainteed, Masonite, General Electric and many more, are found in our stores.

Get the Pay 'N Pak habit, we'll be happy to have one of our trained career specialists show you how easily you can do it yourself. You'll enjoy our complete selection of electrical, lighting, plumbing fixtures, cabinets, built-in appliances and building materials.

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#### THE GOLD CUP

The Gold Cup is the most prestigious award in hydro racing. It symbolizes the competitive spirit.

Pay 'N Pak has won the Gold Cup twice before, we return to racing this Sunday at Tri-Cities to try to win it one more time.

#### 3 TIMES NATIONAL CHAMPION 1973-'74-'75



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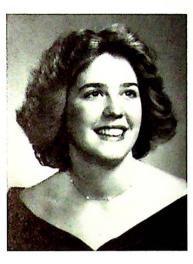


### Miss Tri-Cities Candidates

Miss Tri-Cities Pageant - Friday, July 22, 8 p.m. Kennewick High School Auditorium



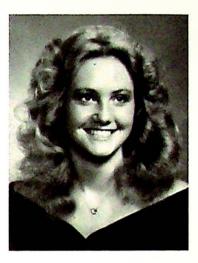
SANDRA LEE ALLEN Daughter of Rev. & Mrs. F. A. Allen



JULIE ANN BARKER

Daughter of

Mr. & Mrs. Curtiss Barker



KIMBERLY ANN BERGER

Daughter of

Mr. & Mrs. Doug Berger



GINA GROTHE

Daughter of

Mr. & Mrs. R. N. Grothe



CANDICE ELAINE HOCK

Daughter of

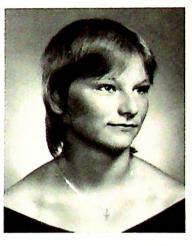
Mr. & Mrs. Richard Langlois



LINDA MACKAY

Daughter of

Mr. & Mrs. Boyd MacKay



PAMELA SUE PULVER

Daughter of

Mr. & Mrs. Bill Bretz



CATHERINE ANN ROBBINS

Daughter of

Ms. Ann Robbins



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Daughter of

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Daughter of

Mr. & Mrs. Art Swynenburg



SANDRA KAYE VARLEY

Daughter of

Mr. & Mrs. C. B. Varley



CYNTHIA DIANE WILLIAMS

Daughter of

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### THE TRI-CITY WATER FOLLIES ASSOCIATION PRESENTS

#### The American Power Boat Association's

1977



For Unlimited Hydroplanes

#### July 31 — Columbia River

Tri-Cities, Washington – Pasco-Kennewick-Richland Testing/Qualifying - Wednesday through Saturday - July 27-30

#### Schedule of Racing

11:30 a.m. Opening Ceremonies - National Anthem

12:00 noon 12:30 p.m	e than 12 boats) Heat 1-A Heat 1-B Heat 1-C
2:30 p.m	Heat 2-A Heat 2-B Heat 2-C
	Heat 3-A Heat 3-B
5:30 p.m.	THE GOLD CUP

1:30 p.m	Heat 2-B
3:30 p.m.	THE GOLD CUP

THE PROGRAM: Editors, Ken Maurer, Kathy Adkisson. Production staff, Pam Thornton, Julie Clark. Cover Illustrator, Joan Mootry, Spokane. Photography, Dave Speer, Seattle; Bill Osborne, Seattle; Bruce McKim, Seattle; Ralph Smith, Pasco; Dale Schreck, Pasco; Battelle Northwest Photography Unit. Production Supervision, Advance Advertising, Inc. Printing, Herff Jones Yearbooks, Inc., Pasco.

Copies of the Gold Cup program are available from:

Tri-City Water Follies Association 1313 W. Clark, Box 2051, Pasco (Tri-Cities) Wash. 99302

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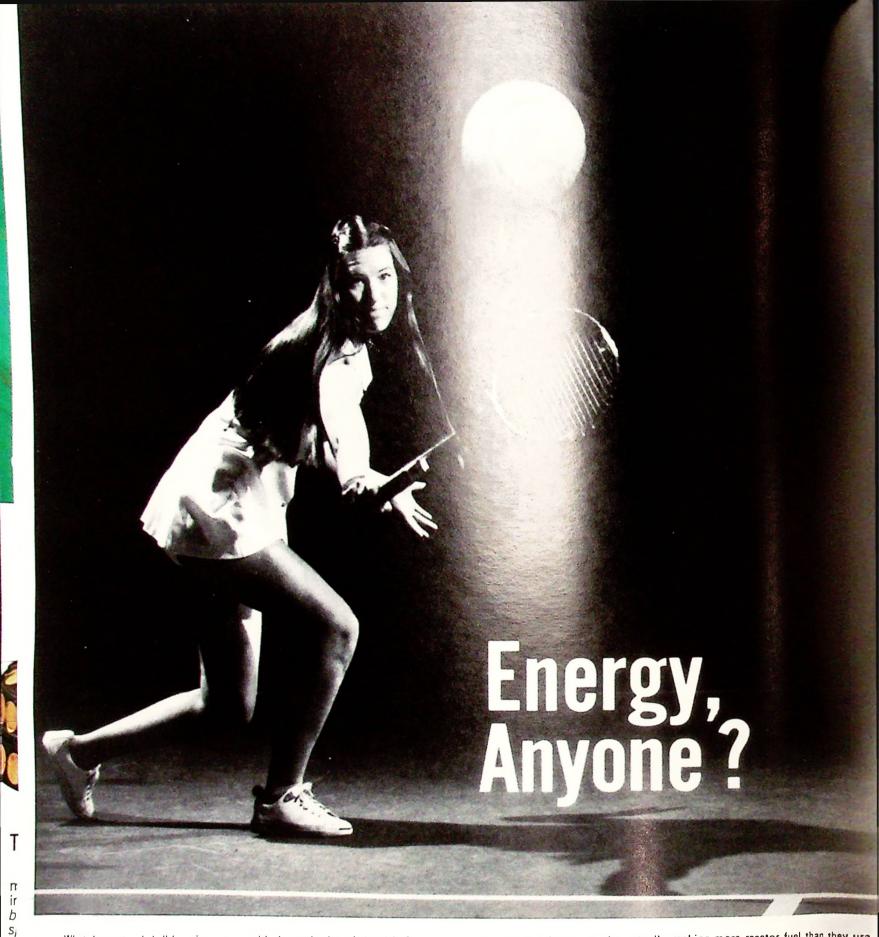
#### \$54,000 in PRIZE MONEY

#### **Added Attractions**

Aerobatic Flying Demonstration Bruce Eskalson, Steamboat Springs, Colorado Flying a Steem Skybolt mini-byplane

Aerobatic Flying Bob Heale, Quincy, Washington Flying a modified T-6

Hang Glider Demonstration Joel Greger, Tri-Cities



What does a tennis ball have in common with the production of electricity? Nothing, really.

But it does lead to an interesting comparison.

An amount of nuclear fuel the size of a tennis ball, when used in a fast breeder reactor, would supply all of the electricity needed to serve an average home in Washington State for 600 years.

Or, conversely, enough to serve 600 homes for one year.

Breeder reactor fuel is packed with energy. An amount the size of that ball has the same energy content as 3,140 tons of coal or 13,600 barrels of oil.

Breeder reactors will permit the full utilization of this energy. And they will

conserve natural resources by actually making more reactor fuel than they use

A vital part of this nation's breeder reactor development program is the Fast Flux Test Facility, under construction near Richland.

Westinghouse Hanford Company is responsible to the Energy Research and Development Administration for design, construction and operation of this unique reactor, which will test fuels and materials for future breeders.

Westinghouse Hanford also has the lead responsibility nationally for development of the kind of advanced fuels that will power fast breeder reactors.

The Tri-Cities area is very much a part of this country's energy future. We want to keep it that way.

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## Gold Cup History

The year 1977 marks the 27th anniversary of the first running of the Gold Cup in the Northwest and the third time it has been held in the Tri-Cities. It is also the 73rd anniversary of the competition for this coveted waterracing trophy.

The race course for the initial Gold Cup was 16 nautical miles up and down the Hudson River. Scoring was by a unique point system: one point for each heat started and one for each boat defeated. Winning time was 23 mph. average for the 96 miles. The winning boat was 59 feet in length and 8½ feet wide, powered by a six-cylinder eight by ten engine rated at 110 horsepower.

From 1904 to 1907, a handicap system was utilized that took into account the power and size of each boat and gave them time allowances accordingly. Winners of the races were all based on points rather than who ran the fastest so the idea was scrapped and the Gold Cup became a free-for-all event with unlimited hull and engine size permitted.

But it was the late Gar Wood who gave powerboat racing its first real fame when he began what is commonly known as the "Gar Wood Era" in 1917. Millionaire Wood ultimately won the Gold Cup five times as a driver and four times as an owner. In the 1920 Gold Cup on the Detroit River, Wood posted a then-incredible heat record of 70.412 mph., a mark that would stand until 1946.

In 1932, in one of the famous "Miss America" hulls, Wood drove his 38-foot mahagony beauty to a new all-time straight-away record of 124.915 mph. It was powered by four 12-cylinder Packards rated at a total of 7600 horsepower and gulping five gallons a mile.

Rules were changed in 1937 to allow foreign challengers to compete for the Cup provided they represented an American Yacht club which was a member of APBA. The engine size was correspondingly raised to 732 cubi inches to place American boats on a par with the international 12 litre class which was popular in Europe in the 1930's.

With the advent of World War II and gasoline rationing, Gold Cup racing was suspended. When resumed in



THE GOLD CUP - 1904

Since that time, the size of the base has been increased to make room for the plaques of the winning boats.

1946, engines of unlimited cubic inch capacity were allowed for the first time since 1921. The rule change was introduced to make possible the use of converted aircraft and other engines developed by the war.

Bandleader Guy Lombardo, using a 650 horsepower conventional engine, won the 1946 Gold Cup. He finally eclipsed Gar Wood's 26-year old record by clocking 70.890 mph. on the final heat.

In 1949, Bill Cantrell, now with the Atlas Van Lines crew, scored a 73.612 mph. Gold Cup victory with the Allison-powered "My Sweetie." It would be one of Cantrell's 20 career wins.

The post-war years of 1948-50 produced the biggest boat building boom in the history of the sport with the construction of more than 30 new unlimited hydroplanes.

The first year of a true national circuit as we know it for the unlimited hydroplane contingent was 1947. Danny Foster won the Gold Cup and six out of eight races in "Miss Pepsi V" powered with an Allison V-1710 engine.

During the first 46 years of the Gold Cup's existence, not once had it ever been run any farther away from its point of origin on the Hudson River than Minneapolis (in 1917). The reason was that no boat representing a yacht club west of the Mississippi had ever been victorious.

This was soon to change. During the early 1950's Seattle's Stanley Sayres came along with his famed "Slo-Moshun IV and V" to kindle the first East-West rivalry.

"Slo-Mo IV" recorded a then mind-boggling straightaway mark of 160.323 mph. to become the first hydroplane to successfully apply the three-point suspension principle (two sponsons and a surface-riding prop). In a five-year period from 1950-54, the "Slo-Mo" team with Ted Jones, Lou Fageol, Stan Dollar and Joe Taggart at the wheel, would take home five APBA Gold Cups for the Seattle Yacht Club trophy shelf.

The first Gold Cup was held in the West Seattle in 1951 with "Slo-Mo V" the winner. From 1951 to 1962 the Seattleites were defeated only twice on their home waters: Lee Schoenith and "Gale V" from Detroit in 1955 and Bill Stead and "Maverick" from Las Vegas in 1959. Seattle-based winners from those excitement-packed years also included the first "Miss Thriftway," "Hawaii Kai," and "Miss Century 21."

Beginning in 1963, the Gold Cup Contest Board approved the awarding of the Gold Cup race to the city which posted the highest financial bid. Additionally, the race format was changed to four heats of 15 miles instead of three heats of 30 miles. During the past 14 years, the Gold Cup has been awarded to Detroit five times, Seattle and Tri-Cities three times, San Diego, twice, and Madison, Indiana, once.

In their first hosting of the Gold Cup in 1973, the Tri-Cities bid \$41,150 and the race was won by "Miss Budweiser" with Dean Chenoweth at the wheel.

In 1975, the Gold Cup returned to the Tri-Cities for the second time on a prize-money bid of \$50,000. The winner was George Henley driving "Pay 'N Pak" at the fastest speed in recent years, 108.921 mph. over the 2½ mile course.

Last year, George Simon, owner of U.S. Equipment Company, finally got his Gold Cup. Miss U.S., with Tom D'Eath driving, captured the Bi-Centennial Gold Cup race held in Detroit.

Over the past seven decades, the Gold Cup hasn't changed much. It now wears more winners' nameplates on its base, but it's still the same bit of filigreen metal — worth about \$750 in 1904 American money.

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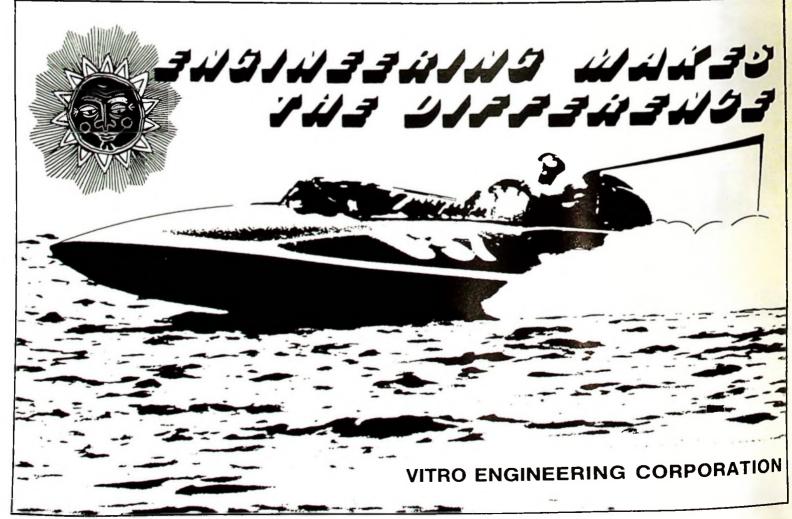
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Russ Wilson



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## When do you say Budweiser?



During practice?
During time trials?
Before, during, and after
each heat?
When Miss Budweiser wins?
Great!
Because anytime is the right
time to say it:

"Budweiser!"



## Water Follies Schedule

Cavalcade of Marching Drums, Western Drum & Sugle Corps Championships. Preliminaries, Tuesday, July 19. Finals, 7 p.m., Wednesday, July 20, Edgar Brown Memorial Stadium, Pasco.

