

ATOMIC CUP '70

Unlimited Hydroplanes



TRI-CITY WATER FOLLIES/PASCO, KENNEWICK, RICHLAND, WASHINGTON

ANDY BODIN



MISS TRI-CITIES, 1970 — WENDY HORROBIN
And the Prize-Winning Tri-City Water Folies Float



THE SEVEN-STORY FEDERAL BUILDING IN RICHLAND
Headquarters of the Expanding Nuclear Energy Business
for the Hanford Plant and the Tri-Cities



RICHLAND'S SHAMNUPUM GOLF COURSE — LIGHTED FOR NIGHT PLAY



THE TRI-CITIES COLUMBIA CENTER
New \$20-million Shopping Center with Climate Controlled Mall





THE ATOMIC CUP FOR UNLIMITED HYDROPLANES — JULY, 1969



TRI-CITY WATER FOLLIES

SCHEDULE OF EVENTS — 1970
PASCO - KENNEWICK - RICHLAND, WASHINGTON

Friday, July 10

Miss Tri-Cities Pageant, 8 p.m.
Pasco High School Auditorium
Carnival Opening Night
Columbia Park

Saturday, July 11

Grand Water Follies Parade, 10 a.m.
River-side, Columbia Park
Boat Parade, Immediately following
Outboard Racing, 2 p.m.
Cavalcade of Marching Drums, 7:30 p.m.
Pasco High School Stadium

Sunday, July 12

Little Atomic Cup, 12 noon
Limited Hydroplane Racing—Atomic
Cup "100" Marathon Race
Columbia Park
Western Show, 7:30 p.m.
Outdoor Stage, Columbia Park



Monday, July 13

"Blazing Guns At Roaring Gulch-
Or, The Perfumed Badge", 8:30 p.m.
Columbia Basin College Melodrama
Outdoor Stage, Columbia Park

Tuesday, July 14

The Blue Angels, 5:30 p.m.
Flight Demonstration, Tri-Cities
Airport
"Blazing Guns At Roaring Gulch-
Or, The Perfumed Badge", 8:30 p.m.
Columbia Basin College Melodrama
Outdoor Stage, Columbia Park

Wednesday, July 15

Water Follies Inter-City Swim Meet
6-10 p.m., Pasco Memorial Pool
Water Follies Talent Show, 8 p.m.
Outdoor Stage, Columbia Park

Thursday, July 16

Water Follies Talent Show, 8 p.m.
Outdoor Stage, Columbia Park

Thursday, July 16-18

Test Runs for Unlimited Hydroplanes
Atomic Cup Course, Columbia Park

Friday, July 17

Kiddies Parade, 7 p.m.
Pasco, Kennewick
Battle of the Bands, 7 p.m.
Outdoor Stage, Columbia Park

Saturday, July 18

Four-Wheel Drive Rally, 9:00 a.m.
Columbia Point Course

WEST COAST SHOWS CARNIVAL AND CONCESSION ROW DAILY

SUNDAY, JULY 19, 12 NOON — 5th ANNUAL ATOMIC CUP FOR UNLIMITED HYDROPLANES

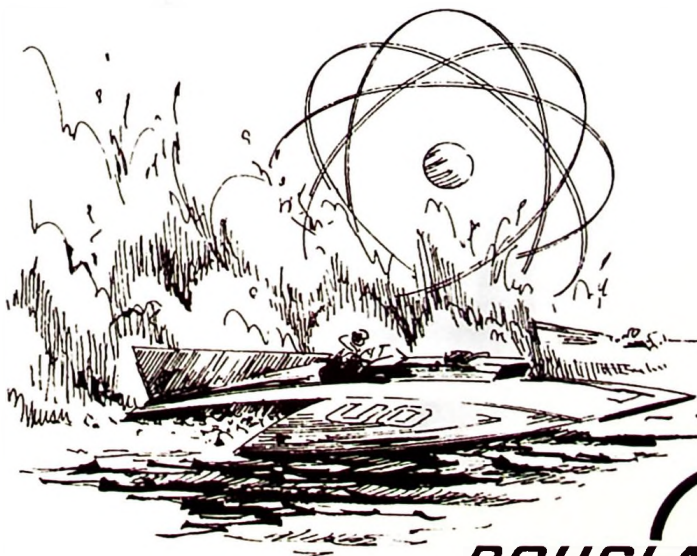
Welcome, from the staff of
DOUGLAS UNITED NUCLEAR, INC.

Our fields of expertise include:

- all phases of nuclear fuel manufacture and nuclear reactor operations
- environmental aspects of nuclear power

Our services are available through Nuclear Systems Consultants, our engineering consulting division.

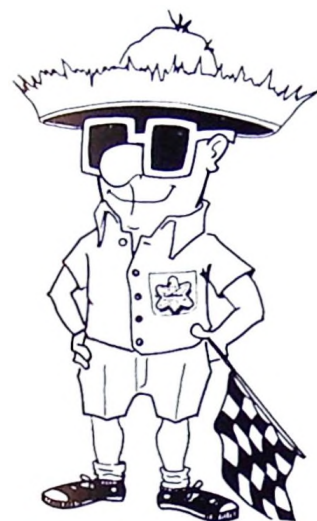
We hope you find the Water Follies enjoyable.



DOUGLAS UNITED NUCLEAR, INC.

THE BEST PLACE TO BUY A CAR IS THE TRI-CITIES

- SELECTION
- SERVICE
- SAVINGS



NEW CAR DEALERS ASSOCIATION

Lorne Bangert Ford
Richland

Tri-City Dodge
Kennewick

Jerry Horrobin Ford
Pasco

Leskovar Lincoln-Mercury
Kennewick

Jim Lahtinen Buick
Pasco

Sandvig Motors
Kennewick

Osborne Chevrolet
Pasco

Stromme Motors
Pasco

Overturf Motors
Kennewick

Webb Chrysler-Plymouth
Kennewick

International Harvester Sales & Service
Pasco



DIANNE BOUTELLE
KENNEWICK
Age 19
Talent—Dance-Baton "Alley Cat"



CLAIR ENLOW
PASCO
Age 17
Talent—Cello "Allegra Appassionata"

