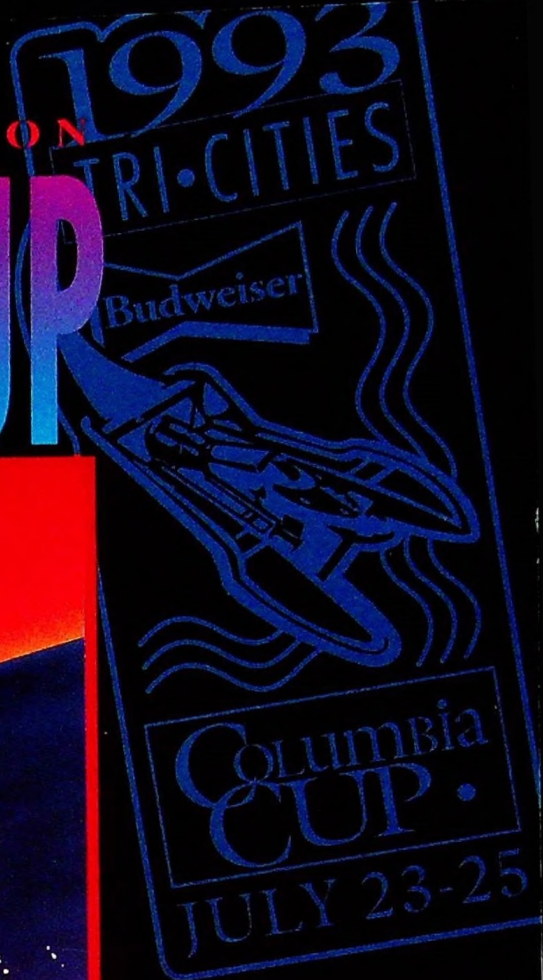




TRI-CITIES, WASHINGTON

COLUMBIA CUP

1993



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Best on the boat beat!

Tri-City Herald sports crew



Holding the awards given by the Unlimited Racing Commission: Hec Hancock, Columnist; Jim Riley, Sports Editor; Eric Degerman, Bill Bowman, Joshua Beach, and Jeff Morrow, Sports Writers.

**Chosen by the
Unlimited Racing Commission
as Newspaper of the Year
for 1988 and 1992**

from newspapers including Dallas, Detroit,
Miami, Evansville, Madison, Kansas City,
Seattle, San Diego and Honolulu.

Tri-City Herald

For Unlimited Hydroplanes

TRI-CITIES, WASHINGTON

COLUMBIA CUP

Thursday, July 22

12 noon	Civic Club Luncheon, Red Lion Inn, Pasco
1:30 p.m.	Winston Roostertail Invitational Golf Tournament

Friday, July 23

7 a.m.	Admission gates open
9 - 10 a.m.	Course opens for testing
10 a.m. - Noon	Unlimited Qualifying & Testing
Noon - 1 p.m.	Lunch
Noon - 1 p.m.	Rose City Water Skiers
1 - 4 p.m.	Unlimited Qualifying & Testing
5:30 - 7 p.m.	Price Chopper Community Night in the Pits
	Guided pit tours
7 p.m.	Budweiser "Sponsor Splash" Social Hour

Saturday, July 24

7 a.m.	Admission gates open
9 - 10 a.m.	Unlimited testing
10 a.m. - Noon	Unlimited Qualifying
Noon - 1 p.m.	Lunch
Noon - 1 p.m.	Rose City Water Ski Show
1 - 3 p.m.	Unlimited Qualifying
3:15 p.m.	Air and Water Entertainment
4 p.m.	Robert Young & Associates
	\$10,000 Dash for Cash
4:30 p.m.	Unlimited Drivers' Meeting

Sunday, July 25

7 a.m.	Admission gates open
9 - 10:30 a.m.	Unlimited testing
10:45 a.m.	Opening ceremonies
11:30 a.m.	Heat 1A
12 Noon	Heat 1B
12:15 p.m.	Air & Water Entertainment
1 p.m.	Heat 2A
1:30 p.m.	Heat 2B
1:45 p.m.	Air & Water Entertainment
2:30 p.m.	Heat 3A
3:00 p.m.	Heat 3B
3:40 p.m.	Last Chance Heat
4:10 p.m.	Budweiser Columbia Cup Championship Heat
5 p.m.	Budweiser Awards Presentation
	Stage Area, Columbia Park



Tri-City Herald



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SUN MART

SMK Mechanical Inc.



Editors: Ken Maurer & Karen Miller, The Maurer Company; Copywriter: Becky Funston, The Maurer Company; Cover and Graphic Design: Deb McCarroll, Studio Pacific, Inc.; Typesetting and Production: Barbara Cunningham, BC's Typography; Printing: Esprit Press; Photography: Jim Stebbins, Harley Otis, Bill Osborne, Zinn Photography, Ralph Smith, Rusty Rae, Owen Blauman; Production Staff: Kyle Sullivan, Doreen Jilek. Copies of the Budweiser Columbia Cup program are available from the Tri-City Water Follies Association, P.O. Box 2051, Tri Cities, WA 99302 (509) 547-2203. All rights reserved. Reproduction of art or editorial material prepared by Tri-City Water Follies absolutely prohibited without written consent of the Tri-City Water Follies.

Robert Young & Associates

Adding Race Excitement to Saturday for the
Second Consecutive Year By Sponsoring the
DASH FOR CASH



Photo: Tri-City Herald

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Events in the Park

Look in any direction and you'll find action July 23-25 in Columbia Park.

Looking for a little race action on Saturday? Check out the **Robert Young & Associates Dash for Cash**. The dash will feature the three fastest qualifiers in a URC-sanctioned three-lap race. The boats are racing for a cool \$10,000.

At this year's Budweiser Columbia Cup, race fans will be entertained all three days by **Capt'n Splash and his Quacker Smacker**.

He can't decide if it's an aero or a hydroplane act.

The Quacker Smacker is a 1941 Piper Jade 3 Cub with a 115 horsepower engine.



Be sure to watch for the Capt'n—he will be performing throughout boat race weekend.

Also performing throughout boat race weekend on the Columbia River will be the **Rose City Water Ski Team**.

The Oregon team consists of 25 skiers doing a number of incredible stunts.

Be a booster—wear your Budweiser Columbia Cup spirit on your sleeve, pants, hat and enjoy a **Pit Tour**.

Race fans wearing a button will be admitted to the hydroplane pit area

for a guided tour during time trials on Friday, July 23 and Saturday, July 24. The pits will not be opened for tours on Sunday, July 25.

These buttons are just \$3.

Interested in learning more about unlimited hydroplanes? Come down to the Neil F. Lampson pits in Columbia Park Friday evening, July 23, between 5:30 and 7:30 p.m., for **Price Chopper Community Night at the Pits**.



Pit guides will be on hand to answer any questions and give juicy tidbits of boat trivia.

Tickets are \$3 and available at all local Price Chopper locations.

On Sunday, July 25, **Price Chopper, Kool-Aid and Frito-Lay** will sponsor the **Family Fun Center**



at the west end of Columbia Park.

Plenty of games and entertainment will begin at 10 a.m. and will

continue until after the championship heat.

Along with admission to the races, a packet of Kool-Aid is required. The Kool-Aid packets will be donated to the Tri-Cities Food Bank.

Between qualifying or heats how about checking out the **Davis Carnival**?

The carnival will open Wednesday, July 21, and run through Sunday, July 25. The carnival is located on the east end of Columbia Park and will be open each night until 11 p.m. Admission to the Budweiser Columbia Cup is required on Friday, Saturday and Sunday.

Racing runs rampant in Columbia Park as

Budweiser hosts the R/C Columbia Cup on

Saturday, July 23. Last year over 60 radio-controlled 1/8 scale hydroplanes raced in the Columbia Park lagoon.



Teamwork.

Whether racing boats or doing what we do, teamwork is essential to win.

From cleanup to maintenance to power driving, everyone must do their part to produce the best result. Teamwork is one of the reasons we've been able, for seven consecutive years, to sponsor the trophies awarded to the winning hydroplane racers. We are grateful and proud to do so.

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Dash for Cash

The Dash for Cash, sponsored again this year by Robert Young & Associates, is slated for Saturday, July 24, at 4 p.m.

"Last year, when the Water Follies approached me about sponsoring this new event, I was more than happy to do it," says Robert Young.

The dash is a URC sanctioned three-lap race, including the three fastest qualifiers for the Budweiser Columbia Cup, running deck-to-deck for \$10,000 in prize money. "It's at the end of the qualifying day on Saturday and it's a great teaser for what's in store on Sunday," says Young.

Last year, Rebecca Perez, 12-year-old daughter of Yolanda Perez, Kennewick, presented winner Chip Hanauer with the check. Rebecca, blind from birth, was taken by the hand by Hanauer as he gave her a personal tour of the Miss Budweiser. Rebecca, whose mother is area manager at Robert Young & Associates, will again present the prize money at this year's dash at the end of the qualifying day on Saturday.



Miss Budweiser driver Chip Hanauer (in Bud hat & shades) and gang cheer on Rebecca Perez.

THE RULES OF THE RACE

The unlimited hydroplane schedule for 1993 consists of 10 sanctioned races taking place from May through October. Points scored in all events count toward the National High Points Championship.

To qualify for competition on the two mile Columbia River race course, a boat must record one lap at a minimum qualifying speed of 130 mph.

The qualification procedure was revamped for the 1991 season and will be used again for 1993. National high points are awarded on the basis of qualifying speeds.

The procedure includes:

A qualification draw shall be held determining the order boats will qualify.

Each boat will take one complete warm-up lap. After the lap, each boat is given the green flag to signify the start of the first qualification lap. At the end of the first qualification lap, each boat is given a white flag signalling the start of the second and last qualification lap.

At the end of the second lap, each boat will be given a checkered flag to signify the

end of the qualification run. Boats must return immediately to the pit area.

The next boat has five minutes from the time the previous boat takes the checkered flag to enter the course under power and begin its qualification runs.

The fastest lap recorded during qualifying will be the official qualification speed for that day.

Time remaining during the qualification period after all boats have taken their turn, can be used for testing.

After completion of the qualification periods, points will be awarded in order of fastest qualifying speed placed in the "A" flight.

Points for qualifying include: first place, 40 points; second place, 30 points; third place, 23 points; fourth, 17 points; fifth, 13 points and sixth place, 10 points.

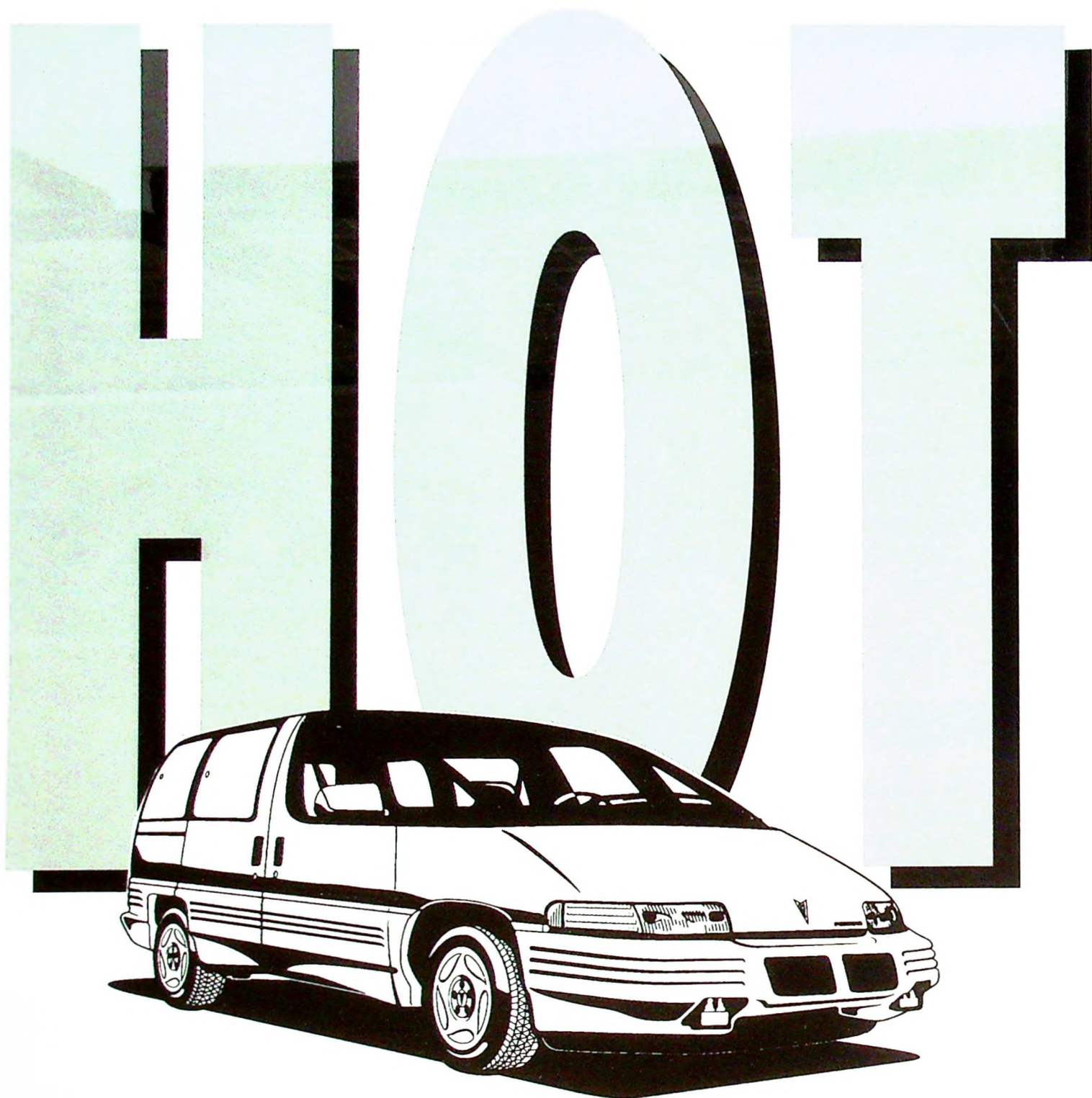
The field of qualified boats will be split into two preliminary sections or "flights", according to qualifying speed. The "A" flight consists of the fastest qualifiers and flight "B" consists of the remaining boats.

Format changes deal with a return of the draw for all heats and full points as well.

The draw will pertain to all heats. All boats will be drawn into heats, but lane choice still belongs to the boat that runs fastest. Lane choice for the first heat belongs to the fastest qualifiers. After that, lane choice belongs to the boat that went fastest in the previous heat.

Winning boat gets 400 points, second gets 300 and so on. The boats will also receive the points they earned for qualifying.





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PULLING TOGETHER & GETTING THINGS DONE

Volunteers



While the hydroplanes are ripping up the river, thousands of volunteers are behind the scenes making sure everything is running smoothly.