Gold Cup Caratral, staged by Ralph Meeker, playing nightly and weekends in Columbia Park, Tuesday, July 19 through Wednesday July 27.

Festival of Christian Arts, July 21-23, outdoor stage area, Columbia Park.

Miss Tri-Cities Pageant, Friday, July 22, 8 p.m., Kennewick High School Auditorium.

\$5,000 Foos Ball Open, sponsored by Tournament Soccer and the Tri-City Water Follies Association, July 22-24, Hanford House Thunderbird, Richland.

Tri-Cities Amateur Open Gold, July 22-24, at Sham-Na-Pum, Pasco Municipal, and Tri-City Country Club courses. Ladies Tournament on July 23.

Tri-City Tennis Tournament, sponsored by Dunning-Ray Insurance and Pasco Recreation Department, July 22-August 1, Pasco Courts.

Gold Cup Grand Parade, Saturday, July 23, 11 a.m. George Washington Way, Richland.

Table Tennis Tournament, Sunday July 24, Harry A. Kramer Center, Richland.

Talent Show, sponsored by the Kennewick Junior Woman's Club, Wednesday, July 27, Kennewick High School Auditorium, 8 p.m.

Sidewalk Art Show, July 29-30, Howard Amon Park, Richland, dawn to dusk.

Racquetball Tournament, July 29-31, Tri-City Court Club, Kennewick.

Gold Cup Four Wall Handball Tournament, July 29-31, Tri-City Athletic Club, Kennewick.

Fun Fli Contest, radio-controlled model aircraft. Sponsored by Tri-City R/C Modelers, Saturday, July 30, 10 a.m., Vista Field, Kennewick.

American Round Archery Tournament, sponsored by Colyak Bow Hunters, 10 a.m. Saturday, July 30, archery range, Columbia Park.

Gold Cup Autocross, sponsored by Sand and Sage Sports Car Club, 8 a.m. 6 p.m. Saturday, July 30, Vista Field, Kennewick.

Junior Frisbee & Hula Hoop Contests, State Championships, 2 p.m., Saturday, July 30, Edgar Brown Stadium, Pasco.

## 11 years of Winners

#### **Tri-Cities Unlimited Races**

#### BOAT & DRIVER

1968 ATOMIC CUP

1967 ATOMIC CUP

1966 ATOMIC CUP

Bill Brow

Warner Gardner

MISS BARDAHL

Billy Schumacher

MISS BUDWEISER

MISS EAGLE ELECTRIC

SPEED/OWNER

1976	COLUMBIA CUP	
	ATLAS VAN LINES	109.141
	Bill Muncey	Bill Muncey
1975	GOLD CUP	
1.,	PAY 'N PAK	108.920
	George Henley	Dave Heerensperger
1974	TRI-CITY WORLD CHAMPIONSHIP	Dure Heerensperger
1.7.	PAY'N PAK	110.276
	George Henley	Dave Heerensperger
	Bill Wurster	
1072	GOLD CUP	Bob Murphy
1973	MISS BUDWEISER	107 750
	Dean Chenoweth	107.752 Little & Friedkin
1079	ATOMIC CUP	Little & Friedkin
1972	ATLAS VAN LINES	108.000
	Bill Muncey	
1071	ATOMIC CUP	·Joe Schoenith
1971	MISS MADISON	98.564
	Jim McCormick	
1970	ATOMIC CUP	City of Madison, Ind.
1010	PAY 'N PAK 'LIL BUZZARD	98.169
	Tommy Fults	Dave Heerensperger
1969	ATOMIC CUP	Dave Heerensperger
1000	MYR'S SPECIAL	100.496
	Dean Chenoweth	Joe Schoenith
1000	A TO A CO OLD	Joe Bendemin

102.687

101.161

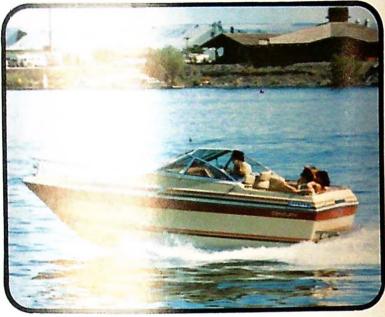
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Ole Bardahl

Bernie Little

Dave Heerensperger





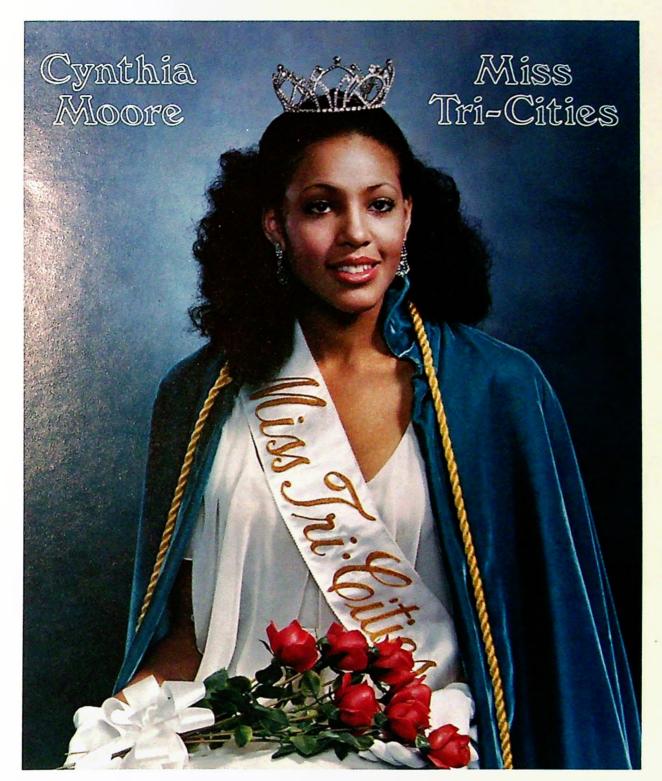


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we're out to win the gold cup for sales, service and satisfaction



Columbia Center West, Kennewick, Washington (509) 783-0859





"SUN GOLD" — The Tri-City Water Follies Award Winning Parade Float



The Logo is familiar, but something seems new . . .



with a

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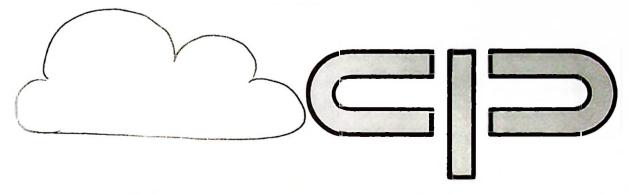
**NEW PLANES!** Beautiful, sleek BEECH 99'S will soon provide 15-passenger, fast JET-PROP service.

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COLUMBIA PACIFIC AIRLINES, INC., offers jet charter service in addition to scheduled daily flight service throughout the Pacific Northwest.

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COLUMBIA BANK BUILDING, the new five-story professional office building at 1100 Jadwin Avenue in Richland, is now leasing space.

AZURDATA is one of the three major companies world-wide involved in research, manufacturing, and marketing of portable computor data terminals.

**SKYPARK** Commercial-Industrial-Business Complex at the Richland Airport is now developing new facilities for light industry, building trades, and business offices.

MCNARY CENTER in Umatilla, Oregon, is a new residential community growing to 2,000 homes and 7,000 people, with shopping mall and all convenient services.

COLUMBIA INN is the Best Western Motor Inn and Restaurant at the McNary Center.

FAIRWAY SOUTH is the new four-story, 43 unit apartment complex at the McNary Center.

**BUTTER CREEK**, in Hermiston, Oregon, multi-family apartment units are adjacent to proposed shopping and commercial development.

BOARDMAN SOUTH, in Boardman, Oregon, is a new 680-acre residential community opened this spring.

HIGHLAND MEADOWS - 114 lot residential subdivision in Kennewick.

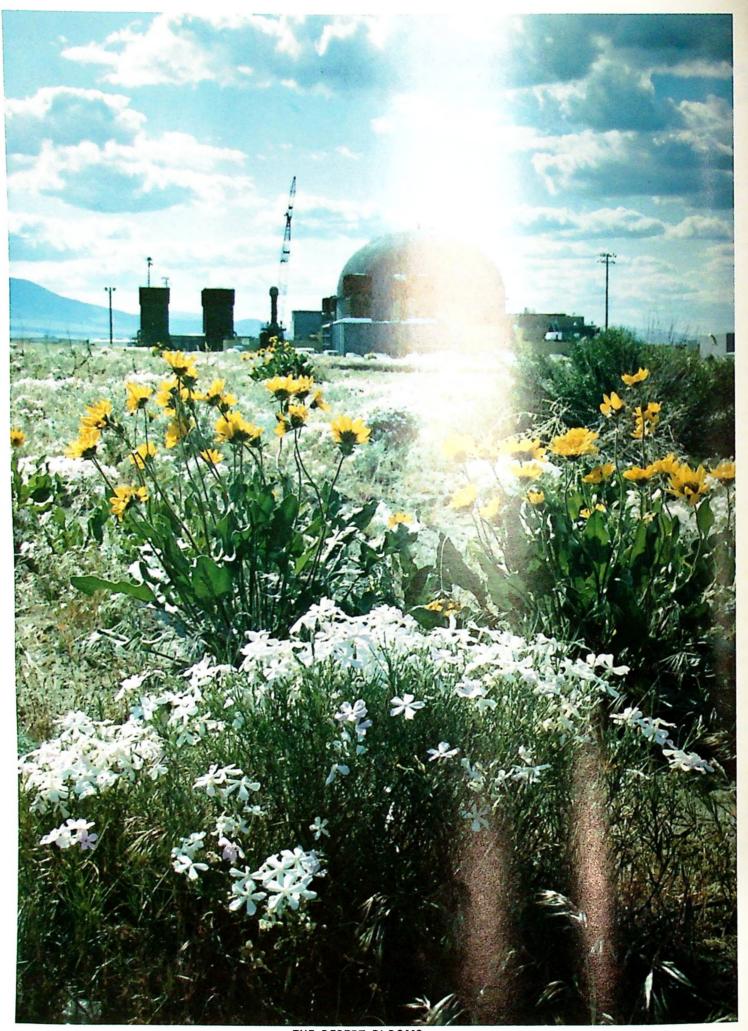
CANYON TERRACE - 248 lot residential subdivision in Richland.

EL RANCHO REATA - 136 parcels of one to three acre ranchette sites near Meadow Springs.

SOUTH HIGHLANDS - 114 lot residential subdivision in West Richland.

MJG DISTRIBUTING is our Seattle-based wholesale carpet distributing company.

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THE DESERT BLOOMS



#### **Contrasts and Blends**

### TRI-CITY MOODS

By Kristi Philip

There's something different about living in the Tri-Cities. Oh, the life-style is pretty typical suburbia: Safeway, McDonalds and the sprawling shopping center.

The institutions are all here: city hall, the community college, the service clubs and over 100 churches.

And the kids are pretty typically kids: skateboarding, idolizing Farrah Fawcett Majors and having at least one ear tuned to the local rock radio station.

Tri-Citians drive a pretty typical array of cars—compacts, luxury models, clunkers and pickups with CB call letters painted on the back bumper.

What makes living here different is hard to put your finger on. It might be the contrasts: the futuristic atomic energy industry side by side with agriculture. They're both big business.

Or the rugged brown hills next to the verdant irrigated orchards. Or the diverse population that enjoys its symphony orchestra and light opera company as much as it enjoys its rodeo and hydroplane races.

This is a community whose three cities each has a unique history and personality, but blend into one: Pasco, with its history as a frontier railroad town—complete with saloons; Kennewick, once a dusty little farm town; and Richland, once little more than a wide spot in the road that mush-

roomed into a teeming World War II boom town.

The evidence of the past is still around: The uniform, whitewashed homes built by the railroad, still stand in some of Pasco's older sections. And the Army-built frame houses of Richland's World War II days are still very much in evidence. The Franklin County courthouse in Pasco is a reminder of the architecture of days gone by.

But the new has blended in with the old in all three cities. New houses and apartments are being built at a breath-taking rate and the last few years have seen half a dozen shopping centers spring up. Downtown areas are even giving some of the older buildings a facelift and clearing more space for parking.

Driving around, you get the feeling that a lot is going on here. It seems like there is a bulldozer at work on every vacant lot.

But who is living in all of those new houses and spending money in all of those new stores?

There are still a lot of oldtimers around—people who can tell you about how their families homesteaded in the Horse Heaven Hills around the turn of the century. Or how vineyards and mint fields once covered Kennewick's Highlands. Or what it was like living in White Bluffs—a com-

munity evacuated when the first nuclear reactors were built at Hanford.

There are plenty of folks who remember when homes lined the Columbia River where Columbia Park is now. There are folks who were part of the massive construction force imported to build the nuclear reactors at Hanford in the early 1940s. Many came here intending to leave when their jobs were finished. But they liked the fresh air and sunshine and staved.

The influx didn't end with the World War II construction era at Hanford. There was more construction in the 1950s. And when reactor construction slowed down, diversification at Hanford brough new industries and research to the area.

People from all parts of the country are still arriving to work on the electrical power producing reactors now under construction or to work for one of the many companies with offices and plants in the Tri-Cities.

It isn't unusual to hear a southern drawl or a midwestern twang at a Tri-Cities gathering. Or to see a Cape Cod or colonial home on the same block with a row of traditional western ranch houses.

Some of these people are building the nuclear reators that will produce electricity for the Washington Public Power Supply System. The fears and protests associated with nuclear power

### **Tri-City** Moods...

in some communites are virtually unknown in the Tri-Cities, an area which has been living with the atom for nearly 35 years.

There are many in the community who hope Hanford, which once produced plutonium for the first atomic bomb, will become a complete center for the peaceful use of the atom.

The power-producing reactors are part of that dream. So is the Fast Flux Test Facility, an experimental reactor which will produce more fuel than it consumes.

Research is under way on many phases on power generation, including ways to store the radioactive by- products of reactors, how to generate electricity from the earth's natural heat and how to produce electricity without damaging the environment. Some of the research is aimed at utilizing solar energy for electrical power production. And some of it is already off the drawing board and at work.