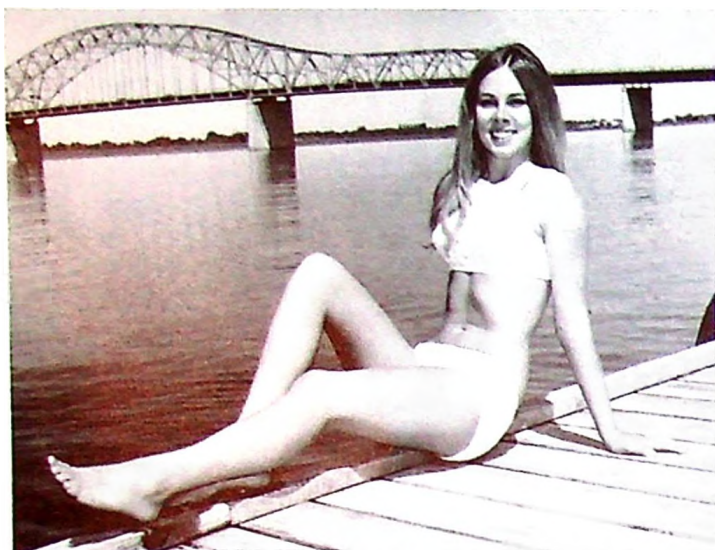
Miss Tri-Cities Contestants



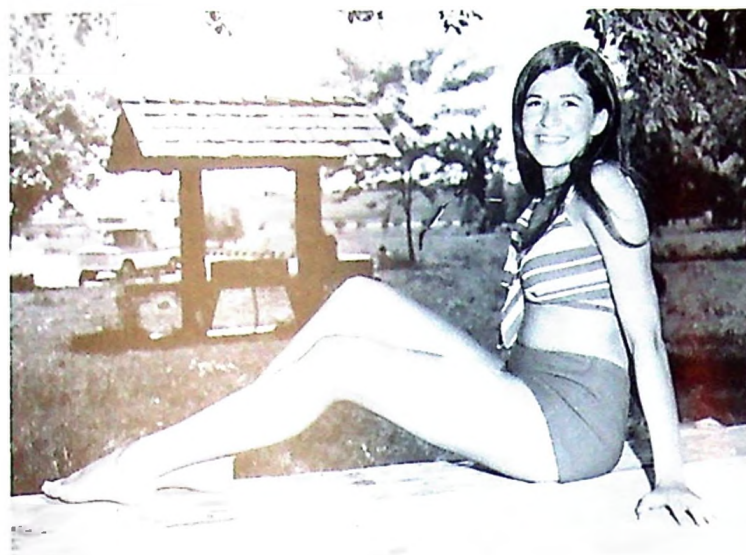
DEBRA McCULLOUGH
KENNEWICK
Age 17
Talent—Free Exercise "Summer Place"



JUDITH SOBOTKA
RICHLAND
Age 18
Talent—Jazz Dance "Birth of the Blues"



JULIE COLE
 RICHLAND
 Age 17
Talent—Sing "Bridge Over Troubled Waters"



ILENE YASEMSKY
 PASCO
 Age 16
Talent—Interpretive Dance "Born Free"

Miss Tri - Cities Pageant

FRIDAY, JULY 10, 1970 – PASCO HIGH SCHOOL AUDITORIUM.



PATRICIA HOWARD
 KENNEWICK
 Age 17
Talent—Dance "Aquarius"



PEGGY LANDIS
 KENNEWICK
 Age 18
Talent—Balance Beam & Modern Dance



KRISTEEN WESTERFIELD
KENNEWICK

Age 18

Talent—Dramatical Oration "Life" from Zorba



KATHLEEN WESTERFIELD
KENNEWICK

Age 18

Talent—Dramatical Monologue

Who Will Be Miss Tri-Cities?



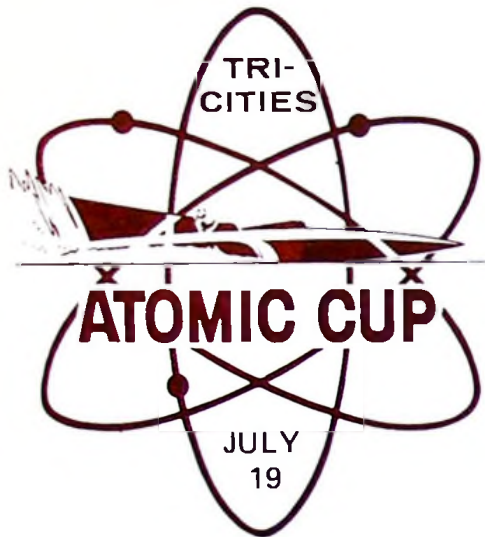
DEBORAH MARS
RICHLAND

Age 18

Talent—Sing "Ticket to Ride"

Queen Chairman	Iris J. Lohman
Chaperone Co-Chairman	Terri Johanson
Sponsoring Club	Kennewick Jr. Woman's Club
Stage Production Chairman	Betty Hinckley
Scenic Design	Carol Stancik
Hostess Chairman	Barbara Hatfield
Hostess	Betty Culp
Hostess	Letha Blythe
Pageant Ticket Chairmen	Pam Mitchell
	Lawana Conn
Queen's Reception Chairman	Emily Rudd
Dressers:	
Sandy Morgan . . . Jill Briskey . Birdie Bloom ...	Kathy Paine
Musical Direction	Steve Carver
Contributors:	
Penney's; Day's Photo Studio; Jerry Horrobin Ford Agency;	
The Flower Basket; Boise Cascade, Wallula; Fran Spooner;	
Red Lion Motor Inn; Rivershore Motor Inn	

CONGRATULATIONS & BEST WISHES



To The Thousands of Man Hours
Spent by the Citizens of the Tri-Cities
To Bring This Most Exciting Event
To Our Area!

CERTIFIED PUBLIC ACCOUNTANTS OF THE TRI-CITIES

Quinn & Calahan, CPAs

R. M. Williams, CPAs

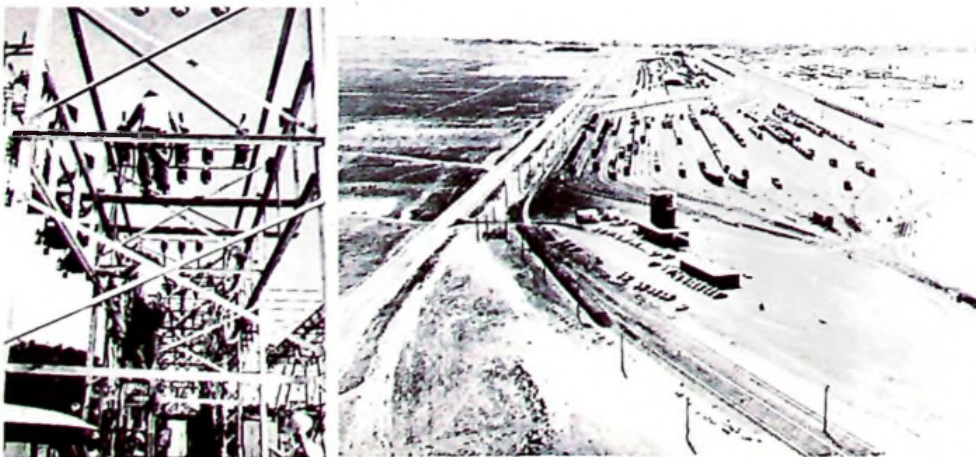
Franklin, Wakeham & Co., CPAs

Baker & Giles, CPAs

William J. Reilly & Associates, CPAs

Niemi, Holland & Scott, CPAs

Franklin County is **POWER**



Low Cost Electric POWER
POWERful Transportation
the POWER of Agriculture
Skilled Man POWER



