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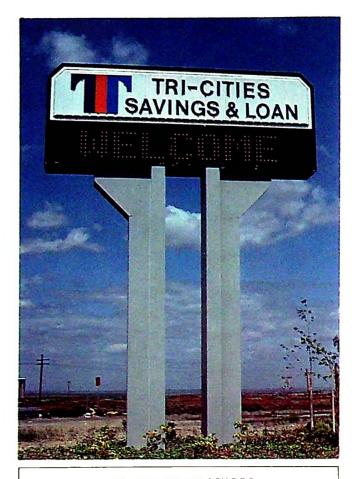
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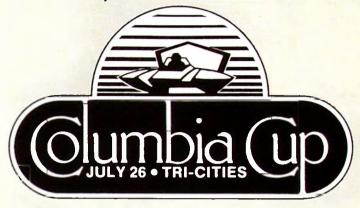
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For Unlimited Hydroplanes

July 26 — Columbia River

Tri-Cities, WashingtonPasco - Kennewick - Richland

Testing and Qualifying – Thursday through Saturday, July 23-25, 9 a.m.-5 p.m. \$60,000 in Prize Money

Heat Sponsors

Tri-Cities Savings & Loan Association

Mark & Pak Stores

11:30 a.m Opening Ceremonies
National Anthem
12 noon Heat 1-A
12:25 p.m Heat 1-B
2 p.m Heat 2-A
2:45 p.m Heat 2-B
4:10 p.m The Columbia Cup

The Program: Editor, Mary Lynn Zimmerman; Interior Design, Linda Andrews, Andrews Design: Production Staff, Julie Clark, Sandie Clifford, Helen Maurer.

Cover Illustration: Linda Andrews, Andrews Design.

Production Supervision, Ken Maurer, Advance Advertising; Printing, General Printing, Walla Walla. Photography, Ralph Smith, Pasco; Sue Sponnable; Bill Osborne, Bob Greenhow, Bill Curry, Seattle; Marlin's Photographers, Richland.

Copies of the Columbia Cup program are available from: Tri-City Water Follies Association, 1313 W. Clark Street, P.O. Box 2051, Pasco, WA 99302. Telephone: (509) 547-2203. □

1981 Columbia Cup Prize Money

The total purse for the 1981 Columbia Cup could reach as high as \$65,000-up \$7,500 over the 1980 purse. The exact amount awarded will not be determined until the waters of the Columbia have settled and the performance of all the boats is known.

The boats that compete in the final Columbia Cup heat will divide prize money of \$32,500, but the boats can start collecting prize money long before that.

During qualifying on Thursday and Friday, a total of \$1,000 each day will be awarded. The fastest boat each day earns \$350. After these two days of qualifying, the fastest boat overall collects an additional \$300, followed by \$200 for the boat with the second fastest overall qualifying time.

To this, add \$1,500 for each boat that qualifies at 100 m.p.h., and goes on to

make a legal start on race day. If the boat completes all five laps of the preliminary heats, it earns an additional \$500 per heat. Each boat will compete In two preliminary heats prior to the final.

The winner of the final Columbia Cup heat will capture \$11,050, with the second place boat receiving \$7,800.

If a boat were to make a clean sweep of the Columbia Cup, it could take home as much as \$14,250. □

Prize Money Charts

Qualifying (Thursday and Friday)

, , ,	,,,
Fastest	\$ 350
Second Fastest	250
Third Fastest	175
Fourth Fastest	125
Fifth Fastest	100
	\$1,000 each day

Overall Qualifying

Fastest \$300, Second fastest \$200

Final Standings

First Place	STOSO
Second	7,300
Third	5,200
Fourih	3,900
Fifth	2500
Sixth	1950
TOTAL	\$12500

TOTAL PRIZE MONEY FOR A 12 BOAT FIELD

Qualifying Money	3 2500
Legal Start Money	18.000
Heat Prize Money	12.000
Final Heat	32,500
TOTAL PURSE	S65.000

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1981 Water Follies & Columbia Cup

Schedule of Events

Saturday, July 11

Columbia Cup Air Fair. Exhibits open at 9 a.m. Tri-City Airport, Pasco.

Columbia Basin Shrine Circus. Through Monday, July 13. Parade at 11 a.m., Saturday, July 11, Pasco. Shows at 4:30 and 8:30 p.m., Sunday, July 12, and 4 and 8 p.m., Monday, July 13, Columbia Center. Adults - \$5, Students - \$3.50, under 12 - free.

Style Show. Featuring Miss Tri-Cities Contestants. 1 p.m., Columbia Center.

Sunday, July 12

Columbia Cup Air Show. Featuring the Blue Angels. Gates open at 9 a.m. Air Show 1-4:30 p.m., Blue Angels at 3 p.m., Trl-City Airport, Pasco. Adults in advance, \$3; at the gate, \$4; 12 and under free.

Wednesday, July 15

Columbia Cup '81 Carnival. Operating through Wednesday, July 22, 6-11 p.m. daily in Columbia Park.

Friday, July 17

Mlss Tri-Cities Pageant. 7:30 p.m., Kennewick High School Auditorium. All seats \$6.

Tri-Cities Amateur Open Golf Tournament. Through Sunday, July 19. Tri-City golf courses.

Columbia Cup Tennis Tournament. Through Wednesday, July 22. Adults: July 17-19. Juniors: July 20-22. Pasco tennis courts. Co-sponsored by Dunning-Ray Insurance and Pasco Recreation Department.

Saturday, July 18

Columbia Cup Shoreline Run. 8 a.m., Howard Amon Park, Richland. Entry fee \$5 (day of race-\$6).

Tri-City Water Follies Grand Parade. 11 a.m., downtown Pasco.

"Life: Be In It" 10:30 a.m.-5 p.m., Memorial Park, Pasco. A day in the park, including two performances by the "One Reel Vaudeville Show" at 1 p.m. and 4 p.m.

Pet Fair. Memorial Park, Pasco, 2 p.m. Sponsored by the Benton-Franklin County Humane Society.

Northwest Wine Festival. 4-7 p.m., Red Lion Motor Inn, Pasco. \$15 per person.

Columbia Cup Invitational Soccer Tournament. Through Sunday, July 19. Hanford High School field, Richland. Sponsored by Columbia Basin Soccer Association.

Sand & Sage Sports Club Car Show. Through Saturday, July 25. Columbia Center.

Sunday, July 19

Community Band Concert. 4 p.m., Outdoor Stage, Columbia Park.

Tuesday, July 21

Columbia Cup Volleyball Tournament. 5 p.m., Preliminaries. Pasco High School. Sponsored by Mr. Fitness and Lady Fitness/Desert Sun Distributing, to benefit the March of Dimes.

"The Promise". 8 p.m., Tuesday & Wednesday, July 21 & 22, Columbia Park Stage.

Wednesday, July 22

Kiddie Parade. 1 p.m., Memorial Park, Pasco. Sponsored by Pasco Parks and Recreation Department.

Water Follies Talent Show. 8 p.m., Kennewick High School Auditorium. Sponsored by Kennewick Junior Women's Club. Adults-\$2.50, Children-\$1.

Thursday, July 23

All Civic Club Luncheon. 12 noon, Pasco Elks Club, Pasco, with hydroplane owners and drivers in attendance.

Columbia Cup Qualifying. Through Saturday, July 25. Columbia Park. All boats must qualify at 100 mph to be eligible to compete in the Columbia Cup. Pits open for tours of the unlimited boats.

Friday, July 24

Four Wall Handball Tournament. Through Saturday, July 25. Tri-City Athletic Club.

Allied Arts Sidewalk Show. Friday and Saturday, July 24 and 25, 9 a.m. to 9 p.m. each day in Howard Amon Park, Richland. Sponsored by the Allied Arts Association.

Darting Contest. 8 p.m., Friday, July 24; 9 a.m., Saturday, July 25. Columbia Lanes Bowling Center, Kennewick.

Saturday, July 25

Tri-City R/C Modeling Fun Flight. 9 a.m.-3:30 p.m., Horn Rapids Park, Benton County.

Columbia Cup Race for R/C Model Hydros. 9 a.m., Columbia Park Lagoon,

Third Annual Water Follies Square Dance. 8-11 p.m.. Prairie Shufflers Shanty, 717 North Irving, Kennewick, Admission, \$5 per couple.

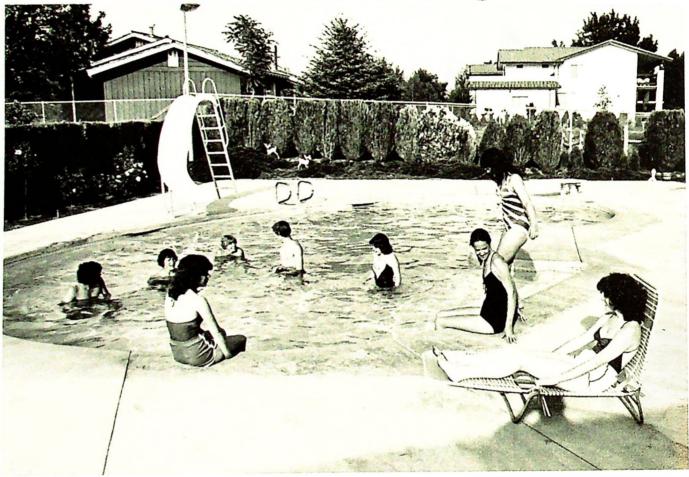
"Chance Unlimited" Casino Night. 5 p.m.-12 midnight, Red Lion Motor Inn, Pasco.

Sunday, July 26

Columbia Cup for Unlimited Hydroplanes. Racing begins at 12 noon. Columbia Cup Course, Columbia River. Tickets: General Admission, Advance Sale, \$5 - under 12 years of age free. General Admission on Race Day, \$8. Bleacher seating, \$12. Special Parking, \$5. Anchor Permir, \$10.

Awards Banquet. 7 p.m., no-host cocktails. 8 p.m., dinner, Red Lion Motor Inn, Pasco. Tickets: \$12.

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When the revolutionary Pay 'N Pak turbine powered unlimited pulled into the pits during the 1980 Columbia Cup, the excifement was everywhere and when the boat made its first test run on the Columbia, the "whiz"-per of the turbine engine was covered by the cheers of the crowd.

Not only were the fans excited about being the first to view the new Pay 'N Pak in action, they were also anticipating a tough contest during the 1980 Columbia Cup, including the Pak. But the contest took place without the Pak.

Work began on the revolutionary turbine hydro in 1979, but it wasn't until Thursday prior to the Columbia Cup that the new hull was christened. By Saturday the boat was in the Tri-Cities ready to attempt to qualify.

When the boat finally arrived and was lowered into the water for a test run on the Columbia River, only her second time in the water, the fans that lined the banks of the river cheered their approval. The boat not only looked fast, but rookie John Walters and the Pak proceeded to turn a qualifying lap Just a few ticks of the clock shy of 125 mph.

Even with that speed, crew chief Jlm Lucero Indicated the team really didn't come to the Tri-Cities with the Intention of racing.

"We simply want to get some test time in race-like conditions. We certainly did not come here with the idea of knocking off the Budweiser, Atlas Van Lines, Circus Circus or the Squire. We want John to get some time in the boat and see what will happen running against other boats," Lucero said.

But the Pak team never got the chance to get the boat into competition. Sunday morning prior to the first heat of the Columbia Cup, Walters took the Pak out for another test run. The boat received another standing ovation from the crowd as it made its way around the course. And then the cheers turned silent. The Pak, the boat that had captured the hearts and imagination of the fans, became airborne, completing a one-and-three-quarter flip at 165 mph.

Just exactly what caused the accident will probably never be known. But there is evidence that the flip was caused by several factors acting together.

One factor was the loss of the microphone from Walters' helmet on Saturday. That happened when Walters and the Pak crew were virtually mobbed by fans and media people after the first run. The microphone was inadvertently knocked off his shoulders into the water. Than meant during the Sunday testing, instead of relaying the

information to Lucero
via the radio,
Walters had to
keep track of
all the systems
so they could be
charted when he
got back to the pits.
Not a big thing in
itself, but a minor
distraction that
may have caused
Walters to lose track
of how fast he was going.

Another factor was the fact that Walters and the rest of the crew had not had much rest getting the boat ready during the two previous weeks.

"Saturday night I got out of the pits early, had dinner and tried to sleep. But I was really excited and didn't sleep all that well," said Walters.

Still another factor was the fallure of the rear wing. It appears that excessive heat from the exhaust pipe may have caused the wing to become weakened and then in a stressed state, it failed.

Walters recalls, "I was making a run on the clock to time my start, and I had to put down a throttle setting of what I thought would give me 150 mph. I checked the instruments and tach just like it was a real start.

"About 50 yards before the starting line, the boat rattled over the wake of a patrol boat. I looked up and the boat recovered easily. I glanced back at the speedometer, and I was going faster than I wanted-just above 155 mph.

"Then the nose got high and hung there. I didn't think it was a problem, but I realized I was going faster than I wanted and I got slightly off the pedal. The boat climbed more, the speed was close to 160 mph, and I was just kind of coasting along.

"The boat pitched up some more, but it still didn't seem like it was any problem. Then all of the sudden it seemed like someone kicked a jack stand out from underneath the back of the boat. The bridge disappeared, the horizon disappeared and I tried to bury myself as far in the cockpit as I could," he recalled.

The "jack stand" being kicked out from beneath Is what many think is the rear wing failing. That wing functions to hold the tail of the boat up, and in doing so keeps the nose down. When the wing failed at such a high speed, there was only one thing that was going to happen—and it did spectacularly.

That ended the 1980 Pak racing season, even before the boat raced in a preliminary heat.

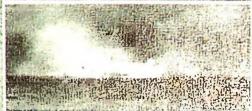
The boat returned to its Seattle shop after the flip, and work was started Im-







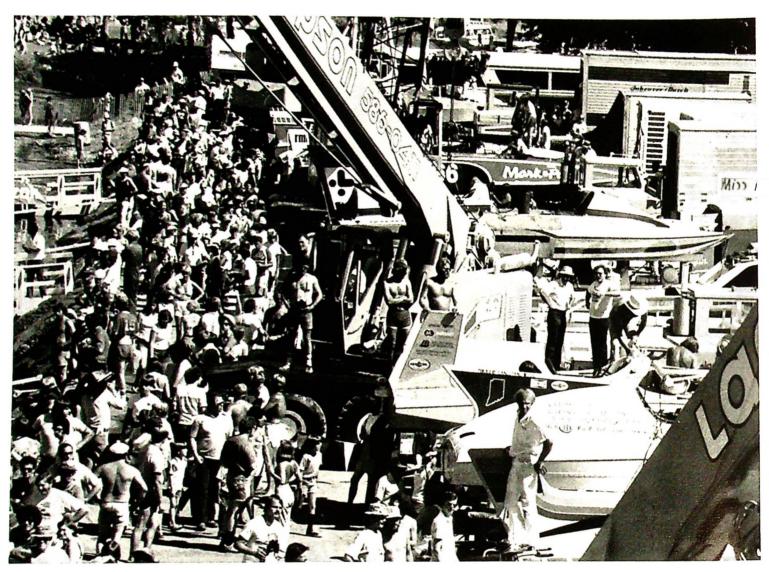




mediately to repulse it. The analytesies on Lake Washington epities is the year and the boot was redoving helid east for the first race on the unitable a circum.