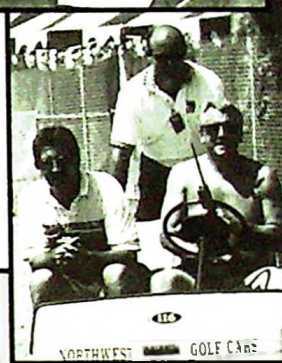
From the people who help pick out parking spots to those informative pit guides, every hour they give is for the love up the sport.

Over 2,000 volunteers not only give of their time for one weekend in July, but also

of their energies year round - helping make each Budweiser

Columbia Cup better than the one before!

Water Follies thanks the volunteers for lending a hand and helping making the Budweiser Columbia Cup the biggest and best event in the Tri-Cities.



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THE MISS BUDWEISER BOAT SHOP: High-Tech Hydro

The winning tradition carried on by the Miss Budweiser Racing Team over the years is a testament to the hard work of the Miss Budweiser crew and the evolution of one very important tangible asset: the Miss Budweiser boat shop.

Located in Tukwila, Wash., the 22,000 square-foot shop was built in March of 1990, and every component of the Miss Budweiser is designed and manufactured at the boat shop.

"The combination of what we learn in the shop

tions, including the enclosed cockpit, the Miss Budweiser boat shop contains the most sophisticated and technologically advanced

and the application of data allows us to increase

equipment available today. Without question, the shop is the most elaborate in hydroplane racing, if not in all boat racing.

speeds while also emphasizing safety."

The shop's design facility is completely state-of-the-art and includes a 34-foot long drafting table that allows the hydroplane to be drawn to life-size. To assist production, a computer aided design (CAD) system with three-dimensional imaging is used to provide accurate replication of the Miss Budweiser.

The home of many hydroplane innova-

tions, including the enclosed cockpit, the Miss Budweiser boat shop contains the most sophisticated and technologically advanced equipment available today. Without ques-

tion, the shop is the most elaborate in hydroplane racing, if not in all boat racing.

Budweiser, such as sponsors and the horizontal stabilizer.

"The equipment we have at the Miss Budweiser boat shop allows us to gather an abundance of information about the potential performance of our boats," says crew chief and team manager Ron Brown. "The combination of what we learn in the shop and the application of that data allows us to increase speeds while also emphasizing safety."

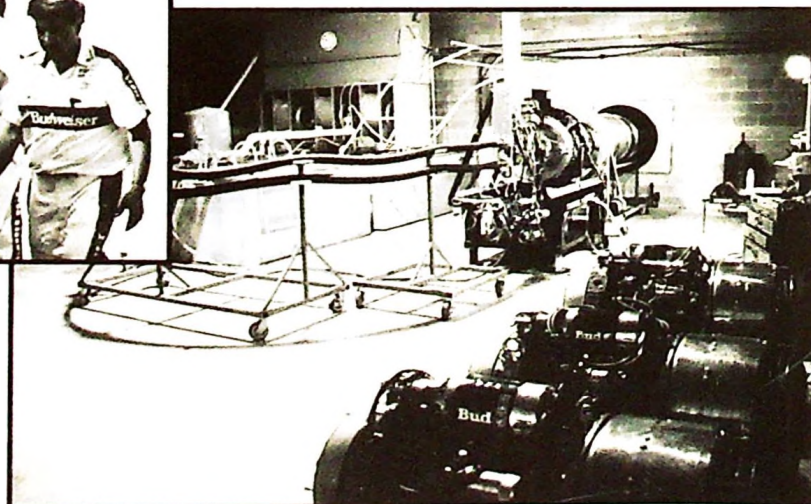
The CAD system also enables the team to completely manufacture their own propellers, thereby maintaining quality control. The crew can directly feed precise propeller specs into a computer numerically controlled (CNC) milling machine, which in turn cuts the props from a forge of steel. A propeller can be produced at the shop from design to manufacture within 40 hours.

A 2,500 square-foot climate-controlled room is dedicated for the assembly of the turbine engines and gearboxes. The shop's computerized dynamometer, which analyzes the turbine engines, has proven to be the number one factor in giving the Miss Budweiser the highest horsepower engines available on the circuit.



The Miss Budweiser crew works together to get boat back in shape as quickly as possible.

The shop also houses a blueprint machine that allows for the reproduction of hand drawings when necessary, as well as a sophisticated printer called a plotter that works with the CAD system to print out components in full scale. Additionally, a 40-foot long oven is used during production to cure resin-based composite parts of the Miss



The Miss Budweiser boat shop is kept extremely neat. Everything is in order, including the Lycoming turbine engines.

HOME TO HYDROPLANE INNOVATIONS

Whether it's a control panel being built in the electrical room, a piece of hardware fabricated in the machine shop or arc welding of an exhaust pipe, anything can be built at the Miss Budweiser shop. That in itself provides a big edge.

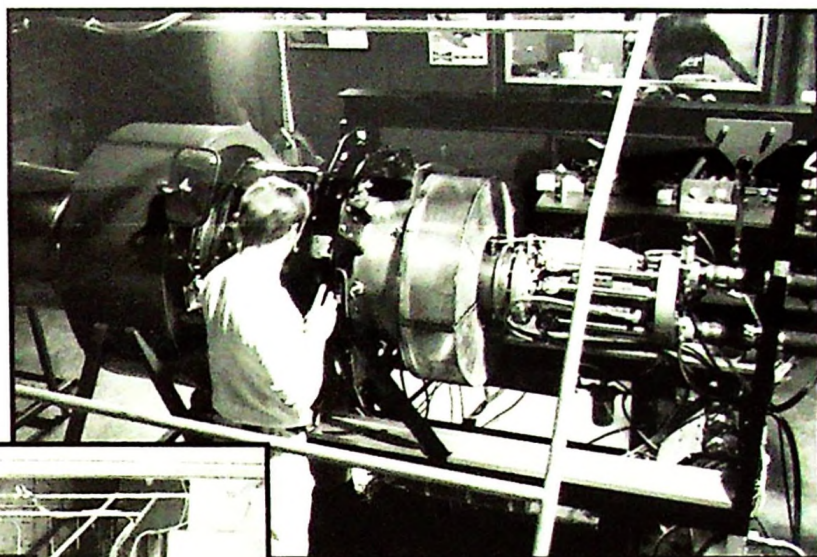
"We are very proud of the fact that we don't have to go outside for one piece of equipment," says owner Bernie Little. "In that way, we control the time it takes to get parts, and more importantly, the quality of those parts."

The crew of the Miss Budweiser and the boat shop are a group of highly-trained men. Most of the group comes from the aviation industry, which helps them to understand the Chinook helicopter engines that power the boat and all have years of experience either with the Miss Budweiser or from other hydroplane teams.

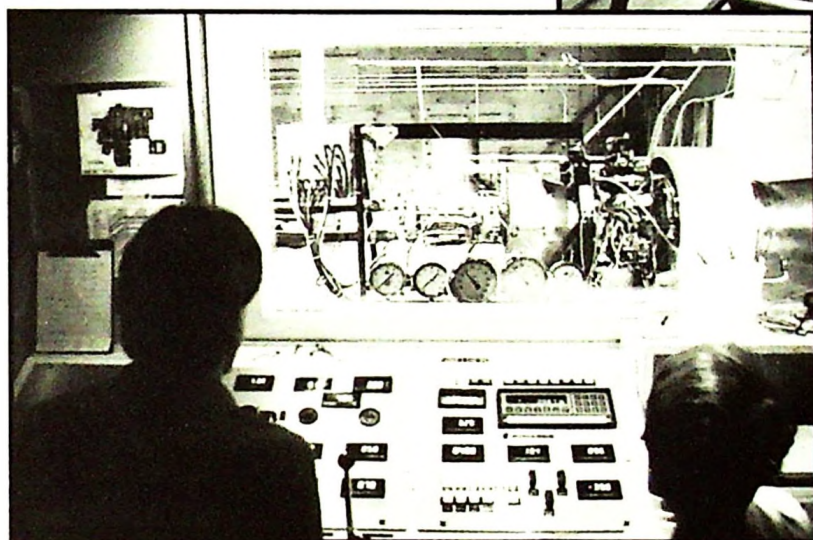
The sophistication of the equipment also allows the crew to develop measurement tools capable of analyzing specific aspects and characteristics of the Miss Budweiser's performance. Many of these findings have led to modifications responsible for record-breaking speeds. Throughout the year, the Miss Budweiser and crew test on the Columbia River for a number of reasons. The big reason is cooperation. The crew of the Miss Budweiser likes the fact that if need be, they can conduct a whole day of testing, unlike Lake Washington, where they restrict hydroplane testing to just three hours per day. Testing on an actual race course is important to the Budweiser team and buoys are allowed to mark off the course on the Columbia, and the short three-hour drive are other reasons

the crew enjoys testing on the Columbia River.

Nothing is overlooked in the shop when it comes to the Miss Budweiser and winning. "This shop is indicative of the



A member of the Miss Budweiser crew attends to the Chinook Helicopter turbine engine.



High tech equipment such as the computerized dynamometer is the key to the Miss Budweiser's outstanding performance.

pursuit of excellence that the Miss Budweiser crew strives for," says Brown. "If you were looking for what defines the Miss Budweiser, the crew and their attitude, one visit to this shop would speak volumes."

A TIDY OPERATION



LITTLE

The Budweiser boat shop is no ordinary mechanics shop. There's no greasy tools laying around or oil spills on the floor. Everything has a place and everything is in its place.

Miss Budweiser owner Bernie Little likes everything neat and orderly, he believes it's just good management and it projects a positive image. Crew chief Ron Brown agrees as it's easier to find parts, tools and other gadgets. Just like in racing—the

team pitches in to keep not only the boat running smoothly but also the shop. Even when the crew is on the road during the season, their job is easier, knowing the place of each tool or gadget. Just like Miss Budweiser's place is in the water, every component associated with the boat has its place too.



Patrick Stokes
President, Anheuser-Busch, Inc.

Dear Unlimited Hydroplane Racing Fans:

Welcome to a thrilling weekend of speed and thunder at the Budweiser Columbia Cup in Tri-Cities.

The Budweiser Columbia Cup promises to keep you on the edge of your seat as the sport's top drivers pilot some of the world's fastest boats, traveling at speeds that can take them the length of a football field in one second.

Some of the very best unlimited hydroplane competitors will participate in this year's event, including 13-time world champion *Miss Budweiser*, owned by Bernie Little. Chip Hanauer, the sport's most winning and accomplished active driver, returns to pilot the *Miss Budweiser* seeking an unprecedented 14th world championship.

On behalf of everyone at Anheuser-Busch, Inc., I'd like to take this opportunity to extend my thanks to you, the fans, for making this race one of the premier stops in all of motorsports racing.

Best of luck to the drivers, and thanks to all those who continually support one of the fastest and most exciting sports in the world.

Sincerely,
Patrick T. Stokes
President, Anheuser-Busch, Inc.



ESPN AT COLUMBIA CUP '93

ESPN, the all-sports television network, will televise all Unlimited Racing Commission events during the 1993 season.

Chris Berman may know baseball and football but race fans will be in good hands with Jim Hendrick, a long-time commentator of Unlimited Hydroplane Racing, at the microphone. Hendrick will anchor the telecasts along with Dick Crippen and Steve Montgomery.

Crippen has served as public address announcer for limited hydroplanes, unlimited hydroplanes, NASCAR's motor network, Formula One hydroplanes and off-shore powerboat races.

Montgomery, a Seattle resident, has been involved with unlimited hydroplane racing for over 20 years.

The Budweiser Columbia Cup, along with the nine races, will broadcast as an hour long program scheduled to air Saturday, Aug. 14 at 9 a.m.

ESPN's coverage is great exposure for the Tri-Cities. During the broadcast, the network will run a 60 second advertisement about the Tri-Cities. That one minute commercial will be seen by more than 2 million viewers and have an advertising value of over \$59,000.

The ESPN 1993 television schedule includes: Sneaky Pete's Texas Hydrofest - Saturday, June 12, 1:30 p.m.; Detroit APBA Budweiser Gold Cup - Saturday, June 19, 11 a.m.; Miami Budweiser Regatta - Saturday, June 26, noon.; Budweiser Evansville Thunder on the Ohio - Saturday, July 10, 9 a.m.; Budweiser Indiana Madison Governor's Cup - Saturday, July 17, noon.; Kansas City Thunderfest - Saturday, July 24, 9 a.m.; Tri-Cities Budweiser Columbia Cup, Saturday, Aug. 14, 9 a.m.; Seattle Texaco Cup - Saturday, Aug. 28, 9 a.m.; Budweiser Southern California Hydrofest - Sunday, Oct. 17, 10 a.m.; Hawaii Outrigger Hotels Hydrofest - Sunday, Nov. 21, 11 a.m.



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We're listening to our Northwest neighbors, and we're working with national laboratories, universities and industry to develop effective solutions to Hanford's cleanup problems. The progress we have made already, and that yet to come, is shaping environmental solutions worldwide and creating tomorrow's business.



The artifacts in this montage are from Hanford's earliest years and include a slide rule that reputedly belonged to Enrico Fermi and a collection of "Dupus Boomer" cartoons that poked fun at life in Richland in the 1940s.



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Paid for by Westinghouse Electric Corporation

BUDWEISER COLUMBIA CUP SPORTS NEW BARGE

New Tower Debuts

This year marks the retirement of the 27 year old official barge.

New to the Budweiser Columbia Cup is a three-level official's tower constructed from prefabricated steel.

The 30-foot high structure consists of three units, each 9 feet high, 8 feet wide and 40 feet long. It's a bit more narrow than the old, but its modular design will allow for more "head room."

Jim Nagley, barge chairman says, "The new barge will be safer. Before, those who weren't watching overhead, were injured. Now with the scaffolding gone, we won't have those worries."

Gone also will be the extenal guides which extended from the barge sides, "the new barge is a free standing unit. The people walking below the barge sometimes tripped over the wires extending from the sides," Nagley says.

The design idea came mainly from eyeing Seafair's official barge. "We looked at Seattle's barge and started thinking how could their design accommodate our needs," Nagley said. "Though the new barge is a bit more narrow than the old, we think we can make do by staggering and organizing equipment."

During the boat races, the top level will be occupied by referees, URC officials and timing equipment. The lower levels will be reserved for camera crews, radio and media representatives.

Nagley says one of the reasons the barge is of modular design is to allow the barge to be used for other community events. "If community groups would like to use just one level of the barge for staging events, it can be done. The barge is mobile, all that's needed is a flatbed truck."

The \$10,000 structure was built by Tri-City Fabricating of Kennewick, which also provided design service. Each of the sections weighs 4,200 pounds and will be lifted into place by cranes supplied by Neil F. Lampson Inc., who also provided engineering and inspection services along with storage of the barge when it's not in use.