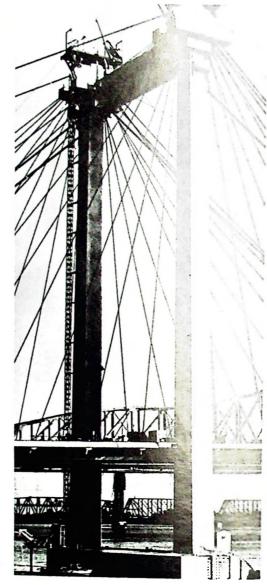
There are homeowners heating their swimming pools with solar power. A Richland engineering firm is comparing solar and conventional power sources by heating one of two identical buildings with each. A Richland motel will soon use solar power to heat water for the guest rooms and the swimming pool.

But science isn't the whole story in the Tri-Cities. Agriculature is still a mainstay, much as it was when Eastern Washington was first settled. Vast wheat ranches stretch to the Horse Heaven Hills to the south, toward Spokane to the northeast and eastward toward the rolling hills of the Palouse.

Irrigated acreage is increasing, opening the door to farming on even a larger scale. If you check the agricultural displays at the county fairs, you'll see a luscious assortment of fruits and vegetables and a variety of grains. Potatoes and sugar beets don't look exactly luscious, but they're big cash

Part of the industrial growth in the Tri-Cities in recent years has been in food processing-frozen french fries and the like.

One crop that is fairly new to the Tri-Cities and a little offbeat is wine grapes, grown here because of the



warm summers and fairly mild winters. Some have predicted that the area could someday rival California's Napa Valley in quality and quantity. That will take a while. Grape acreage has increased steadily, but the wine industry is still in its infant stages in the Tri-Cities area. Two wineries, one in Prosser and one near Pasco, opened their doors to visitors this year.

While the sunshine is a boon to grape growers, it is also a big factor in making Tri-Citians as recreationminded as they are. Summer weekends see a lot of traffic at the many public boat-launching ramps as boaters head for water-skiing, fishing or cruising on the Columbia or Snake rivers. Hydroelectric dams downriver have made the river wide and smooth and more like a lake.

Golfers find the Tri-Cities a great place for the game, which can be played nearly year around because of the mild climate. There are six 18-hole courses in the Tri-Cities, ranging from a tricky par-three to the expansive and challenging links where the Pacific Northwest Professional championship has been played for the last two years.

Tennis buffs are out in force, too, at either the public and private outdoor courts or at a new indoor tennis facility in Kennewick.

There's hardly a game or sport that isn't played in this sunny climate. Youngsters are kicking soccer balls, dads are puffing and sweating at slowpitch softball and moms are organizing jogging groups.

It's no wonder that the warm, sunny climate and recreational assets of the Tri-Cities have turned the area into a leading vacation and convention spot. For the last several years, the local visitor and convention bureau has cultivated that image and made believers

of thousands of visitors.

Conventions have become an industry here. In 1976, some 33,000 people attended 130 conventions in the Tri-Cities, bringing an estimated \$4.5 million to the area. Those conventions were accommodated by the many first-class hotels and motor inns which have been developed in the last 10

Now more are under construction and new restaurants are also keeping pace. And while the variety of eating places is an attraction for visitors, it is also a treat for Tri-Citians who not too long ago found slim pickings in the

restaurant department.

Something else that has been growing locally is an interest in the arts. You can see it all winter as the Mid-Columbia Symphony performs a full season under the leadership of a fulltime, professional conductor. The musicians are amateurs, but the performances are professional.

Or as the local light opera company or one of the drama groups performs. Someone once said that if you want culture in Eastern Washington you have to produce it yourself. These performers have accepted that challenge and met it.

Painters, sculptors and crafts devotees are also finding a growing excitement in their fields. There are new commercial galleries and artists' cooperative ventures that display and sell works by local artists and others. The Sidewalk Art Show, traditionally held during the Water Follies, gets bigger all the time.

Yes, there is something different about the Tri-Cities.

You know it after you've been here a while. The people here work hard and play hard and they like the place where they live. Just ask one of them.



### About the Gold Cup

## Boats

The U-I, Adas Van Lines, is the ninth in the series of hydroplanes from the world's sinh largest household goods mover in a sponsorship that began in 1967. Will Bill Muncey obtained the end ay 'N Pak racing equipment is 1975, the partially-completed Use part of the deal. Muncey has been voiced his reservations about ricing in a cab-over. "Puts you as the first one to the scene of an accident," he said. Now, he calls the cab-over "an incredibly quiet, cool, breathtaking ride." The boat was designed by Jim Lucero of Seattle, recognized as one of the best crew chiefs in thunderboating. The boat was winner of the season's first three races.

Bob Murphy, now of the Tri-Cities, brings the first automotive-powered boat to unlimited racing since the Miss Chrysler Crew of the mid-sixties and Bob Fendler's twin-hemis of 1970. Earl Wham of Spokane, a long-time limited hydro driver, is responsible for the blown 427 Chevy engines. The U-4 is considerably lighter, at about 3800 pounds, than the conventional aircraft-engine hydro like Miss Bud at 6200 pounds. A light automotive boat like the U-4 can only hope to be competitive by being faster in the corners. The Rolls and Allison boats have considerably more chute speeds. Perhaps the Murphy entry from the Tri-Cities can answer the question: Can a lighter, automotive-engine boat race competitively with the aircraft-engine unlimiteds?

Bernie Little started the 1977 season racing two boats. The new entry was "Anheuser Busch Natural Light," that raced last year as Olympia Beer. The current Miss Bud is in her second year. Salt Walther had the hull built originally but never raced it. Little bought the boat in 1976 and converted it from a cab-over to the traditional "Bud" profile.

Miss Madison comes to the Gold Cup under sponsorship of Barney Armstrong's Machine. Yes, there is a Barney Armstrong! He is front man and lead singer for the Barney Armstrong Machine, a five-piece "show rock" band that is popular at North-

west colleges and universities. Lynnwood Equipment Company, a sales agent for heavy construction, logging and well-drilling equipment, has picked up sponsorship of Gene Benning's U-7 for the Tri-City Gold Cup and Seattle races.

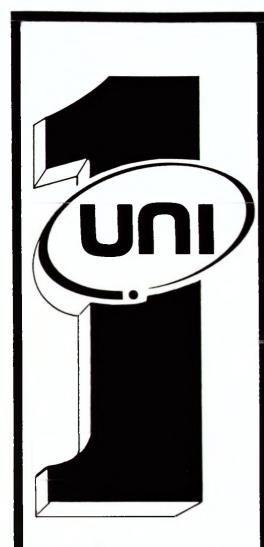
The U-22 has been around since 1957 when it started out as Breathless II. Other names have included Blue Chip, the Loaner, Miss Wickman and last year as Barney Armstrong's Machine. Tad Dean, Seattle body shop owner, owns the boat.

And, at program publication time, the Pak was scheduled to be back! Dave Heerensperger will get his old boat back and race it as Pay 'N Pak in the Tri-Cities and Seattle. The "Pak" is the most successful unlimited ever built with 21 career victories. The boat won four consecutive national championships: 1973-75 as "Pak" and 1976 as "Atlas".

Bill Wurster, who drove his first unlimited race in the Tri-Cities, is now an owner and will bring three boats to the Gold Cup. They include the U-8, U-10 and U-66. The U-8 was built by Bob Gilliam and raced here first as the Valu Mart in 1972. It becomes **Oh Boy** Oberto this year. The U-10 has been re-numbered and was last year's Oberto. It began in 1962 as Notre Dame. The U-66 will be Miss Mark & Pak, sponsored by the supermarket chain with stores in Pasco, Kennewick and Richland. For the Seattle race, the boat becomes Elliot Dog Ration, a cosponsor of the boat in its Tri-City appearances.

Bob Patterson brings his U-80 from California to run again as Van's PX. A mobile food catering company in Seattle area, Van's PX runs a hundred or more food trucks serving employees of the various industrial plants.

For the Gold Cup, Pete La Rock's U-95 becomes U-96 and carries the name 96 KYYX. It's the call letters of a new Seattle FM station operated by Pat O'Day, long-time broadcaster, promoter and hydro enthusiast. The hull is that of the original turbine boat and raced last year as Sunny Jim.



# The only one.

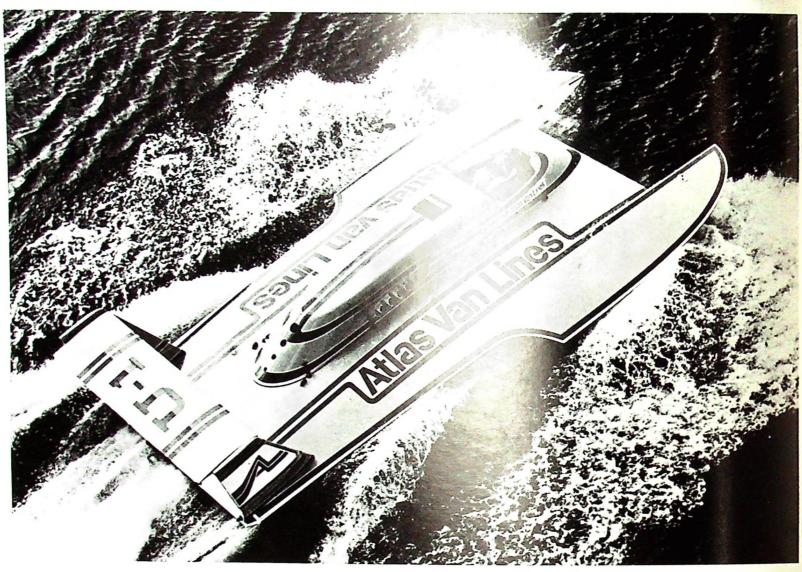
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GEORGE (BUDDY) RYERS Columbus Ohio Chairman, Unlimited Racing Commission

tion circles.

GEORGE "BUDDY" BYERS, JR.

(Chairman, Uplicated Racing Com-

mission) Columbus. Ohio. Born: Dec.

25, 1925. Willy Diane. Children:

George, Jr., Bell, and Lynn, Served as

chairman of the Unlimited Racing

Commission since 1970 after success-

ful career in inboard and outboard rac-

ing. Campaigned stable of 7-litres to

national honors before moving into

Unlimited ranks as driver for "Miss

Madison", winning the 1965 Dixie

Cup and placing high in many other

events. Career was cut short after he

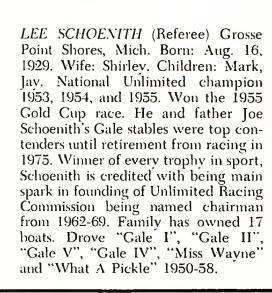
was seriously injured in 1966 Orange

Bowl Regatta in a 7-litre accident.

Owner of truck and auto agencies in Columbus, Ohio. Prominent in avia-



BILL NEWTON Towson Md Chief Referee





J. LEE SCHOENITH Detroit, Mich. Referee



SUE SPONNOBLE Miami, Fla. Exec. Secretary Unlimiteds

BILL NEWTON (Chief Referee) Towson, Maryland. Born: July 3, 1920. Wife: Lila. Children: Charles, Marvann, Phil, Tom, Pat and Pamela. Regional manager, Huck Mfg. Co. Chief Unlimited referee since 1964 after long career in both outboards and inboards. Former defensive back of U. of Michigan football team. Has officiated more than 130 major thunderboat races. Named outstanding official in sport in 1965. Has refereed all 12 of the unlimited races held in the Tri-Cities.

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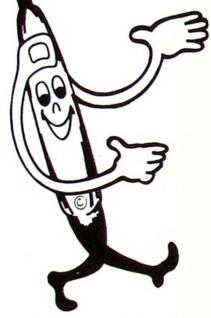


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#### The 1977 Gold Cup

## Racing Rules

The Gold Cup consists of four heats of 15 miles each for a total of 60 miles. (This is 15 miles and one heat more than the previous Atomic Cup races.) Each heat is six laps of a 2½ mile course.

The Gold Cup is the longest race of the season for the antimiteds. Not only is there an extra least, but each heat remains 15 miles, is all other races, because of energy considerations, heats have been shortened to 12½ miles (5 heats of a 2½ mile course).

As many engine changes as are necessary are permitted in the Gold Cup.

If a boat "jumps the gun" by crossing the starting line with less than 30 seconds remaining until the start of the heat, it must run an extra lap to be scored.

Only those boats that are on the course and running in a planing attitude when the one-minute gun fires are allowed to race.

A driver on the course cannot at-

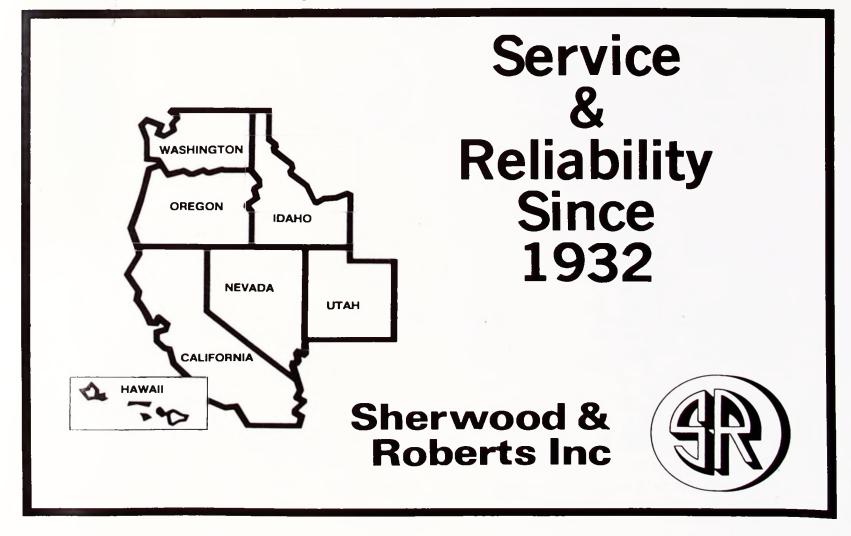
tempt to start his engine after firing of the one minute gun. He must wait until after the heat is completed to start his engine.

Should a boat dislodge or destroy a buoy in competition, it must run an extra lap to be scored. (When a buoy is dislodged or destroyed, it ceases to become a marker and may be disregarded). Should an offending boat force an unoffending boat to strike a buoy which then becomes dislodged or destroyed, the offending boat will be required to run an extra lap to be scored.

The race will be stopped immediately if a driver enters the water or if, in the opinion of the referee, an occurrence or situation on the race course makes competition hazardous to participants beyond the usual hazards of competition. If, at the time of the stoppage, the leader has finished three laps, the heat will be declared completed and the average lap speed of

each boat running at the time of the stoppage (based on the number of completed laps) will be used in determining finished positions; except that if the Final Heat is halted, it must be re-run regardless of when stopped. The re-run will be complete if three laps are finished. In no event shall the boat or boats responsible for the stoppage be awarded points in that same heat or section or be allowed to start in any re-run or subsequent re-runs of it.