And, if all goes according to plans, he fans that line the Columbia in 1981 with again have a charge to cheer for the turbine powered machine.

The Pak is back ... again. 🗅



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Columbia Cup Safety



During Columbia Cup '81, Kennewick General Hospital, Kennewick Fire Department, the Benton County Fire Department and the Red Cross will join with the Rescue Squad to provide both drivers and fans with the most complete first aid and emergency care possible.

For the first time, certified paramedics will be on site Wednesday through Sunday. The six Kennewick Fire Department Paramedics, who became certified in January, will be able to begin certain medical procedures at the accident scene. The paramedics will be in radio contact with Kennewick General Hospital's emergency room which will

give them immediate instructions on proper care. Kennewick General will be again increasing its staffing on Race Day to handle both the call from the paramedics and those patients coming into the emergency room. Kennewick General is donating all the necessary medical equipment and medication the paramedics will be using in the field.

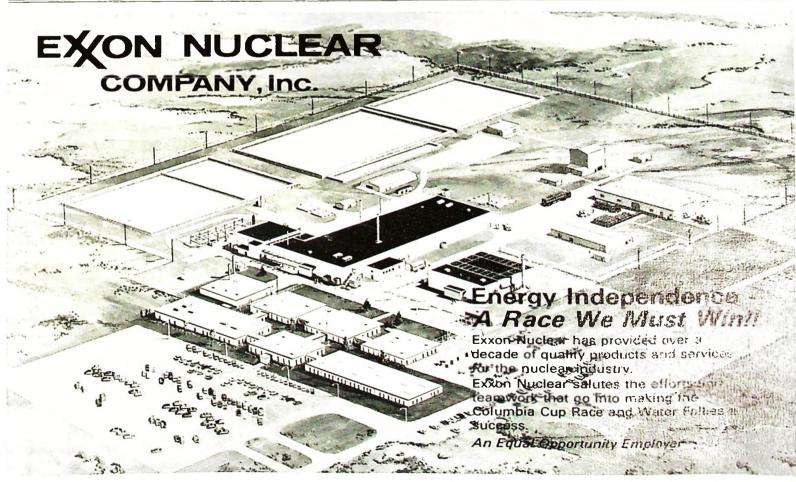
In addition, Dr. Raymond Kania, a Kennewick General emergency room doctor, will be on site both Saturday and Sunday, working with the Benton County Sheriffs to get immediate medical assistance to spectators.

The Red Cross will again have first aid

stations set up throughout the viewing area

The safety and care of the unlimited drivers will be handled by the Columbia Cup Rescue Team. This year, Dr. Sinclair Finch, Detroit, will be here. Dr. Finch, Chief Medical Officer of the Unlimiteds, has been instrumental in developing the highest standards of medical safety in boat racing. Dr. Finch has also conducted extensive studies of racerelated accidents and long-term physical effects on drivers.

The work of all of these individuals and groups is voluntary. □



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Ken Thompson and the U-3

The U-3, the Tri-Cities favorite son on the unlimited hydroplane racing circuit, is back in the water for 1981!

Ken Thompson, who is a former past president of the Tri-City Water Follies and Columbia Cup race chairman, raced his U-3 for the first season in 1979 and placed fourth in the national standings. Last year, he sat the year out.

For 1981, the U-3 is back.

The boat that will be sending roostertails into the air this year is practically a new boat from what was the former national champion Miss Budweiser that Thompson purchased from Bernie Little three years ago.

New sponsons of honeycomb and fiberglass were added. To aid in the cornering, the right side sponson is some six inches wider than the left sponson. The hull was converted to a cabover and the engine was moved back three feet, which should lighten the nose and aid in the boat's ability to get on a racing plane. All new systems were installed using lightweight aircraft hose. In all, approximately 700 pounds were trimmed from its former weight.

Thompson explains that the boat is virtually new from the bottom up, with 90 percent of the modifications being done in the Tri-Cities. Also added were a new cowling and tailwing. The distinctive color design and painting was done by Rutt Enterprises of Pasco.

Heading the race team is veteran unlimited crew chief Jim Kerth. He is aided by John Califf, a registered aircraft mechanic from Florida, and Chris Ginn from Piqua, Ohio.

Driver Jack Schafer, Jr., is the son of the late Jack Schafer, Sr., whose "Such Crust" series of thunderboats were favorites on the unlimited circuit for years. In 1979, Schafer guided the U-3 to a fourth place finish in the national standings, and earned himself a third place in the number of points earned by unlimited drivers.

Ken Thompson has been a driving force In unlimited hydroplane racing in the Tri-Cities for many years. Since 1973, he has served as race chairman for three Gold Cup races held in the Tri-Cities, a World Championship and three Columbia Cups. He also served a term as president of the Tri-City Water Follies Association.

As the U-3 travels around the unlimited circuit, the Tri-Cities community continues to gain untold amounts of publicity.





Time the Boats Yourself

If your watch has a second hand you can figure the average speed for one lap by checking the time it takes a boat

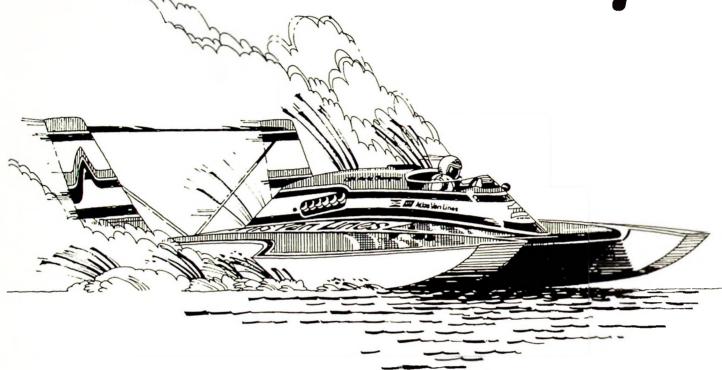
to circle the course and return to a given point by referring to the speed table below

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Min.	Sec. M.P.H.	Min.	Sec. M.P.H.	Min.	Sec. M.P.H.
1	04-140.625	1	18—115.380	1	32-97.933
1	05—138.462	1	19—113.924	1	3396.774
1	06-136.364	1	20-112.500	1	3495.745
1	07134.328	1	21—111.111	1	35 - 94.737
1	08—132.352	1	22109.706	1	3593.750
1	09130.435	1	23—108.434	1	3792,784
1	10128.571	1	24-107.143	1	38 - 91.837
1	11—126.761	1	25-105.882	1	3990.969
1	12—125.000	1	26-104.651	1	40~~96.000
1	13 <i>—</i> 123.288	1	27—103.448	t	4198.109
1	14—121.622	1	28—102.273	7	4288.235
1	15—120.000	1	29—101.124	1	43-87.379
1	16—118.421	1	30-100.000	1	4486.538
1	17—116.883	1	31— 98.908	1	4585.714

(TIME IS SHOWN IN MINUTES AND SECONDS FOR ONE LAP AROUND THE COURSE)

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Unlimited Racing Tri-Cities Style

By Fred Farley, Historian Unlimited Racing Commission

Every year since 1966, the unlimited hydroplanes have roostertailed their way around the super-swift Columbia River oval as the highlight of the Tri-City Water Follies civic celebration. Over the past fifteen summers, a total of 60 unlimiteds have appeared in the Columbia Park pit area to do competitive battle.

1966: Atomic Cup-Miss Budwelser. One of Bernie Little's earliest MISS BUD-WEISER entries, claimed history's first Tri-Cities unlimited event. Handled by Seattle milkman, the late Bill Brow, MISS BUD-WEISER won all three heats at an average of 94.936 miles per hour over eleven other contenders.

1967: Atomic Cup-Miss Bardahl. The last in a long and successful line of hulls named MISS BARDAHL made it big in 1967 with Billy Schumacher at the wheel. Sporting a distinctly flatter profile than most boats of that era, the gold dragon came from behind in the final heat to outpoint Bill Sterett, Sr., in MISS CHRYSLER CREW.

1968: Atomic Cup-Miss Eagle Electric. For the third time in as many years, the Tri-Cities unlimited winner emerged victorious in all three heats. Warner Gardner wound up on top with Dave Heerensperger's MISS EAGLE ELECTRIC, a boat that had campaigned from 1962 to 1967 as \$ BILL, but also as an "also-ran." The screaming EAGLE set a 45 mile race record of 102.687, even though the driver had to hand operate the booster on his fuel pump during heat 2-A.

1969: Atomic Cup-Myr's Special. Dean Chenoweth in MYR'S SPECIAL claimed first prize in one of the most closely contested Tri-Cities regattas ever. Six heats were run with six different boats winning. Chenoweth and NOTRE DAME chauffeur Leif Borgersen tied at the end of the contest on points. But because MYR'S SPECIAL had won the decisive final heat, the Joe Schoenith owned craft was given the victory nod. The date was July 20, and the crowd assembled shared their interest with unlimited hydroplanes and man's first landing on the moon that took place during the race.

1970: Atomic Cup-Pay 'N Pak's 'Lil Buzzard. Dave Heerensperger became the first two-time winning owner of the Tri-Cities race when Tommy "Tucker" Fults pushed PAY 'N PAK'S 'LIL BUZZARD to victory over ten other boats at an average speed of 98.169. 'LIL BUZZARD won both elimination heats and settled for second in the final go-around to outscore Leif Borgersen and NOTRE DAME, 1100 points to 800.

1971: Atomic Cup-Miss Madison. Of all the Tri-City champions to date, only one has used non Rolls Royce power; MISS MADISON, which roared to victory in 1971 with an Allison V-1710. The community owned MISS MADISON and pilot Jim McCormick powered their way into the winner's circle three weeks after stunning the racing world with an upset victory in the A.P.B.A. Gold Cup on home waters in Madison, Indiana. In capturing the Gold Cup and Atomic cup awards, MISS MADISON, which was eleven years old at the time, became the oldest unlimited hydroplane ever to claim a victory.

1972: Atomic Cup-Atlas Van Lines. ATLAS VAN LINES chauffeur Bill Muncey finally claimed his first Tri-Cities championship in 1972 after six years of frustration on the Columbia River. Muncey wheeled the Joe Schoenith owned rig to first place in each of his three heats.

1973: A.P.B.A. Gold Cup-Miss Budweiser. The Atomic Cub relinquished centerstage in 1973 to the Gold Cup. The twin favorites that year comprised the former PRIDE OF PAY 'N PAK, renamed MISS BUDWEISER, driven by Dean Chenoweth, and a new PAY 'N PAK handled by Mickey Remund. After an intense series of preliminary skirmishes, Remund had PAY 'N PAK on top in the finale with a first lap reading of 119 miles an hour. On the second backstretch, however, the PAK lost a propeller and shuddered to a halt, leaving MISS BUDWEISER to pick up the victory.

1974: World Championship: 1975: A.P.B.A. Gold Cup; 1976: Columbia Cup-Pay 'N Pak/Atlas Van Lines. The 1973 vintage PAY 'N PAK, became the first and only multiple winner in Tri-Cities history during the 1974-75-76 period, winning three times and finishing first in seven out of ten heats started. With George Henley at the wheel, Pay 'N PAK took the 1974 World Championship. In 1975, Henley and the PAK handed owner Dave Heerensperger yet another crown jewel with a victory in the Gold Cup Race, featuring a dynamic first heat duel wherein the winged wonder simply outclassed second place Tom D'Eath and Miss U.S. In 1976, renamed ATLAS VAN LINES by new owner-driver Bill Muncey, the former PAY 'N PAK just kept right on winning and claimed the inaugural Columbia Cup.

1977: A.P.B.A. Gold Cup-Atlas Van

Lines. The 1977 Tri-Cities race for the Gold Cup was won handily once again by Bill Muncey in a new ATLAS VAN LINES superboat, a trend-setting cabover hull designed by ATLAS VAN LINES Crew Chief Jim Lucero. The first craft with a forward cockpit to win first place on the Columbia River, ATLAS VAN LINES demonstrated faster cornering than any other boat in history, with a competitive lap of 124.309 miles per hour on the first round of the final heat. Second place behind the all conquering ATLAS went to Mickey Remund whose MISS BUDWEISER sank during a practice run two days before the race and was the subject of a feverish round-the-clock repair effort.

1978: Columbia Cup Miss Budwelser. For the third time since 1966, a Bernie Little owned beer-wagon ruled the waves with a victory at Tri-Cities. With Ron Snyder at the helm, MISS BUDWEISER took the lead after Bill Muncey's favored ATLAS VAN LINES blew its engine on the first backstretch of the final heat to signal the blue blaster's lone defeat on the 1978 season's seven race tour.

1979, 1980: Columbia Cup-Atlas Van Lines World record performance was the order of the day in 1979 with four new marks for qualification and competition being established by the likes of ATLAS VAN LINES, MISS BUDWEISER, and MISS CIRCUS CIRCUS. Acclaimed as the most competitive Tri-Cities contest to date, Muncey's ATLAS VAN LINES captured the victory but only after two boats-the CIRCUS CIRCUS with Steve Reynolds and the BUDWEISER with Dean Chenoweth-had broken down while leading AVL.

1980 will long be remembered for one of the classic final heat shoot-outs in racing history. This occurred when Bill Muncey and ATLAS VAN LINES finally put a stop to the unprecedented domination of Chenoweth and the Rolls-Royce Griffon-powered MISS BUDWEISER, which had won 20 consecutive heats and each of the five previous races. Muncey had his hands full fighting off Chenoweth's determined challenge for the lead. At the finish, it was ATLAS the winner at 128.571 and BUDWEISER second at 126.689 with both autdoing the previous high of 124.412 for the 121/2 mile distance set the year before by ATLAS.

In 1980 the fans also took home the heart-stopping memory of the new turbine-powered PAY 'N PAK (lipping an incredible 2½ revolutions in front of the Judges' Stand during a pre-race practice run. Pilot John Walters escaped with relatively minor injuries, but the season was over for owner Dave Heerensperger's comeback craft.



Columbia Cup 1981 Racing Rules

The Columbia Cup consists of three heats of 12½ miles each (5 laps on a 2½ mile course) for a total of 37½ miles.

Boats are placed in the preliminary heats (1A, 1B, 2A, 2B) by the luck of the draw with a maximum of six boats allowed in each section. The draw is taken at the drivers' meeting, Saturday night before the Columbia Cup race, in the presence of owners and drivers. The first boat drawn is placed in Heat 1A and the second boat is placed in Heat 1B, and so forth. The only exception is when one owner enters more than one boat in which case the boats are placed in separate heats.

The six boats scoring the most points after two heats of racing go into the final heat, and the winner of that heat is the winner of the Columbia Cup.

A hydroplane receives a number of points for its order of finish in each heat. To win points, a hydroplane must finish all laps of the heat involved within fifteen minutes of the official start. All points scored in a race are accumulated during the season and used to determine the National Champion boat and driver at the end of each racing year.

Points are awarded as follows: First-400 points; second-300 points; third-225 points; fourth-169 points; fifth-127 points; sixth-95 points.

To Qualify for the Columbia Cup

To be eligible to race In the Columbia Cup, every boat must have recorded one Iap at the minimum of 100 miles per hour over the 2½ mile course. The qualifying attempt must be three con-

secutive and continuous laps, with the fastest lap taken as a qualifying speed.

A boat may try to qualify as many times as necessary during the time period allotted for qualifications (Thursday, Friday and Saturday).