The officials barge has come a long way...Race fans may remember the official tower was a river barge that was moored to shore in the middle of the two-mile race course in 1966. Back then, waves created by the race boats created problems for cameramen filming the race.

Get To Know

The ^{NEW} Mickey-DTM Burger.

Tastes So Big, It's A Burger And Then Some.

(WOW!)



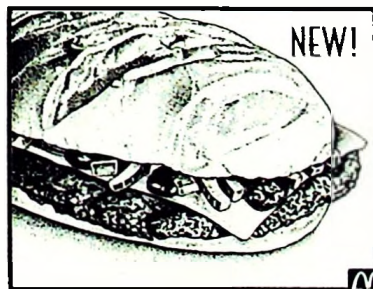
It's a 1/3 lb. all-beef patty,



with sharp cheddar cheese,



All served up on a crusty oven-baked roll. (baked like French bread, crispy on the outside, soft on the inside.)



slivered red onions,



fresh diced tomatoes,

and our very own zesty Mickey-D sauce.



Tri-Cities Walla Walla Prosser, Washington

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VOLUNTEERS MAKE PARK A GREENER PLACE

Seeds of Success



park. The area seeded is north of the park's main road and stretches from the irrigated lawn area on the park's east end to just about even with the driving range of the park's golf course.

The project was started in mid-April and with the help of a great team of volunteers from Columbia Center Rotary, the Water Follies Association and the Kennewick Ward 15 Mormon Church group helping to lay and glue the irrigation pipe, the project ran

smoothly.

Also pertinent to the project was the Operating Engineers union apprentice group which helped on leveling the ground. Irrigation Specialists helped with the irrigation pipe and Washington Green contributed hydroseeding services at cost. Duane's Electric, Moon Security, K Kaiser and Neil F. Lampson, Inc., helped with other services.

Other improvements to Columbia Park include the planting of birch trees imported from Holland and flowering cherry trees along the entrance of the park and the extension of irrigation lines to this area. Members of the Kennewick Kiwanis Club initiated the tree planting project. Kennewick Kiwanis and McCurley GEO each donated \$1,000 for beautification of the park. Additional funds, labor and supplies for this part of the park project were received from IOOF Rebeccas Lodge, Pro-Cut, Hertz Rent A Car,

Noel Price, and Kennewick Industrial. Ray Poland & Sons Construction donated all the equipment and labor for excavation of the entrance project.

Notice anything different in Columbia Park? A closer look may be required now, but the difference will spring up soon.

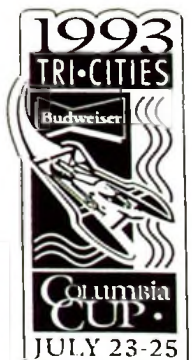
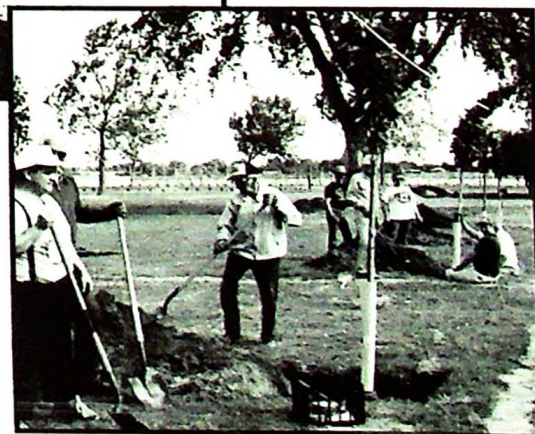
Thanks to a work force of volunteers who have donated countless hours, Columbia Park is a greener place.

"These types of projects are a wave of the future," says city manager Bob Kelly. "Civic organizations approaching the council with a particular type of project and funding asking for help from local governments. It shows these groups have community pride."

Kelly says the city wanted to seed the park, but getting the funds to do it would have taken years. "This type of partnership venture on projects saves on 'red tape'. There's less than if the city was going to do it," he says.

Installation of irrigation and seeding over 15.5 acres along the Columbia riverfront was made possible by donations of \$5,000 from the Water Follies Association and \$5,000 from the Kennel Club, Columbia Center Rotary Club, which donated \$10,000 and help from the Kennewick City Council, which promised matching funds up to \$25,000.

The project explains why bulldozers and graders were seen this spring in the





WASTE MANAGEMENT
OF KENNEWICK



*“Providing
Environmental Services
Which Ensure
The Quality Of Life
For
Future Generations”*

**PROUD SPONSOR OF THE
1993 BUDWEISER COLUMBIA CUP**

FIVE YEARS OF FIRST AID

Minor medical assistance and basic first aid equipment is available during the Budweiser Columbia Cup thanks to Kennewick General Hospital.

1993 marks the fifth year of first aid availability by KGH in Columbia Park and on the Franklin County side. The tents will be open from 8 a.m. until the end of racing on Saturday and Sunday, July 24-25.

The stations are all staffed by qualified medical personnel from the



Tri-Cities community and surrounding areas. Volunteers include physicians, LPNs and RNs, paramedics, emergency medical technicians and first responders.

Along with the basic first aid, equipment ambulances will be standing by for spectators needing more major medical care.

The Water Follies Association extends a hearty thank you to KGH for ensuring another safe Budweiser Columbia Cup weekend.

Helping the Tri-Cities grow.

Our dream is about to become a reality...



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PORT OF KENNEWICK

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NEW INVESTMENT OPPORTUNITIES AND
ENCOURAGE EXPANSION OF EXISTING INDUSTRY**

The Role of Public Ports

Public port districts in Washington State are the primary agencies dealing with economic development at the local level. Port districts have broad authority to encourage development of industry, commerce, trade, transportation and recreational facilities. They can develop property for industrial use and can lease and sell land, buildings and facilities to private industry. They are formed for acquisition, construction, maintenance and operation of harbor improvements, rail, air, water and motor vehicle transfer and terminal facilities and industrial improvements. Port districts also can issue revenue bonds for the acquisition or construction of various improvements.

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Sue Watkins Frost, Manager
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OUR ECONOMY IS THUNDERING

Tri-City Boom

Unlike other parts of the country and even throughout the state of Washington, the Tri-Cities is not caught in a recession. The cities are growing by leaps and bounds, strengthening the economic base.

Two aspects drawing people to the Tri-Cities include the area's technology base and the quality of life.

This area is highly educated and dedicated to advancements in nuclear power, environmental cleanup and other fields of research.

It's remarkable that the Tri-Cities is home to over 150,000 people and yet the area doesn't suffer from excess pollution, traffic congestion and high crime. The quality of life is second to none.

Boat races were just three years old when in 1969, the Tri-Cities was recorded as the home of over 100,000 people. Recently, the state of Washington estimated that the population of Benton and Franklin counties was 157,700 as of April 1992. By December of the same year, the two-county area flourished with 159,200 people.

By almost any measure, the robust economy of the Tri-Cities can be defined as a boom, but as John Lindsay, president of TRIDEC says, "It's great what's going on here in the Tri-Cities, but one thing we must watch for—frequently a bust follows a boom. People who have lived here 20-25 years know what's happened in the past."

Lindsay, TRIDEC and local officials, are working hard to avoid a bust by planning ahead. "Hopefully, we can stabilize the economy so we are not subject to a bust," he says. "We have to practice growth management planning at the county and city levels. We need to plan for our future, but not in such a way to prevent our growth."

The Tri-Cities and surrounding areas need to evaluate the essentials needed for growth. "Highways, sewer systems, and other mainstays need to have our attention in order to facilitate our growth," he says. "We also must look to commercialize facets of the workforce that are now private, such as Hanford's laundry responsibilities."

Another facet that TRIDEC is working towards is focusing on corporations and industries that are not connected to Hanford.

By concentrating on firms not associated with Hanford, a stronger economy can be built that isn't dependent on the contract which is in a two year extension.

"The mid-80s was proof of the change in the government contract. By focusing on non-Hanford businesses, if the government contract ever does change hands, the cities and its residents won't be hit as hard," says Lindsay. "Sure there'll be a state of transition, but it won't be as disrupting."

TRIDEC has compiled a helpful handbook that reviews the areas growth in the past two years such as:

Tri-Cities Housing Market

With the influx of people rapidly moving into the Tri-City area, the housing market continues to boom. Housing sales in 1992 were 8 percent higher than 1991, reversing a decline from the peak of 1990.

Average monthly home sales during the fourth quarter of 1992 were 145, a 14 percent increase over the fourth quarter of 1991.

Home prices continue to rise with the average price in 1992 increasing by 19 percent over 1991. The prices in 1992 were \$93,800 compared to an average price of \$78,700 in 1991.

Home building starts also marked an increase with 911 starts in 1992 verses 461 in 1991, that's almost a 100 percent increase.

Vacancy rates for apartments remain low. In December, 1992, Richland had the highest vacancy rate, which was only 3 percent. The December vacancy rate in both Kennewick and Pasco was a mere 1 percent. Between February 1992 and January 1993, apartment rents increased, reflecting the continued low vacancy rates.

Nonresidential construction

Nonresidential construction also boomed in the Tri-Cities during the past year, with more construction planned for 1993.

Kennewick saw a number of major commercial projects, including the completion of a new Target retail store, two motels—the Silver Cloud Inn and Super 8 Motel—an Eagle Hardware outlet, a new office building for United Way, and several restaurants and smaller rental establishments. Construction plans for 1993 include Wal-Mart, Tri-City Cancer Center and an addition to the Silver Cloud Inn, along with others.

In Richland, commercial construction focused on office space. Battelle built three new office buildings in 1992 and 1993 will see a fourth.

Airborne, an air-express firm, set up shop at the Richland airport along with a new church and several industrial facilities debuted in 1992. This year, a new golf course at Horn Rapids will be built in conjunction with a residential complex. Residential and commercial development of the Columbia Point area is going through the permitting stage and a factory outlet mall is also planned.

Pasco construction includes several retail establishments and several industrial facilities, including a Burlington Northern refueling center, a refurbished facility for Federal Express, a motel and truck stop and several school-related projects. The Trade, Recreation, and Agriculture Center (TRAC), a multi-use exhibition facility is also planned in Pasco.

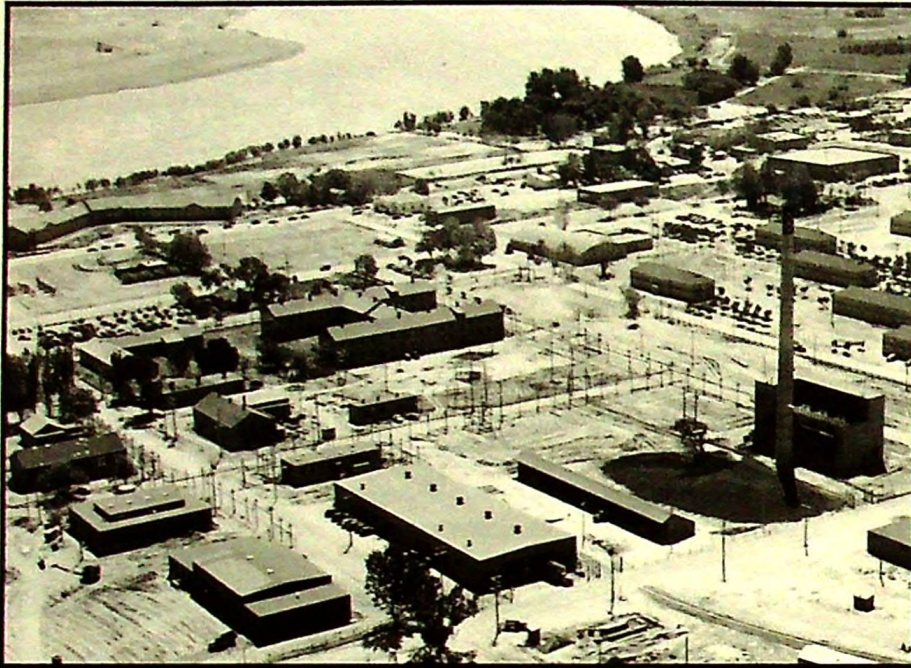
"We need to plan for our future, but not in such a way to prevent our growth."



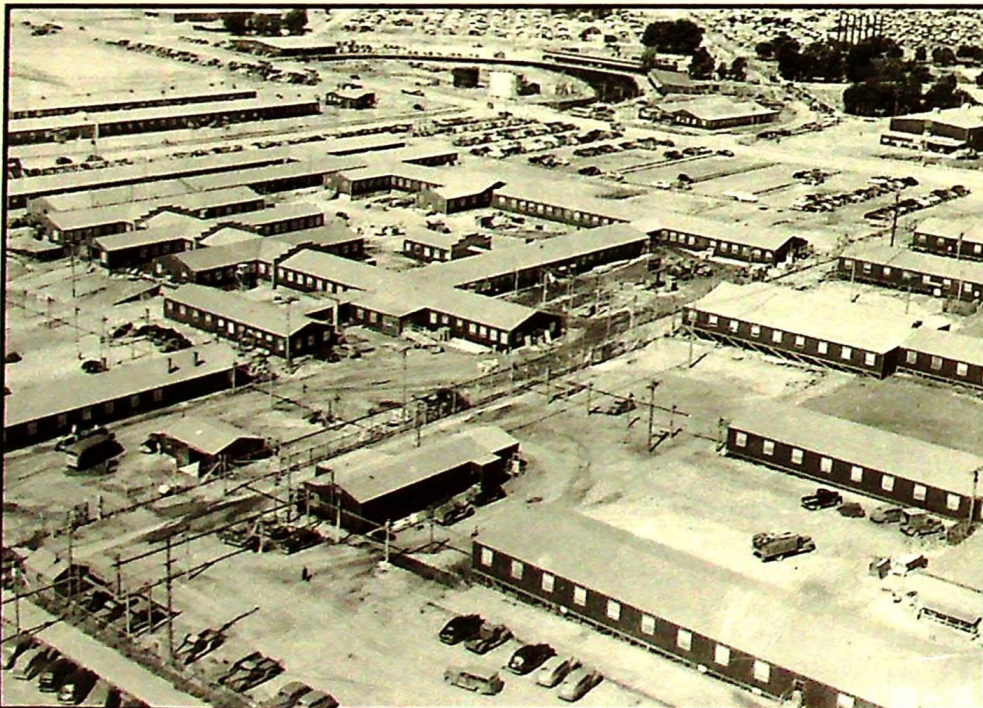


HANFORD'S GOLDEN ANNIVERSARY

The Spirit Lives On



Downtown Richland, 1944—"Bedroom community" for employees operating the Hanford Works production plants located miles away on the sprawling desert site. Coal-fired plants such as the one at right provided heat to municipal buildings. The H-shaped building near the center was operations headquarters. The building to its left was the personnel office. Both were replaced in 1965 by the current Federal Building.



Hanford Works construction camp, 1944. The vast "trailer city" seen in the distance housed workers with families; separately fenced men's and women's barracks in the foreground housed the others. Created with amazing suddenness, it disappeared almost as quickly as construction of Hanford's first plants was completed.