FRANKLIN COUNTY
PUBLIC UTILITY DISTRICT





THE TRI-CITY WATER FOLLIES PRESENTS

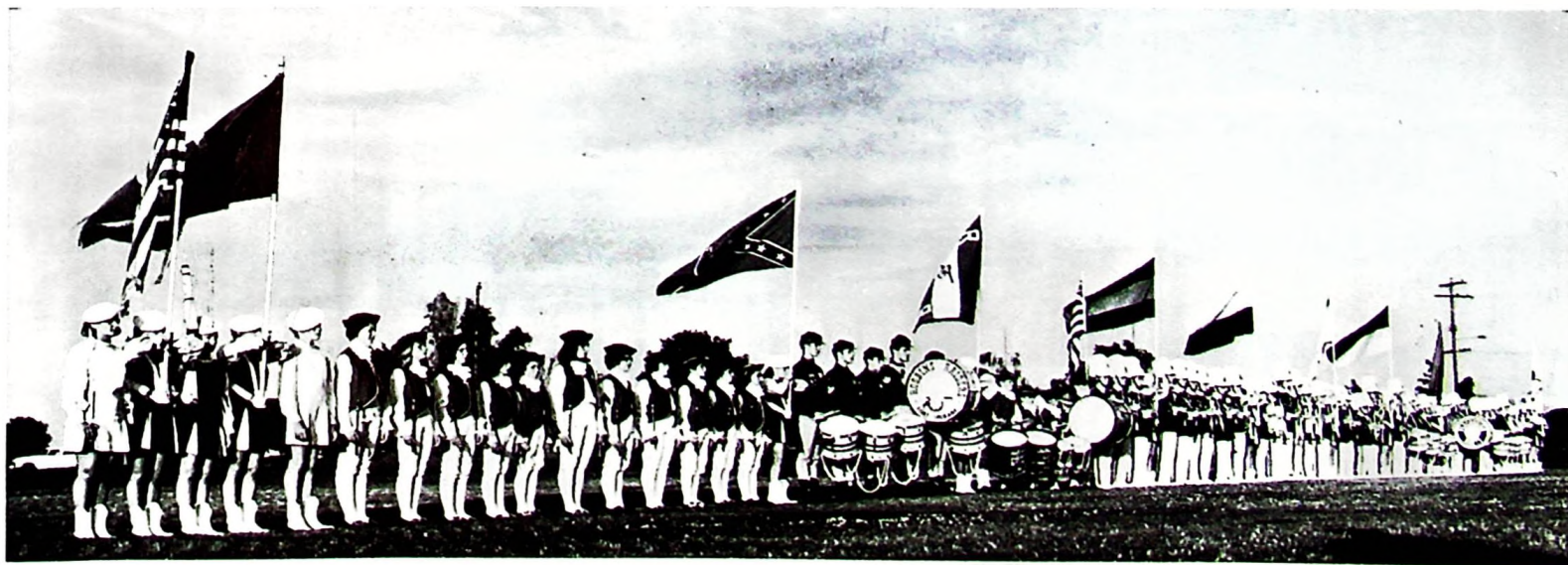
The Cavalcade Of Marching Drums

DRUM AND BUGLE CORPS COMPETITION

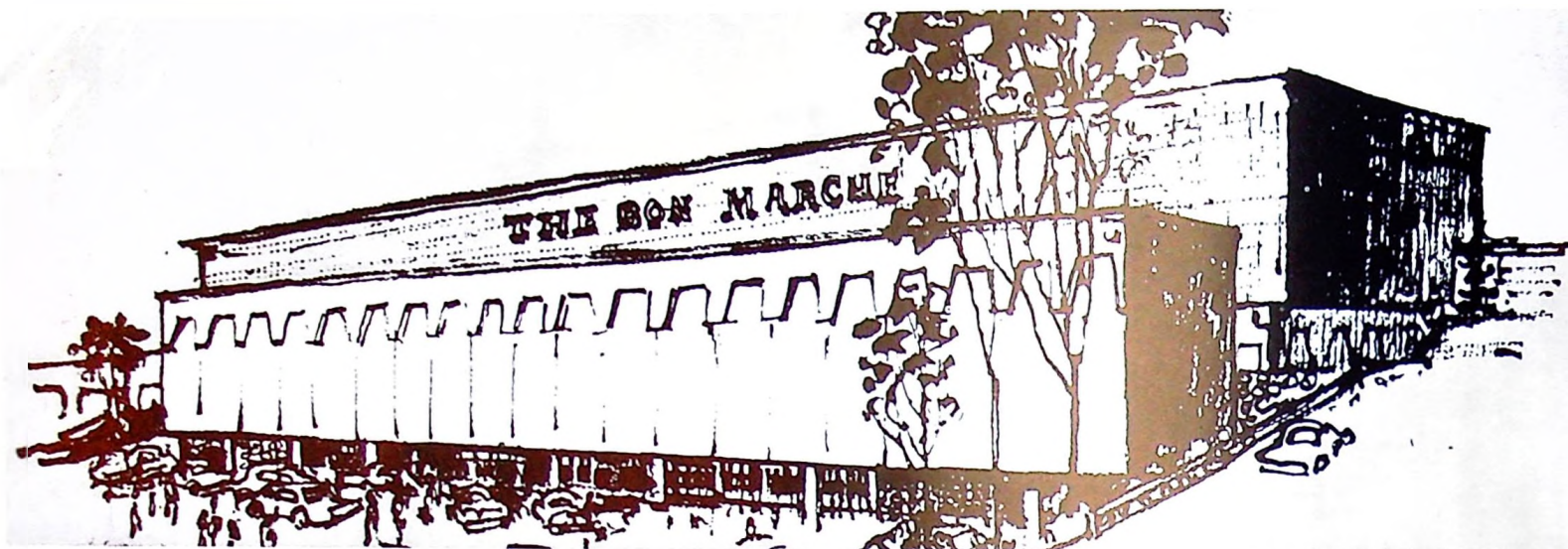
SATURDAY, JULY 11, 1970

7:30 p.m. Edgar Brown Memorial Stadium, Pasco

		ESTIMATED SCORE	ACTUAL SCORE	POSITION
PARTICIPATING CORPS				
SHAMROCKS	Seattle, Wash.			
HAWKS	Portland, Oregon			
RANGERS	Pendleton, Oregon			
THUNDERBIRDS	Lynnwood, Wash.			
FLAMINGOS	Salem, Oregon			
CASCADES	Seattle, Wash.			
IMPERIAL CADETS	Portland, Oregon			
TITANS	Bremerton, Wash.			



The Percussion-Nauts Drum Corps from Spokane



THE BON MARCHE

Presents

A New Excitement in Shopping for the 70's

AT THE BON MARCHE YOU WILL FIND FASHION FOR YOUR HOME AND FAMILY FROM ALL THE WORLD'S MARKETS. DURING YOUR WATER FOLLIES HOLIDAY, DINE IN OUR ELEGANT COLUMBIA ROOM FEATURING FINE CUISINE AND EVENING ENTERTAINMENT.

The Bon Marche, Columbia Center

PLANNING FOR PROGRESS



ROBERT G. GRAVES, Pres.
Board of Commissioners



RICHARD W. GAY, V.P.
Board of Commissioners



JOHN A. GOLDSBURY, Sec.
Board of Commissioners



THOMAS E. BLACK, Mgr.

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LOW COST POWER
DEPENDABLE SERVICE

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UNDERGROUND UTILITIES

INDUSTRIAL - COMMERCIAL PLANNING

TODAY ELECTRICITY IS YOUR BEST BUY
BENTON COUNTY

PUBLIC UTILITY DISTRICT
KENNEWICK

Cavalcade of drums

Judging

As each Corps starts onto the field, they begin with 100 possible points. These 100 points are divided among the judges. Each error by a Corps detracts from the possible perfect score of 100 at the rate of 0.1 point for each error.