At the firing of the 1-minute gun, the boats are not to cross the starting line until the face of the clock is totally black. If a boat "jumps the gun" by crossing the starting line with less than 3O seconds remaining until the start of the heat, it must run an extra lap.

Only those boats that are on the course and running in a planing attitude when the 1-minute gun fires are allowed to race. A driver on the course cannot attempt to start his engine after the firing of the 1-minute gun; he must wait until after the heat is complete to start his engine.

Should a boat that is eligible for the final heat withdraw, or be unable to start the final heat, then the next boat in order of point standings will be allowed to enter the final heat as an alternate starter. The driver of the alternate boat may start his boat's engine and enter the course if all boats eligible are not on the course and running at the 5-minute gun. If all starters are on the course at the 1-minute gun, then the alternate must leave the course. If any starter is not running at the 1-minute gun, the alternate may proceed to starting position and start the race.

The Columbia Cup

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 be a marker and may be disregarded. Should an offending boat force an unoffending boat to strike a buoy which then becomes dislodged, the offending boat will be required to run an extra lap.

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 it hazardous to participants beyond the usual hazards of competition. If, at the time of the stoppage, the leader has finished three consecutive 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 finishing 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 help is needed. When no signal whatsoever is received, it indicates that the driver is injured and requires immediate aid.

Flags and Signals

Keep your eye on the official barge and you'll see a colorful array of flags throughout the race. Below Is a description of what they mean to the drivers out on the course:

AT THE START:

Yellow Flag: Displayed at the firing of the five-minute gun until the one-minute gun.

White Flag: At the one-minute gun before the start of the race, the yellow flag is lowered and replaced by the white flag

Black Flag: When a boat does not comply with starting rules, it is used to signal a driver to pull into the infield.

AFTER THE START OF THE RACE:

Red Flag: Signals that the race has been stopped or postponed. Also accompanied by discharge of red or orange smoke. Signals boats to return to the pits.

Yellow Flag: Indicates to drivers that there is a hazardous condition on the

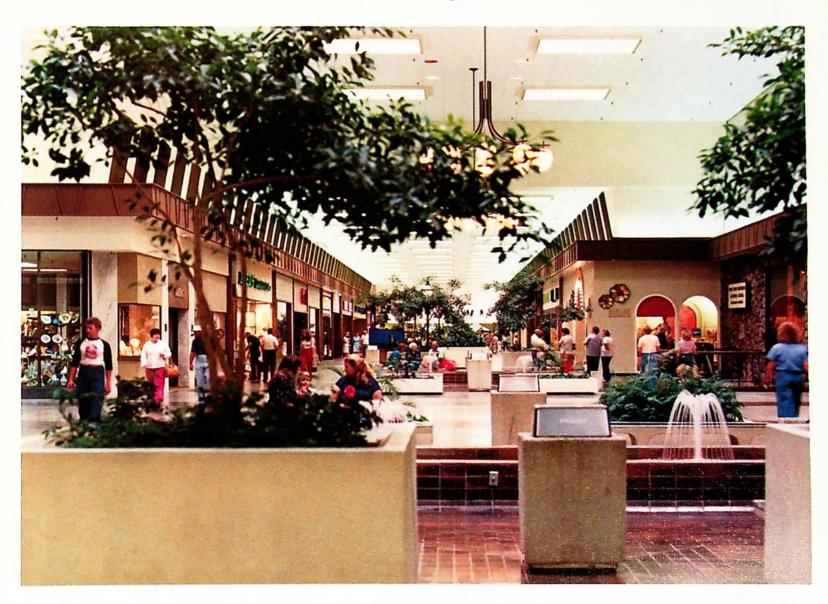
race course, such as a stopped boat, which should command their attention and caution.

Green Flag: To indicate to a boat signalled that this starting its final lap.

Checker (10%: Displayed at the finish of the race to indicate to the boat passing the judges' stand that it has completed the race.

Flags Identical to those on the official barge are also displayed by a boat stationed on the infield of the course.

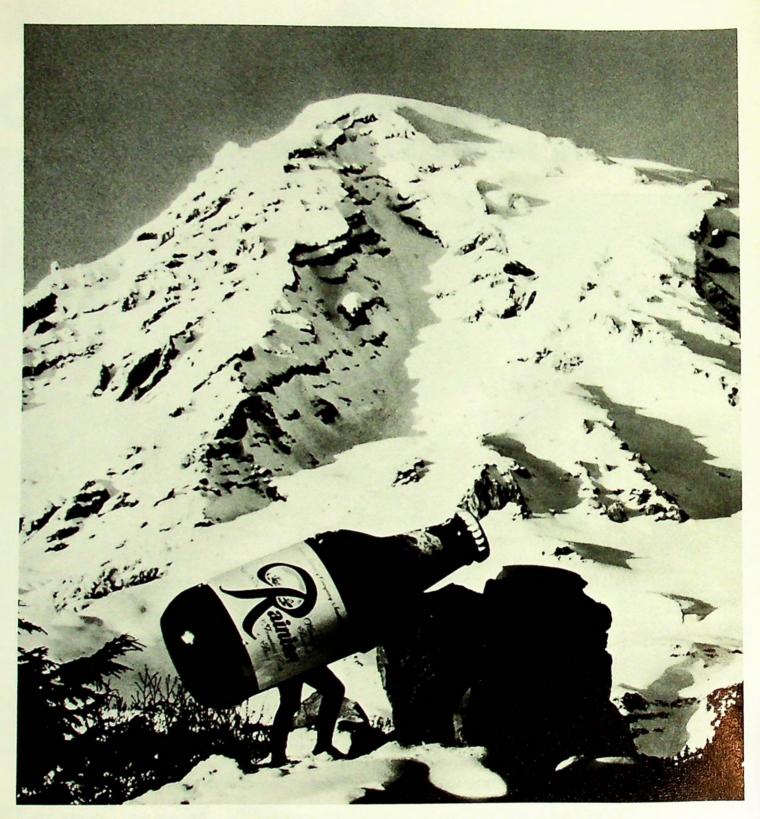
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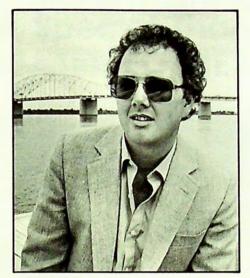




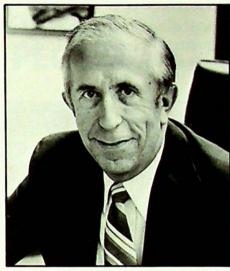
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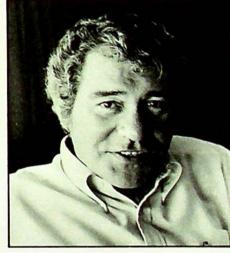


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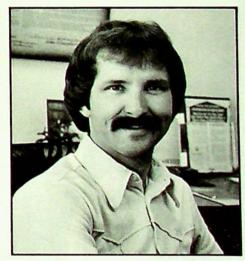




Dick Pew VICE PRESIDENT & RACE CHAIRMAN Columbia TV



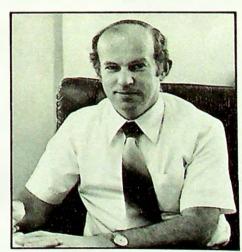
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Tapteal with a spectacular view of the Columbia provides 98 luxury one and two bedroom apartments. There are washer dryer hook-ups, a whirlpool and exercise room in this ideally located adult environment.



















A Special Thanks to WATER FOLLIES PEOPLE

A few of those who have played an important part in staging the 1981 Tri-Cities Water Follies and Columbia Cup.



Sue Watkins Casino Night



Joe Jarreli



Todd Eggers, left, and Doug Tillson Columbia Cup Pits



Mike Berriochoa



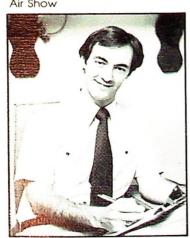
Dorothy Schoeppach



Chuck Hudon



Ralph Smith Photographer



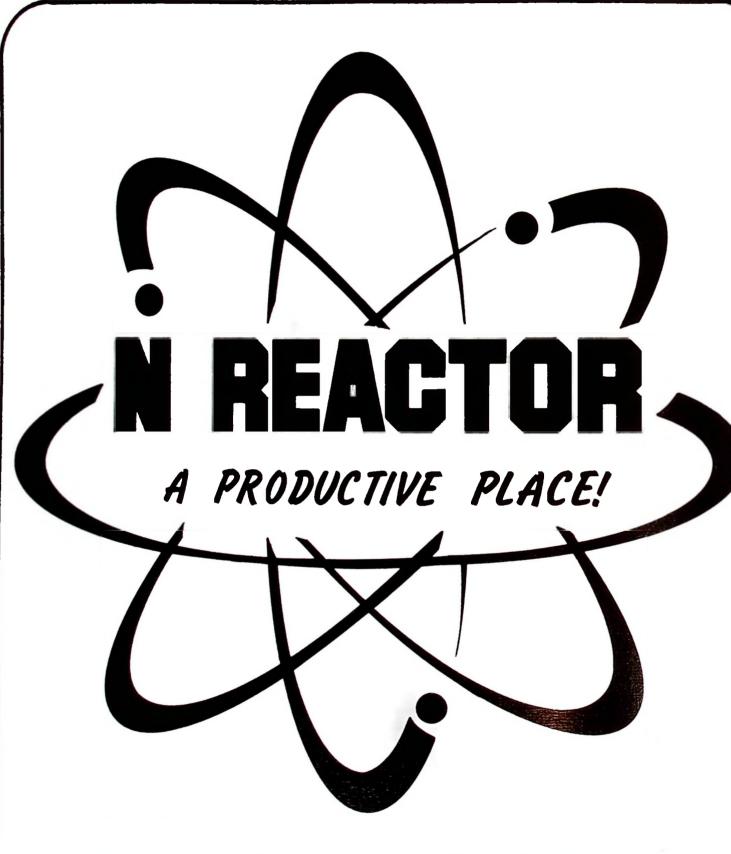
Gerald Berges Kennewick Klwanis, Program Sales Sisu Women's Club, Ticket Distribution



Betty Walker, left, and Sue Metully



Bob Bold Course Chairman



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Miss Tri-Cities Candidates

1981 Miss Tri-Cities Pageant

Friday, July 17 • 7:30 p.m. • Kennewick High School Auditorium

Photographs by Marlin's Photographers



Caryle Burnside



Tina Craig PASCO



Nancy Ford RICHLAND



Dawnette Johnson PASCO



Darla Michele Moore KENNEWICK



Cristi Nelson RICHLAND



Becky Parker PASCO



Cindy Robison PASCO



Robin Schaben KENNEWICK



Diana Sundvik KENNEWICK



Laura Williams KENNEWICK



Julie Zielinko PASCO



Columbia Cup Committee List

Columbia Cup: Dick Pew, race chairman: Al Scott, assistant race chairman: Bob Bold, course chairman: Steve Barraclough, assistant course chairman.

Scorers & Timers: Tom Winter, Bobbie Forsell, Jim Benson.

Clock Operator: John Allan

Dive Master: Cal Washam; assistant dive master, Dennis McLean.

Buoys & Anchors: Jeff Bold, chairman. **Patrol Boats:** Ron Pearson, chairman.

Sled Mechanics: Marine Service Center, Jim Weatherman, The

Magic Wrench, Mary Johnson.

Sled Repair & Build, Divers, Driver's Deckhands, EMTs & Support Personnel: Jay Bold, Cal Washam, Skipp Robinson, Roger Lemon, Andy Howell, Karl Kiichle, Glenn Washam, Lloyd Washam, Ernie McColley, Hayes Cooper, Bill Wilcoxson, Patty Clay, Dick Alvis, Craig Rinker, Jeff Bold, Mike Bold, Doug Rosenoff, Frank Engish, Keith Brutzman, John Bold, Jerry Rhine, Ron Pearson, Scott Winsor, Phil Webb, Dan Green, Jim Harless, Bob McLean, Dana Mueller, Linda Montgomery, Mark Schneider.

Pit Area: Todd Eggers, pit boss; Doug Tillson, assistant pit boss; Jerry Shiley, Frank Schricker, Jerry Bates, Gary Kirk, Bob Svargren, Ken McMenomin.

Pit & Barge Security: W.F. (Doc) Ganders

Pit Fire Protection: Benton County Fire District No. 1, Jim Deines, Dist. Coordinator; Station 1, Ernie McColley, chief; Station 2, Gary Strawn, chief; Station 3, Carroll Davis, chief; Station 4, Frank Powell, chief.

U.S. Coast Goard: Commanding Officer CWO R.H. Ross; Executive Officer, CPO Bill Weaver, Operations Officer, BMI Dennis Coholan.

Coast Guard Auxiliary: Division 9 Captain and Operations Officer, Bob Shannon: Assistant Operations Officer, Dick Thomas.

Admission Gates: Ron Hue, chairman; Rick Peenstra, Pasco-Kennewick Rotary Club; Dick Rhodes, Search & Rescue Club; Lorance Hue, Disabled American Veterans; Bob Berger, Shrine Dirty Dozen; Peak Putters; Virgil Clements, Pasco Lion's Club; Pasco Jaycees; Soccer Club.

Booster Button Sales: Anne Hayden, Chapter EL, P.E.O; Helen Hyland. Chapter GF, P.E.O; Jane Johnson, Chapter GZ, P.E.O; Rosemary Peot, Pasco Emblem Club.

Clean Up: Rick Schmidtke, chairman.

Columbia Center Mall Sales: Betty Esvett, Chapter AZ, P.E.O.

Concessions: Ron Strait, chairman. **Concessions:** Steve Osborne, chairman.

First Aid: Tom Throndsen, American Red Cross, coordinator.
Franklin County Viewing Area: Chuck Keltch, chairman.

Hospitality: Dean Mitchell, chairman.

Parade Float: Rod & Linda Lewison, Royal City, designers and builders; Chuck and Carol Kettch, coordinators.

Parking: Everett Goodwin, Dick Green, Richland Kiwanis; Verda Carney, Women in Construction.

Photographer: Ralph Smith.
Plt Booth Sales: Dave Dickerson.

Plt Tours: Joe Jarrell, chairman: Jim Ryder.

Pit Tour Guides: Jim Ryder, Randy Jarrell Darren Deonigi, Scott Davis, John Hancock, John Orthman, Mike Orthman, Suzy Foutz, Erlan Leitz, Glenda Wallace, Terry Barnes, Rick Jennings, Kitty Milan, Brian Johnson, Rob Conners, Arnie Molvik, Al Sharp, Heather McCombe, Diana Forsyth, Lincoln Loney, Ron Okura, Tom Farrow, John Getty, Matt Kreiter, Randy Wilmoth, and Steve Ilten.

Press & Publicity: Ken Maurer; Herb Brindamour, credentials.

Program Distribution: Jerry Berges, chairman, Dick Petersen, Dave Dickerson, Kennewick Kiwanis.

Ticket Distribution: Sue Metuily, Betty Walker, Sisu Women's Club.

Water Follies Events

Alr Show: Mike Berriochoa, chairman.

Allied Arts Sidewalk Show: Muriel Scott, chairman; Kay Hess, co-chairman.

Community Band Concert: Don Paul, chairman.

Casino Night: Sue Watkins, chairman.

Civic Club Luncheon: Ken Maurer, coordinator.

Darting Contest: Clif Larson, chairman, Tri-City Darting Association.