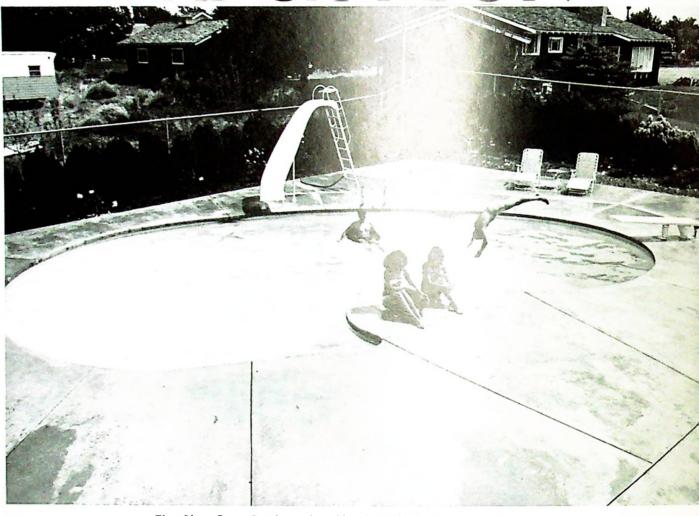
When a driver is seen waving his hands above his head after his boat comes to a stop or is involved in an accident, he means that everything is under control and needs no immediate assistance. When he is seen waving a visible object, he signifies that his boat is sinking and needs help. When no signal whatsoever is received, it indicates that the driver is injured and requires immediate aid.



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## Final Heat Determines Winner

The winner of the final heat will take home the Gold Cup for 1977. In previous years, the winner was the boat that had accumulated the most points in the afternoon of racing.

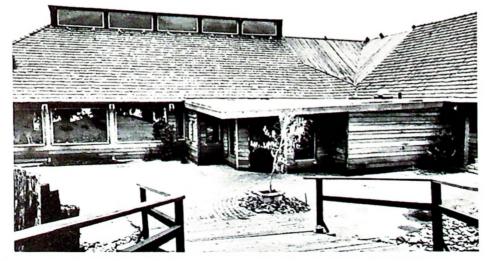
The Gold Cup is a 60-mile race consisting of four 15-mile heats. Three of the heats are eliminations to see which of the six boats will go into the finals.

Boats are assigned to heats by the luck of the draw. The drawing for the first heat is made at the driver's meeting on Saturday afternoon. On Sunday, drawings are made for the heats at the conclusion of each heat.

The six boats with the highest number of accumulated points go into the finals. Winner of the Gold Cup and the final placing is determined by the finish in the final heat.

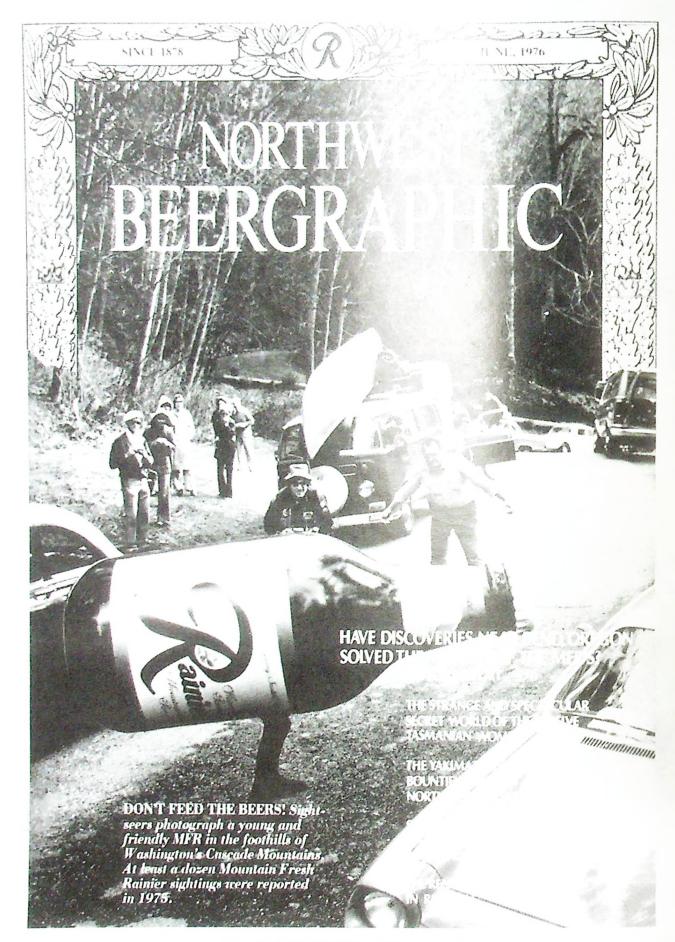
Points for each heat are awarded as follows: first, 400 points; second, 300 points; third, 225 points; fourth, 169 points; fifth, 127 points; sixth, 95 points.

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## Wimmers

Little and Heerensperger are the winners in first two Gold Cup Races in Tri-Cities



In 1973, it was Miss Budweiser. Owner Bernie Little congratulates driver Dean Chenoweth as Miss Tri-Cities Patty Puckett looks on.



In 1975, it was Pride of Pay 'N Pak. Sharing the trophy are owner Dave Heerensperger (far right) and driver George Henley and the crew. Miss Tri-Cities Gail Brandon helps out.



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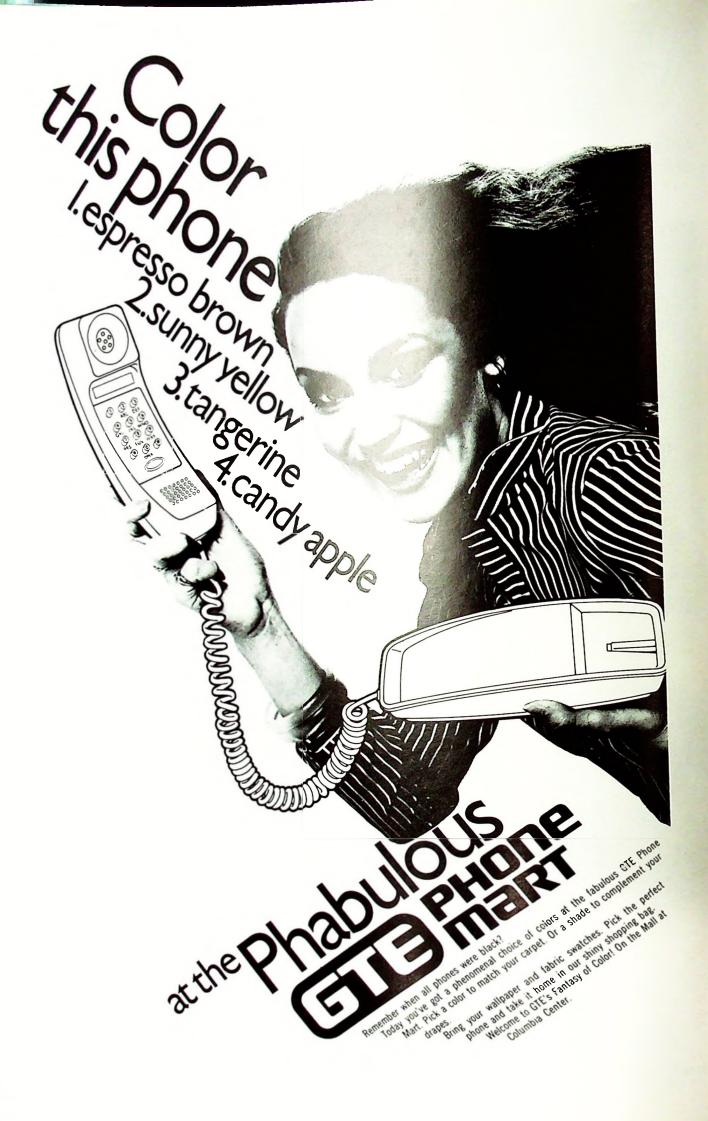
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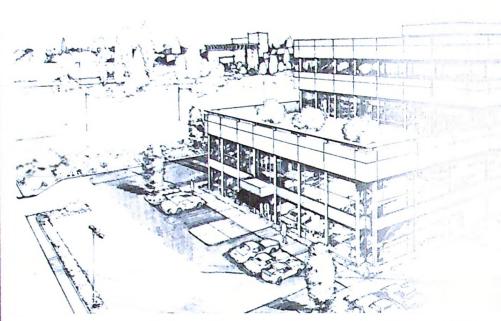


## Dirivers



(Clockwise starting upper L.) Bill Muncey of Atlas Van Lines, dean of the hydro drivers; George Henley, winner of the 1975 Gold Cup in

the Tri-Cities driving Pay 'N Pak; Jon Peddie, driver of Miss Madison, Jack Shafer at the wheel of Van's PX;





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#### Gold Cup

PETER LA ROCK Seattle. Born: Jan 2, 1947. General contractor. Former crew member of Bob Gilliam's "Fascination" racing team. Bought former turbine powered U-95 and repowered Ron Jones designed half with Rolls Royce engines. Has also campaigned boats under the bannes of Shakev's Special" and "Sunny for Jam La Rock is expected to drive the boat himself in '77.





PETER LA ROCK **96 KYYX** 

JON PEDDIE **Barney Armstrong** 

JON PEDDIE Madison, Ind. Born: 1943. Wife: Shirley. Children: Five. Owner/Manager Peddie's Body Shop in Madison, Ind. A veteran of 12 years in auto racing including stock sprint, B-Modified, sprint, and late model stock cars. Will make debut in thunderboating in 1977 driving his hometown-based "Miss Madison"







**GERALD BANGS** U-64 Esquire

CHIP HANAUER Port Townsend, Wash, Born: 1954. Washington State University graduate. National champion and high point titlist in 48 cu. in. limited hydros. National title in 145 cu. in. hydros. At 23, Chip is youngest chauffeur in thunderboat fleet. Made debut last year with Tad Deans' "Barney Armstrong's Machine" demonstrating his racing skills to veteran drivers. Will return in same hull in '77. 1976 high point ranking: 15th (338).

GERALD BANGS Seattle. Born: 1935. Wife: Anna Marie. Children: Jervl, John, David, Tiffanv. Attorney. Former member of Gulf Marine Hall of Fame. Set a world competition record in 5-litre hydros and was national champion in that class in 1973. Was also national 5-litre high point champion three straight years, (1972-74). Name to Yachting Magazine's '73 "A-1 Amercian Racing Team". Has driven "Red Ball Express", "Red Man", and "Miss Madison" a/k/a "Hamm's Beer". Drove Jerry Kalen's new cabover "Miss Vernors" last year.

TOM SHEEHY Miami, Fla. Born: 1943. Wife: Connie. Children: Patrick and Danny. Delta Airline pilot. Unlimited Rookie of the Year in 1971. Thunderboat rides include: "Miss Timex", "Miss Timex II", "Atlas Van Lines II", "Miss Madison", "Miss Cott Beverages", "Red Man", "Sunny Jim", and "Miss Technicolor". One of his best seasons was last year in Peter La Rock's "Sunny Jim". Sustained facial injuries in Tri Cities last vear.



TOM SHEEHY Natural Light



JACK SCHAFER Van's PX

JACK SCHAFER, JR. Santa Ana, Calif. Born: 1944. Wife: Barbara. Owner Jack Schafer Aircraft Sales. Son of the late Jack Schafer whose Detroit-based "Such Crust" thunderboats won 6 races in the late 40's to mid 50's. Dad started racing after winning first power boat in a poker game in 1946. First thunderboat ride at age 6 in his father's "Such Crust I". Drove first boat race in '58-Miami Gold Coast Marathon. Was NOA World Champ in B hydros in 1969. Drove Bob Patterson's "Miss Van's PX" at west coast races in 1975 and 1976.

#### **Past National** Champion **Drivers**

YEAR/DRIVER/BOAT

1976 Bill Muncey ATLAS VAN LINES

1975 Billy Schumacher WEISFIELD'S

1974 George Henley PAY 'N PAK

1973 Mickey Remund PAY N PAK

1972 Bill Muncey ATLAS VAN LINES (5th)

1971 Dean Chenoweth MISS BUDWEISER (6th)

1970 Dean Chenoweth MISS BUDWEISER (6th)

1969 Bill Sterett, Sr. MISS BUDWEISER (6th)

1968 Billy Schumacher MISS BARDAHL (5th)

1967 Billy Schumacher MISS BARDAHL (5th)

1966 Mira Slovak TAHOE MISS (3rd)

1965 Ron Musson MISS BARDAHL (3rd)

1964 Ron Musson MISS BARDAHL (3rd)

1963 Bill Cantrell GALE V (3rd)

1962 Bill Muncey MISS CENTURY 21

1961 Bill Muncey MISS CENTURY 21

1960 Bill Muncey MISS THRIFTWAY (3rd)

1959 Bill Stead MAVERICK (2nd)

1958 Bill Stead MAVERICK (1st)

1957 Jack Regas HAWAII KAI III

1956 Russ Schleeh SHANTY I

1955 Lee Schoenith GALE V/WHA HOPPEN TOO

1954 Lee Schoenith GALE V (1st)



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BOB MASCHMEDT U-4

#### BILL MUNCEY Le Mesa, CA. Born: 1928. Wife: Fran. Children: Six. Vice President of Atlas Van Lanes moving company. Unlimited tacing's best known personality and most niccessful driver. Has 41 carees victories (through Detroit, 1977), as compared to next driver with 20. Mas won five national championships 4530, 61, 62, 72, and 76) and the coveted Gold Cup five times (1956, 57, 61, 62 and 72. His 14 wins in Willard Rhodes' "Miss Thriftway" (3rd) (later campaigned as "Miss Century 21") made that boat the biggest winner in Unlimited annals until "Pay 'N Pak" collected 16. In his 27th year of thunderboating, Muncey got into sport in 1950 after successful limited class period. Has won every major race and held every key record in Unlimited racing. Member of the President's Physical Fitness Council, sportscaster for network TV, former disc jockey and professional musician. Has also driven "Miss U.S.", "\$Bill", "Dora My Sweetie", "Myr Sheet Metal", "Thriftway Too", "Notre Dame", "Such Crust IV", "Ms. Everett", "Miss Great Lakes", and "Atlas Van Lines". Badly injured in 1957 graph in Madison Ltd. 2009 in "Miss crash in Madison, Ind. race in "Miss Thriftway (1)" and next year in "Miss Thriftway (2)" when boat lost steering and sunk Coast Guard Cutter in Seattle's Gold Cup. Became owner for first time last year buying three time national champion "Pay 'N Pak" camp with two other boats etc. in biggest money deal in thunderboating history.