In the spring of 1943, the few hundred residents of the tiny townships of Hanford and White Bluffs were suddenly displaced by a construction camp whose population swelled to more than 50,000 workers, dedicated to a top-secret wartime project occupying 640 square miles of Southeastern Washington desert. Concurrently, the federal government took over and converted the small village of Richland into a residential community that would accommodate the thousands of employees who would operate the Hanford facilities after they were built.

The race against Germany and Japan to develop an atomic weapon was on. Most Hanford workers, however, didn't know that then—they only knew they were building something important to the war effort. It has often been called history's best-kept military secret.

Looking back, Tri-Citians realize just how important the Hanford Site has been to our nation and the Free World. Hanford workers, and the community that supported them, were instrumental not only in ending World War II but in winning the Cold War as well.

Hanford's defense mission has been accomplished, and replaced by a new, equally demanding task. Its workforce is now applying its expertise and ingenuity to the enormous challenge of cleaning up wastes and restoring the environment—part of the price of democracy's victory. And in its new role, Hanford can continue to make history in service to America and the world.

Together with Richland and West Richland, the adjacent cities of Pasco and Kennewick have grown and prospered in step with programs on the Hanford Site. Alongside Hanford's renowned scientific and engineering successes, our Tri-Cities community likewise boasts many outstanding beginnings, milestones, and achievements.

Hanford and the Tri-Cities have much to be proud of in this, the 50th year of their history together.

A community-wide anniversary observance began in March 1991 and will continue for a year. The underlying theme: "Hanford and the Tri-Cities together celebrating a half century of progress and achievement." Community pride and cooperation prompted this year-long celebration—the spirit that has made our area such a place to live.

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GOLD CUP WINNER

Congratulations to Chip Hanauer for collecting his ninth Gold Cup victory, surpassing Bill Muncey's career record of eight titles.

Hanauer set the record in Detroit, MI., on June 6th. His average speed was clocked at 141.195 mph. His victory comes despite Mark Tate and the Winston Eagle setting a qualifying speed record of 170 mph.

The Tide, driven by George Woods, Jr., placed second for the fourth straight year, averaging 137.985 mph. Mike Hanson, driving Kellogg's Frosted Flakes, was third with an average 134.245 mph. Mark Evans and the Art Van American Spirit was fourth at 129.660 mph, and DOC's Acuvue, driven by Ken Muscatel, was fifth at 107.565.

The Gold Cup final was heartbreaking for Mark Tate as he was the fastest qualifier, but engine problems plagued him in the finals.



SETTING RECORDS

Chip Hanauer and the Miss Budweiser set five new records on the Columbia River last year. They include: qualifying speed 162.402 mph; competition lap, 148.821 mph; six-mile heat, 144.674; 10-mile heat, 140.193; 28-mile race, 142.180 mph.



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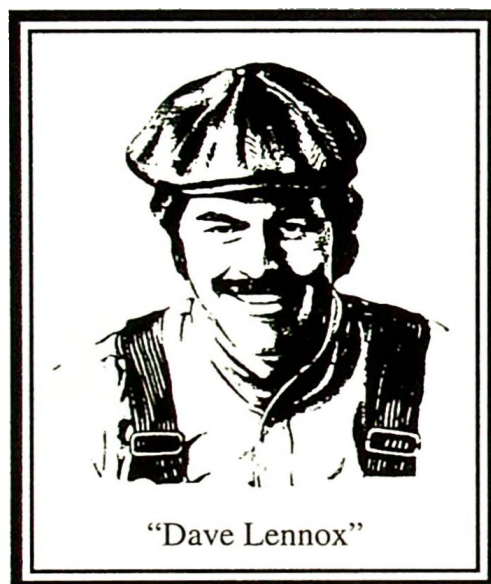
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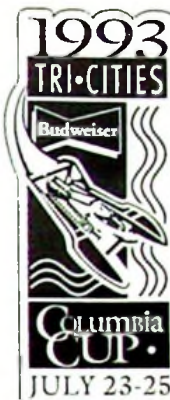
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To test our every policy, method and act in this wise: "Does it square with what is right and just?"

History of "The Penney Idea"

Six partners of the Golden Rule Store Company (founded 1902), including James Cash Penney and Earl B. Sams, met in a hotel room in Salt Lake City in 1913. They had assembled to think through their goals, their reasons of being, and to determine a set of principles to guide them and their associates in the management of their 48-store business, which in 1913 had a sales volume of 2 million, 600 thousand dollars.

Acting on the important conviction that the intangibles are more important than the tangibles, these men drafted the statement we now call "The Penney Idea." This statement continues to be our basic policy for the conduct of our business.

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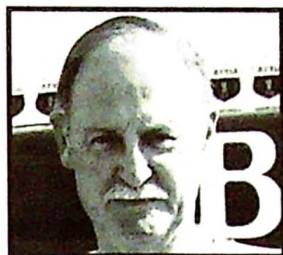
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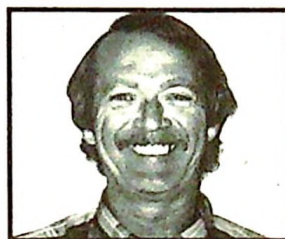
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Pit Security

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Budweiser Columbia Cup for R/C Unlimited Hydroplanes	Roger Newston
Budweiser Silver Cup	Bob Brackett
Columbia Cup R/C Championship Race	Greg Anderson
Columbia Cup Shoreline Run	Neil Harbinson
Conover Columbia Cup Tennis Tournament	Paul Whitemarsh
McDonald's Columbia Cup Girl's Basketball Tournament	Paul Whitemarsh
Miss Tri-Cities Scholarship Pageant	Arline Powers
Pepsi Boy's Columbia Cup Basketball Tournament	Paul Whitemarsh
Racin' & Rockin' Party	Craig Cooke
Sandy's Trophies Kiddies Parade	Brenda Ingalls
Tri-Cities International Air Show	Mike Berriochoa, Spence Jilek
Tri-Cities Sports Festival	Kevin Veleke
Water Follies Square Dance Weekend	George & Virginia Bauer
Tumbleweed Tack	Tony McKarns
Tri-Cities Talent Show	Kathleen Weighall

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Pit Tower

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**Ron Brown, U-1 Miss Budweiser
Seattle, WA**

Ron Brown has been responsible for six world championships and 33 victories during his tenure with the Budweiser race team. Brown joined the Budweiser team in 1985 and is second on the Crew Chief All-Time Victory list.



**Tim Ramsey, U-2 Miss T-Plus
Seattle, WA**

Tim Ramsey is in his first full season with the Miss T-Plus crew, moving over from the Budweiser racing team. Ramsey spent 10 years with the Miss Budweiser before accepting the crew chief position with Miss T-Plus in December, 1992.



**Ed Cooper Jr., U-3 Cooper's Express
Evansville, IN**

Cooper joined the Miss Madison crew in 1966 and has worked on a number of unlimiteds. He has been an owner for seven years with his father and collected his first win as an owner in 1989 at the Budweiser Columbia Cup, here in the Tri-Cities.

**Brian Mai, U-4 Miss Tubs
Seattle, WA**

This is Brian Mai's first stint as an unlimited hydroplane crew chief, but he has plenty of experience with unlimiteds. He worked on the KISW Miss Rock, and the Miss Bellevue Mazda, along with boats in other racing classes.



**Charlie Grooms, U-6 Kellogg's Frosted
Flakes, Madison, IN**

Crew chief Charlie Grooms has been part of hydroplane racing for the past 12 years. He is a member of the Miss Madison Board of Directors and lives in Madison.



**Dan Heye, U-8 The Tide
Seattle, WA**

Dan Heye enters his 13th season with the U-8 race team. He began his unlimited hydroplane career in 1979 with Miss Circus Circus. Heye was named the Unlimited Racing Commission's Crew Chief of the Year in 1991.



**Jim Lucero, U-10 Winston Eagle
Seattle, WA**

As crew chief, Jim Lucero's boats have won 60 races. Lucero is a member of the Unlimited Hydroplane Hall of Fame. His boats have won 10 national championships, including 11 Gold Cups. Lucero designed and built the first turbine-powered boat to win a race.



**Dan Walters, U-31 Miss Circus Circus
Seattle, WA**

Dan Walters has 14 years of unlimited hydroplane experience having worked with such boats as the Olympia Beer, Squire Shop and 7-Eleven. He helped build the 1992 Coors Dry boat and was a member of the crew for the Seattle and San Diego races.



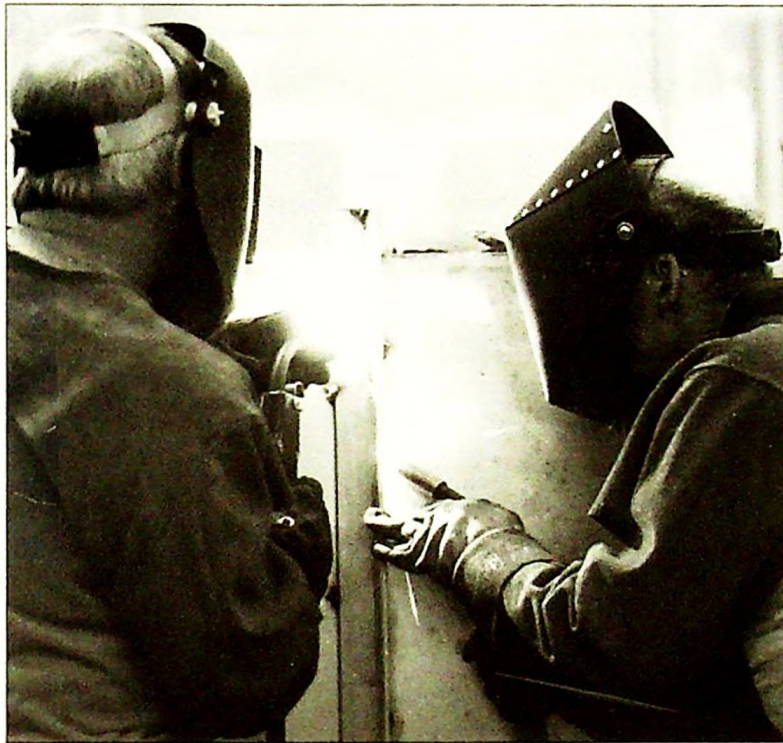
**Ken Dryden, U-99.9 KISW Miss Rock
Seattle, WA**

Ken Dryden will be in the cockpit of the new Miss Rock, a boat that he was instrumental in building. He worked with the U-19 last season as crew chief and has also worked with the Budweiser team and Pringles crew.



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U-1

Miss Budweiser

OWNER:
Bernie Little
DRIVER:
Chip Hanauer
CREW CHIEF:
Ron Brown
BUILDER:
Miss Budweiser
Team
POWERPLANT:
Avco Lycoming
T-55 L-7



LITTLE



HANAUER



The Miss Budweiser won the national high points championship, finishing with 4,790 points. It was owner Bernie Little's 13th national championship. Chip Hanauer, who signed a two-year contract extension during the off-season, won the driver's championship, despite suffering two blowover accidents and injuring ribs each time. The team is shooting for its third straight national championship this season.

U-2

Miss T-Plus

OWNER:
Jim Harvey
DRIVER:
Steve David
CREW CHIEF:
Tim Ramsey
BUILDER:
Jim Harvey/
Ron Jones
POWERPLANT:
Avco Lycoming
T-55 L-7C



HARVEY



DAVID



The Miss T-Plus finished fifth in the National High Points standings while driver Steve David was fifth in the Driver National High Points race. The boat did not win a race in 1992, but did set a couple of records, including a record for a competition lap - 166.221 mph - during the final of the Outrigger Hotels Hydrofest in Hawaii. A new boat constructed for the 1993 season, won the first race in Texas this season, proving Miss T-Plus will be very competitive. Last year's boat will serve as a backup and display boat. Also new to the team is crew chief Tim Ramsey, formerly of the Miss Budweiser team.

U-3**Cooper's Express****EVANS**

Ed Cooper Jr. has done some redesign work to the hull and the engine program during the offseason, trying to gain as much speed as possible. The boat is the fastest piston-powered boat ever to run, having clocked a 147 mph lap in San Diego in 1991. Last season, the boat performed great at some sites and suffered engine problems at others. The best finish for the boat was a third place effort at the season opener Budweiser Regatta in Miami. The Cooper's Express finished seventh in the National High Points standing.

**COOPER****COOPER****U-4****Miss Tubs**

This boat ran as the 1978 Squire Shop before Jim McBride bought it in 1992. The boat ran in Tri-Cities, Seattle, San Diego and Honolulu. It failed to advance to a championship heat but did qualify at over 120 mph at the San Diego race. The boat has been updated with new sponsons, a new skid fin and Griffon engines. Listen for this boat, it will be the loudest on the circuit.

**McBRIDE****BARRIE**

U-6

Kellogg's Frosted Flakes

OWNER:
City of Madison/
Bob Hughes

DRIVER:
Mike Hanson

CREW CHIEF:
Charlie Grooms

BUILDER:
Ron Jones

POWERPLANT:
Lycoming T-55
L-7 Turbine



HUGHES



HANSON

With a full time national sponsor in Kellogg's back for a second season, this boat should be competitive. Last year, the boat made the final heat in all nine races. The best finish for the Kellogg's Frosted Flakes boat and Driver Mike Hanson were third-place finishes at the APBA Gold Cup in Detroit and the Kansas City Hydrofest. With the consistent finishes in all nine races, the boat is fourth in the National High Point standings. Hanson ranks fourth in the driver standings.

U-8

The Tide

OWNER:
Bill Wurster

DRIVER:
George Woods Jr.

CREW CHIEF:
Dan Heye

BUILDER:
U-8 Team and
Ron Jones
Marine

POWERPLANT:
Lycoming T-55
L-7



WURSTER



WOODS

Last year proved to be an impressive year for the first-year Tide Motorsports program. Driver George Woods Jr. piloted The Tide to a second-place finish in the National Point Standing as well as a race victory at Seattle Seafair. The Tide finished second, four times during the season as well. The boat will again be one of the fastest on the circuit. During the offseason, The Tide underwent major reconstruction.



U-10

Winston Eagle

1992 was a hard-luck season for the Winston Eagle team. Everytime it looked like the team was going to win, something happened. After spending the offseason rebuilding one of the two race boats and performing additional work to the engines, the Winston Eagle team feels it has the capability to set records and win races in 1993. The boat was third in the National High Point standings while driver Mark Tate also placed third in driver standings. The boat set a handful of records in 1992, including three at San Diego race on Mission Bay.