Tri-Cities Amateur Golf Tournament: Perry Williams. Handball Tournament: John Hardy, Tri-City Athletic Club.

Miss Tri-Cities Pageant: Dorothy Schoeppach, pageant director, Dorothy Epperson, hostess chairman; Dale Merrill, production director.

Model Airplane Fun Flight: Bill Cotter, president, Tri-City R/C Modelers.

Model Hydros: Bob Brackett, R/C Columbia Cup race.

One Reel Vaudeville Show, A Day in the Park: Paul Whitemarsh, Pasco Parks & Recreation.

Grand Parade: Chuck Hudon, chairman.

Kiddie's Parade: Paul Whitemarsh, Pasco Parks & Recreation.

Pet Fair: Robert Hillman, Benton-Franklin Humane Society.

Play, "The Promise": John Bower, Bible Way.

Shoreline Run: Mike Cleavenger, Richland Police Department.

Soccer Tournament, Columbia Cup Invitational: Mark Francis, Columbia Basin Soccer Association.

Sports Car Show: Steve Giamberadini, Sage and Sand Sports Car

Square Dance: Virginia Bauer, Prairie Shufflers.

Style Show, Miss Tri-City Contestants: Dorothy Schoeppach, chairman.

Talent Show: Nancy Elliott, chairman, Kennewick Junior Women's Club.

Tennis Tournament: Paul Whitemarsh, Dunning Ray Insurance Agency.

Volleyball Benefit Tournament: Rod Meyer, Lady and Mr. Fitness Health Spa; Desert Sun Distributing.

Wine Festival: Bobbi Bennett, Tri-Cities Visitor & Convention Bureau.





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Atlas Van Lines owner-driver Bill Muncey receives the first place trophy from Miss Tri-Cities, Kristine Weltz, during the 1980 Columbia Cup Awards banquet. Muncey's victory was his fifth on the Columbia River. Muncey went on to capture second place in the national standings, behind Dean Chenoweth in Miss Budweiser.

Atlas Van Lines Captured 15th Annual Columbia Cup

Bill Muncey, driving the Atlas Van Lines U-1, set two world's speed records on his way to winning the 1980 Tri-City Water Follies Columbia Cup race.

By winning, the veteran driver captured his fifth Columbia Cup title in the 15-year history of the race.

It was a sweet victory for Muncey, who pulled a startling upset over the seemingly unbeatable Dean Chenoweth and the Miss Budweiser. Chenoweth had a perfect season up until the Columbia Cup final, winning everything he entered-all five races and a string of 20 consecutive heat victories.

In the final, it looked as if Chenoweth and the Bud would get lane one at the start until Muncey turned right behind Chenoweth going through the Bud's wake. A real battle was expected, but a faulty oil line and a nitrous system malfunction slowed Chenoweth's boat, giving Muncey the edge.

Despite a diminished challenge from the Bud, Muncey ran a world record pace. His first lap at 133.73O and a heat speed of 128.571 set new world records for the 2½-mile course. Budweiser, even with its troubles, averaged 126.689.

The final results of the 1980 Columbia Cup were: first, Atlas Van Lines; second, Miss Budweiser; Milner Irvin driving Dr. Toyota captured third; fourth, Bob Maschmedt in Tempest; and fifth, Steve Lacava, Oh Boy! Oberto.

1981 Tri-City Water Follies Board of Trustees

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It's More Than Just A Boat Race

Tri-City Water Follies . . . It's more than just a boat race.

It's a time when the three separate cities on the banks of the Columbia River (Pasco, Kennewick, and Richland, Washington), join together in one of the most celebrated festivals in the Northwest.

The 1981 Water Follies celebration begins long before the boats roll into the Tri-Cities for the Columbia Cup race, the culmination of the Water Follies festival. And, the events are so varied they offer that proverbial "something for everyone," often without cost.

This year, Water Follies kicks off with the Columbia Cup Air Show featuring the U.S. Navy Blue Angels a full three weeks before the unlimited hydroplanes begin racing here. Like many of the other Water Follies events, it's a program of top quality family entertainment that can't be matched anywhere in eastern Washington. The last time the Blue Angels performed in the Tri-Cities was in 1970, and that year their performance was also a part of the Water Follies festival.

Water Follies itself is over 30 years old.

It has had several names and various program formats, including its beginning as a carnival. Limited hydroplanes raced here during those early years, and were the major attraction. But there was a feeling that this area needed a bigger event to showcase the "unlimited" water and sun potential of the Tri-Cities. Unlimited hydroplanes were the answer.

During the 15 years that the unlimiteds have raced in the Tri-Cities, the area has gained untold amounts of publicity, not only for boat racing, but also for the recreational water and weather assets this area has to offer. Twice the Tri-Cities has been on national television with unlimited racing, and the area has hosted the Gold Cup three times.

Monies earned from the racing have been returned to the community by the Water Follies Association in the form of capital improvements. An automatic sprinkler system was installed in Columbia Park, along with a public boat launching ramp, an outdoor stage, and hundreds of feet of boat docks.

The river also has one of the finest pit areas available for unlimited racing which doubles as a place for boaters and other activities.

For 1981, rental fees of over \$13,000 were paid by the Water Follies into the Benton County Parks Development Fund for use in developing the county's park system.

The Water Follies is also responsible for the year-round expenses of Miss Tri-Cities and her court, including her participation in the Miss Washington Pageant each year in Vancouver.

The Water Follies community festival continues to grow. This year, thousands of Tri-Citians will volunteer their time and effort to put on the Columbia Cup race and over 3O other events which range from an art show, to sports tournaments and model hydroplane and airplane flying. Many of the events would not be possible without the assistance of the Water Follies Association.

During Water Follies, the community comes alive with activities and events, many of which are offered free to the public.

Tri-City Water Follies is the fastest boats in the world competing on one of the fastest courses in the world . . . and it's so much more.



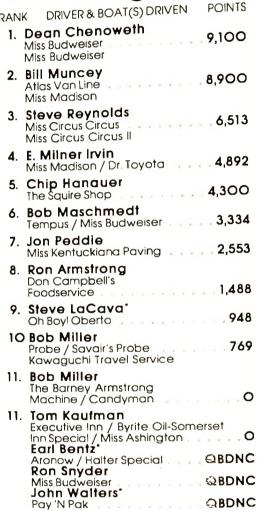
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World Records

QBDNC Qualified but did not compete.

The Columbia Cup course again proved itself as one of the fastest on the circuit, with three world records being set during the 1980 race.

The Columbia Cup course holds the following world records:

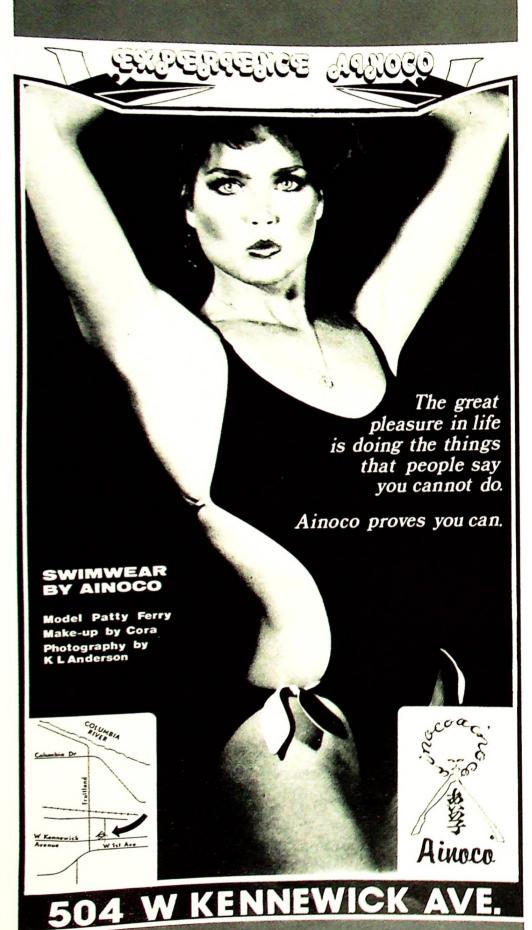
Qualifying 2½ mile lap, 138.249, set by MIss Budweiser in 1980.

Competition 2½ mile lap, 133.730, set by Atlas Van Lines, 1980.

Competition 12½ mile heat average, 128.571, by Atlas Van Lines, 1980.

Competition 60 mile race, 108.974. sol by Miss U.S. in 1975.

Competition 37.5 mile race, 121.011, set by Atlas Van Lines in 1979. □



Energy Fair '83Exploring a Bright Future

The Tri-Cities. It's an area rich with information, research, production and leadership in the world of energy. It's because of this abundance of energy knowledge that it's only natural the Tri-Cities takes the stage to present an exposition showing achievable solutions to our energy concerns.

Energy Fair '83 was formally created by the 46th Washington State Legislature to Increase public awareness through demonstrations and exhibits of the many alternate methods of energy conservation and production. Following the formation of the Energy Fair '83 State Commission by the Legislature, its members became incorporated as a non-profit organization. Next, 25 leading business and civic leaders were named to the board of directors. Beckton James, formerly of Westinghouse and a member of the Richland City Council, was named the Fair's Executive Director. Energy Fair was on its way to becoming a reality.

Why an energy fair? The reason, and benefits to the Tri-Cities, are numerous.

There will be economic growth. With \$56 million in direct economic impact on the local economy, the total economic impact will be \$143 million, with \$52 million in new personal income as a result of Energy Fair '83.

It will be an educational exposition. The Fair will exhibit the many alternative methods to produce and conserve energy, and will illustrate achievable solutions to the problems confronting us in developing ways to meet the world's energy needs. The educational benefit will be to people of all ages and levels of energy knowledge.

It will provide entertainment. The fun

and enjoyment of the Fair will provide the community with family entertainment within the Tri-Cities. The 40-acre site at Kennewick's Vista Field will feature a multi-use facility housing approximately 40,000 square feet of exhibit space, a 1,500 seat amphitheater, promenades, plazas, concessions and a fun-fair amusement park.

The exhibits will be of a world class, including domestic and international presentations. International merchandise, together with energy-related demonstrations and exhibits, will provide the visitor to Energy Fair, both local and from out of town, a memorable experience.

The color and excitement of the Fair will also provide the community with an added tourist attraction to promote the area as one of the outstanding vacation spots in the Pacific Northwest.

After the Fair is over, the \$12-14 million multi-use convention and exhibit facility will remain. It will provide the community with continuing enjoyment, entertainment and economic growth including sporting events, music, shows, conventions, and exhibits that otherwise would not be possible.

The gates of Energy Fair '83 are set to swing open on April 1 and the Fair will continue through July 31, 1983. More than 1.2 million visitors are expected to view Energy Fair.

And when the world comes to visit the Tri-Cities in '83, the achievement of staging an exposition of this size will show in the communication and cooperation of the Tri-City community, and will enhance the area's reputation as one of this nation's energy capitals.



John Spellman, Governor of the State of Washington, signs House Bill 490 which appropriated \$1.5 million for state participation in Energy Fair '83. The bill, passed by the 1981 legislature, provides the money for the state's exhibit at the fair. Watching the signing are state legislators including Shirley Hankins, right, and Ray Issacson, of the Tri-Cities.





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1979 ATLAS VAN LINES (9th)

1978 ATLAS VAN LINES (9th)

1977 MISS BUDWEISER (8th)

1976 ATLAS VAN LINES (8th)

1975 PAY 'N PAK

1974 PAY 'N PAK

1973 PAY'N PAK

1972 ATLAS VAN LINES (5th)

1971 MISS BUDWEISER (6th)

1970 MISS BUDWEISER (6th)

1969 MISS BUDWEISER (6th)

1968 MISS BARDAHL (5th)

1967 MISS BARDAHL (5th)

1966 TAHOE MISS (3rd)

1965 MISS BARDAHL (3rd)

1964 MISS BARDAHL (3rd)

1963 MISS BARDAHL (3rd)

1962 MISS CENTURY 21

1961 MISS CENTURY 21

1960 MISS THRIFTWAY (3rd)

1959 MAVERICK (2nd)

1958 MISS BARDAHL (2nd)

1957 HAWAII KAI III

1956 SHANTY I

1955 GALE V (1st)

1954 GALE V (1st)

1953 GALE II

1952 MISS PEPSI (2nd)

1951 MISS PEPSI (2nd)

1950 MY SWEETIE (Ist)

1949 MY SWEETIE (lst)

1948 SUCH CRUST

1947 MISS PEPSI V

1946 TEMPO VI



The Tri-City Water Follies Salutes Its Past Presidents and Race Chairmen

Past Presidents

1966 - Clif LaHue

1967 - Jerry Horrobin

1968 - George Grant

1969 - Bruce Glenn

1970 - Dr. Orval Patchett

1971 - Dr. Orval Patchett

1972 - Dave Dickerson

1973 - Dave Dickerson

1974 - Jerry Eerkes

1975 - Jerry Eerkes

1976 - Chuck Keltch

1977 - Chuck Keltch

1978 - Ken Thompson

1979 - Keith Bowers

1980 - Jack Robson

Past Race Chairmen

1967-68 – Jack Hamann

1969-72 - Don Cooper

1973-78 - Ken Thompson

1979 – Bill Wilcoxson

1980 - Dick Pew



A Salute To The 1981 Heat Sponsors

Tri-Cities Savings and Loan Association.

The only locally owned and operated savings and loan has shown a strong growth rate since its beginning in December, 1978. The savings and loan was formed by a group of Tri-City people who saw the need for a local financial institution designed to serve the local needs of this growing area.

Within the last year and a half, Tri-Cities Savings and Loan has moved into its permanent new building located at Clearwater Avenue and Columbia Center Boulevard in Kennewick, and opened a branch office in Pasco, at the corner of 20th and Court Streets. Both offices offer the convenience of drive-in windows, and free parking.

A huge time-and-temperature sign at the Kennewick office is also operating and available to community organizations for public service announcements.

Rate of growth of the Association is above expectations, according to Rick Schmidtke, President.

"Our Association pays the same high rates as any insured savings and loan. The major distinction is that we are homeowned and all of our saving stays at home to aid in the growth of the Tri-Cities," said Schmidtke.

Over 400 Tri-City area people are stockholders in the Association.

Mark & Pak Discount Food & Variety Stores.

There are 10 Mark & Pak stores located throughout eastern Washington, including Cashmere, Walla Walla, Wenatchee and four in the Tri-Cities.

Paul Meyer, who has been with the food industry in the Tri-Cities for 3O years, is vice-president and general manager of the southern district.

Within the last year, the Mark & Pak stores have put into operation a check-out "scanning" process which eliminates the necessity of customers having to price their own product. The discount prices offered by the stores remain in effect even after the addition of the "scanning" convenience.

The four local Mark & Pak stores have all been remodeled and/or expanded to provide shoppers with a more pleasant shopping area. Over 40,000 people shop at Mark & Pak each week. Locally, Mark & Pak employees 200 people.

Paul Meyer and Mark & Pak stores have been unlimited hydroplane sponsors and have provided strong support to the Water Follies and Columbia Cup over the years.

The water follies salutes these two organizations – both local businesses growing and serving local people.