BOB MASCHMEDT Seattle. Born: 1943. Children: Bobby and Dondi. Veteran offshore powerboat racer scheduled to pilot Bob Murphy's new rear engine configuration automotive powered Unlimited hydro in 1977. A record-setter in offshore production class I and winner of the Bushmills-KBIG race (production class I) in '75. Manufacturer's rep for marine and sporting goods. Began racing stock outboards in 1966. Drove first unlimited race this year in Detroit.

## 1977 Gold Cup Drivers

TOM MARTIN Seattle. Born: 1929. Children: Rich, Todd, Ernie, Julie, Laura, Vicki. Owner of Shakey's Pizza Parlor in Seattle. Started racing in limited class hydros in Miami's Orange Bowl Regatta and has driven all classes of smaller hydroplanes. Campaigned Peter La Rock's "Shakey's Special" and "Sunny Jim" in 1973, 1974, and 1975. Finished 3rd in 1976 Kentucky Governor's Cup Regatta and 1976 Dayton Hydroglobe in "Miss Budweiser".







MICKEY REMUND Miss Budweiser

MICKEY REMUND Palm Desert, CA. Born: 1939. Children: Mark, Kent, Kerri. Machinist. Started powerboat racing in 1958. Won 9 straight races and nationals in 7 litres in '72. Won '73 Unlimited National Championship title driving Dave Heerensperger's "Pay 'N Pak" with four race victories and numerous speed records. Won 2 races in Bernie Little's "Miss Budweiser" in 1975. One of the sport's most successful drivers in terms of percentage of heats won. Came aboard "Miss Budweiser" at tail end of '76 season, winning the Seattle Seafair race.

BOB MILLER Everett, Wash. Born: Sept., 1931. Wife: Carol. Children: Connie, Kevin, Gene. Machinist for Scott Paper Co. Drove Jerry Kalen's "Miss Vernor's" most of 1975 season. Other Unlimited rides include: "Probe", "Cutie Radio", "Miss B & I", "Fascination", "Berryessa Belle", "Miss Tri-Cities", "Atlas Van Lines", "U-35" and "U-29", "Smoother Mover", etc. Total of 17 years in the sport. Finished 4th in 1976 Columbia Cup driving "Vagabond".



BOB MILLER Mark & Pak



STEPHEN JONES Gemini

STEPHEN IONES Pembroke Pines, Fla. Born: 1942. Wife: Raellen. Children: Stephen. General Manager of Corsa Boats in Miami. Former national champion driver in limited inboard hydro divisions set to make debut in Unlimited racing in '77. Veteran of 19 years in 44 cu. in. runabouts, 48 cu. in., 98 cu. in., 2.5 litre, 225 cu. in., 280 cu. in., blown and stock 7 litres and OPC tunnel classes steps into cockpit of "Gemini" at Miami's Champion Spark Plug Regatta. Son of well known 8 time national champ S. E. "Sonny" Jones, won Bill Mansfield Trophy in 1970 Orange Bowl Regatta. Also two time national titlist in 98 hvdros and winner national champ in blown 7 litres ('74).

RON SNYDER Piqua, Ohio. Born: 1939. Wife: Suzanne. Children: Tamy and Julie. Accoustical contractor. Unlimited Rookie of the Year in 1976. Drove "Justa-Pest" for Gene Benning in 1974. Did not race Unlimited hydros in 1975. A veteran of 10 years of limited class wars. Drove community owned "Miss Madison" last year, finishing 3rd in the Indiana Governor's Cup race in Madison.



RON SNYDER Lynnwood Equip.



BILL WURSTER Mikulski Adv.

BILL WURSTER Seattle. Born: 1923. Children: Billy, Becky, Linda and Barbara. Sales manager of Kirby Vacuum Cleaner Co. in Seattle. Now has partnership deal with Doug McIntosh under banner of "Wurmac Racing Team". Drove outboards in 1960. First Unlimited race was in '72 in the Tri-Cities in old "Valu-Mart". Drove "Sunny Jim-Jam" on west coast for part of 1975. His highest thunderboat race finish was 4th place in San Diego in 1976 in "Oh Bov Oberto".

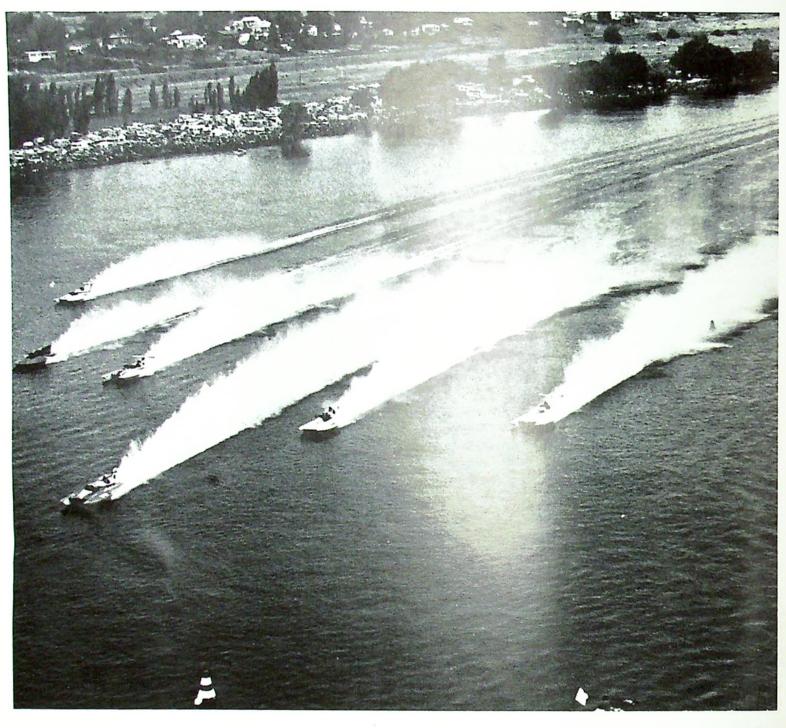


Photo by Bruce McKim, Seattle Times

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# OF THE GOLD CUP BOATS

BERNIE LITTLE (U-12 Miss Budweiser: U-13 "Anheuser-Busch Natural Light") (Commissioner) Lakeland, Fla. Born: Oct. 7, 1925. Wife: Jone. Children: Bernie, Jr., Joe and Becky. Budweiser beer distributor and aircraft broker. Sport's most Cambovant owner. In 14 years, Little has won 25 Unlimited races - Two shy of an alltime record. His "Miss Budweiser's" have won three APBA Gold Cups and three national championships. Purchased former "Olympia Beer" from Leslie Rosenberg and Jerry Zuvich early this spring and began the season campaigning two boats.

CARROLL KERN (Gemini U-5) Miami, Fla. Born: Sept. 1, 1930, Retired Eastern Air Lines captain. Former owner of 225 cubic inch "Kat-Sue" and 7 litre hydroplane "Candyman" that campaigned on Eastern seaboard. First venture in Unlimiteds as coowner with Walt Carter. Did not race in '76. Steve Jones drove boat in the Miami opener this year.

BOB PATTERSON (U-80) Van Nuys, Calif. Born: Feb. 25, 1926. Veteran of 19 years in limited hydroplane racing with 5 world records, 5 U.S. championships and 6 national high point titles in crackerbox class. Bought first thunderboat in 1970, former "Parco's O-Ring Miss". Was crew member on famed "Hawaii Kai" squad in '56. Boat has shown steady improvement in past two seasons with Jack Schafer, Jr. driving. Patterson heads a firm that manufactures marine exhaust systems.

DAVE HEERENSPERGER Seattle, Wash. Born: June 5, 1936. Wife: Jill. Children: Five. Retired after '75 season after his boat "Pay 'N Pak" became most successful in history of Unlimited racing with 16 career wins and record tying third straight U.S. Championship. Sold entire camp, including three boats to driver Bill Muncey who campaigned under "Atlas Van Lines" colors in '76. Third highest in owner's career victories ranking (24).

GENE BENNING (U-7) Piqua, Ohio. Born: June 21, 1935. Wife: Melianv. Children: Pamela, Chris, Bill, Diana. General contractor and Butler building dealer. Joined Unlimited ranks in 1974 as co-owner of "Justa-Pest" after successful stint with 225 cubic inch hydro by same name that won three straight national championships. Began racing outboards in the '40's at age of 9. Bought entire Gale Racing Team equipment from retiring Lee Schoenith in 1976. Experimented with aux stage turbo-charged Allison set-up in 1976, finishing strong 4th in Miami and third in APBA Gold Cup. Running regular turbo-charged Allisons in '77.

WALTER CARTER (Gemini) Virginia Beach, Va. Born: June 16, 1940. Wife: Susan, Children: Brian & Adam, Advertising executive. Also owns engineering firm and recreational business (roller skating rinks). Entered Unlimited ranks in 1975 after driving 2.5 litre hydro "Gemini" on East Coast. Unlimited "Gemini" is a Henry Lauterbach hull and is co-owned by Carrol Kern.

TAD DEAN (U-22) Seattle, Wash. Born: April 26, 1951. Body shop owner. Former motorcycle and small catamaran sailboat racer, sky dives as a hobby. Rookie owner in '76. His U-22 was driven last season by rookie pilot Chip Hanauer. Hull is oldest active boat touring this year (Built in '57).

BOB MURPHY (New U-4) Seattle, Wash. Born: Feb. 25, 1926. Wife: Jacqueline. Children: Michelle, Monique, Patrice. Got into thunderboating as a member of "Miss Budweiser" crew in 1967. Highest race finish as owner to date was 2nd place in 1970 Seafair race with George Henley driving "Burien Lady". New light weight U-4 hull designed and built by Don Sooy and powered by blown 454 Chevy. Offshore skipper Bob Maschmedt scheduled to make Unlimited racing debut in '77. Murphy sold his Burien Marina earlier this year.



**BOB MURPHY** 11-4



WALTER CARTER



CARROLL KERN U-5



**GENE BENNING** U-7



BERNIE LITTLE U-12 U-13



TAD DEAN



MIKE WOLFBAUER U-50



JERRY KALEN



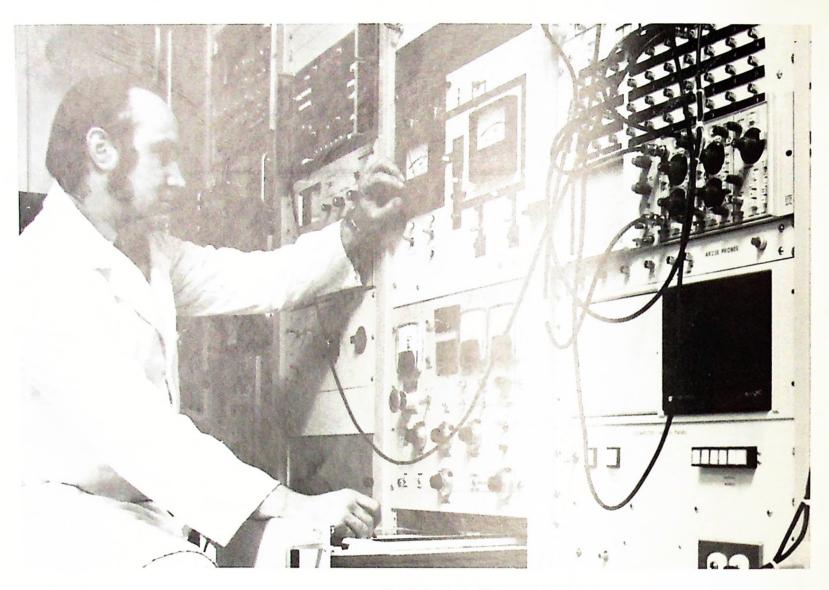
DOUG MC INTOSH U-66



**BOB PATTERSON** U-80



**DAVE HEERENSPERGER** U-25



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# Boats



#### U-1 ATLAS VAN LINES

ATLAS VAN LINES
Owner .......Bill Muncey
Designer ......Jim Lucero
Power ......Rolls Royce

A brand new boat. Muncey's first ride in a cabover. Designed by Lucero in cooperation with Boeing aircraft designers.

#### 11-0

Owner Bob Murphy
Designer Don Sooy
Power Chevy 427
Brand new The first automotive powered unlimited since
1970. Blown Chevy power. At
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conventional hydros.





#### U-5 GEMINI

#### U-7 LYNNWOOD EQUIPMENT





#### U-12 MISS BUDWEISER

#### U-13 ANHEUSER BUSCH NATURAL LIGHT



#### U-22

Owner.....Tad Dean
Designer....Ted Jones
Power.....Allison

It's been around under such names as Breathless II, Blue Chip, Loaner, Miss Wickman and Barney Armstrong's Machine.





#### U-25 PAY 'N PAK

Owner.......Bill Muncey
Designer.....Jim Lucero
Power.....Rolls Royce
A national champion as Pay 'N
Pak in '75 and Atlas in '76.
Now, Dave Heerensperger and
the Pak are scheduled to be
back!

#### U-64 ESQUIRE PRODUCTS





#### U-80 MISS VAN'S PX

#### U-96 96 KYYX



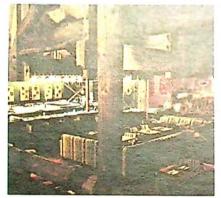
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#### U-6 MISS MADISON Barney Armstrong's Machine

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#### U-8 OH BOY OBERTO

#### U-10 R. MIKULSKI ADVERTISING

Owner Bill Wurster Designer Staudacher Power Allison Began in 1962 as Notre Dame. Raced here last year as Oberto. Sponsored by R. Mikulski advertising of Federal Way.





#### U-50 PROBE

Owner .......Mike Wolfbauer
Designer .....Ted Jones
Power .....Allison
Began in 1960-61 as Miss Burien and Tempest. Wolfbauer's
Probe and Savier's Mist have

raced here many times.