WOOMER



TATE

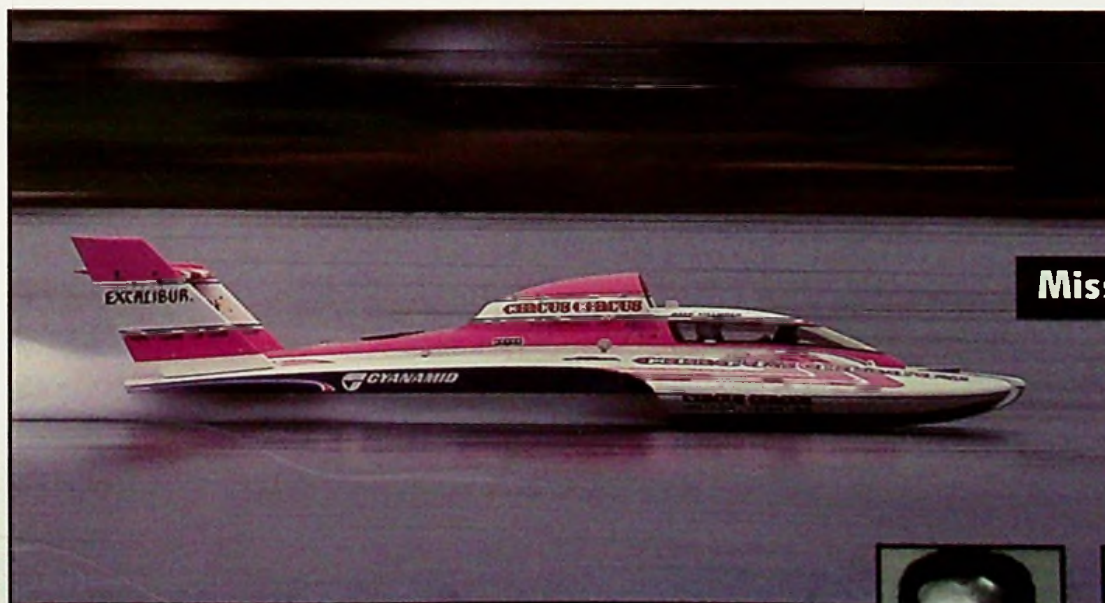
OWNER:
Steve Woomer

DRIVER:
Mark Tate

CREW CHIEF:
Jim Lucero

BUILDER:
Jim Lucero

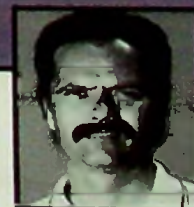
POWERPLANT:
Lycoming T-55
L-7 Turbine



U-31

Miss Circus Circus

Miss Circus Circus makes its return to unlimited racing after two years away from the sport. In 1990, the Circus team, with Villwock as crew chief, won the national championship. The boat ran as the Coors Dry for three races in the 1992 season with a considerable amount of success. The boat, which was built in an amazing 57 days and constructed of graphite, made its debut at the Rainier Cup in Seattle. Just a few short weeks later, rookie driver Villwock drove it to victory in San Diego. Last year's American Spirit boat will serve as a back-up during the season for the Circus Circus team.



JONES



VILLWOCK

OWNER:
Ron Jones, Jr.

DRIVER:
Dave Villwock

CREW CHIEF:
Dan Walters

BUILDER:
Ron Jones, Sr.

POWERPLANT:
Two Lycoming
T-55 L7-C



TRI-CITIES, WASHINGTON

COLUMBIA CUP

1993

U-55

Superior Racing

OWNER:
Bob Thomas

DRIVER:
Ken Muscatel

CREW CHIEF:
John Watkins

BUILDER:

POWERPLANT:
Avco Lycoming
T-55 L7-C



MUSCATEL

This is the first year for the Superior Racing team, which is based in Detroit, Mich. The boat is the former 1990 Winston Eagle and has run a 158 mph lap and was a three-time Gold Cup winner in Detroit. Driver Ken Muscatel will be in the cockpit. Muscatel was voted Rookie of the Year in 1991, while driving the U-19 for Bob Fendler.

U-75

Oh Boy! Oberto

OWNER:
Mike Eacrett

DRIVER:
Mike Eacrett

CREW CHIEF:
TBA

BUILDER:
Mitch Evans and
the U-3 Crew

POWERPLANT:
Lycoming T-55



EACRETT

The Oh Boy! team is scheduled to make just a few stops—the Tri-Cities, Seattle, San Diego and Honolulu. Though the boat didn't race in 1992, it did compete in the Tri-Cities and Seattle in 1991 with Mike Eacrett in the cockpit. Eacrett is a solid boat racer and is looking forward to making his mark on the unlimited circuit, and with the latest updates on the boat, it may just happen.

For Unlimited Hydroplanes



U-99.9

KISW Miss Rock

The Leland team will race with a new unlimited turbine this season, designed by Fred Leland and built by new crew chief/driver Ken Dryden. Dryden worked as crew chief for the U-19 last season, but decided to change after being offered a job to drive the new Leland boat as well as handling crew chief duties.

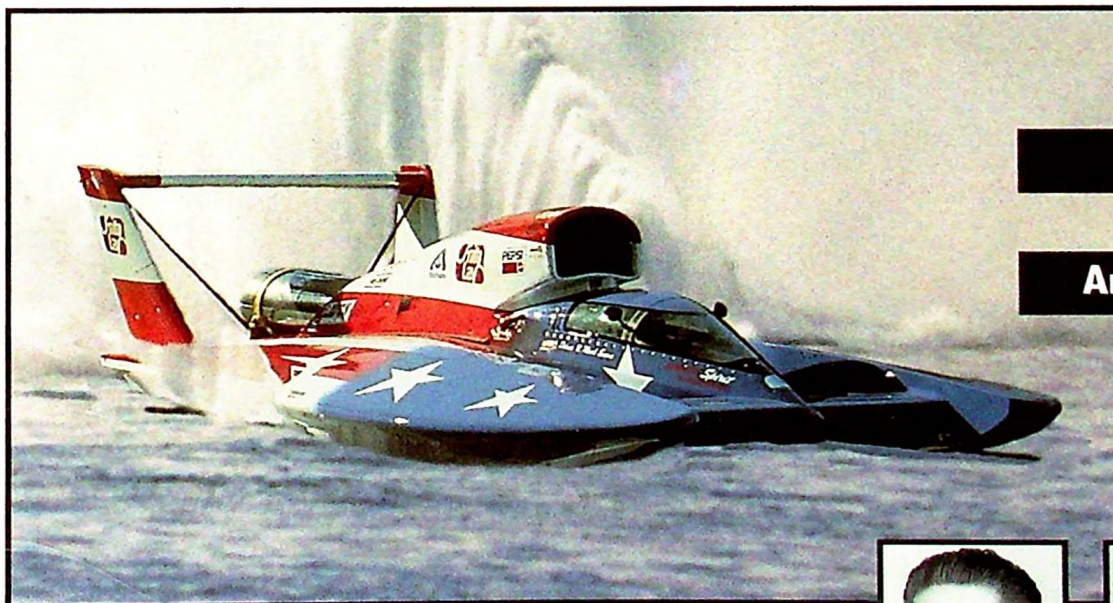


LELAND



DRYDEN

OWNER:
Fred Leland
DRIVER:
Ken Dryden
CREW CHIEF:
Ken Dryden
BUILDER:
Fred Leland
POWERPLANT:
Lycoming T-55,
L7-C



U-100

American Spirit

It was a bumpy ride for the American Spirit. The year did include a solid third-place performance at the Madison Regatta, but unfortunately, 1992 also included a slow start at Miami and Detroit and also a flip during the final of the Budweiser Thunder on the Ohio in Evansville. The American Spirit boat finished eighth in the high points standing last season. This year, the American Spirit boat is the U-99 boat from last season.



LELAND



EVANS

OWNER:
Fred Leland
DRIVER:
Mark Evans
CREW CHIEF:
Mark Evans
BUILDER:
Leland/Brown/
Avenwieringen
POWERPLANT:
Lycoming T-55,
L7-C

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Tri-City native Allen Brecke remembers watching the hydroplanes from Columbia Park while he was still a student at

artwork throughout my office," he says.

Brecke has practiced law in the Tri-Cities since 1977 and is marking his tenth anniversary in emphasizing the rights of accident victims this October. His new office is located on Clearwater Avenue in Kennewick.

Kennewick High.

"The boat races are a big community event and I wanted to be a part of supporting them," says Brecke.

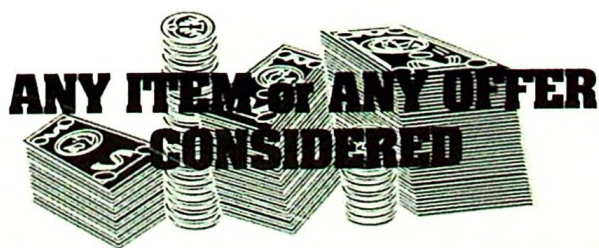
This year marks the seventh year Brecke will sponsor the Budweiser Columbia Cup trophy which is designed by local artist Ted Neth. The trophy, which is an original piece of artwork will be awarded Sunday evening, after the races, in Columbia Park.

Through sponsoring the trophy, Brecke and Neth have developed a friendship over the years. "I have his

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1992 IN REVIEW

Winner: Miss Budweiser, Owner: Bernie Little

Driver: Chip Hanauer, Winning Average: 120.463 mph

Miami Budweiser Regatta Miami, FL - June 7

The first race of the season proved to be a sign of things to come. Chip Hanauer drove the Miss Budweiser to victory in the season's first race, but had to overcome a challenge from Mark Tate in the Winston Eagle, who won two of the day's three heats.

Winner: Miss Budweiser, Owner: Bernie Little

Driver: Chip Hanauer, Winning Average: 136.282 mph

Budweiser APBA Gold Cup Detroit, MI - June 13-14

Chip Hanauer had a perfect day in the Miss Budweiser, winning all four of his heats and then the final to win his eighth Gold Cup, which tied him with Bill Muncey for most career Gold Cup victories. Hanauer collided with Mark Tate in the Winston Eagle in the final. The Winston went dead in the water in the final heat and was unable to finish.

Winner: Miss Budweiser, Owner: Bernie Little

Driver: Chip Hanauer, Winning Average: 139.244 mph

Budweiser Thunder on the Ohio Evansville, IN - June 28

Hanauer made it 3-for-3 on the Unlimited season with the victory on the Ohio River. Steve David and the Miss T-Plus posed a threat for three laps before Hanauer pulled away for the victory. Mark Tate and the Winston Eagle was disqualified after being called for cutting off Mark Evans in the American Spirit, causing Evans to flip in the final. Evans was uninjured.

Winner: Miss Budweiser, Owner: Bernie Little

Driver: Chip Hanauer, Winning Average: 142.921 mph

Miss Budweiser's owner Bernie Little

started talking of a season sweep after Chip Hanauer drove to victory in Madison for the team's fourth straight win. Mark Tate, in the Winston Eagle, finished his first final of the season and took second. He also beat Hanauer in an exciting duel in the first heat of the day. Presidential candidate Ross Perot got into the act, sponsoring the American Spirit boat.

Budweiser Indiana Governor's Cup Madison, IN - July 5

Winner: Miss Budweiser, Owner: Bernie Little

Driver: Chip Hanauer, Winning Average: 140.193 mph

Chip Hanauer continued his domination of the

1992 season with a clean sweep in the Tri-Cities. He won a special shootout race, the Robert Young & Associates Dash for Cash, on Saturday and then followed with three heat victories and a win in the final. George Woods Jr., and The Tide team came up with their third second-place finish.

Budweiser Columbia Cup Tri-Cities, WA - July 26

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1992 IN REVIEW

Winner: The Tide, Owner: Bill Wurster

Driver: George Woods Jr., Winning Average: 135.406 mph

**Texaco Cup at Seafair
Seattle, WA - Aug. 4**

George Woods Jr. drove The Tide to its first victory of the

season in the Rainier Cup. The Miss Budweiser's streak ended with five wins when Chip Hanauer flipped in the Miss Budweiser during qualifying. Because of injuries, Scott Pierce, the Miss Budweiser driver in 1991, drove the backup boat and finished fifth.

Winner: Coors Dry, Owner: Ron Jones Jr.

Driver: Dave Villwock, Winning Average: 145.177 mph

**Budweiser Cup on Mission Bay
San Diego, CA - Sept. 20**

Chip Hanauer suffered his second flip of the season, when he went up and over in the first turn of the first heat in the Miss Budweiser. Rookie driver Dave Villwock became the first driver to win his initial unlimited race since Howie Benns in 1974. In qualifying, Hanauer topped the 170 mph mark twice, but the laps didn't count as records as they were done in testing sessions.

Winner: Miss Budweiser, Owner: Bernie Little

Driver: Chip Hanauer, Winning Average: 139.667 mph

**Budweiser Kansas City Hydrofest
Smithville Lake, MO - Aug. 23**

Returning from rib injuries suffered at the Rainier Cup in

Seattle, Chip Hanauer returned to the circuit and won all three heats and also the championship in MO. George Woods in The Tide racked up his fourth second-place finish of the season.

Winner: Miss Budweiser, Owner: Bernie Little

Driver: Chip Hanauer, Winning Average: 146.876 mph

**Outrigger Hotels Hydrofest
Honolulu, HI - Oct. 24**

Chip Hanauer again returned from rib injuries and drove the Miss Budweiser to victory. Hanauer won all three heats, but faced his stiffest competition in the final. Mark Tate in the Winston Eagle was a close second while Steve David in the Miss T-Plus was third.

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WATER FOLLIES 1993

Events

Tri-Cities Intercollegiate Sports Festival, March 19-21

Collegiate track and field, baseball, soccer and volksmarching are included in this annual sports festival. Tickets sold at the gate for \$2.

Budweiser Silver Cup Mini R/C Hydroplanes, April 17-18

1/8 scale model hydroplanes race in the Columbia Park Lagoon from 9:30 a.m. to 3:00 p.m. No charge for spectators.

Tumbleweed Tack, May 8-9

Charbonneau Park is the site of this Hobie Cat sailboat regatta.



Inland Empire Masters Track and Field Meet, July 26

Track & Field competition at Fran Rish Stadium in Richland for men and women 30 years and older.

Pepsi Boy's Columbia Cup Basketball, July 8-10

California, Utah, Oregon and Washington high school teams will compete throughout the weekend for this Columbia Cup trophy. Admission fees are set at \$2 per day.

R/C Championship Race, July 10-11

Watch electric cars and battery powered trucks race up to 30 mph. The cars are 10th and 12th scale models and the trucks run off 7.2 and 8.4 volt batteries. Heats run throughout both days at Columbia Park (by the lagoon); viewing is free.



McDonald's Columbia Cup Girl's Basketball, July 15-17

Twenty-eight junior high and high school teams from all around the state gather at Pasco High School for this double elimination tourney. Only \$2 per day for spectators.