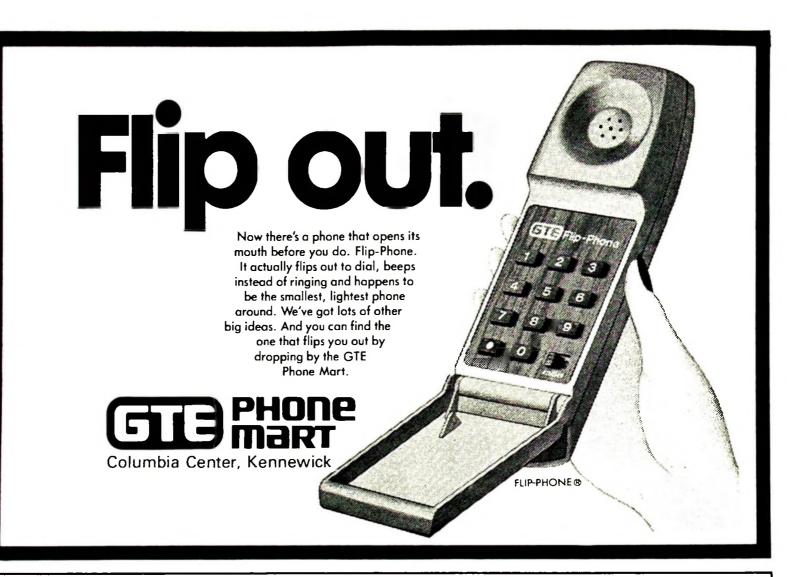
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Miss Tri-Cities Wins Miss Washington Title



The 1980-81 Miss Tri-Cities, Kristine Weitz, was named the 1981 Miss Washington during the 20th annual state pageant held in Vancouver, Wash., during June.

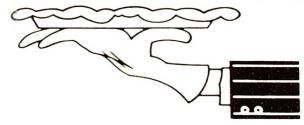
Kristine, the first Miss Tri-Cities to capture the Miss Washington title, competed against 17 other women from throughout the state. During the talent portion of the competition, she sang a special arrangement of George Gershwin's "Summertime."

Kristine will be living with a host family in Vancouver until she leaves to participate in the Miss American Pageant scheduled for September 12 in Atlantic City, N.J. While Miss Washington, Kristine will make numerous appearances both in and out of the state of Washington, including several stops in the Tri-Cities. During one of those stops, she will crown her local successor during the Miss Tri-Cities Pageant, set for July 18.

Also during the state competition, the Tri-Cities Pageant was awarded the Robert E. Davies Award for the most improved pageant.

Pageant chairman and Miss Tri-Cities Chaperon is Dorothy Schoeppach. Expenses of the Miss Tri-Cities Pageant and Miss Tri-Cities are paid by the Tri-City Water Follies Association. □

Godfather's Pizza

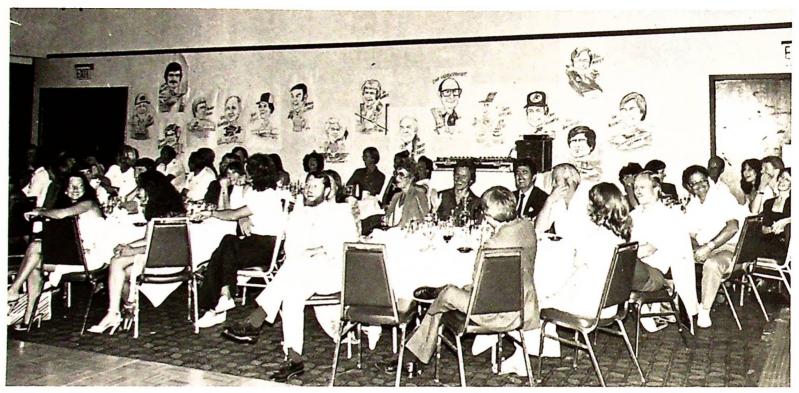


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1980 Awards Banquet

Caricatures of the unlimited hydroplane owners and drivers lined the walls of the Hanford House Thunderbird during the 1980 Awards Banquet. Awards went to heat winners as well as to the top finishers in the Columbia Cup.

1981 Unlimited **Hydroplane** Race Schedule

DATE

RACE/CITY/LOCATION

June 7

Champion Spark Plua Unlimited Regatta Miami, Florida; Marine Stadium

June 28

Stroh's Silver Cup

July 5

Detroit, Michigan; Detroit River

Indiana Governor's Cup Madison, Indiana; Ohio River

July 13

Thunder on the Ohio III Evansville, Indiana; Ohio River

July 26

Columbia Cup

Tri-Cities, Washington; Columbia River

August 9

Sea Galley-APBA

Gold Cup

Seattle, Washington; Lake Washington

August 30

Thunder in the Glen World

Championship Watkins Glen, N.Y.

September 20 Circus-Circus Thunderboat

Regatta

San Diego, California; Mission Bay

Unlimited Officials



Fred Alter



Jim Hendrick **BROADCAST ANNOUNCER**



J. Lee Schoenith CHIEF REFEREE



Phillip S. (Sam) Cole PUBLIC RELATIONS DIRECTOR

Mank EFAK

DISCOUNT FOOD & VARIETY

Chank Jou

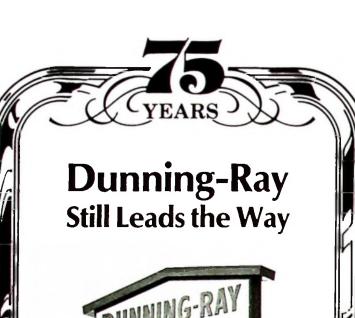
. . .Thank you, Tri-Cities, for making this year our most successful ever. Your patronage has enabled us to employ over 200 people to boost the area's economy. Your business also provides us the resources to remodel and expand, which results in a more pleasant shopping atmosphere.

All our merchandise is 100% guaranteed. Our goal is to please every customer to their satisfaction!

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Columbia Cup Timed by Computer

For the first time in the Columbia Cup history, the official timers and race scorers will have some "extra" help on race day—a computer.

The computer that will be used during the Columbia Cup was designed, built and programmed by Chuck London, a Boeing Computer Engineer. London built the Computer, valued at over \$15,000, especially for this purpose during an unlimited race.

The computer has been used twice during Seattle Regattas, and according to Tom Winter, chairman of the Timing and Scoring Committee, the computer provides instant data at 100 percent accuracy.

The computer will provide the time for each lap of each boat, convert this time into miles per hour, display the progressive summary of the boat on its terminal, and then print out all the information at the end of the heat. At the con-

clusion of that heat, it will award the points earned by each boat.

Along with giving heat by heat, boat by boat information, the computer will continually be updating and summarizing the information. It will provide information such as the average speed of the boat per heat, the boat's fastest lap of the day, the current standings of all the boats and all the boats' times.

London will be in the Columbia Cup pits working with Jim Benson, Chief Timer, Bobbie Forsell, Assistant Scorer, and Winter. He will help them ascertain both the times and points at the moment they happen.

In case the computer system fails, the computer will be backed up by electronic stop watches—the system used in previous Columbia Cup races. The system will also give instant information to those broadcasting live from the Columbia Cup race site.

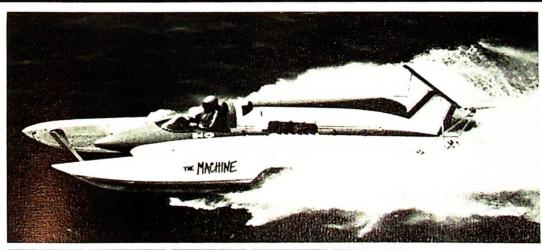
Water Follies: A Major Fund Raising Event

Water Follies is the largest fund raising event each year for many community organizations throughout the Tri-Cities.

During the 1980 Water Follies over \$35,000 was paid by the Tri-City Water Follies Association to community organizations for work done before, during, and after the events.

Organizations raise money by selling programs, distributing tickets to ticket outlets, manning the ticket booths, selling booster buttons, working at the entrance gates, parking cars and helping with the clean up after the race.

Over 4O organizations were involved in last year's Water Follies. In addition, money is earned by the groups which operate the concession stands on both sides of the river during the boat races.



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In most parts of the world, people speak a common spark plug language: Champion. It's the plug most of the world's motorists prefer. From Auckland to Zululand. Manila to Maracaibo.

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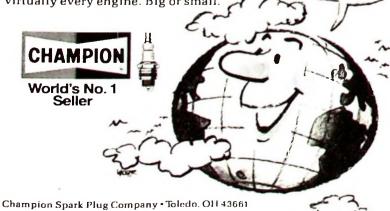
And it's the plug most big-time racing champions

use in their cars and motorcycles, too.

One reason for all this popularity is that

One reason for all this popularity is that Champion is unexcelled in the design and engineering of spark plugs. Which is something you'd naturally expect from a world leader.

Another reason is that Champion is famous for making plugs that are exactly right for virtually every engine. Big or small.



CHAMPIONS

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HYDRORAVE! is a publication for hydro fans. It reports the latest news in the thunderboat world, in addition to having items of interest for hydro souvenirs collectors and hobbyist. Subscriptions are \$8 a year.

For more information, write to Skip Young, Editor & Publishers, HYDRORAVE! 3708 East Superior, Seattle, WA 98122.



Designer and Builder: Ron Jones Built: 1970–Powered by Rolls Royce Merlin

The 1980 National Champion, Bernie Little's boat began its efforts to retain the title in 1981 with a win In the season opener In Miami. Last year, the boat stacked up a string of 20 consecutive heat wins before Atlas captured the 1980 Columbia Cup. When the boats moved on to the World Cup, Lake Washington again proved disastrous for the Bud; during qualifying, the Bud performed a barrel roll across the water, and was out for the season. Little's camp leased other hulls for the remaining races, and captured enough points to earn the National Title

The repaired Miss Bud is powered by Rolls Griffon engines which boost a thousand more horsepower than the Rolls Merlin. The boat is programmed for a lower gear ratio and moderate rpm's, and utilizes larger propellers to make best use of the extra power. The Bud is a cabover design which features unique step sponsons, offset engine and gear box for better cornering and a lower center of gravity.

Driver Dean Chenoweth, a Budweiser distributor from Tallahasse, Fla., was again injured in the 1980 Bud accident, but still recovering, climbed back into a "substitute" Bud during the season finale. He earned enough additional points to achieve top national driver standings.

中央中央 And Budweiser And Budweiser U-1







Dean Chenoweth / DRIVER



Designer: Dave Knowlen Builder: Norm Berg

Built: 1979-Powered by Rolls Royce

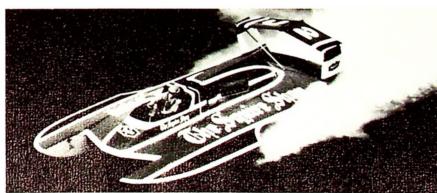
Merlin

The cabover Squire Shop places 6th In the national standings and for the second year in a row captured the Utah Governor's Cup regatta at Willard Bay, Utah. It was The Squire Shop's second unlimited victory.

This is the third season for this Squire Shop hull, built in the Norm Berg shop in Tacoma. This spring, the boat went to the Ron Jones boat shop for major remodeling which included new lighter, molded fiberglass sponsons and wing.

Co-owners Bob Steil and George Wade operate 27 Squire Shops in Oregon, Montana and Washington (including Columbia Center In the Tri-Cities)

Driver Chip Hanauer is a 1976 graduate with honors from WSU in clinical education. He currently is personnel manager for the Squire Shops. Hanauer got his start in boat racing at the age of 21 in J-stock hydros. He began with the unlimiteds by driving Tad Dean's U-22.





Bob Stell and George Wade / OWNERS



Chip Hanquer / DRIVER

ss Budweiser U-



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Linda Andrews Andrews Design

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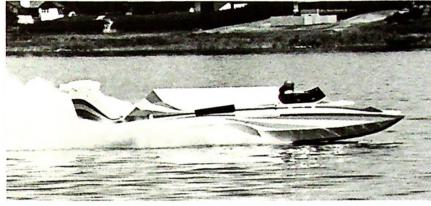


Designer and Builder: Ron Jones Built: 1976–Powered by Rolls Royce Merlin

Tri-Citian Ken Thompson's U-3 is back after a year lay-off. The boat, a former national champion 'Miss Budweiser," has been virtually remade for this racing season. Nearly 700 pounds of weight have been removed, and the boat was converted to a cabover. According to Thompson, the boat is virtually new from the bottom up, with 90 percent of the modifications being done in the Tri-Cities.

Thompson is owner of Tri-City Tile and Masonry and Thompson Mechanical. Thompson chose the U-3 number for the boat in 1979 to be symbolic of the three cities that form the Tri-City area.

Driver Jack Schafer, 36, is the second generation of a prominent thunderboat racing family of Detroit whose "Such Crust" boats were contenders from 1964-1969. Prior to signing up to drive the U-3, Schafer drove here in Bob Patterson's "Miss Van's PX." Schafer, a skilled pilot licensed to fly citation jets, has his own aircraft sales business in Santa Ana, Callf.









Jack Schafer, Jr. / DRIVER

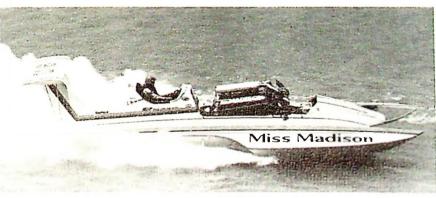
Clumbia (up)

Designer and Builder: Jim Lucero Built: 1973–Powered by Turbocharged Allison

Miss Madison placed 4th in the 1980 national standings. The boat was a former big winner as Pay 'N Pak and Atlas Van Lines. It won four straight national titles and a total of 21 races.

The community of Madison, Ind., the home of the Indiana Governor's Cup Regatta, is the owner of the boat.

Milner Irvin, Coral Gables, Fla., Is the boat's pilot, a Job that he took over in 1974. Since that time, he has compiled the best percentage of heats completed among active drivers. His cool no nonsense style in competition is a trademark. Owner of a leasing company, Irvin first went boat racing in 1967, driving in the limiteds.

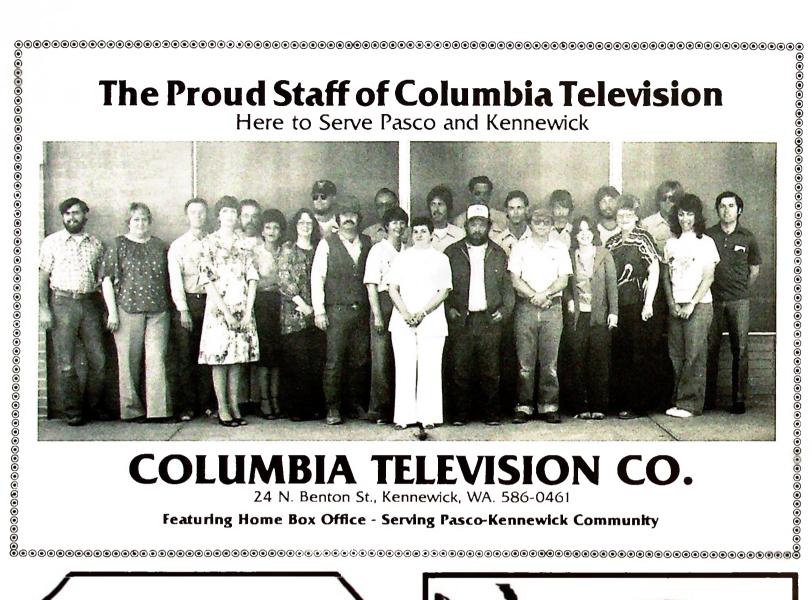




Milner Irvin / DRIVER

(en Thompson's

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Designer and Builder: Chuck Hickling Built: 1978–Powered by Rolls Royce Merlin

Chuck Hickling's Tempus finished the season in 8th position in the national standings, after competing In only five of the ten races on the unlimited circuit. The boat's best finish was third place at Ogallala, Neb.