#### U-66 MARK & PAK



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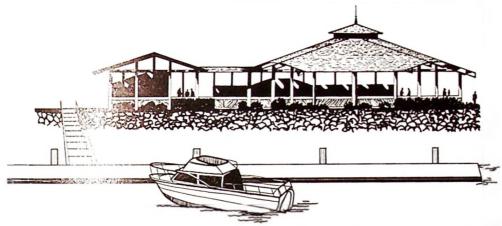
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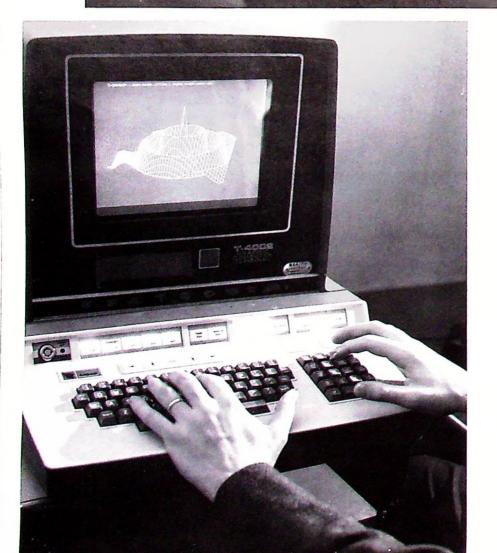




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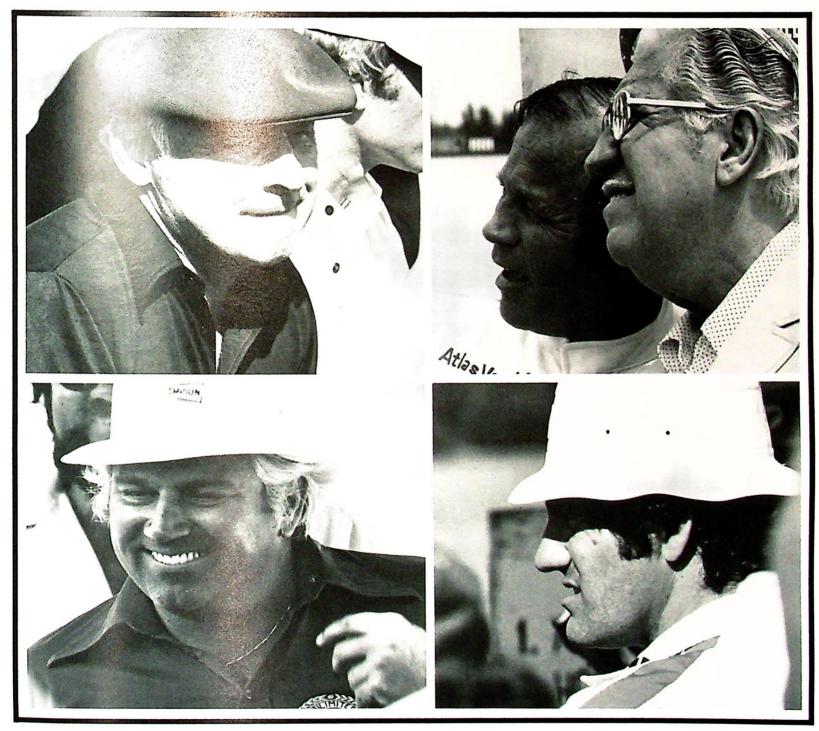
...is what Hanford is all about -change in the way we use our environmental and energy resources. BCS Richland, Inc., as ERDA's data processing contractor at Hanford, keeps pace through advanced technology and improved use of human and electronic resources. Currently, we are installing a new state-of-the-art computer to stay abreast of the expanding needs of our customers into the 1980's.

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#### BCS Richland, Inc.

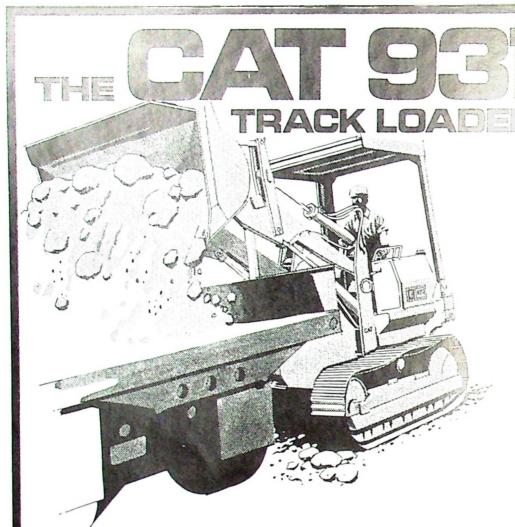


# Deolol6



(Clockwise starting upper L.) Unlimited Commissioner George (Buddy) Byers, a former unlimited driver; Bill Muncey with O.H. Frisbee, Detroit, chairman of the board of Atlas Van Lines; Referee

Lee Schoenith, winner of the Gold Cup as a former driver; Jim Lucero, Seattle, guiding genius behind the Atlas Van Lines.



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#### Gold Cup Records

60 mile race (on 3 mile course):		
MISS BARDAHL, Ron Musson, Detroit	1963	105.124
60 mile race (on 24 mile course):		
MISS U.S., Tom D'Eath, Tri-Cities	1975	108.728
30 mile heat (on 3 mile course):		
HAWAII KAl III, Jack Regas, Seatile	1957	109.823
30 mile heat (on 212 mile course):		
MY SWEETIE, Bill Cantrell, Detroit	1949	78.645
15 mile heat (on 3 mile course):		
MISS EXIDE, Bill Brow, Seattle	1965	112.312
15 mile heat (on 2½ mile course):		
LINCOLN THRUTT, Milner Irvin Tal-Cities	1975	113.684
3 mile lap:		
ATLAS VAN LINES, Bill Munce, Detroit	1976	118.291
2½ mile lap:		
PAY 'N PAK, Mickey Remund, Tri-Cities	1973	119.681
9 mile qualification average:		
MISS EXIDE, Bill Brow, Seattle	1965	120.356
6 mile qualification average:		
OLYMPIA BEER, Billy Schumacher, Detroit	1976	123.995
5 mile qualification average:		12 / 222
PAY 'N PAK, Mickey Remund, Tri-Cities	1973	124.309
3 mile qualification lap:	1050	125 000
OLYMPIA BEER, Bill Schumacher, Detroit	1876	125.000
2½ mile qualification lap:	1072	104 654
PAY 'N PAK, Mickey Remund, Tri-Cities	1973	124.054

R M C

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#### Gold Cup Winners

YEAR	BOAT	SITE	DRIVER	OWNER	SPEED
1976 1975 1974 1973 1972 1971 1970 1969 1968 1967 1966 1965 1964 1963 1962 1961 1960 1959 1958 1957	Miss U.S. Pay 'N Pak Pay 'N Pak Miss Budweiser Atlas Van Lines Miss Budweiser Miss Budweiser Miss Budweiser Miss Bardahl Miss Bardahl Tahoe Miss Miss Bardahl Miss Bardahl Miss Bardahl Miss Century 21 Miss Century 21 NO CONTEST Maverick Hawaii Kai III Miss Thriftway	Detroit Tri-Cities Seattle Tri-Cities Detroit Madison, Ind. San Diego San Diego Detroit Seattle Detroit Seattle Detroit Seattle Detroit Seattle Reno Las Vegas Seattle Seattle Seattle	Tom D'Eath George Henley George Henley Dean Chenoweth Bill Muncey Jim McCormick Dean Chenoweth Bill Sterett, Sr. Bill Schumacher Billy Schumacher Mira Slovak Ron Musson Ron Musson Ron Musson Bill Muncey Bill Muncey Bill Stead Jack Regas Bill Muncey	George Simon Dave Heerensperger Dave Heerensperger Little & Friedkin Joe Schoenith City of Madison Little & Friedkin Little & Friedkin Ole Bardahl Ole Bardahl Bill Harrah Ole Bardahl Ole Bardahl Willard Rhodes Willard Rhodes Bill Waggoner Edgar Kaiser Willard Rhodes	100.412MPH 108.921MPH 104.428MPH 107.752MPH 104.277MPH 98.043MPH 99.562MPH 98.504MPH 108.173MPH 101.484MPH 93.019MPH 103.132MPH 103.433MPH 105.124MPH 105.071MPH 99.678MPH
1956 1955 1954 1953 1952 1951	Miss Thriftway Gale V Slo Mo Shun V Slo Mo Shun IV Slo Mo Shun IV Slo Mo Shun V	Detroit Seattle Seattle Seattle Seattle Seattle Seattle	Bill Muncey Lee Schoenith Lou Fageol Joe Taggart & Lou Fageol Stan Dollar Lou Fageol	Willard Rhodes Joe Schoenith Stan Sayres Stan Sayres Stan Sayres Stan Sayres	96.526MPH 99.552MPH 99.108MPH 92.613MPH 79.923MPH 90.871MPH



McMILLIN BROTHERS

CONSTRUCTORS

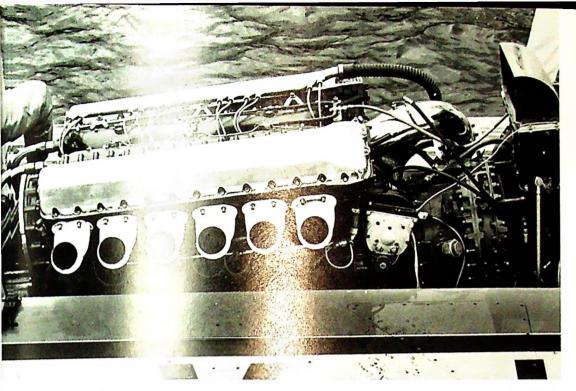
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Would you like to own or sponsor an unlimited hydroplane?

Now, there's a way that you can—without the stupendous costs that have faced most racing teams.

At the unlimited's winter meeting in Miami, the first steps were taken to initiate a new hull program that could insure from three to five new hulls for the 1978 racing season.

The primary goal is to substantially increase the number of competitive new boats by 1978 and to make the investment financially attractive to prospective owners who have previously shied away from the major leagues of boat racing because of high costs.

The idea is to create an assembly line production of hydroplane "kits". Produced to package form, the basic kit consists of aluminum hull and sponson frames, stringers, sponson chines, complete drawings and assembly instructions. Owners may opt to purchase additional kits that would include about everything else you'd need to complete your boat.

You can buy the kit and "do-it-your-self" if you have boat-building skills. Or, arrangements can be made with an experienced unlimited hydroplane builder to put the boat together for you ready for racing.

The program has complete flexibility to put YOU in the boat-racing business. You can even select from any one of three purchase plans.

New hulls will be modeled after the successful "U-64" campaigned last year as Miss Vernor's. You can have either cabover or conventional configu-

ration.

After Freddie Alter explained the idea in Miami, Pay 'N Pak's Dave Heerensperger was first on his feet to offer a sizeable cash donation to get the project moving. Tom Kaufman, Bill Muncey, Lee Schoenith, George Simon and Alter also opened their pocketbooks to pledge financial support.

Preliminary cost figures indicate that a basic kit might be available well below \$10,000 with a supplemental materials package priced near \$5,000 and a custom hardware kit for approximately \$2,000. A fully assembled boat less engine installation could run just over \$22,000, which is a very competitive figure for sophisticated racing machinery on today's market.

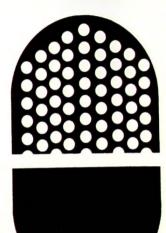
The first "kit" boat has already been purchased by Tom Kaufman, owner-driver of the Mr. Fabricator. His boat, to be designated the U-3, is well-underway and was on display in the pits at the Detroit race a month ago.

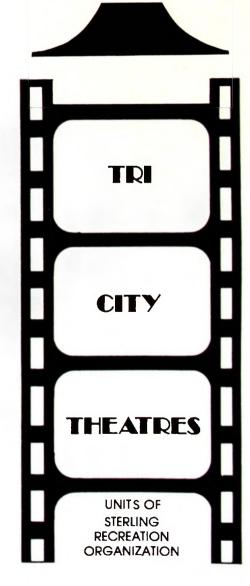
So, when you visit the Gold Cup pits, look over the U-64. Visualize the name of your company on the side of the boat, and you as the owner. It could happen.

And, if you are interested contact Fred Alter, 27200 Parkview, No. 810, Warren, Mich., 48092, or Unlimited Racing Commissioner George Byers, Jr., 3115 East Broad St., Columbus, Ohio, 43209.

They can put YOU behind the wheel of an unlimited hydroplane in 1978

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# Tri-City Speed Records UNLIMITED HYDROPLANES

(2½ mile Course)

DISTANCE/BOAT/DRIVER	YEAR	SPEED-MPH
60 mile race	1975	108.974
45 mile raceATLAS VAN LINES, Bill Muncey	1972	108.000
37½ mile race PAY 'N PAK, George Henley	1974	110.276
15 mile heatLINCOLN THRIFT, Milner Irvin	1975	113.684
12½ mile heatATLAS VAN LINES, Bill Muncey	1976	116.249
2½ mile lap MISS BUDWEISER, Mickey Remund	1976	124.481
2½ mile qualification lap ATLAS VAN LINES, Bill Muncey	1976	126.582

To the community that sponsors it, unlimited hydroplane racing brings recognition, increased business, and exciting entertainment.

But, unlimited racing isn't all happi-

ness to all people

With their huge crowds, neither is the Indianapolis 500, the Kentucky Derby, the Super Bowl or a major political convention.

Whenever you choose to have an event that draws huge crowds, you must accept the "good" and some of the "bad" that those crowds bring.

Fifteen years ago, not many people had heard of the Water Follies. A newspaper editorial hinted that the Water Follies needed a star attraction. At that time, the hotels and motels weren't filled.

With unlimited racing, the entice situation changed overnight. Now, there are crowds, sold-out hotels and national publicity.

There is also a need for cooperation from municipal agencies to provide extra police services during the boat races. Large crowds pose potential problems in some areas.

The races are an inconvenience to private property owners on the Franklin County side. These property owners have been most cooperative and tolerant, but those residents living within the race-viewing zone have had some problems.

It is necessary to close Columbia Park, a public park, for one day. Although it is perfectly legal to charge admission to such a park, there are those who criticize the idea.

The Columbia River must be closed to normal traffic during testing and racing. Commercial river traffic is allowed to go through under controlled conditions but the private boater must alter use of the river for several days.

Is it all worth it? What has unlimited racing and the Water Follies done

for the Community?

Columbia Park has certainly benefited far more than the wear-and tear that the crowds have brought. Water Follies money finished building the public boat launching ramp, built a \$17,000 outdoor stage, put in a \$10,000 sprinkling system, paid for a trash sweeper, built hundreds of feet of boat docks and did all the work in the pit area which is now a popular place for boaters and for other activities.