Marching and Manuevering

M & M is worth 30 of the 100 possible points. Judges watch for uniformity of marching — does everyone stop at the same time? Are all feet in the same form of position when halted? Is the spacing between members the same? Are the squad lines straight?

Drumming and Bugling

Drums and bugles are checked by judges both on the field and seated in the stands. Each is worth 20 points on the score sheet (total of 40). The music is judged on how it sounds; how the Corps executes each selection and how the playing members show their musical technique. Music difficulty is also considered and credit given for expressive changes in style and rhythm.

General Effect

"GE" receives 30 points and the scoring is judged in the stands. The whole Corps is evaluated for looks, polish, sound and how the audience reacts to the show they are

performing. This is a "build up" category with points being added to a Corps' score. Written comments to the Corps are made by the judge on his score sheet.

Penalties

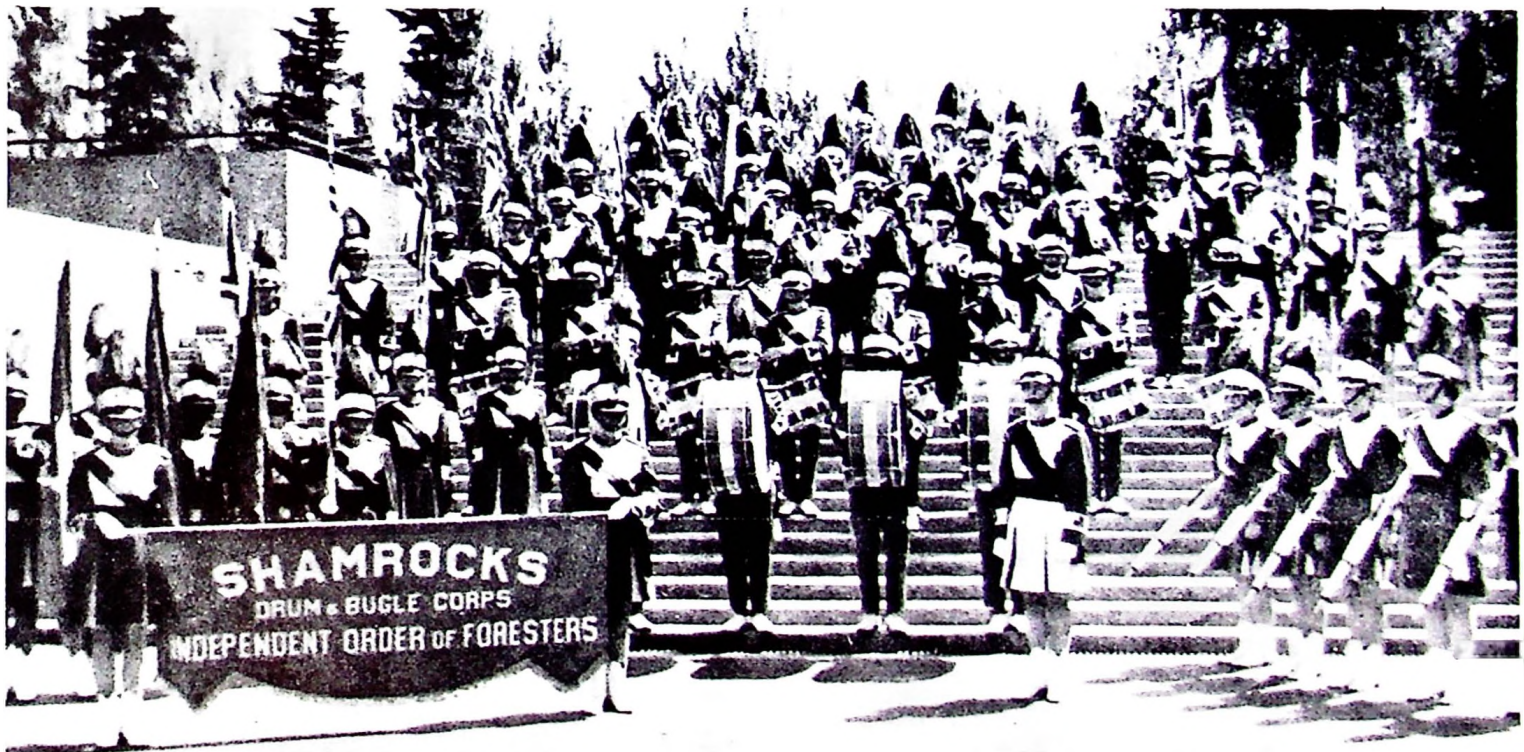
A Corps performance is to last from 11 to 13 minutes. The time begins as a playing member steps onto the field and runs until the last playing member is off the field — excluding color guard personnel. Penalties are assessed for over time or under time. During the drill, each Corps must be in motion at least 8 minutes of their total time on the field — you must march, you cannot just stand and play. Flag etiquette is also important and penalties are given for failure to salute at the right time.

Rate the Corps Yourself

Try your hand at being a judge. Rate each corps on the basis of 100 points. Last year's winning corps at the Cavalcade of Drums scored 69.85 points. How do you rate this year's participants?

1970 CAVALCADE OF DRUMS

General Chairman Bob Welsh
Assistant Chairmen .. Vic Mahan, Jeff Roberts, Art Hinckley
Announcer Fred Lopez, Lynwood, Wash.



The Shamrocks

LAST YEAR'S WINNER

The Seattle Shamrocks, formed in 1960, have become one of the top contenders in the Pacific Northwest circuit.

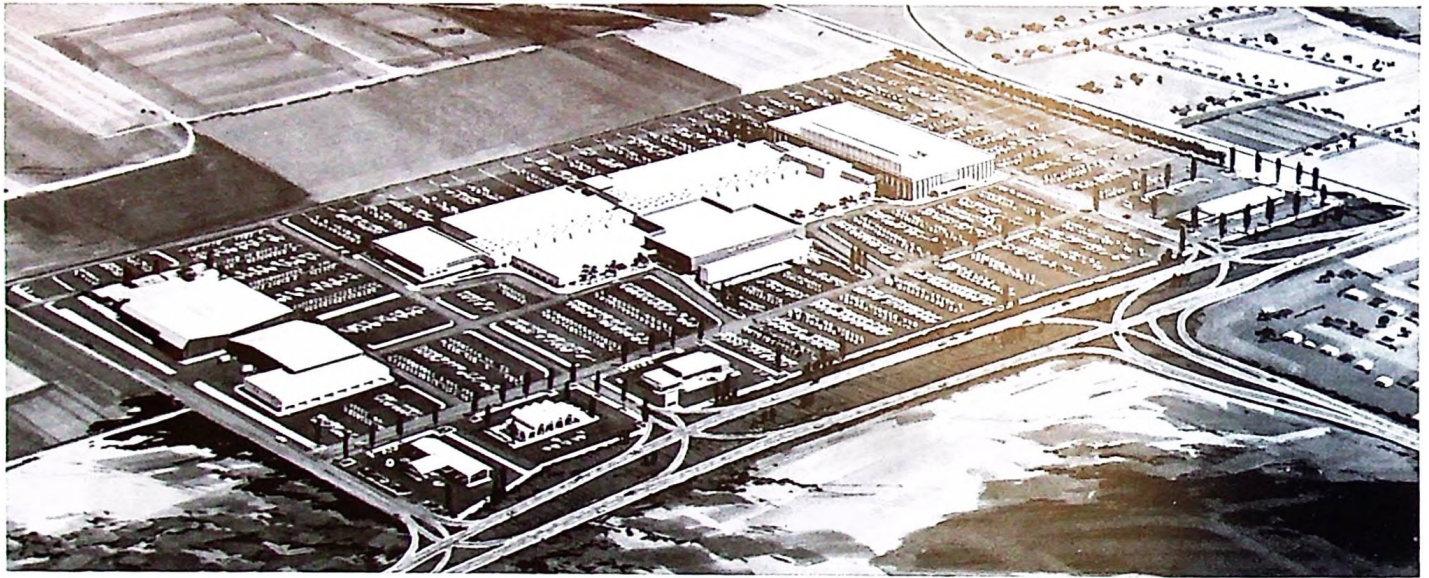
The Shamrocks are at present, Washington State parade champions, for the sixth consecutive year, and Pacific Northwest Champions for the fifth straight year.