After the Miss Bud flip on Lake Washington just before the World Cup, Bernie Little leased the U-17 and ran it as "Miss Budweiser" in Seattle, Ogallala and Willard Bay, Utah. The points earned by the U-17 were enough to give Budweiser the National Championship.

Chuck Hickling Is a 27-year racing veteran in the unlimiteds. His personal driving career included "Pay 'N Save," "\$ Bill," "Miss Budweiser," "Harrah's Club." and others. He won the 1969 Chelan Apple Cup.

Chuck designed and built the Tempus in his shop at his Bellevue home. Another hull is in the works at that shop and it will make its preview during the 1982 season. The craft will be a tunnel hull.

Bob Maschmedt is the Tempus' driver, taking over the wheel from Hickling last year. He is a veteran offshore powerboat racer and has driven Tad Dean's U-22, Bob Murphy's U-4 and Bill Wurster's U-8. He is a manufacturer's rep for marine and sporting goods, and owns Rivers Inlet Resort on the Coast.









embus

Bob Maschmedt / DRIVER



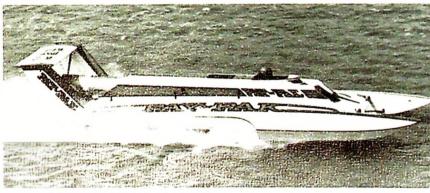
Designer and Builder: Jim Lucero Built: 1980-Turbine Power

A rebuilt Pay 'N Pak is back for 1981. After the turbine powered boat's season ended prematurely during a test run prior to the 1980 Columbia Cup, the boat had to call the season complete, even before entering a single heat. Only minor modifications were made to the Pak, including beefing up several sections of the hull. In the boat's 1981 premiere performance, the boat captured second.

Power comes from a Lycoming helicopter engine delivering 2,500 hp. Builder, designer and guiding genius is crew chief Jim Lucero. As Lucero starts his 16th season, he has 44 career wins as a crew chief, and a better than 50 percent win record, both records for the sport. Lucero's boats have won six national championships.

John Walters, Seattle, is back in the cockpit of the Pak after sustaining a broken hip in the Columbia Cup flip. Before Walters took over the job at the wheel of the Pak, he was a limited driver and a member of the Atlas crew for three years. He was closely involved in the construction of the Pak.

Owner is Dave Heerensperger and Pay 'N Pak Stores, a company with 84 stores throughout the western and midwestern states (including the Tri-Cities). The company's history in unlimiteds goes back to 1963 when Heerensperger, with his Eagle Electric Company in Spokane, sponsored the former "MIss Spokane," as "Miss Eagle Electric."





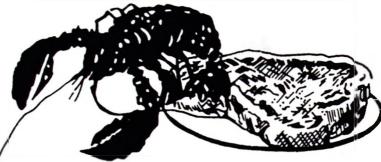
Dave Heerensperger / OWNER



John Walters / DRIVER

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Unlike the typical hydro which rides with three points in the water when racing, this boat rides with four. The principle of the design is utilization of hydrodynamic reactions upon the planing surface. The design is expected to achieve speed in the turns and greater acceleration on the front end. And, the design is expected to keep the boat from getting air under the hull and "flying."

The boat's first entrance into an unlimited race came at the season opener, but the boat failed to reach the qualifying speed.

Piloting the boat is Ron Armstrong, who raced last year in U-80 "Don Campbell's Food Service." Armstrong has numerous wins in the limited category and a background of building record-setting engines. His engines have set over 10 Bonneville speed records and he holds six carburetion patents.







William Bennett and William Pennington / Ron Armstrong/DRIVER OWNERS

Olumbia (up)

Designer: Jim Lucero Builder: Norm Berg

Built: 1977-Powered by Rolls Royce Merlin

The current holder of the Columbia Cup trophy. Bill Muncey and his Atlas Van Lines, had to settle for the number two spot in the 1980 national standings. Muncey's first win of the 1980 season came here in the Trl-Cities, and he went on to claim three more wins, but it was not enough to overtake the Miss Bud lead.

The Lucero designed boat is entering its fifth year of competition, and the design technology that once made Atlas the "cornering" champ of the fleet Is now used and refined by several other boats. The boat was slightly modified over the winter to include a headrest on the cowling.

Plans are in the works for a new hull in 1982.

Owner-driver Muncey remains thunderboating's most successful driver. Last year he claimed his 61st win, and the Atlas won number 23, more than any other unlimited. He's been in boat racing for 29 years, and raced llmiteds in the Tri-Cities before the big boats arrived. Muncey has won seven national titles and has seven Gold Cup wins. He serves as Vice President of corporate affairs for Atlas Van Lines.





BILL Muncey / OWNER / DRIVER

Atios Cines U-00

cus Circus





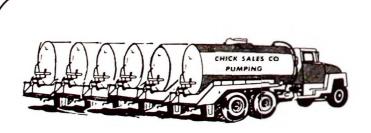
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Carroll Kern / OWNER Terry Turner / DRIVER

Designer and Builder: Henry Lauterbach Built: 1975–Powered by 454 c.i. Chevy

The boat was built originally as the Lauterbach Special, and has run here under the name of "Candyman." Carroll Kern, a retired Eastern Airlines captain, was a former owner of limited hydros



before he stepped up to the unlimiteds. His boat has also raced here as "Gemini."

The U-5 made its first appearance this year at the season opener in Miami as the "Gilmore Chevrolet Special," after picking up auto racing backer Jim Gilmore as a sponsor. Gilmore is the owner of several Indy cars.

Driver Terry Turner, Fullerton, Calif., also a

part owner, is an industrial engineer and accomplished driver in the limited classes. He's a three time national limited champion and set a five mile competition record in the well-known "Champagne Lady."

The third owner of the U-5 is John Dickerson



Designer and Builder: Ron Jones Built: 1966–Powered by Rolls Royce Merlin

The journeyman hull that raced last year as U-96 is now owned by Bill Wurster. Co-owners of the U-8 are Jurgen Sauerland, and Jerry Lovell. The original hull for the U-8 was built for the first turbine boat on the unlimited circuit. Last year the boat returned with Rolls power.

Driver for the boat is rookle Scott Pierce, son of Lair Pierce, who owned "O-Ring Miss." Scott Is a successful limited class driver.

Wurster Is a seasoned owner and driver, and he got his first ride in an unlimited in 1972 aboard "Valu-Mart." He previously owned "Oh Boy! Oberto" and several others.







Kelth Trowbridge / OWNER

OWNER DRIVER

Designer and Builder: Ron Jones
Built: 1976. Rolls Royce Merlin

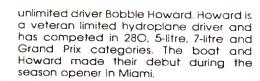
A Fort Meyers, Fla., based corporation is another one of the new unlimited spon-

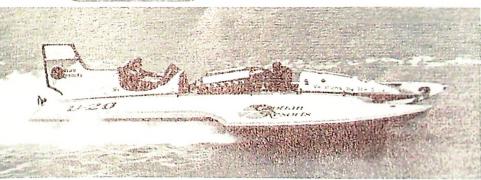


ones sors this year.

The U-2O, built in 1976, was purchased earlier this spring by Captran Resorts from Bernie Little.

The boat will be piloted by rookie











Bob Miller / OWNER-DRIVER

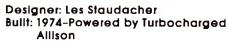
Designer: Jim Lucero
Builder: Fred Wickens
Built: 1970–Powered by Turbocharged
Allison

Bob Miller, a machinist from Everett, has raced unlimited hydroplanes for over 20

years. His rides have included "Probe," "Vernor's," "Atlas Van Lines," "Fascination," "Miss Tri-Cities," and others. Two years ago, he purchased the U-29, a hull formerly owned by Bob Fendler.

The boat ran here last year as "Kawaguchi Travel Service," and raced for several years as "Lincoln Thrift." The boat was one of the first to use the current turbocharging system on an Allison engine. After takeover, Miller added a wing to the boat and purchased additional Allison equipment from the Squire Shop racing team.





One of this year's new entries into the unlimiteds will have a woman driver at the wheel.

Miss KYYX will make its racing debut at the Columbia Cup and at the same time Brenda Jones will be making her debut as an unlimited driver.

Why did Pat O'Day, owner of O'Day Broadcasting of Washington and KYYX-FM, choose Ms. Jones?

He said, "I drafted the best athlete available. We wanted to bring someone

into unlimiteds with a very precise, disciplined, controlled manner. Brenda has the physical strength, courage and mental discipline in bountiful supply."

Ms. Jones, who has no previous boat racing experience, is warming up by driving limiteds. In 1979, she set a Woman's World record for 10,000 sit-ups, and this year has expanded that mark to 15,000. She has participated on two record-breaking weight lifting teams.

The boat is the former "Squire Shop" U-64. The boat will race in the Tri-Cities, Seattle and San Diego.



Brenda Jones / DRIVER

Designer and Builder: Les Staudacher Built: 1971. Powered by Allison

The U-15, which has competed here under various names including Elliot Dog Ration and Whatcom Lady, will be here as Miss Rent-It Shops.

Driver Tom Martin started racing in the limiteds and has campaigned also in several unlimiteds.

Owner Tom Martin is a longtime thunderboat enthusiast who purchased Jack Buhl's "Sweet Thing" two years ago, and recently purchased this hydro for the 1981 season.

Miss Rent-It Shop U-15

Designer: Dave Knowlen Builder: Norm Berg Built: 1979–Powered by Roils Royce Merlin

A newcomer to the unlimited ranks, both as an owner and driver, is Al Letcher, Lancaster, Calif.

His U-77 is the former three-point Circus Circus hull. The boat placed second in the national standings during its malden year, 1979. Last year the boat placed third.

Letcher purchased the boat after the 1980 season and shipped it to Seattle where it was rebuilt by Norm Berg and Dave Knowlen.

Letcher, a civil engineer, is an experienced air racer and his knowledge of Rolls Royce equipment should prove beneficial during his rockie season.



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Summertime—It's A Winner!



The 1980 Tri-City Water Follies parade float, "Summertime," has proved to be a big winner this season.

In the Wenatchee Apple Blossom Parade, the float captured first place in the category of floats from communities of comparable size. Competing in the Spokane Lilac Festival, it received the Grand Marshall award—the second highest award given in the parade.

In the Moses Lake Grand Moonlight Parade, the float walked away with the top honor–the Grand Sweepstakes award.

"Summertime," built and designed by Mr. and Mrs. Rod Lewison of Royal City, features large moving butterflies and colorful flowers. The warmth of the summer season in the Tri-Cities is carried out in splashes of color. It is the largest float in the history of the Water Follies, measuring 53 feet long and 13 feet wide. It will be taken to 12 parades throughout the Northwest.

The prize winning float will make its local debut during the Water Follies Grand Parade, July 18 in Pasco.

Parade Coordinators are Chuck and Carol Keltch, Pasco. Expenses of the float are paid by the Tri-City Water Foliies Association. The floal is used to publicize the community and the annual Water Foliies festival.

Past National Champion Drivers

YEAR/DRIVER/BOAT

1980 Dean Chenoweth MISS BUDWEISER

1979 Bill Muncey ATLAS VAN LINES

1978 Bill Muncey
ATLAS VAN LINES

1977 Mickey Remund MISS BUDWEISER

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 (1st)

1958 Mira Slovak MISS BARDAHL

1957 Jack Regas HAWAII KALIII

1956 Russ Schleeh SHANTY I

1955 Lee Schoenith
GALE V/WHA HOPPEN TOO

1954 Lee Schoenith GALE V (1st)

1953 Lee Schoonith

1952 Chuck Thompson MISS PEPSI (2nd)

1951 Chuck Thompson MISS PEPSI (2nd)

Columbia Cup Course Records

100		
DISTANCE / BOAT / DRIVER	A.F. 14.	SPEED
60 mile race / 2½ mile course MISS U.S., Tom D'Eath		
45 mile race / 2½ mile course	1972	000.801
37½ mile race / 2½ mile course	1979	
15 mile heat / 2½ mile course ATLAS VAN LINES, Bill Muncey		
12½ mile heat / 2½ mile course ATLAS VAN LINES, Bill Muncey		
2½ mile lap		
2½ mile qualification lap	1980	138.249

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Ralph Burrus, of the Franklin County Parks and Recreation Department, inspects the rotary mower attachment given to the Franklin County Park Department by the Water Follies Association.

Annually the Park Department mows all of the north shoreline along the bike path adjacent to the race course, to provide clean and comfortable viewing for the race spectators. Grooming of the north banks begins several weeks before the race. In addition, this year the department has bladed and graded the area.

The heavy duty mower, pulled by a tractor, is able to tackle brush and heavy grass and weeds. 🗆

Columbia Cup **Parking People**



The Kiwanis Club of Richland has handled the parking of cars in Columbia Park for the Columbia Cup since unlimited racing began 16 years ago. Going over the parking plan for 1981 are Everett Goodwin, left, and Dick Green. Because of the number of people required to handle the parking, the Richland club has also brought in other organizations to assist them. \square .



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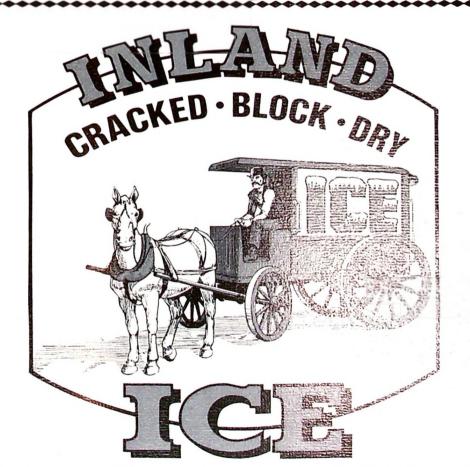
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15 Years of Columbia Cup Winners

1980	Bill Muncey	ATLAS VAN LINES	128.571
1979	Bill Muncey	ATLAS VAN LINES	121.011
1978	Ron Snyder	MISS BUDWEISER	109.462
1977 A.P.B.A. GOLD CUP	Bill Muncey	ATLAS VAN LINES	112.383
1976	Bill Muncey	ATLAS VAN LINES	109.141
1975 A.P.B.A. GOLD CUP	George Henley	PAY'N PAK	107.185
1974 WORLD CHAMPIONSHIP	George Henley	PAY 'N PAK	110.276
1973 A.P.B.A GOLD CUP	Dean Chenoweth	MISS BUDWEISER	107.752
1972	Bill Muncey	ATLAS VAN LINES	108.000
1971	Jim McCormick	MISS MADISON	98.564
1970	Tommy Fults	PAY 'N PAK 'LIL BUZZARD	98.169
1969	Dean Chenoweth	MYR'S SPECIAL	100.496
1968	Warner Gardner	MISS EAGLE ELECTRIC	102.687
1967	Billy Schumacher	MISS BARDAHL	101.161
1966	Bill Brow	MISS BUDWEISER	94.936



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When Patty Clay became a member of the Columbia Cup Rescue Squad last year, she was the first women member anywhere on the unlimited circuit. Patty went through extensive training to qualify as a member of the rescue team and was assigned as a rescue diver on Sled #3.