Water Follies Square Dance Weekend, July 17-18

Come on down to the Shuffler's Shanty for a weekend of square dancing! Plus



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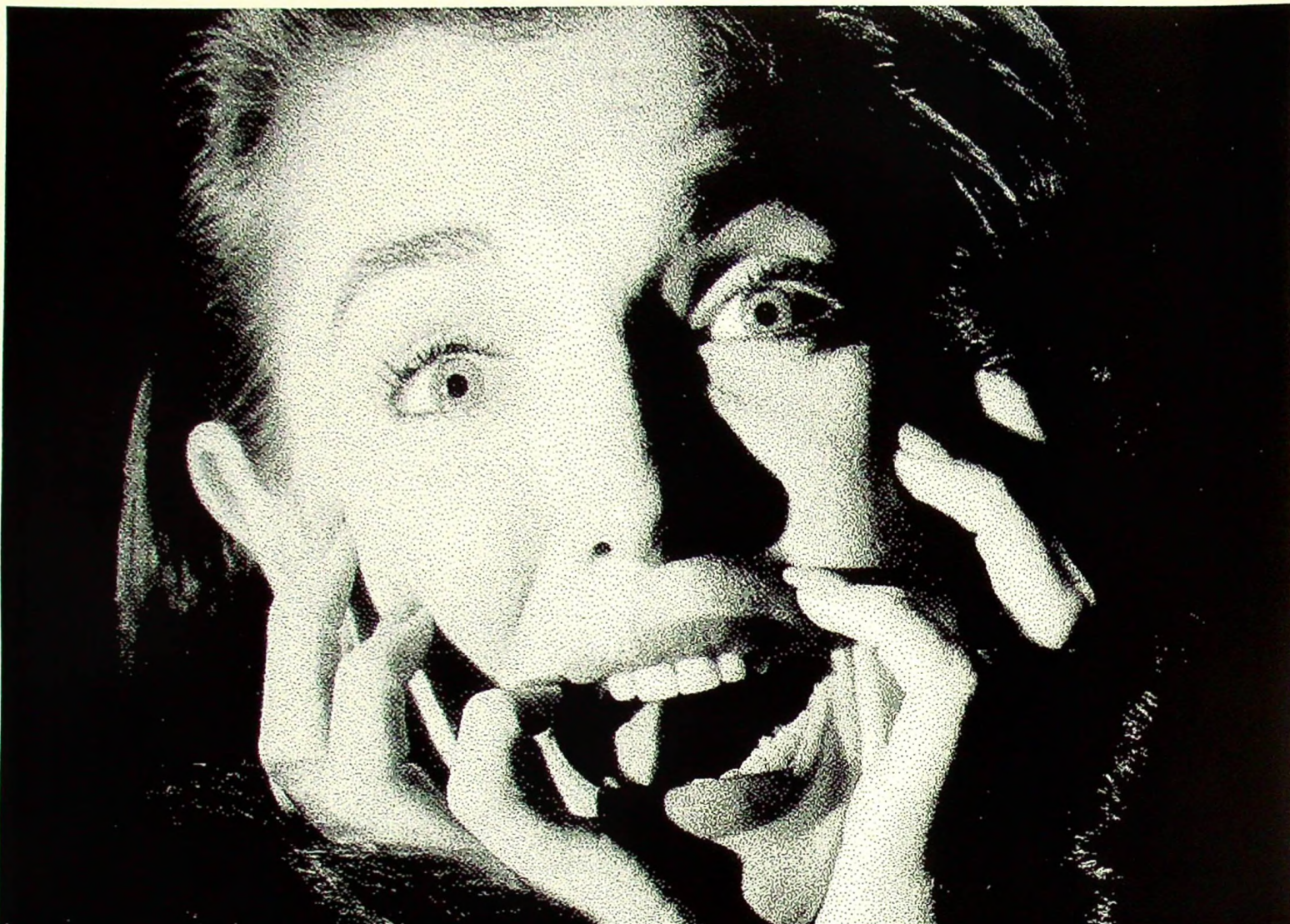
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WATER FOLLIES 1993

Events

Conover Columbia Cup Tennis Tournament, July 16-21

Adult tennis games will run July 16-18, youths will play July 19-21. Games will be held at Columbia Basin College and Pasco High School.

Miss Tri-Cities Scholarship Pageant, July 17

Root for your favorite young woman as she competes for a scholarship and the chance to represent the Tri-Cities in the Miss Washington Pageant. Cost is \$10 in advance, or \$11 at the door of the Richland High School auditorium.



Sandy's Trophies Water Follies Kiddie Parade, July 21

Bike and Trikes, Pets, Things on Wheels, Walking and Marching Units are the categories any child 12 years or younger may enter. The parade will run from 1 to 2 p.m., starting at Memorial Park.

43rd Allied Arts Sidewalk Show, July 23-24

Don't miss the 43rd juried arts and crafts show, fine arts and



crafts, food entertainment, kid kare, and face painting can all be found in Howard Amon Park.



Civic Club Luncheon, July 23

Eat lunch and watch your favorite unlimited hydroplane owners and drivers be introduced. The cost is \$10 per person. The public is welcome.

Racin' and Rockin' Party, July 23-24

"The Machine" performs both current and classic favorites Friday and Saturday nights in the Red Lion Grand Ballroom. Tickets are \$6 Friday and \$7 Saturday.

Baron's

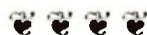
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WATER FOLLIES 1993

Events, con't.



Shoreline Run, July 24

Runners can choose between the 10k or 2 mile race to win various age group awards. Race begins at 7:30 a.m. on George Washington Way.

Tri-Cities International Air Show, Sept. 25-26

Tri-Cities Regional Airport will host this exciting air show. For the first time there will be an evening show Saturday starting at 4 p.m., followed by a day show on Sunday. Ticket prices are as follows: Adults in advance: \$6, at the gate: \$7 Children (6-12 yrs.) in advance: \$4, at the gate: \$5.

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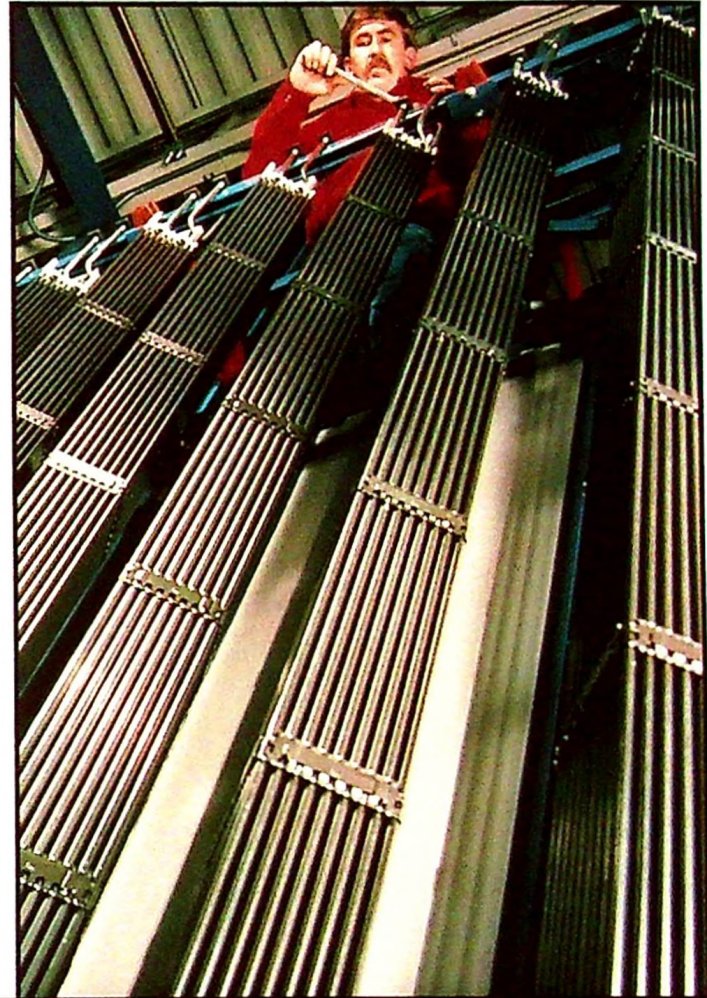
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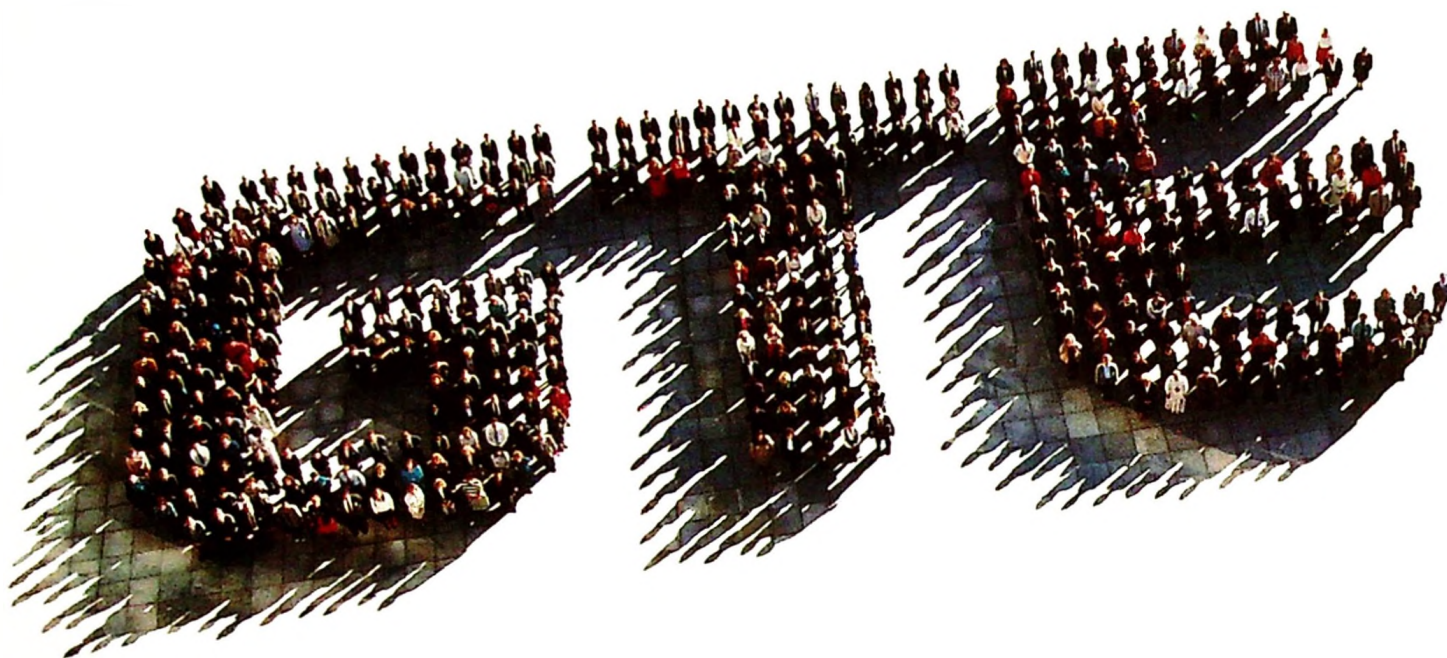
Renee Reed is a 1993 graduate of Eastern Washington University where she received a bachelor of science in developmental psychology. She will be attending graduate school in the fall, working towards her master's degree. Reed plans to be a counselor for children with disabilities and their families.

During her year of service as Miss Tri-Cities, Reed volunteered for many organizations such as the March of Dimes, the Wishing Star Foundation, The Easter Seals Society of Washington and the Benton-Franklin Developmental Center, where she worked to foster and improve a positive self-esteem in disabled children.

RENEE
REED

MISS
TRI-CITIES
1992-93

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1993 Contestants

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Right: Heather Jordan*



*Left: Amie Menter
Right: Monta Monique*



*Left: Victoria Nicacio
Right: Jennifer Roberts*



*Left: Tonya Wishman
Right: Kimlai Yingling*



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1988 - 89	Keith Brutzman
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1986	Glenn Washam
1985	Dick Alvis
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WELCOME

From the Mayors

Welcome Race Fans!

On behalf of the Kennewick City Council and all the citizens of Kennewick, it is a great pleasure for me to welcome you to the Tri-Cities for the 1993 Budweiser Columbia Cup for Unlimited Hydroplanes.

While you are enjoying the races this weekend, I encourage you to visit our friendly city. Our downtown area offers an opportunity to browse through many specialty shops. Columbia Center is the most up-to-date regional shopping center in Eastern Washington, and our many restaurants offer a broad range of food and fine dining. The many activities available to you this weekend will introduce you to the wonderful life style of the Tri-Cities. We hope you enjoy yourself and return soon for more sunshine and friendly hospitality.

Sincerely
R.B. Quay, Mayor



Welcome Race Fans:

On behalf of the Richland City Council and staff, I am pleased to welcome spectators and participants to the 28th running of unlimited hydroplane racing in the Tri-Cities.

It is a pleasure to share our community with you. I know that once you have had an opportunity to sample our hospitality you will return again and again.

Sincerely
Craig Buchanan, Mayor



Dear Race Fans:

On behalf of the City Council and all the citizens within the City of Pasco, I take great pleasure in welcoming you to the Tri-Cities for the 1993 Budweiser Columbia Cup for Unlimited Hydroplanes.

I encourage you to take part, not only in the excitement of the races, but to sample the cultural diversity that is offered here in Pasco. We have many attractions that will help to round out your race weekend activities. Come downtown to the nationally-recognized Farmers Market for your pre-race snacks, or eat at one of our restaurants, which offer a broad range of service from ethnic food to fine dining. Our marketplace stores offer you the opportunity to browse and select art work, craft work, and one of a kind goods. All these services are within five minutes of the race course. You can even tour some of our local wineries for a change of pace.

The great variety of activities and events available to you this race weekend will introduce you to the wonderful life style of the Tri-Cities. I not only welcome you this weekend, but invite you to return and sample more of Pasco and all of the Tri-Cities.