This corps participated in both Marion, Ohio and Philadelphia, Pennsylvania last summer, and will travel to Casper, Wyoming and the American Legion National competition in Portland, Oregon this summer.

They are sponsored by the Independent Foresters, Rainier Post VFW 2289, and West Seattle Legion Post 160.

Corps Manager Al Wittman
Corps Director John Broderick
Music Director Mike Duffy
Bugle Instructor Charlie Thompson
Drum Instructor Brad Wittman
Drill Instructor Bob Riemath

Columbia Center is THE shopping city for the Columbia Basin



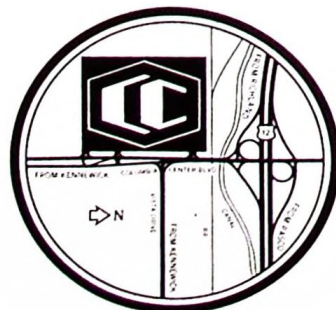
There's a new city on the Columbia Basin Skyline. 55 stores and two major department stores all under one roof. Climate-controlled to 72 degrees through the coldest winters and the hottest summers. Whether you live in the Columbia Basin or you're just visiting . . . drop in at Columbia Center.

Monday through Friday, 10 a.m. to 9 p.m.

Saturdays, 10 a.m. to 7 p.m.

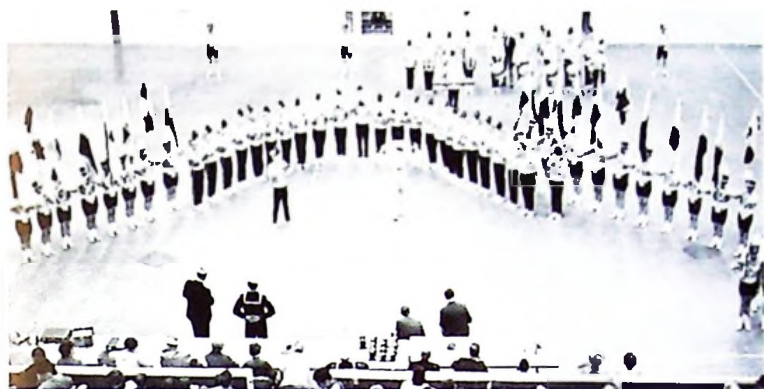
Sundays 12:30 p.m. to 5:30 p.m.

"in the heart of



the Tri-Cities"

The Titans

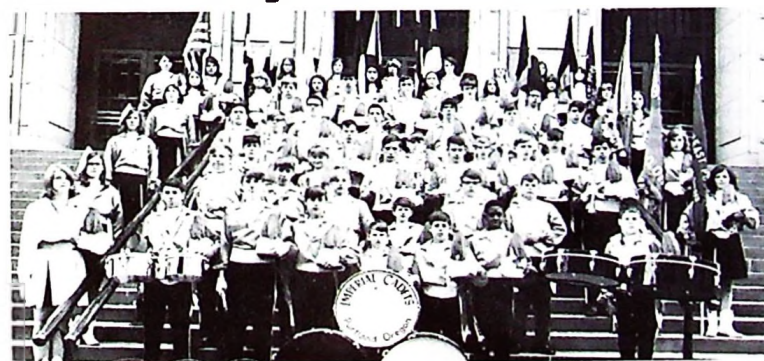


Director Dave Rasmussen
 Assistant Manager Richard Dexter
 Bugle Instructors Ron Cain, Mike Reagan
 Drum Instructor Lynn Davis

The Titans Drum and Bugle Corps is the 1969 Northwest Drum and Bugle Corps Association Class "C" Division Champions — the corps was awarded first place in every Drum and Bugle Corps contest that the corps entered last season, with the exception of one second place finish early in the season.

The Titans are just barely one year old, and made a debut as "B" corps at the Opti-rama contest. This young, but hard working corps and color guard are looking forward to the coming Northwest contest season and American Legion Nationals in Portland this summer.

The Imperial Cadets



Drum Major Leslie Johnson
 Drum Instructor Melbu Worth
 Bugle Instructor Gary Guthman
 Drill Instructor Earl Guthman
 Color Guard Susan and Judy Schindeley
 Manager Ross Johnson
 Assistant Manager Rich Offolter

The Imperial Cadets Drum and Bugle Corps from Portland, Oregon, numbering 75 members, is now in its fourth year of competition.

Sponsored by the V.F.W. Post 1442, Pup Tent No. 1 of the Cooties, Post 146 American Legion and Lake Oswego Elks, the corps has appeared in many civic functions and has represented its sponsors as far east as Great Falls, Montana and south to Anaheim, California.

The Flamingos



Director Courtney Jones
 Assistant Director Robert Walker

In their eighth year as a competitive corps, the Flamingos are co-sponsored by the Salem Elks Lodge No. 336 and the Breakfast Optimist Club of Salem.

The corps, some 80 members strong and ranging in age from 11 to 20 years, finished a very successful and busy year. They traveled nearly 6,000 miles and performed in 30 programs in Oregon, Washington, British Columbia and California.

Highlight of their travels was a trip to California to compete in the Kingsmen and Velvet Knight contests, and a guest appearance at Disneyland. Their final First Place win at the Astoria Regatta rewarded their hard working efforts with the "B" division Northwest Championship Flag.

The Rangers



The "Rangers of Eastern Oregon" were organized seven years ago as a local corps by a group of interested parents and citizens of the community. The members now include residents of most of the areas in Umatilla county. Their financing has been through donations, competition, awards, corps members' dues, and projects. They are sponsored by their proud parents. The corps has retained the original concept of being a family activity group and relies on the parents providing the transportation to the numerous practices and competitions during the year.

After two lean years, the Rangers are now ready to take their place with other corps of the Northwest with new music, additional instructors, and a corps spirit that won't quit.