Again in 1981, Patty is on the Rescue Squad. She is certified in first aid and CPR, and is a member of the Lower Columbia Basin Search and Rescue Squad.

Above, Patty's sled carried "pieces of the Pak" back to shore after its flip during the 1980 Columbia Cup. \Box

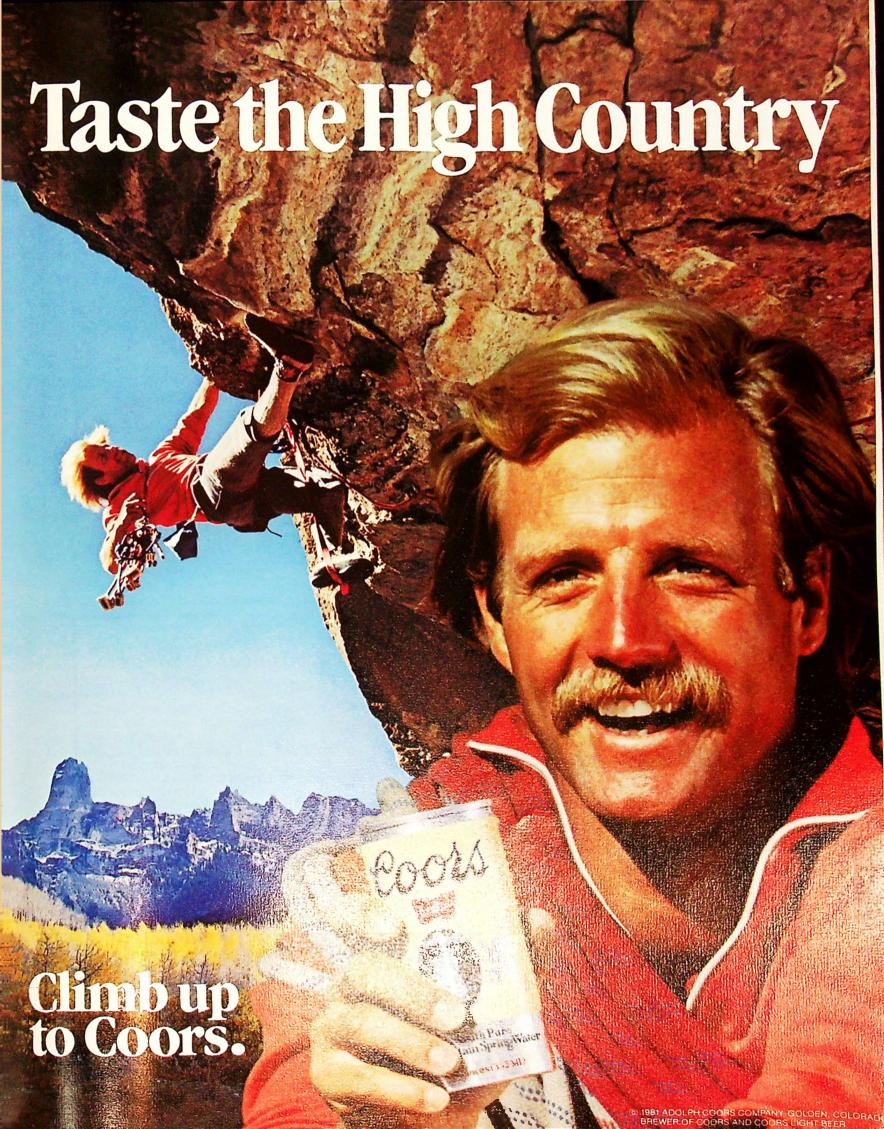
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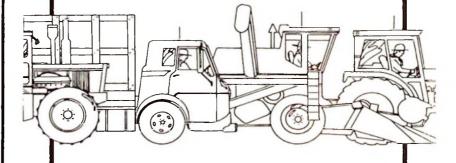
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Columbia Cup '81 Air Show

Co-sponsored by International Aerobatics Club, Chapter #41.

Sunday, July 12, 1981 Tri-Cities Airport, Pasco

The Columbia Cup '81 Air Show presents a line-up of aerial talent which is un-matched in the history of the show.

Featured performers are the U.S. Navy Blue Angels. The last time they performed in the Tri-Cities was In 1970. Also, highlighted in the show are top aerobatic performers Bob Hoover and the Northern Knights.

The Columbia Cup Air Show has been designated by Governor John Spellman as the official Eastern Washington Air Show.

OPENING CEREMONIES

1:00 Bob Heale-Myers "Little Toot"

1:10 Mike Stevens-Clipped-Wing Cub

1:20 Ultralight Fly-By

1:35 Bob Hoover-P-51

1:55 Mlke Wiggin-Z-200

2:10 Northern Knights-Dual Pitts

2:30 Hap Saabye-Breezy

2:40 Bob Hoover-Shrike Commander

3:05 U.S. Navy "Blue Angels"

The Blue Angels

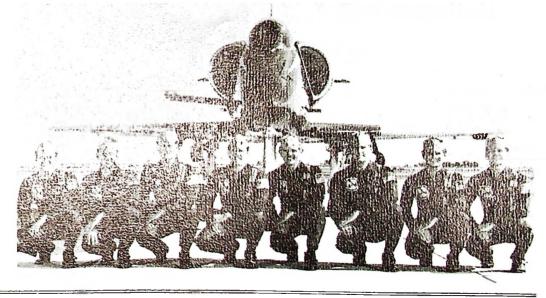
In June of 1946, the Blue Angels flew their first flight demonstration to "demonstrate precision techniques of naval aviation to naval personnel and, if directed, to the public." Today, after 35 years, the 1981 Blue Angels accomplish essentially the same mission.

The Blue Angels have presented a faultless display of aerial artistry to what has now exceeded 145 million spectators.

The basic airmanship required of a Blue Angel is taught to every Naval Aviator. As a student, the fledgling aviator learns loops, rolls, and formation flying. Once a naval officer receives his wings, he builds on and perfects these techniques in an operational squadron aboard an aircraft carrier. A few seasoned aviators have the fortune to be assigned for a short time to mold those basic skills into the aerial ballet observed

Lieutenant Bud Hunsucker, USN; Lieutenant Commander, Stu Powrie, USN; Lieutenant Commander Jim Horsley, USN; Major Tim Dineen, USMC; Commander Denny Wisely, USN; Lieutenant Commander Bob Stephens, USN; Lieutenant Commander Jack Ekl, USN; and, Lieutenant Kevin Miller, USN.







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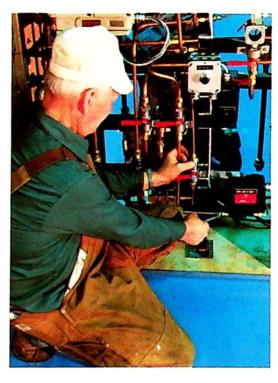














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Columbia Cup

during a Blue Angel demonstration.

The Blue Angels fly the A-4F Skyhawk II, a simple but rugged, easy-to-maintain ground support aircraft. The Skyhawk II, the most advanced of the series, was introduced to service in 1972.

The Skyhawk's combination of high power and light weight gives the bantam aircraft impressive maneuverability, rate of climb, and acceleration, and improves its short-field performance. It's this maneuverability that allows the Blue Angels to move within a man's arm length when performing.

There have been fewer than 176 officers assigned to the Blue Angels during their 35 year history. The few openings each year are highly sought and the competition is keen. All the members of the squadron spend two years as a demonstration pilot, then return to an operation assignment. This constant turnover of personnel serves as a testimony to the high quality of training given our Navy and Marine Corps pilots.



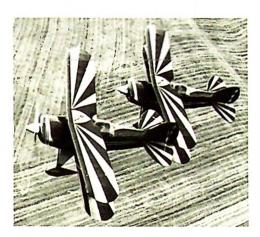
Bob Hoover

Employing precision aerial maneuvers. Bob Hoover is one of America's foremost pilots and has demonstrated to millions the maximum performance capabilities of some of Rockwell International's best known aircraft.

Hoover will perform twice in the Columbia Cup. Once in the Shrike Cornmander and again in a P-51 Mustang.

Mike Wiggin

Mike Wiggen will perform in a Z-200, a highly stressed, designed for aerobatic maneuvers, aircraft. Mike is the only one in the Northwest flying this airplane. Mike is relatively new in the aerobatic scene, and previously performed in a Pitts biplane. He is an agressive pilot, and learned aerobatic flying from Steve Wolf of the Northern Knights.

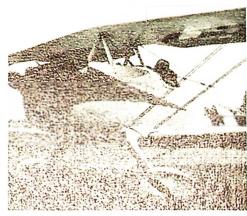


The Northern Knights

Steve Wolf and Steve Soper combine their talents in some of the most exciting, and fast paced dual aerobatic routines anywhere. They fly midnight blue and gold Pitts Special S-1's. Some of their stunts include an inverted ribbon cut, spine-tingling torque rolls, head on snaps and rolls on top of a loop, formation loops, rolls, hammerheads, and simultaneous lomcevaks.

Wolf has been flying aerobatics since he was 14. In 1976 he went to Jordan to train and develop the "Royal Jordanian Falcons" aerobatic team for King Hussein. He is known for his exciting solo in which he flies inverted to cut a ribbon that's only 18 feet about the ground.

Soper has been flying as long as he can remember. He soloed on his 16th birthday and started mild aerobatics shortly thereafter. He and Wolf started \$ & S Aircraft, specializing in custom building and restoration of aircraft.



Both Heale

Rob Treate, who has gained recognition on the Northwest air show circuit with his popular "Little Toot," will rhrill Columbia Cup Air Show spectators once again this year. Bob, who earns a living as a crop duster, built his own aerobatic airplane. His performances are always an excellent display of precision airmanship.



PHOTO BY PETE GOMENA

Mike Stevens

Mike Stevens of Kennewick will perform in a somewhat-modified Piper Cub. The 1946 J-3 Clipped-wing Cub has wings that are three feet shorter on each side, which increases the roll rate significantly. It also makes the airplane far stronger than its original design. The airplane is powered by a 75 hp engine, somewhat larger than the 50 horse engine which originally equipped the J-3's. This is Mike's second airshow season. He made his debut here last year and has flown a number of airshows since. He is a member of International Aerobatic Club Chapter #41 of the Tri-Cities.



Hap Sabye

The 1981 Columbia Cup Air Show is Hap Sabye's first appearance in the Tri-Cities. He will be flying his "Breezy"—an aircraft with an open air frame. While piloting this piane, Sabye literally sits on the nose of the plane, with nothing to hold on to but the wheel. He will perform a crowdpleasing limited aerobatic routine. An architect from Salem, Ore., he flies air shows "just for fun."



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1981 Water Follies Events



"Life. Be In It" Festival and Vaudeville Show

Find a shaded spot in Memorial Park to watch the Grand Parade and then enjoy an old fashioned family day in the park!

A new event in the Water Follies schedule, "Life. Be In It" promises to be something special for the entire family. Included in the day of activities are two free performances by a professional touring group the "One Reel Vaudeville Show." It's a program of original comedy, music and variety production, and they call it a program that is "kaleidoscopically colorful." The group's first performance will be following the parade and the second performance will be later that afternoon.

When the troupe arrives in the Tri-Cities, you wouldn't be able to miss them. They'll be driving their "stage"-a renovated 1959 white "Theatremobile," which is decorated and equipped with unfolding stage platforms, curtain systems, sound, lights and trapdoors. When they arrive, out jumps the cast... the stage unfolds . . . and the casts puts on their make-up right in front of everyone, in fact, encouraging the children to take a closer look. When the performance begins, it's an hour of nonstop excitement and consistently genuine entertainment designed for the entire family.

Along with the vaudeville acts, there will be many, many fun family games, including frisbee and hula hoop contests for the youngsters. Plus the Mutt Show will be taking place.

This is a day of free fun and activities you won't want to pass up. Bring your family, a picnic lunch, relax and have fun! \square

Grand Parade

The 1981 Tri-City Water Follies Grand Parade is set for July 18 in Pasco. The parade is set to begin at 11 a.m. near the Franklin County Courthouse, follow a route through downtown Pasco, pass by Memorial Park and disband at St. Patrick's Church.

Last year's parade was the largest in the history of the event, drawing over 60 entries. Floats and representatives came from communities throughout the Northwest.

The route is being slightly altered from the course taken last year to allow spectators to view the parade from Memorial Park. After the parade has been completed, an entire day of activities will take place in the park.

Eleven divisions are planned for the Grand Parade including community divisions, commercial and non-commercial, band and musical, adult and youth drill teams, equestrian, specialty and antique car.

The parade will be the local debut of the 1981 award winning Water Follies float "Summertime." It will also be the final appearance of the 1981 Miss Tri-Cities, Kristine Weitz, and the first appearance of the new Miss Tri-Cities and her court, crowned the evening before at the Miss Tri-Cities Pageant.

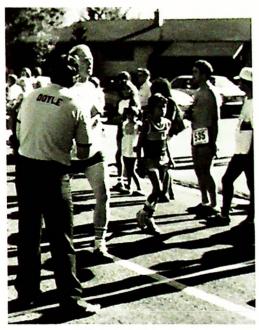
Kiddies Parade

Kids on bikes and trikes, kids in costumes and kids with pets—they'll all be a part of the second annual Water Follies Kiddies Parade, set this year on Wednesday, July 22, at 1 p.m.

The parade is open to all children 12 and under, and will follow a route around Memorial Park in Pasco.

The categories for the parade are: Things on Wheels, such as a wagon and wheelbarrows: Pets (all pets must be on a leash). Bikes and Trikes; and Walking, entered either as an individual or in a group. For all divisions, children may pick their own theme to carry out, such as Western, Storybook Characters, and Movie Heros.

Following the parade, prizes will be awarded in the categories. The parade is sponsored by the Pasco Parks and Recreation Department.



Shoreline Run

The fourth annual Columbia Cup Shoreline Run is set to kick off at 8 a.m. on July 18.

The run, one of the largest in the Tri-City area, is a 10 kilometer (6.2 mile) course that follows a route along the Columbia River in Richland. The course has been slightly changed this year to begin and end in Howard Amon Park.

Also this year, runners will be able to enter three new "team" categories: Married Couples, Sweethearts, and Parent and Child. These runners will participate as a team, with their times combined at the finish.

Following the run, awards will be presented to the top finishers in each division, including the two-some competitors. All runners will receive the Columbia Cup Shoreline T-Shirt.

The race is sponsored by the Water Follies, Richland Exchange Club, and the Richland Police Department.

Golf

Golfers from throughout the West Coast will be coming to the Tri-Cities to participate in the seventh annual Tri-City Amateur Open Golf Tournament.

Set for July 17 and 19, the tournament play will be held on three Tri-City courses – The Tri-City Country Club, Pasco Municipal and Sham-Na-Pum. The Tri-City Country Club will be the tournament headquarters.

The tournament will be a 54 hole stroke play golf championship. Awards will be given in the various divisions and all contestants will receive a tee gift.



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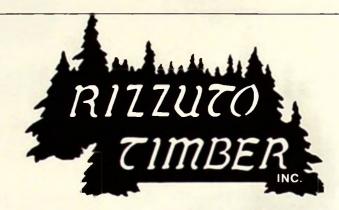


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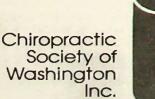
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1981 Water Follies Events



Soccer

Soccer, the world's most popular sport, has been added as one of the new events taking place during the 1981 Water Follies festival.