Enjoy the races!
Best Regards,
Joyce DeFelice, Mayor



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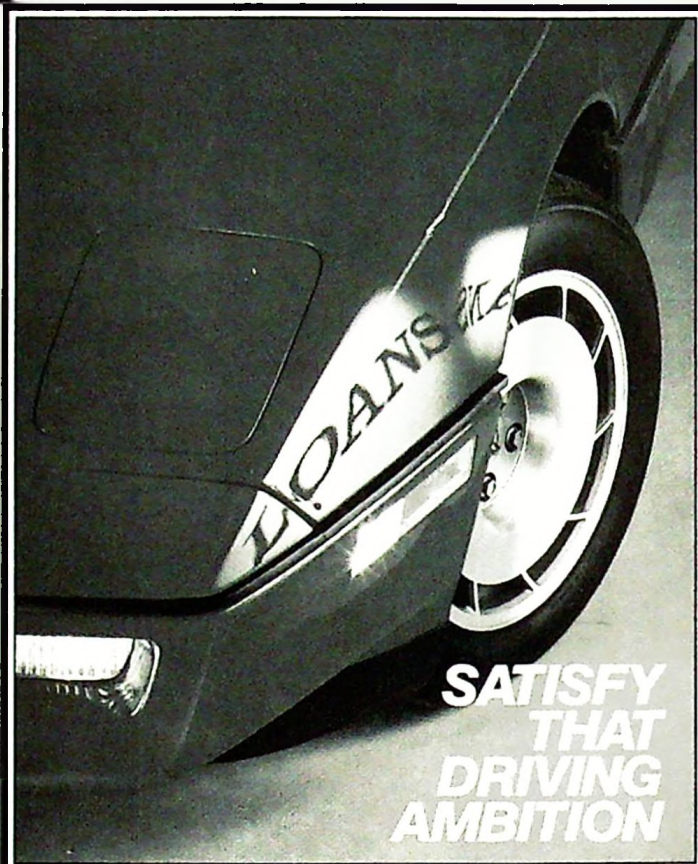
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BOOSTER BUTTONS

Ever wonder what those purple and red buttons are? They're everywhere—on shirts, pants, shoes, hats and whatever else will hold them?

The purple and red buttons are booster buttons and are sold by a group of ladies that really believe in the boat races and the Tri-Cities.

"We sell the buttons and the proceeds go back into the Tri-Cities," says Elaine Banks, PEO co-chairman. "Money from the sales of booster buttons help fund such projects as new docks, bleachers and park beautification," she says. "Booster button money also allows us to adopt families at Thanksgiving and Christmas time and we also help the mission and Salvation Army out, among other charitable events."

PEO (Professional and Education Organization) chapter EL with help from PEO chapter GS sell cards containing 10 buttons to local businesses for \$30. "If businesses want to recoup their \$30 they can sell each button, but most businesses are very receptive to us and the boat races and donate generously," Banks says. "Many businesses buy year in and year out. It's a good program as a \$30 donation is within reason for a lot of firms and the money goes to a wonderful community event that attracts a lot of people and a lot of money."

Why are these buttons so popular?

Booster buttons admit race fans into the Neil F. Lampson pit area to see the engines, pit crews and maybe an autograph from their favorite owner or driver. Buttons are just \$3 and are available throughout the Tri-Cities.



Unlimited hydros and Coca-Cola: A classic combination



How'd they do that?

How did the 1993 Water Follies logo wind up on a coke can? The hydro-spirit is unlimited - but unfortunately, the cans are. Only 30,000 Coke and Diet Coke cans wear the hydro. Thanks to Coca-Cola of Tri-Cities for a classic display of hydro-mania!

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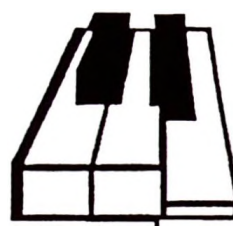
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RACE & RESCUE TEAM



The unlimited hydroplane boats may race just once a year in the Tri-Cities, but the Water Follies Race and Rescue team works all year round, practicing techniques and keeping their equipment in tip-top shape if the unexpected ever happens.



The team consists of dedicated volunteers, on guard at all times during the race weekend in their flat-bottom aluminum boats designed specifically for rescues during unlimited racing.

Kudos to the Water Follies Race and Rescue team for giving tracing teams and fans the assurance that professionals are on hand if duty calls.

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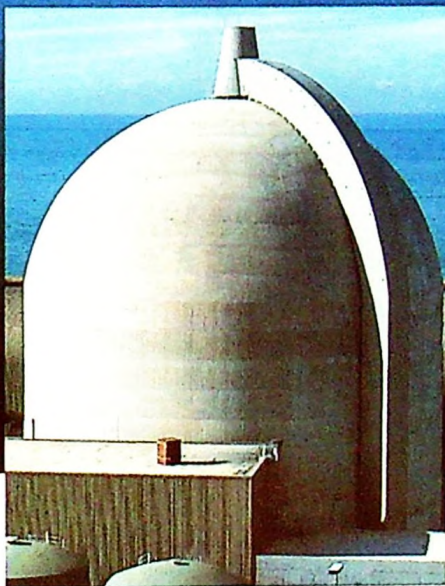
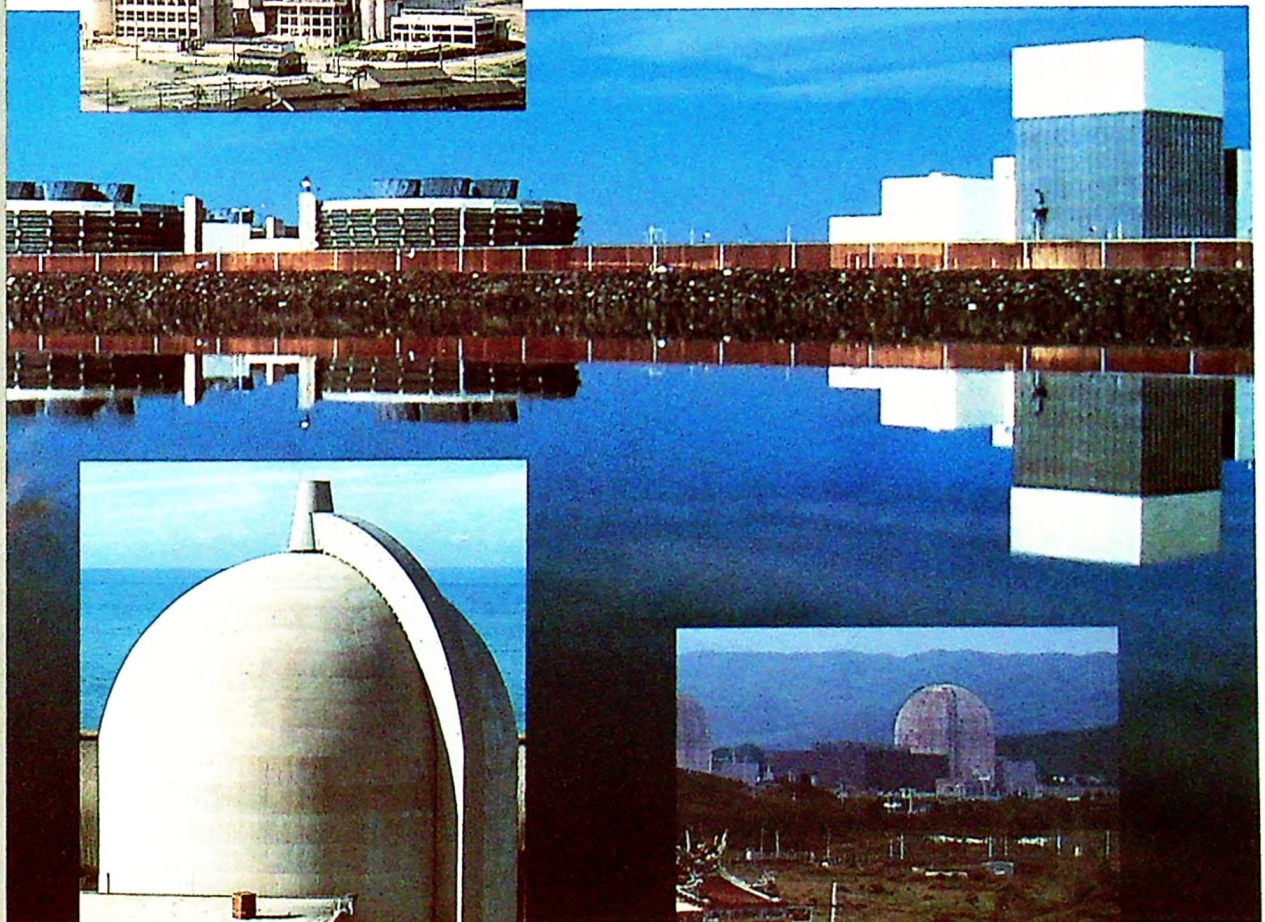
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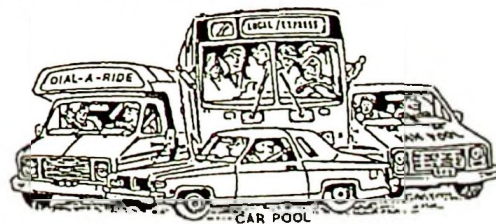
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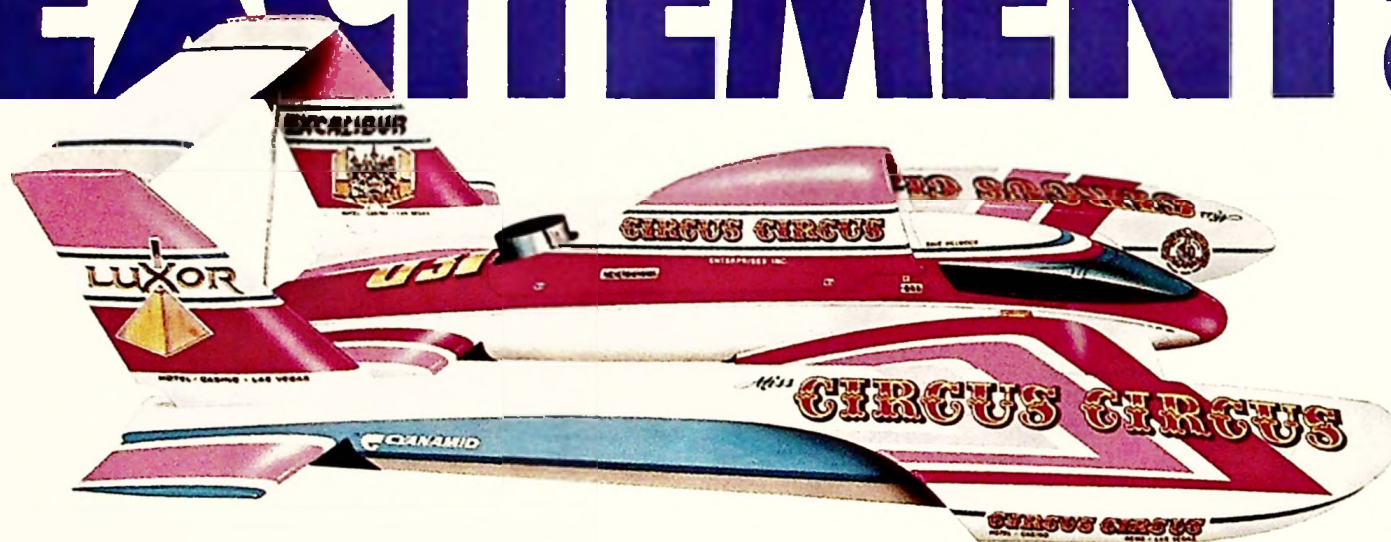
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VOLUNTEERS WITH RIGHT CREDENTIALS HELP MAKE THE NEWS

During the Budweiser Columbia Cup the flow of information is crucial, each year 12 to 20 experienced volunteers handle the huge responsibility of getting the news out.

"We have a great team of volunteers, most with backgrounds in the media and are familiar with the language which helps us anticipate the media's needs," says media credential coordinator Terry Brown.

Volunteers get together for a meeting or two a month before the races and go over what's new, different and what works well.

The media trailer opens Friday, July 23, and the hustle and bustle starts immediately; getting media personnel the credentials they need to gather the news. Brown says at times there may be as many as 50 media persons needing credentials. "Once the press get their credentials, they are pretty much free to roam in order to gather what they need."

The media will find basically everything they need at the trailer. "We are equipped with fax machines, power for laptop or personal computers, live TV feeds and of course phones," says Brown. "We also have plenty of background information on past racing in the Tri-Cities and the history of the sport that may be used by reporters new to the Budweiser Columbia Cup. The trailer is also a nice stop for shade and something cool to drink."

Media Trailer

The media trailer is located in the vicinity of the big scoreboard and pits. It is the site of the heat draws. "We try to stay flexible, whatever is needed from us, we'll do," Brown says. "I can remember when then Miss Budweiser driver Scott Pierce was injured in a blowover, they brought him to the media trailer so doctors could examine him."

Information.

"We have received a lot of compliments from the owners and drivers on our practice of getting them the latest statistics on the race,"

Brown says.

It's big business now-a-days.

"As soon as

a heat is over, we have a phone line straight from the official's barge allowing us to get results fast and the faster we get those results, the faster we can pass them on to the boats so they can see where exactly they stand."

The media trailer also is the Budweiser Columbia Cup's connection to national coverage. Media people from across the nation will acquire news from the trailer, which in turn gives the Tri-Cities positive coverage from coast to coast.



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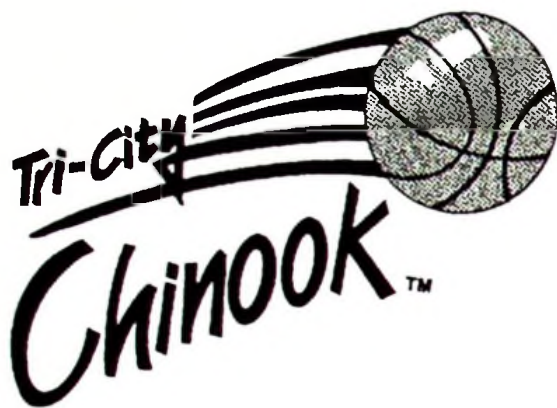
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URC AWARDS

The Tri-City Herald and Crowd Management Services Inc., were recognized by the Unlimited Racing Commission for Newspaper of the Year and Race Site Security at the URC's awards banquet, held last February in Miami, Fla.

The commission is comprised of boat drivers, owners, crew chiefs and representatives of the various race sites. Recipients of URC awards were evaluated and voted upon for their past year's contributions to unlimited racing.

The Tri-City Herald provided exceptional coverage of the 1992 Budweiser Columbia Cup with full color photos, informative articles and front page wraps keeping race fans abreast on all the latest race results. Past winners of the Newspaper of the Year award include Detroit, San Diego and Miami.

For the second straight year, Crowd Management Services Inc., from Portland, Ore., was recognized for their cooperation in handling the 50,000 race fans attending the Budweiser Columbia Cup.

Water Follies congratulates these two firms for their hard work and dedication to unlimited racing.

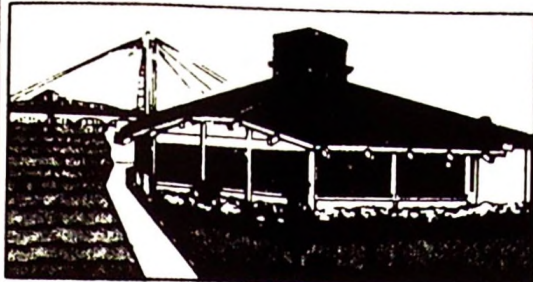
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Representing the 1993 unlimited racing season include:

Ron Brown
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Jim Harvey
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Steve Woomer
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Phil Dudek
Bernie Little
Ken Maurer
Jan Thuerbach
Lee Schoenith
Steve David
Ed Cooper Jr.
Ron Jones Jr.