We feel privileged to have the assistance of Curtis Carroll, who has arranged our new music.



GENUINE

Budweiser.

KING OF BEERS.

*Brewed by our original process from the
Choicest Hops, Rice and Best Barley Malt*

THE LARGEST-SELLING BEER IN THE WORLD

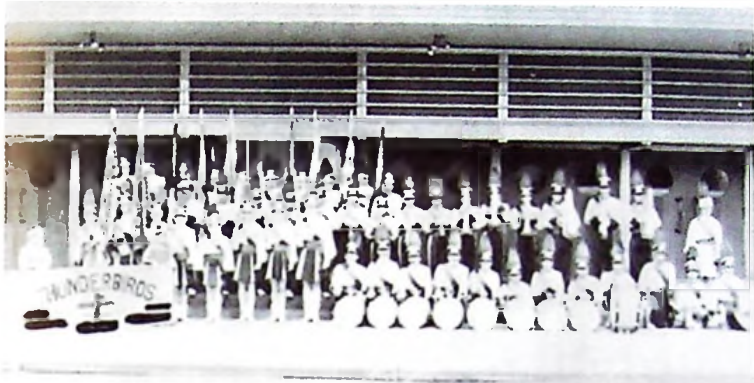
Anheuser-Busch, Inc.

ST. LOUIS NEWARK LOS ANGELES TAMPA
HOUSTON COLUMBUS JACKSONVILLE MERRIMACK

GENUINE

Read the label and you'll get the message:
Budweiser is the King of Beers
(But you know that.)

The Thunderbirds



Corps Director Will Schillen
 Business Manager Chuck Dolman
 Bugle Instructor Fred Lopez
 Drum Instructor Steve Spang

The new, young Thunderbirds are in a rebuilding year at the present time. The corps is made up of practically all new young people with little or no experience.

The Thunderbirds are now located in Lynnwood, and were recently named the city's official musical unit.

With the upgrading of our drums and replacement of our bugles with the new G. F. type, the T-Birds hope to have a fine corps by the end of the year.

The Thunderbirds are sponsored by the Lake Washington Post No. 124 American Legion and Blackburn Post No. 3348 VFW.

The Hawks



Bugle Instructor Mr. Jeff Million
 Drum Instructor Mr. Marty Havlieek
 M & M Instructor Sgt. Eugene Young
 M & M Assistants Doc Hickman, Louie Coleman
 Director Mr. Clete Smith
 Asst. Directors Mr. Jay Kiddle, Miss Chris Smith
 Business Manager Mr. Gene Brosterhous

The Hawks were originally founded as an all-boy corps in 1959. Four years ago the Corps added girls and one year later started a re-building program. Winning the 1st Brazen Brass last year, made the Hawks eligible for the "Open Class" competition.

The Hawks are sponsored by the VFW, Department of Oregon and Smith-Reynolds American Legion Post No. 14 of Vancouver, Washington. Drum Major is Miss Martha Belmore, making her debut as a Drum Major.

The Cascades



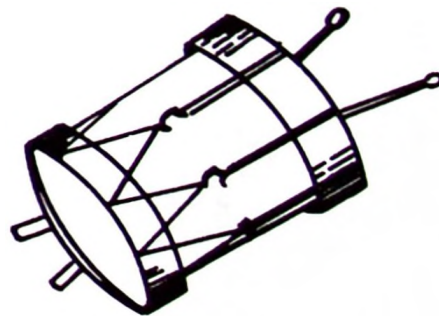
Director Jack Avery
 Manager Rod Stubbs

The Cascades Drum and Bugle Corps was organized in June, 1966, by Rod Stubbs and Jack Avery. Since that time the corps has participated in parades and competitions throughout the Northwest. The year 1969 was a successful season in which the Cascades parade record topped other corps in the area in being parade champions.

The color guard are Northwest Champions for 1969, and all members of the corps look forward to a bigger and better season in 1970.

Sponsors of the Cascades are Fletcher Daniels VFW, Star Southland American Legion, Lake City Chamber of Commerce and Wilson Junior High School.

The Percussion-Nauts



Director Howard A. Robbins
 Brass and Drill Instructor Robert Spevachek
 Fife Instructor Zina Hannibal
 Percussion Instructor Howard Robbins

This year the "Nauts" enter their 9th year of existence, progress and expansion. Originally a percussion ensemble of seven, they now embrace a membership totaling 75.

Securing the services of Robert Spevachek, the corps has become competitive in all areas; the drill has expanded, the horn line doubles on bugles, etc.

Last year the "Nauts" traveled to Edmonton, Canada and for the second year in a row they took home the best overall band trophy.

A venture which has been two years in the making was realized on June 10th when they left for a three week tour of Europe, with exhibitions in England, Holland, Germany, Switzerland and France.

Right On The River

BETWEEN RACE HEADQUARTERS
AND THE HYDRO RACE-COURSE



Home of: Tollycraft - Gulf Stream - Thunderbird -
Reinell - Crestliner - Mercurys & OMC-1-OS -
Evinrude and Fisher - Pierce OBS.

Columbia Park Marina

7500 W. Columbia - Richland - Phone 783-2423

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KENNEWICK

Phone 783-6178

WOULDN'T YOU RATHER LIVE IN RICHLAND?

- *New Library*
- *New Hospital*
- *New Shopping Areas*
- *New Homes*
- *New Industry*
- *Nuclear Park*

Richland has had an "electric" history. In 1943, a town of 240 people — today, a city of 29,000. Today, attention is focused on Richland and Hanford as the perfect site for a Nuclear Park embracing nuclear power plants and other nuclear-oriented industries.



RICHLAND CITY LIGHT
RICHLAND . . . YOU'LL LIKE IT HERE!



OUTBOARD RACING:

Saturday, July 11, 1970

Columbia Park - 2 p.m.

Staged by the Tri-City Outboard Racing Association

THE TRI-CITIES OUTBOARD RACING ASSOCIATION

President Ed Burnett, Pasco
Vice President Bob Flake, Pasco
Secretary Brad Edelman, Kennewick
Treasurer Cec Youngs, Kennewick
Trustee Pat Gary, Kennewick

This club was brought together 3 years ago for the teenager and adult alike to create a competitive spirit in the Tri-City area. It is a non-profit organization and self-sustaining.

Anyone may become a member and be active but need not be a driver.

The sport is not limited to boys only. Pretty Patti Burnett started the season driving well and even competing against her brothers. Patti destroyed her hydro unfortunately while testing on the Columbia but will return soon.

Boats and motors can be obtained with an investment of \$100 to \$200 and many times a boy with a fishing motor has won.

It is not uncommon to see father and son working together between heats and one grandfather brings his grandson from Walla Walla to compete.

Fancy boats are not always the winners because of the handicap and each boat is clocked at its best speed once around the course. The entries are then divided into different speed classes according to their time.

Because of turbulence during a race, no boat should beat its qualifying times.

Races usually are not decided until the final stretch when the faster boats usually catch up with the slower boats.

This year, motors range from 10 h.p. to 40 h.p. and speeds in excess of 60 mph have been reached during a race.

Last year's high point driver, Jerry Stephens, a teenager, had 4735 points for the season.