The Columbia Basin Soccer Association is sponsoring the first annual Water Follies Invitational Soccer Tournament on July 18 and 19. There will be eight men's teams and eight women's teams competing, with four local teams entering both divisions. The other teams will be from Seattle, Spokane, Vancouver, and Lewiston.

Locally, there are eight men's teams and six women's teams. In order to qualify to play in this tournament, local teams had to compete in a play-off round during June.

All games will be played at the Hanford High School soccer complex in Richland.

Tournament play will begin each day at 9:00 a.m. The women's championship game will be at 3 p.m. on Sunday, and the men's championship game will follow at 5 p.m.

The public is invited to enjoy this soccer tournament. There is no admission charged. □

Handball

The fifth annual Four-Wall Handball Tournament Is set for July 24, 25 and 26 at the Tri-City Athletic Club.

The tournament will be divided into four divisions, open singles, open doubles, B doubles and B singles.

The public is invited to watch the tournament play which begins at 9 a.m. and continues into the evening.

Mutt Show

If you're between the ages of 4 and 14, and have a dog, you're invited to show him in the Mutt Show, this year on July 18 in Pasco's Memorial Park.

The dogs will be judged in such categories as the longest ears, the most spots, the best costume and best trick. All entries will receive a prize.

The program will also include a demonstration on how to train and show dogs. The Humane Society will have its van there with information about pets and pet care, and guide-dog puppies will be on display.

The show begins at 2 p.m. There is no charge to enter a dog or to view the show, which is sponsored by the Benton Franklin County Humane Society.



Model Hydros

These 1/8 scale reproductions of the unlimited hydros will be racing on July 25 on the Columbia Park Lagoon (located behind the unlimited pits). Rading will begin at 9:30 a.m.

At a Radio Controlled Unlimited (RCLL) rade, it is possible to see a Bardainh of a Thriftway take on some of the never hulls such as the Alias, Squire or the Badweiser in head to had boat racing. These scale hydros are capable of hitting speeds in excess of 60 mph.

Over 30 boats from Washington, Oregon and California are expected to participate.

There is no admission charge.

Talent Show

Who will be the "Best of the Best" for 1981? You're invited to attend the Water Follies Talent Show on Wednesday, July 22, and find out.

People from throughout the Tri-City area will be competing for the title. The show will include dance, vocal, instrumental and various other types of entertainment.

The talent show will be held at Kennewick High School Auditorium at 8 p.m. Tickets are available at the door.

Sponsor of the event is the Kennewick Junior Women's Club.



Tennis Tournament

The Water Follies Tennis Tournament sponsored by Dunning-Ray Insurance and the Pasco Parks and Recreation Department has been an important part of the Water Follies schedule of events each year.

The 1981 tournament is scheduled for July 17 through 22. The tournament is divided into adult division play which begins on July 17, and the junior division play which starts on July 20.

Competition will include singles, doubles and mixed doubles. Players may sign up for a maximum of three events.

The tournament will be played on various Pasco tennis courts. Participants will receive a tournament T-shirt, compliments of the Dunning-Ray Insurance Agency.

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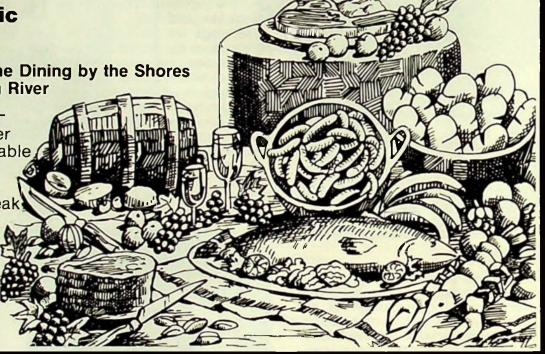
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1981 Water Follies Events



Square Dance

The third annual Water Follies Square Dance is set for Saturday, July 25.

Sponsored by the Prairie Shufflers Square Dance Club, the dance will be from 8 to 11 p.m. at the Shuffler's Shanty, 717 N. Irving in Kennewick.

Nationally recognized caller Jerry Jestin from Houston, Texas, will be returning to the Tri-Cities to call the event.

The dance is open to all square dancers. Tickets will be available at the door.

Wine Festival

Wineries from throughout the Northwest and Canada will be bringing their finest wine to be tasted and Judged during the third annual Northwest Wine Festival on Saturday, July 19.

The wines will be judged by both a panel of wine writers, winemakers and experts in the wine Industry, and also sampled by those attending the festival.

The event is sponsored by the Tri-Cities Visitor and Convention Bureau and will be held from 4 p.m. until 7 p.m. at the Red Lion Motor Inn in Pasco.

Volleyball

The first Columbia Cup Volleyball Benefit will be held Tuesday, July 21, at 5 p.m. in the Pasco High School Gym. The tournament playoffs will continue through the evening, and the final two teams will compete in a championship match on Saturday, July 25, at 2 p.m. in Keewaydin Park in Kennewick.

Teams will consist of six players, three women and three men. Trophies will be handed out for the best team, wildest dressed, best dressed, and shortest team.

Proceeds raised by the tournament will go to the March of Dimes. The public is invited to watch any of the matches and there is no charge for admission.

The tournament is sponsored by Mr. & Lady Fitness and Desert Sun Distributing.

Darting Contest

The first darting contest held as a part of the Water Follies festivities is set for July 24 and 25 at Columbia Lanes Bowling Center in Kennewick.

The competition will be divided into several categories which include single, doubles, team and "blind doubles" – that's when everyone's name is placed in a hat and team members are selected by the draw.

The event is being sponsored by the Tri-Cities Dart Association and is open to all dart players, and according to event chairman, Cliff Larson, the experienced players will "offer assistance to anyone" wishing to participate.

The entry fee Is \$5 per event, and prizes will include everything from cash awards to Water Follies tickets.

The public is encouraged to attend.



Fun Fly

Seven events which test the skills of the pilot are scheduled as a part of the annual Water Follies Fun Fly by the Tri-City Modelers.

The fun fly is set to take place at the auxiliary runway at Vista Field in Kennewick on Saturday, July 25, at 8 a.m. Up to 25 planes are expected to enter the contest which draws pilots from throughout eastern Washington.

The Fun Fly contest will include maneuvers such as Lemans, Bean Carry, Roops, Floor Drops and Spot Landing. Along with the contest events, demonstration flying will be performed for the entertainment of spectators throughout the day.

The model planes vary in weight from 1 pound to 10 pounds, and are all powered with two cycle fuel burning engines. They are controlled with radios with a power output of .5 watt and a line of sight range.

Spectators will also be able to try their hand at flying a model airplane, with the aid of an instructor, for a nominal fee.

There is no charge to watch the fun fly which will continue into the afternoon.





Rank	BOAT	POINTS
1	Miss Budweiser	11,196
2	Atlas Van Lines	8,900
3	Miss Circus Circus	6,513
4.1	Miss Madison/Dr. Toyota	4,892
.5	The Squire Shop	4,300
Ó	Miss Kentuckiana Paving	2,553
7	Don Campbell's Foodservice	1,488
8	Tempus	1,238
9	Oh Boyl Oberto	948
10	Savair's Probe	769
11	U-7	0
12	Miss Kawaguchi Travel	0
13	Candyman	0



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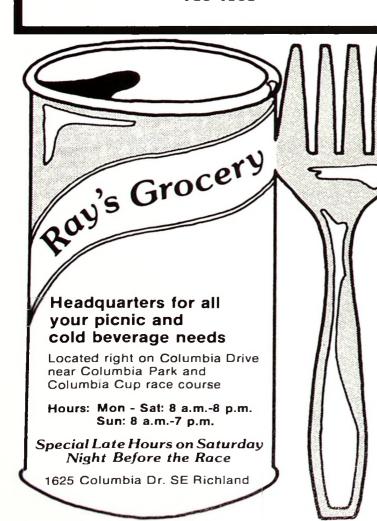
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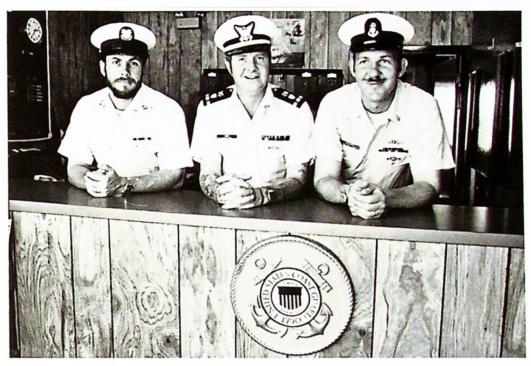
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The U.S. Coast Guard station on Clover Island in Kennewick has provided valuable assistance over the years in the staging of the Columbia Cup for unlimited hydroplanes. The station provides aid to navigation service over a wide area and is also responsible for

search and rescue, boating safety and marine and environmental protection. Pictured are, left to right, BMI Dennis Coholan, Operations Officer, CWO3 Rick Ross, Commanding Officer; and BMC Bill Weaver, Executive Petty Officer.

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Squire





The Columbia **Cup Course Unchanged** For 16 Years

The course that was established for the first unlimited hydroplane race on the Columbia River in 1966 is exactly the same one that will be used when the boats compete for the 1981 Columbia Cup, 16 years later.

Most other unlimited courses in the U.S. have been shortened, changed or altered throughout the years. But not the course in the Tri-Cities, which makes speed comparisons over the years exact.

The same surveyor's charts that were used in 1966 are being used today.

The course-setters for the Columbia Cup are now so proficient that even the same anchors are used from year to year. Various marking systems are used so that divers can find the dozen huge anchors on the bottom of the Columbia in order to attach the racing bouys each year.

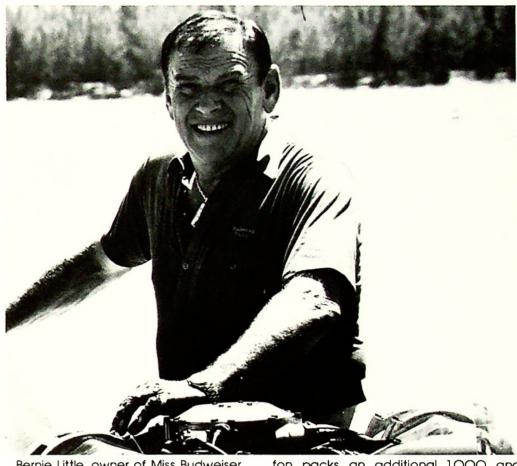
In some of the previous years, new anchors had to be dropped and positioned, with the crews being guided by surveyors located on the shore.

The late Bill Brow driving Miss Budweiser, won the first Atomic Cup in 1966 with an average speed of 99.936. That speed has been topped numerous times over the years, with the record now standing at 128.571, set last year by Bill Muncey in his Atlas Van Lines.

When the 1981 Columbia Cup is completed, there will have been seven Atomic Cup races, three Gold Cups, one World Championship and five Columbia Cup races run over the same 2½-mile Columbia River course.

Boat **Designers**' Box Score-Last 10 Years

(1971-1980)	WIN:
1. Ron Jones	5
2. Jim Lucero	24
3. Fred Dube / Bill Cantrell	8
4. Dave Knowlen	3
5. Ed Karelsen	2
6. Les Staudacher	2
TOTAL: 90	Race



Bernie Little, owner of Miss Budweiser, stands behind one of the team's Rolly-Royce Griffon engines. The Rolls Merlin is credited as being one of the "extras" that helped the 1980 Miss Budweiser capture the national title. The Rolls Grif-

Active Sponsor's Career Victories

SPONSOR	WINS
Atlas Van Lines (1971-1980)	. 36 *
Anheuser-Busch / Sudweiser Beer	
(1966-1980)	. 34
Bardahi Manufacturing Corp.	
(1958-1968)	. 27
Pay 'N Pak Corp. / Eagle Electric	
(1968-1975)	. 24
City of Medison Indiana (1965-1971)	. 3
The Squire Shop (1979-1980)	. 2
Circus Circus Casinos (1979)	1
*The ATLAS VAN LINES sponsorship to	otal of
36 victories represents the combined	
nings of two separate ownerships. Th	
Schoenith / ATLAS VAN LINES team	
races In 1971-72. The Bill Muncey / ATLA	

fon packs an additional 1,000 and 1,200 horsepower over the conventional Roll-Royce Merlin. The Bud team packs eight spare engines on the road with eight more ready to go back

Owners' Career **Victories**

(1946-1980)
OWNER WINS
Bernie Little
Bill Muncey
Joe & Lee Schoenith
Ole Bardahl
Dave Heerensperger
* Willard Rhodes
* Bill Waggoner
George Simon
*Walt & *Roy Dossin
Horace Dodge, Jr
"Henry & Edgar Kaiser
* Bill Harrah
* Stan Sayres
J. Gordon Thompson
*Guy Lombardo 6
* Jack Schafer, Sr 6
* Deceased

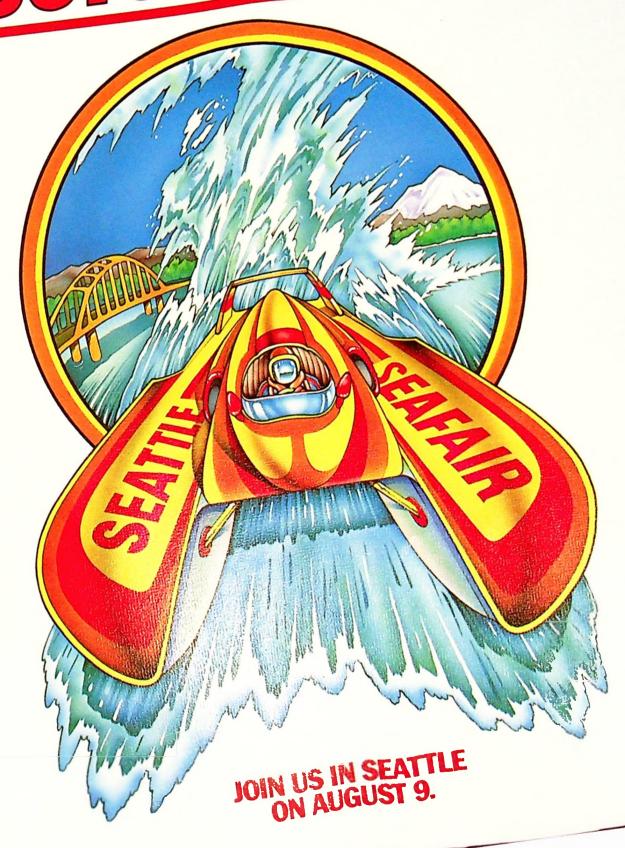
Tri-Cities Columbia Cup race

Heat Sponsors: Mark & Pak Tri-Cities Savings and Loan

APBA Point Scoring
(Points awarded for each heat)
1-400 3-225 5-127
2-300 4-169 6-95

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& ASSO	Speed						Speed		W.									-		
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	Boat								Boat						Boal					
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SEA GALLEY-APBA 1081 GULD GUP





TRANSI-LIFT #1 at Hanford Site 1 walking with 450 ton Dome on the 340' of boom on March 28, 1981. Lampson has delivered two TRANSI-LIFTS to Scotland this year.



One of Lampson Hydraulic Truck Cranes putting U-3 into the water for the Columbia Cup.

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