It takes about \$10,000 a year of Water Follies money to enter the Tri-City float in 16 parades about the Northwest. Expenses for Miss Tri-Cities and her royal court are paid for by the Water Follies.

# The Community and the Unlimiteds

Money earned from boat racing has enabled an expanded Water Follies. Such events as table tennis, handball, racquetball, autocross, model airplanes, archery, foosball and drum and bugle corps competition are possible only because money to assist them came from unlimited racing.

The Tri-Cities will be on national

television for the second time when the 1977 Gold Cup is shown over the CBS "Sports Spectacular". Because of unlimited racing, the Tri-Cities is mentioned on a continuing basis over the hydroplane's national radio network. The Tri-Cities race is regularly mentioned in the sports sections of the major dailies throughout the United States.

As with any event, costs keep going up. Prize money alone for Water Follies will be \$76,500. This includes the \$54,000 Gold Cup purse, \$17,500 for the Cavalcade of Drums and \$5,000 for the foosball contest. A break-even

point of \$190,000 is forecast for the Water Follies budget this year.

For unlimited racing to continue we must have:

\*Continued support of all municipal bodies who must provide the law enforcement and traffic control support.

A better respect for private and public property by those who come

here for the race.

\*Continued cooperation and support of the Franklin County residents who live within the viewing zone.

\*The continued participation of the legion of volunteer people to man gates, park cars, sell booster buttons, sell tickets and plan and execute the many Water Follies events.

Yes, it's nice to have a Tri-City parade float but it takes boat-race money to pay for it. Boat race money has made Columbia Park a better place to be during all days of the year.

If you would like unlimited hydroplane racing to continue, the volunteers who form the Water Follies organization, would like you to speak

And, if we didn't have the unlimiteds in town, wouldn't the last 10 days of July be kind of dull here in the Tri-Cities every year?

-Ken Maurer

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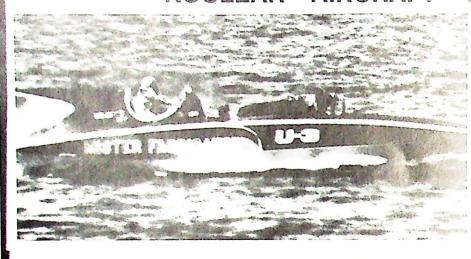
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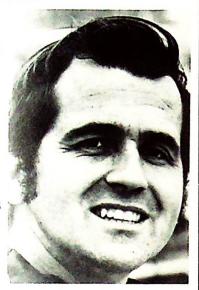
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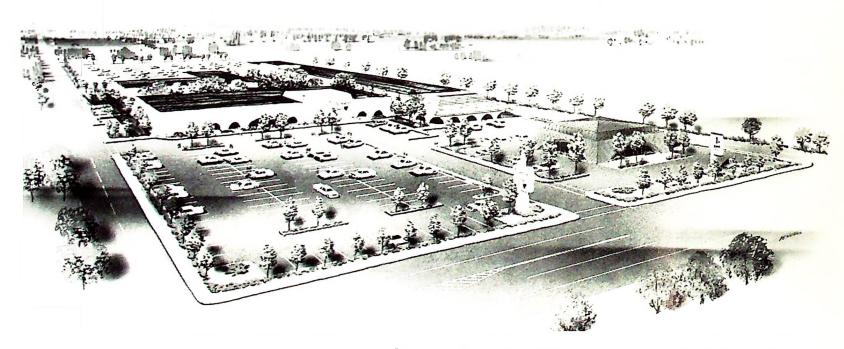


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# ater Follies Events

#### Table Tennis

The Tri-City Table Tennis Association will host the Water Follies Table Tennis Tournament to be held Sunday, July 24 at the Harry Kramer Center in Richland.

Seven classes of competition will be staged ranging from novice through the open class. Entry fees will be 50 cents for novice and under 17 classes and \$1 for all other classes.

Entrants must be residents of Benton or Franklin Counties, and media belong to the U.S. Table Tennis Assa ciation. Players' permits will be sold at the tournament.

Trophies will be awarded for fiest and second place in all singles events and first place in doubles events. Leiters of Commendation will be presented for third place in all singles events and for second place in the doubles event.

The tournament will begain at 1:00 p.m. with the open class semi-finals scheduled for 7:30 p.m.

The tournament committee is Keith Fiene, director; Bill Danker, assistant director; Gary Leaf, Harold Fredrickson, Betty Fiene and Anton Barkey.



John Fredrickson, NW Class B Table Tennis Champion



Colvak Bow Hunters, Lyle Kier, standing and Caryn Templar.

#### Archery

Archers from throughout the Northwest will compete in the Water Follies American Round Archery Shoot on Saturday, July 30, the day before the Gold Cup race.

Sponsored by the Colvak Bowhunters, the tournament will be held at the club's archery range located at the West end of Columbia Park.

Registration begins at 8 a.m. with shooting to start at 10 a.m. There will be competition classes for men, women, vouth and cub archers.

Olympic style medallions will be awarded to first, second and third place winners. A special Travel Award will be presented to the person who came the farthest to participate in the tournament.

#### Handball

A new event for the Water Follies, the Gold Cup Four Wall Handball Tournament will be held July 29-31 at the Tri-City Athletic Club in Kenne-

Classes include open singles, open doubles, B singles and consolation in all events. Anyone may enter the tournament which will begin at 9:00 a.m. on Friday.

First prize for open singles and doubles is \$100 cash and a jacket. Trophies will be awarded to the first place winner in B singles and to runners up in all classes. Consolation winners will receive merchandise prizes.

#### **Art Show**

More than 150 artists and craftsmen from a five state area will display their work in the annual Sidewalk Show 77, sponsored by the Allied Arts Association in Howard Amon Park, Richland, on Friday and Saturday. July 29, 30 before the Gold Cup Race.

Each year the Sidewalk Show draws hundreds of people to make it the largest outdoor arts and crafts show in Eastern Washington. Ceramics, jewelry, leather, macrame, sculpture, painting, and other work in all media will be included for sale. All items are original - created and produced by the artist himself.

In addition to their displays, many of the artists will be demonstrating their arts during the two-day celebra-

#### Talent Show

Talented voung people in the Tri-Cities will take their turn on stage at the Water Follies Talent Show to be held Wednesday, July 27 at 8 p.m. in the Kennewick High School audito-

Sponsored by the Kennewick Junior Woman's Club, the show will include dance, vocal, instrumental and novelty divisions. Contestants vary in age from six to seventeen.



Tri-City Court Club Handball enthusiast John Hardy

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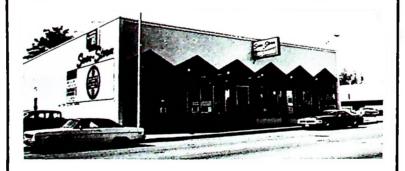
The Gold Cup Carnival, 1977

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AT THE WATER FOLLIES

#### Christian Arts

The Festival of Christian Arts will once again be a part of this year's Water Follies celebration. Arts and crafts booths will be open daily from 2 to 10 p.m., July 21-23, at the outdoor stage in Columbia Park.

Musical productions in song and dance will be presented nightly from 6 to 10 p.m. Center Theater will present the Living Witnesses, a biblical stage production in drama, song and dance.

For the kids, puppet and maging shows will run continually each day of the Arts Festival. Free train rides will take children on a journey through Bible land.

A food fair will serve a variety of drinks, snacks, and meals.

Admission is free.

#### Tennis

The Pasco Recreation department and Dunning-Ray Insurance are again sponsoring the Gold Cup Tennis Tournament for this year's Water Follies celebration.

The tournament will be played July 22 - August 1 on various Pasco courts.

Competition will include senior and junior divisions with singles, doubles and mixed doubles events in each division.

Senior competition will begin at 8:00 a.m., July 22. Junior competition will begin at 8:00 a.m., July 29.



Racquetball players, Linda Robinson (left) and Kim Lampson (right) of the Tri-City Court Club.

#### Racquetball

A new event for the Tri-City Water Follies, the Gold Cup Open Racquetball Tournament will be held July 29, 30, and 31 at the Tri-City Court Club, sponsor of the event.

Anyone may enter the tournament which will be played on six championship courts with balcony viewing. Play will begin at 8:00 a.m. Friday.

The tournament will consist of both men's and women's divisions, with singles and doubles events for each. Men will also have a novice class.

#### **Parade Float**

It's been an award winning season for the 1977 Water Follies float, "Sun Gold". For the first time in history, the Water Follies float took the top award at two of the major community festivals in the Northwest.

In its first appearance of the season, the float won the Grand Sweepstakes award at the Wenatchee Apple Blossom Festival. Competing in the Spokane Lilac Festival Torchlight Parade, it again won the Grand Sweepstakes.

At the Portland Rose Festival Torchlight Parade, the float won first place in the non-commercial division.

The 50-foot float is the largest ever built by the Water Follies. It is an abstract design done in oranges and yellows with green and gold accent. It has revolving wind chimes and a replica of the "Gold Cup" trophy for unlimited hydroplanes.

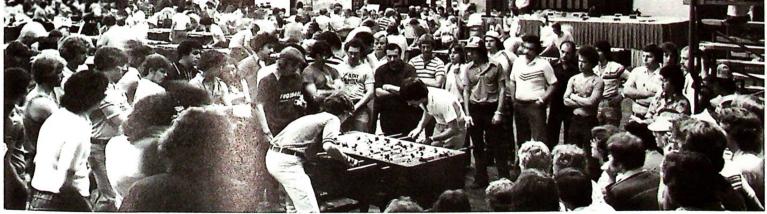
limited hydroplanes.

"Sun Gold" was built and designed by Mr. and Mrs. Rod Lewison of Royal City. It will participate in 16 parades throughout the Northwest throughout the year.

Expenses of the float are paid by the Tri-City Water Follies Association. The float is used to publicize the community and the annual Tri-City Water Follies and Gold Cup for unlimited hydroplanes to be run here on July 31.

\* \* \*

#### Have You Ever Been to a Foosball Tournament?



A \$5,000 open foosball tournament will be held in the Tri-Cities July 22-24 sponsored by the Tri-City Water Follies.

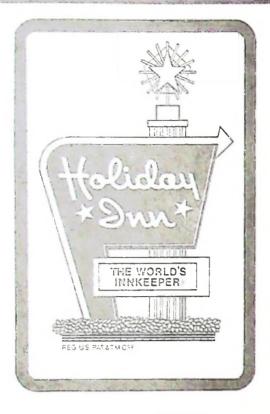
Play will be conducted on some 40 tables set up in the main ballroom of the Hanford House Thunderbird in Richland. Tourney play begins Friday evening and concludes Sunday afternoon.

Over 200 entrants are expected including several of the top professional players in the United States.

There will be three divisions — professional, novice and rookie — to match players of similar ability. Events include doubles, singles, mixed doubles and women's doubles. Everyone wishing to enter the tournament will be accepted. Entry fees vary from

\$20 per player in open doubles to \$2 in the rookie doubles.

A professional foosball tour, or table soccer as it is known, began in 1975. Total prize money for the 1977 tour will total \$500,000 with the richest tournament to be the \$250,000 world tournament soccer championships November 3-7 in St. Louis.



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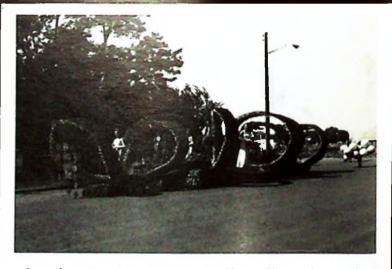


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#### AT THE WATER FOLLIES



John Dreher, Tri-City R/C Modelers, prepsibis plane for the Fun-Fii.

#### Fun-III

Musical chairs? Bomb Drop? Limbo Contest? What sound like games for a child's birthday party are actually several of the events that will be held at the Water Follies 2nd Annual Fun Fli Contest Saturday, July 30.

Contest Saturday, July 30.

Sponsored by the Tri-City R/C Modelers, the contest will start at 10 a.m. on the north runway of Vista Field in Kennewick (behind K-Mart).

Participants must have an AMA license and their own plane. Entry fee is \$5 which is payable the day of the contest.

Trophies, as well as \$250 worth of prizes will be awarded to winners in the various events.

Spectators are welcome and will be asked to judge the best looking plane in a static display of the aircraft. Flying demonstrations will be held during intermission.

The Tri-City Modelers have over 50 members and have been organized and active in the Tri-Cities for the past 11 years.



RENAISSANCE-Spokane, Washington

The popular "Cavalcade of Drums" returns to the 1977 Water Follies schedule with the Western Drum and Bugle Corps championships on July 19-20 in Edgar Brown Memorial Studium in Pasco.

Sixteen drum corps from Wyoming, Arizona, California, Oregon, Washington and Canada are scheduled to compete. Corps will be competing for \$7,500 in prize money.

# The Joy Of Winning

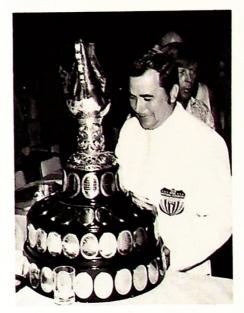


"Once you win the Gold Cup, you never want to let it go!" —Winner Dave Heerensperger to Pit Boss Keith Bowers.

#### **Autocross**



Herb Smith (standing) and Steve Giamberadini (driver), co-event masters for the Gold Cup Autocross.



"Winning the Gold Cup makes you so happy you sometimes want to cry!"— George Henley



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Scorers & Timers: Jim Benson, Barbart Forsell, Paul Rickard, Tom Winter, Seattle, Washington.

Patrol & Rescue: Larry Davenport, dive master; Al Scott, assistant dive master.

Course & Survey: Bob Bold, buovs and anchors; MacKay & Sposito, survey: Dale Metz, Kay Morz, spectator moorage.

U. S. Coast Guard: CWO T.A. Pitkin: CPO Gary Scott; Coast Guard Auxiliary, Dorothy Mapes, Division 9 Captain; Ron Shearer, operations officer.

Communications: Ron Strait, chairman.

Pit Area: Keith Bowers, coordinator; Todd Eggers, pit chairman; Doug Tillson, Tommy Tompson, Jerry Reis, Herb Malchow, pit fire chief.

Pit Fire Protection: Benton County Fire District No. 1, Bob Tweedt, chief. Tri-City Fire Prevention Bureau.

Pit Tours: Joe Jarrell, chairman; Mike Muises, Jim Ryder.

First Aid: John Lynch, Blake Miller, American Red Cross; Orval Patchett, M.D.

Press and Publicity: Ken Maurer; Herb Brindamour, Press Trailer.