RACING RULES:

Time Trials — Time trials consist of one lap for warm up and a maximum of 2 laps for timing in. Time trials will be conducted Saturday morning and afternoon preceding the race.

Heat Schedule — Race will be ran starting with class "A" through the faster classes. First heat will be "Wild Cat" using the handicap system. The other heats will run as follows, B, C, D, and B Service which will run according to the American Power Boat Association rules.

Number of laps — A heat will consist of 5 laps and a race will have two to three heats per class.

Starting Clock—For the Wild Cat type of racing, the clock will operate as follows. At the sounding of the gun, four lights on the top of the time clock will be turned on. With the passage of each succeeding minute, one of the lights will be turned off. When the fourth light has been turned off, the clock will start. When the hand reaches 12, the first boat with the largest handicap should be crossing the starting point. Each succeeding boat should cross at his pre-designated starting time until the last and the fastest boat with the least handicap crosses the starting point. Theoretically, a boy with a fishing motor is a match for a hopped up hydro and this often proves to be the case.

For the A.P.B.A. racing, B,C,D, and B Service, a five minute warning gun will be sounded. At the end of four minutes the clock will begin to run and at the end of one more minute, all boats should be crossing the starting line at the same time.

Scoring -- Scoring is the same as for the unlimited racing. Points are given for each heat and high point driver takes first place. Second high takes second place, etc.

PROBABLE ENTRANTS

TRI-CITY OUTBOARD RACING ASSOCIATION

TC-31	Dennis Baccus, Walla Walla	D	Chuck Smith, Spokane
TC-54	Doug Burnett, Pasco	D	Stan Smith, Spokane
TC-55	Jerry Burnett, Pasco	C	Mat Dicerson, Spokane
TC-52	Dave Burnett, Pasco	B	Glen Engell, Spokane
TC-56	Patti Burnett, Pasco	D & C	Dick Green, Spokane
23-R	Rou Carriker, Kennewick	B	Stu Hammond, Spokane
U-10	Tom Cawley, Richland	B	Jim Hoban, Spokane
TC-9	Brad Edelman, Kennewick	C & B	Paul Millikin, Spokane
TC-28	Bob Flake, Pasco	B	Dale Supnow, Spokane
TC-15	Mark Flake, Pasco	C	Greg Thielman, Spokane
TC-33	Pat Gary, Kennewick	B & C	C. Guy Williams, Spokane
Q-1	Rick Glenn, Quincy	B	Jim Wilson, Spokane
Q-2	Dale Glenn, Quincy	B	Larry Wilson, Spokane
TC-1	Robby Glenn, Quincy	C	Garry Cowee, Spokane
El Tigre	Aaron Hubbard, Kenn.	C	Roger Bishop, Walla Walla
TC-00	Jim McQuawn, Pasco		Ron Marlan, Albany, Ore.
TC-19	Dave Reid, Pasco		Murler Smette, Albany, Ore.
R-79	John Saari, Kennewick		James Mayses, Tillamook, Ore.
191-R	Tom Saari, Kennewick		Mike Harris, Albany, Ore.
TC-3	Jerry Stephens, Richland		Steve Gibson, Albany
TC-80	Ken Whitmire, Pasco		
W-2	Merl Young, Walla Walla		
TC-7	Cec Youngs, Kennewick		



TRI-CITIES ATOMIC CUP UNLIMITED HYDROPLANES

The staff and management of Pre-Mix Concrete wish to thank the many volunteers who have made this great event successful.



1010 Bruneau
Ave.
Kennewick

WORKING TOWARDS A **SURE** WAY TO ANSWER MAN'S FUTURE ENERGY REQUIREMENTS THROUGH NUCLEAR POWER

PROPOSED FAST FLUX TEST FACILITY



WADCO

a subsidiary of Westinghouse Electric Corporation

A Prime Contractor For The U. S. Atomic Energy Commission

WADCO, a new name in the Tri-Cities, is pleased to play a major part in the U. S. Atomic Energy Commission's Liquid Metal Fast Breeder Reactor Program. A part of this program, the Fast Flux Test Facility, will be the major fuels and materials irradiation test facility for developing commercially and technically feasible fast breeder reactors.

Such reactors are expected to answer the nations future electrical power needs.

Although WADCO is a newcomer, it already employs more than 1000 local residents and is pleased to have an active role in community affairs.



WADCO

Richland, Washington

Limited Hydroplane Racing

Atomic Cup "100" Marathon

Sunday, July 12, 12 noon
Columbia Park, Tri-Cities

LIMITED

Limited hydroplane racing is the oldest "water" event connected with the Tri-City Water Follies. Limited races were first held at Sacajawea park before the Water Follies was moved to Columbia Park.

Today's race is one of the richest in the Northwest. Total prize money for the hydros and OPC classes is \$2400.

The race is co-sponsored by the Seattle Inboard Racing Association and the Tri-City Water Follies.

PRIZE MONEY

LIMITED HYDROPLANES — 5 & 7 litre, 280 hydros, 266 hydros 225 hydros, 145-150 hydros: Each class: 1st, \$120; 2nd, \$80; 3rd, \$50, plus trophies.

ATOMIC CUP "100"

SE & SJ CLASSES — 1st \$75; 2nd, \$50; 3rd, \$25, each class.

S, U-1, T CLASSES — 1st, \$125; 2nd, \$75; 3rd, \$50.

RACE OFFICIALS

Race Chairman Don Cooper
Referee T. R. Winter
Alternate Referee Arnold Green
Inspector Ted Knudson
Scorer Mrs. Jan Owen

MARATHON

The Atomic Cup "100" brings the "marathon" and OPC (Outboard Pleasure Craft) type of racing to the Tri-Cities for the first time.

This class offers the beginner an easy and relatively inexpensive way to get started in racing, since in many instances, people already own boats that may be raced.

The family runabout and the week end pleasure boats can be used in several of the classes.

In the Atomic Cup "100", five separate classes of boats will be racing at the same time. Even though all run the same course at the same time, each driver is pitted against opponents in his own class.

Classes are determined by engine displacement, not boat size. Most of the entries are legitimate pleasure boats. That is, they can be, and often are, used to take mom and the kids for a spin around the river.

The SE class is for stock boats at least 13 feet in length powered by stock motors up to 39.99 cubic inches. They are powered by such motors as the 50 h.p. Mercurys and the 55 and 60 h.p. Johnson and Evinrudes.

The SJ class is for stock motors up to 99.99 cubic inches and include the Mercury 125 and 135's and the Evinrude and Johnson 115's.

The bigger, faster boats with multiple engines or "unlimited" size are in the minority because of the expense involved. They use one or two high-performance-type outboard engines specifically designed for racing and specially-designed hulls.

The S Class five mile competition record is 68.182 mph and the SJ's is 63.492.

The "unlimited" OPC's reach into the 70 and 80 mile bracket.

This is the type of racing made popular at Lake Havasu in Arizona last year had 119 entries from around the world and offered \$50,000 in prize money. It is fast catching on in the Northwest.