Jones
URC Commissioner



Wilbur "Wib" & Mary Heitz
URC Chief Timers

Director of public relations for the commission is Steve Turcotte.

Media relations: Prof. Ralph Lewis and Mary Beth Lewis.

URC chief timers are: Wilbur "Wib" and Mary Heitz.



Jim Hendrick
Unlimited Announcer

UNLIMITED RADIO NETWORKS

The Unlimited Radio Network complements television coverage, providing live broadcasts of Unlimited hydroplane racing to millions of fans across the U.S. and abroad.

In addition, reports are broadcast on "Mutual's Wide Weekend of Sports," the Armed Forces Radio Network and ESPN radio.

The network covers a majority of the U.S. and host Jim Hendrick provides highlights and live play-by-play of the championship heat from each race. The Unlimited Network is broadcasted in the Tri-Cities on station KONA AM/FM.



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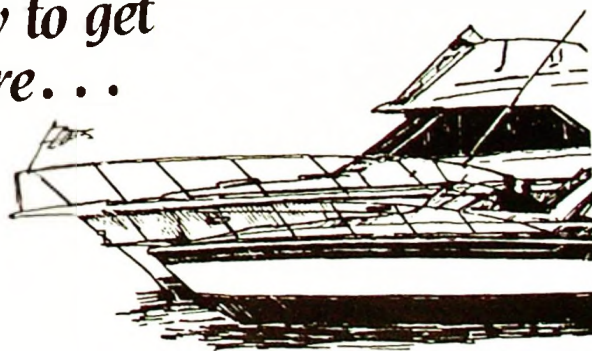
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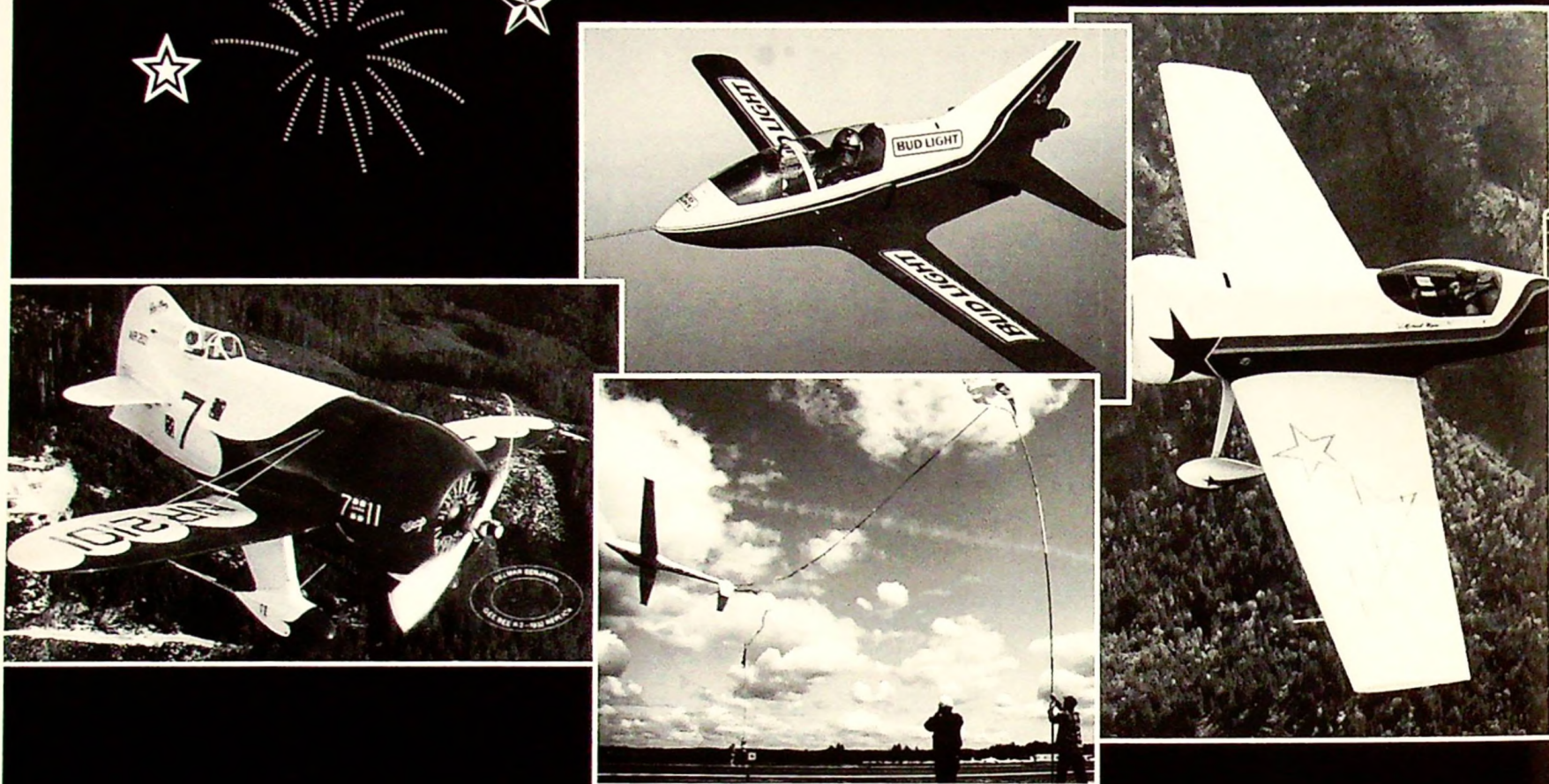
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For more information: Tri-City Water Follies Association 547-2203



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THANKS WINSTON



When the hydroplanes come to town it's all business for the owners, drivers and crews. Though, they do take a break to do a little putting around.

And, where do they do this putting? On the golf course.

The Tri-City Water Follies Association thanks Winston for sponsoring the fourth annual Winston Roostertail Invitational Golf Tournament. The tourney gives sponsors the chance to see how the boat crews conquer water hazards other than the Columbia River.



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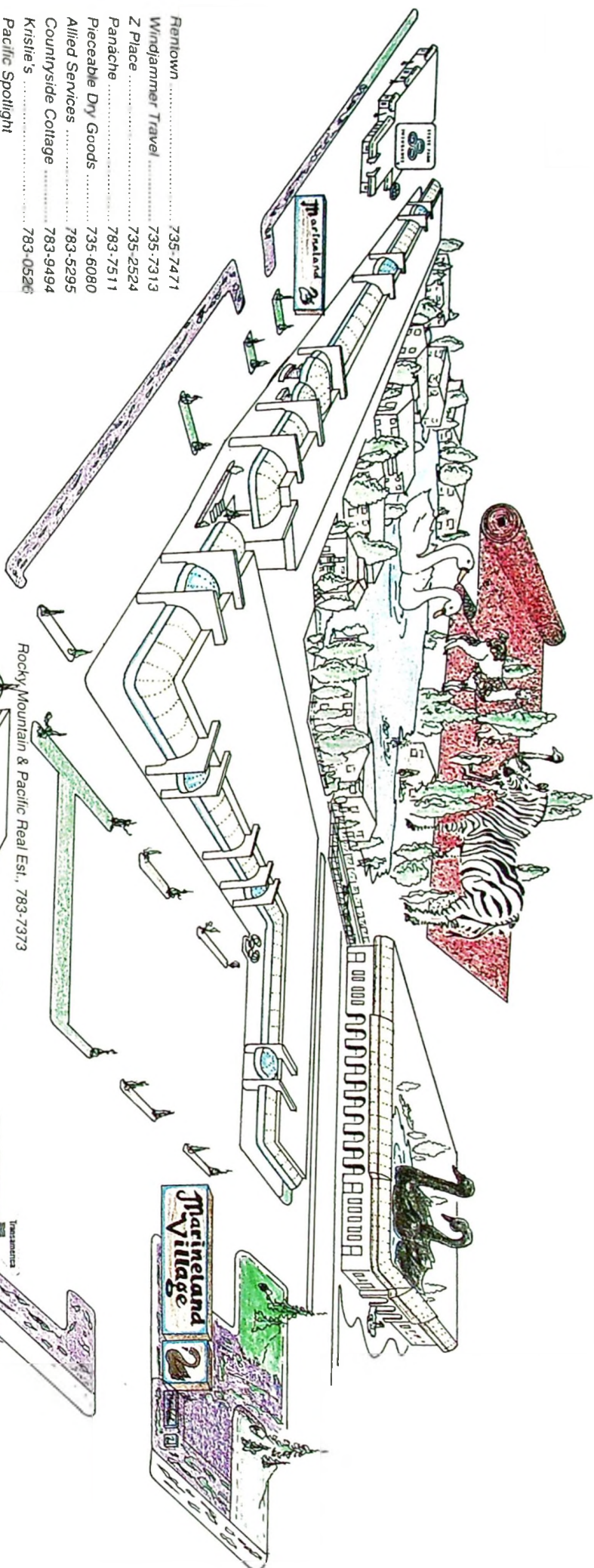
WASHING-099MW

HYDROSEEDING

[illegible]

5th Place - 127 Points
6th Place - 95 Points

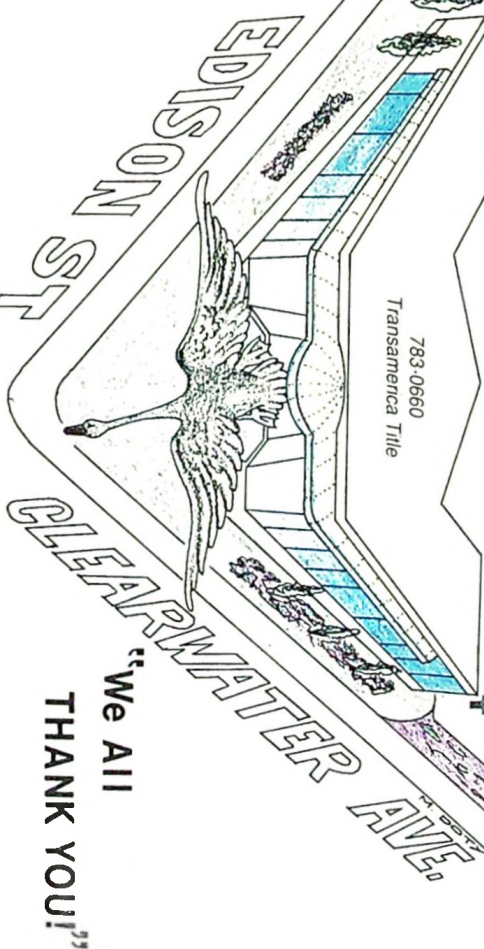
Warren Luke Carpet 783-2688



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Allied Services	783-5295
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Kristie's	783-0526
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Windows of the World	783-2405
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Jeans & Things	783-0580
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Rising Moon Gallery	736-0913
Santa Fe Living	736-6700
Inland Telecom	783-7895
Total Effect	736-9000
Titan Value Equities	783-5683
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Arthur Bleker	783-5611
Karen Koehnstedt, Atty.	783-5611
Ed Aldon, Law Office	735-0441



735-3510 or
783-2688

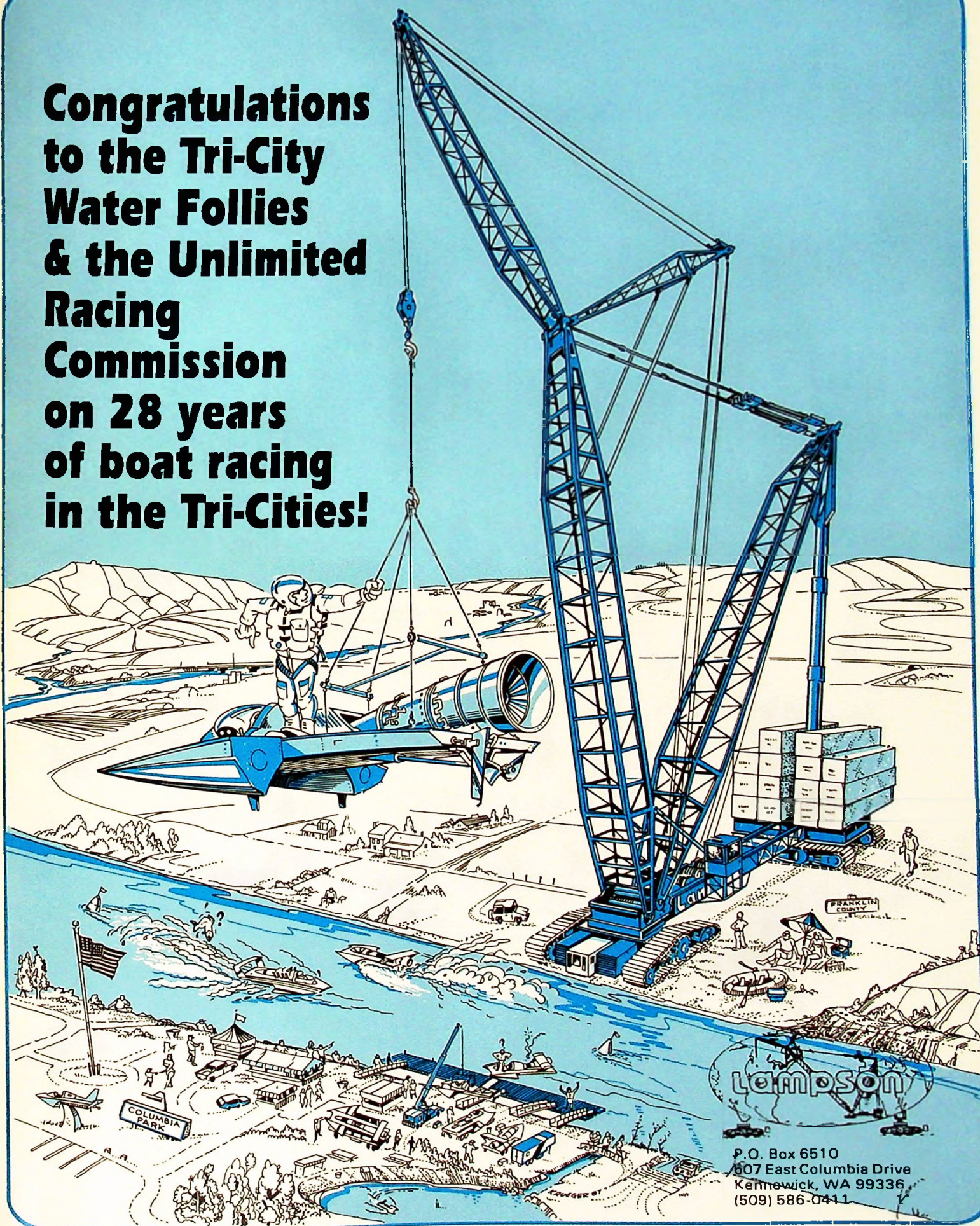


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