Admission Gates: Rod Louden, coordinator; Glen Reeder, Pasco Lion's Club; Lloyd Berg, Shrine Dirty Dozen; Paul Lawson, Pasco-Kennewick Rotary Club.

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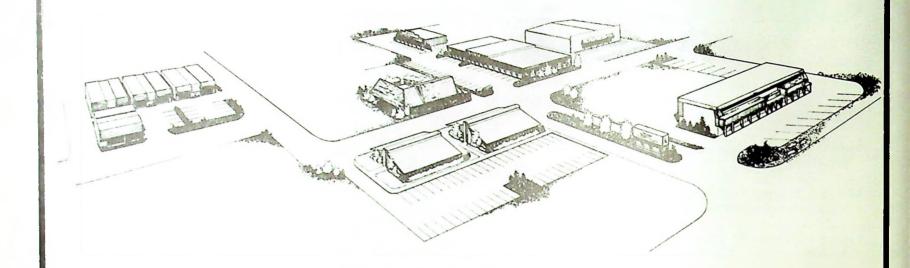
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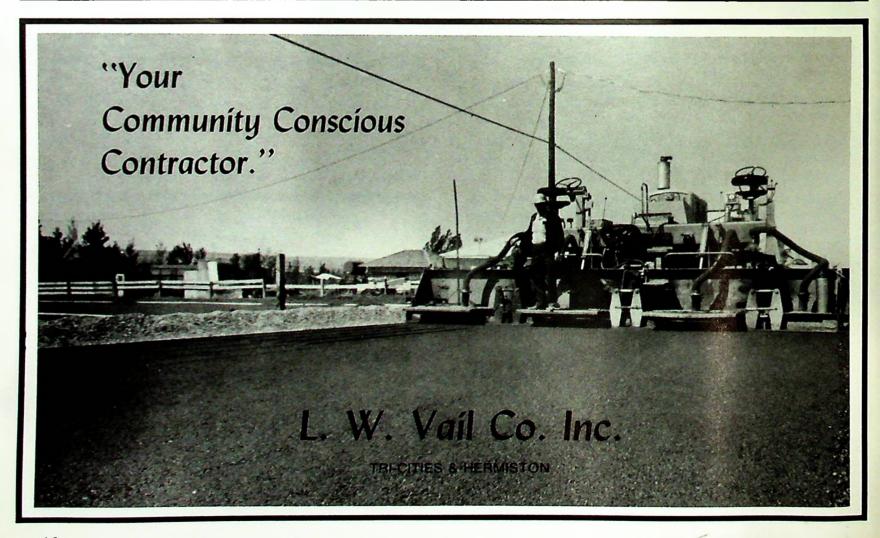


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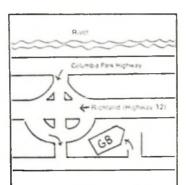
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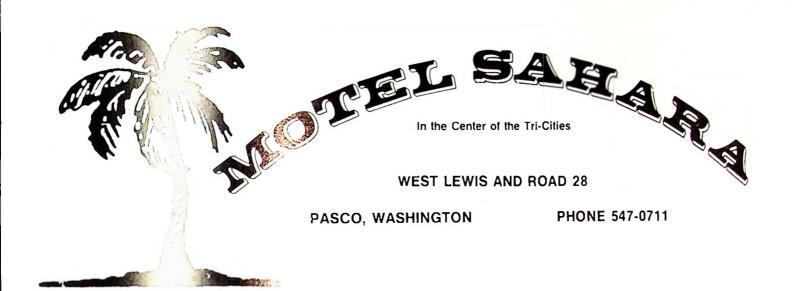


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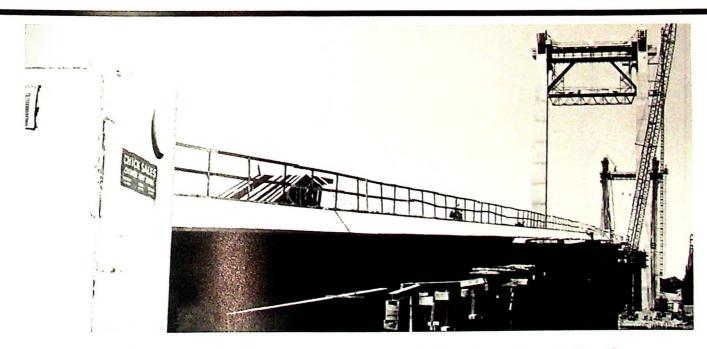




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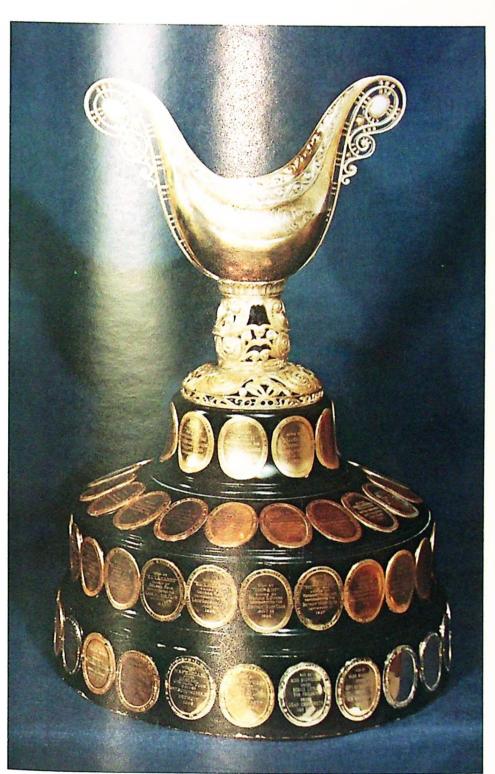
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### 30 Years of Unlimited Racing

# Enough of this Survival Talk!

Can unlimited hydroplane racing survive?

Of course it can!

A favorite sport of some media people — and others — is to each year predict the demise of unlimited hydroplane racing.

No boats. No sponsors. Not enough race sites. This will surely be the last year!

Not on your life. The unlimited boats, as we know them, have been around for the past 30 years and the crowds on hand at the race sites are greater than ever.

But, that is not to say that unlimited hydroplane racing is without its problems. The 1977 season started in Miami with only two well-financed boat teams ready — Miss Budweiser and Altas Van Lines.

In the last dozen years we have lost such "glamour" people as Jim Ranger (My Gypsy), Shirley Mendelsohn, (Notre Dame), Bill Harrah (Tahoe Miss), George Simon (Miss U.S.), Jim Herrington (Miss LaPeer), and the Schoenith family (Gale).

It takes money to put the "glamour" boats in the pits. We can't expect the Tad Deans, Bill Wursters, Bob Murphys, Bob Pattersons and Pete La-Rocks to compete with them on an equal basis without a major sponsorship.

This year, the unlimiteds authorized \$1,500 per race in "appearance" money for boats crossing the Mississippi River. Make the trek East or West and you get \$1,500 instead of the traditional \$1,000 a boat.

A West Coast boat making all six eastern races could get \$9,000 which doesn't include any prize money that might be won. That would go a long way towards paying travel, fuel and hotel bills while on the circuit.

The "boat kit" idea could be the answer for new owners who want to enter the sport without making the \$200,000 or more expenditure to start from scratch.

A logical extension of boat "kits" is to work up a similar arrangement for engines. By standardizing engine mounts and other connections, engines would be transferrable from one hull to another on quick notice.

Only the well-financed can have a skilled boat crew on the payroll the year around. An alternative is to have one pit crew service and take care of two, three or even more boats.

Once a new sponsor was obtained, the boat could be assigned to whatever racing "team" might be available. More skilled mechanics and racing team members would have full-time, year-around jobs and unlimited racing would be more competitive.

A new sponsor would not have to face the high costs and problems of putting together his own racing team.

Something like a million people saw an unlimited hydroplane race last year



DRIVERS VIEW OF "BUD"

The snug-fitting drivers seat holds the pilot in place at 160 mph. Dials tell RPM's, temperature, oil pressure, fuel mix—all of the variables which spell success, failure or disaster.

but very few of them paid an admission. The National Football League would be in a much different financial picture if only one out of ten people chose to pay admission to see a NFL game.

That the unlimiteds could survive for 30 years on a largely "volunteer" management basis is testimony to the public appeal and the dedication of owners and officials.

People like Unlimited Commissioner Buddy Byers, Lee Schoenith, Bernie Little and Dave Heerensperger have spent thousands upon thousands of dollars out of their own pockets in furthering the sport.

If the unlimiteds had \$200,000 or more to staff and operate a management office, they undoubtedly could be a lot more efficient.

But, all things considered, they haven't done too badly.

Unlimited racing continues. New innovations come along and perhaps the big "breakthrough" into more professionalism is just around the corner.

If the million or so people who saw a race this year had paid an average of \$3, that would be quite some income! With each race site taking in more money, there could be bigger purses and more "appearance" money available for all boats.

But, many races are staged on public or private facilities where, up to now, admissions cannot be charged. Race committees must then resort to booster buttons, parking fees, program advertising and donations to finance their race costs.

If race revenues pick up and purses become larger, boat sponsors will follow as day does night.

If you like unlimited racing, you can lend a hand.

Agree to pay an admission fee. Find a sponsor. Encourage an owner. Suggest a new race site. Tell a volunteer worker you had a good time at the race.

Whenever you are so inclined, say something nice about unlimited racing.

-Ken Maurer

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Portland, Red Lion/Portland Center

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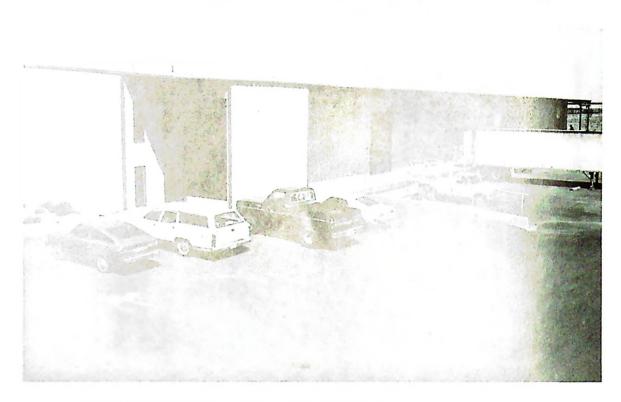
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### Gold Cup Timing System

A new electronic system for timing and starting of each heat of the Gold Cup will be in use in the Tri-Cities for the first time.

The control system that will start each heat is called the "Benson Computer", designed and built by Jim Benson, a design engineer for Physio Control Corporation of Redmond. Benson, a 20-plus-year boat racing veteran, will be one of the official timers and scorers working the race and using the system he originated.

The control system, when activated, sets into motion the entire series of events that starts each unlimited heat. The system automatically fires the 15-minute gun, the 5-minute gun, turns on the four indicator lights that tell race drivers the passing of the four minutes prior to activation of the starting clock.

Once the control system goes into operation, all phases of the starting

procedures take place automatically.

The unit is completely automatic using solid state circuitry for reliability and accuracy.

The unit reduces the number of people needed to start the race. Before, separate people were needed to fire the cannons, turn off the minute lights and operate the starting clock.

A sophisticated system of digital electronic stopwatches will also be used for timing the boats. The modified Heathkit watches were assembled by Benson and Tom Winters, Seattle. Winters, another of the Gold Cup officials, is a long-time boat racer, official and race organizer.

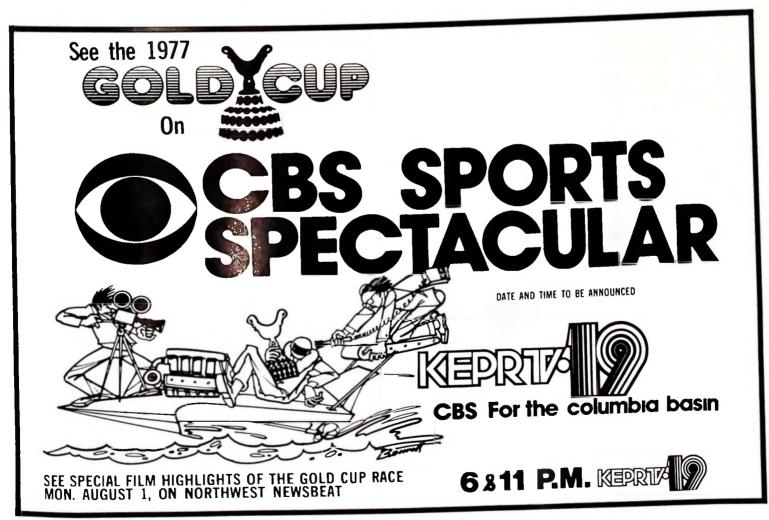
Six individual stopwatches are simultaneously started by the chief timer. One watch is assigned to each boat in the heat. The digital watches are so programmed that they immediately give the speed for each lap and also continue to give the total time for

that boat for the entire heat.

Watches are accurate to one-onehundreth of a second. The digital functions eliminate the time-consuming calculations that had to be made when sweep-second hand watches were in use. They reduce confusion, paperwork and the interpretation problem of converting regular stopwatch times into nunerical figures.

The digital watches were modified slightly to allow simultaneous starting by a remote switch actuated by the chief timer.

The timing system has been used for several years during the SeaFair race in Seattle. The SeaFair timing crew was invited to officiate at the Gold Cup and generously brought their equipment with them. The SeaFair organization has also loaned its starting clock to the Water Follies for the Gold Cup.



# GOLD CUP OFFICIAL SCORING FORM

												BOAT NUMBER	
		Addition ( ) depth of ( ) many ( ) the many										BOAT NAME	
												DRIVER	
GOL Points												FINAL QUALIFYIN SPEED	1G
D CI s Awa												SECTION	
UP F								<del>-</del> ,-				FINISH ORDER	2
GOLD CUP POINT SCORING Points Awarded for each heat												SPEED	FIRST HEAT
SCOR I												HEAT POINTS	
NG	-											SECTION	
											   	FINISH ORDER	5
1st-400 2nd-300							-					SPEED	SECOND HEAT
												HEAT POINTS	EAT
3rd-225 4th-169			-									CUM. POINTS	
5th-127 6th- 95										-	 	SECTION	
27 95							 		. !			FINISH ORDER	_
												SPEED	THIRD HEAT
										-		HEAT POINTS	EAT
			-				1					CUM. POINTS	
												FINISH	
												SPEED	FINAL HEAT
												HEAT POINTS	AT
					  -  -							TOTAL	
							 					FINAL POSITION	



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