THE OPC'S - OUTBOARD PLEASURE CRAFT "MARATHON" BOATS

INTRODUCING THE INBOARDS

145 Cu. In. Class

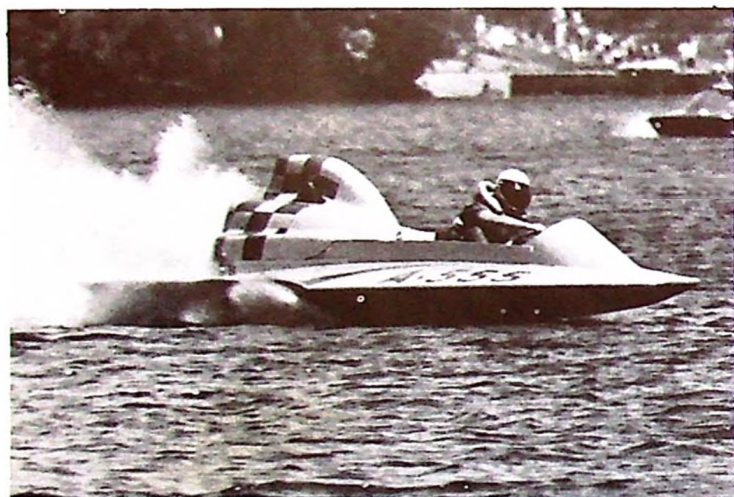
An inboard limited hydroplane powered by a stock automobile motor made in the USA and not exceeding 145 cu. in. of piston displacement.

The engines are usually Falcons and Ford V-8 60's. Boats in this class have a minimum length of 13 ft. 6 in. and must have flotation equipment. Fuel is restricted to gasoline only.

Boats are identified by the letter "S" in the racing number.

The 5-mile competition record is 72.816 mph set last August in Hampton, Va., by Lil' Lectron. The kilo straightaway record is 93.532 mph set 11/12/66 in Parker, Arizona, by Volador driven by Jerry Eastman.

National champion—William B. Brown, Richmond, Va.; Western division champion, Jay Gibson III, Long Beach, Calif.



Jim Elias, Seattle, and his former world record holder

225 Cu. In. Class

Powerplant in this class is a stock automobile motor not to exceed 226 cu. in. displacement. Cost of the motor and all extras not to exceed \$1,000.

Minimum hull length is 16 ft. and must have flotation equipment.

Fuel shall be restricted to gasoline, either regular or premium, as sold for automobile use.

The letter prefix for this class is "N".

The 5-mile competition record is 86.331 mph set 2/4/67 in St. Petersburg by Chip Winder driven by Ed Morgan Jr. The kilo straightaway record is 124.110 mph set 5/2/65 in Parker Arizona by Gummy's Ghost driven by Wayne Thomson.

National champion—Gene L. Benning, Piqua, Ohio; Western champion—George S. Henley, Eatonville.



Jim Benson driving the new cab-over "Citation"



Dick Neeson, Seattle, driving "Running Bare"

150 Cu. In. Class

This inboard class is powered with an internal combustion motor of the four-cycle type. These engines are usually Falcons, Ford V-8 60's and some Valiants.

Cost of the power plant complete cannot exceed \$1,000 except for carburetor or fuel injection.

The piston displacement must be 150 cu. in. or under. Hulls must have a minimum length of 16 ft. Fuel is restricted to methanol only. Boats carry the identification letter "A".

The 5-mile competition record is 80.717 mph set 5/21/67 in San Diego by Cumon Baby driven by Wayne Thompson. The kilo straightaway record is 111.962 mph set 11/25/66 in Parker, Arizona, also by Cumon Baby.

National champion—Thomas J. D'Eath, St. Petersburg; Western champion—Gordy Cole, Seattle.



Bill Allen, Pt. Coquitlam, B.C. and "Alouette Angel"

5-Litre (Formerly 266 Class)

Motors here cannot exceed 308 cu. in. piston displacement. They must be 4 cycle non-supercharged type. Power plants are usually Chevrolts or Dodges.

Minimum length of the hull is 18 feet.

Fuel shall be restricted to methanol only.

Boats in this class carry the letter "F".

The 5-mile competition record is 92.308 mph set 2/4/68 at St. Petersburg by Miss Peg driven by Bill Buntin. The kilo straightaway record is 148.638 mph set 1/31/69 in St. Petersburg by Iriquois Chief driven by Gordie Reed.

National Champion—William A. Ritner Sr., Gladwyne, Pa.; Western champion—Gerald Bangs, Seattle.



Don Benson of Seattle driving "Sundown"

280 Cu. In. Class

Probably the largest and most popular class of all the inboard hydroplanes. In this class you must be strictly stock. The power plant cannot exceed 280 cu. in. and must be a motor built in the USA. Motors are generally Chevrolets, Fords or Buicks.

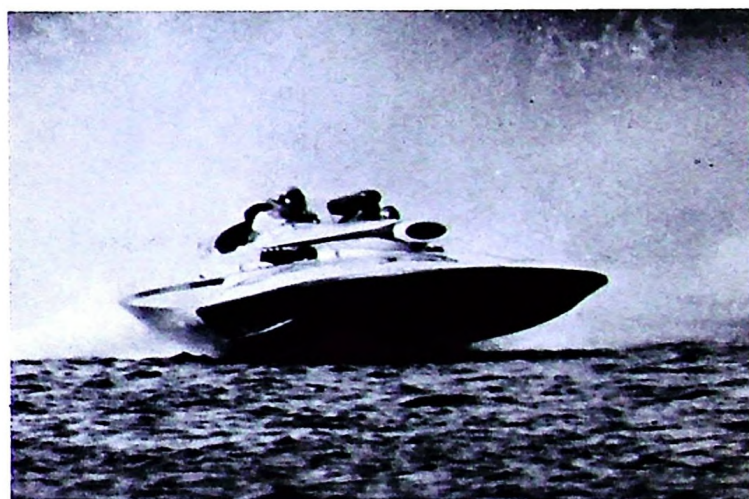
Fuel is restricted to gasoline of the type used by automobiles.

Hull length is a minimum of 16 ft. and must have flotation equipment.

The letter for this class is "E".

The 5-mile competition record is 75.408 mph set 7/6/69 in St. Petersburg by The Chopper driven by Tony Sanzone. The kilo straightaway record is 108.591 set 7/19/69 at Norristown, Pa., in Vagabond driven by Walter Struzek.

Struzek, of Norristown, Pa., is the 1969 national champion, and Jerry Armstrong of Seattle is the western divisional champion.



Earl Wham of Spokane and "Miss Merion Blue Grass"

7 Litre Class

These are the "Baby Gold Cuppers" — the class just below the unlimiteds.

The total maximum piston displacement of the engines is 7 litres (427.161 cu. in.), 4 cycle, supercharged or nat. Engine cost, if supercharged, cannot be more than \$3750.

The hull length must be a minimum of 20 feet and must be propelled by an underwater screw-type propeller.

Identification for this class is the letter "H".

Northwest boats have always done well in the 7-litre class. The current national and western champion is George Babcock of Seattle.

The 5-mile competition record is 101.580 mph set last October at Issaquah by Babcock driving Record 7. The kilo straightaway record is also held by Babcock at 166 mph.

KEEP SCORE ON THE HYDROS

CLASS	ELIMINATION HEATS		FINAL HEAT WINNER	RACE WINNER
	1st Heat	2nd Heat		
145				
150				
225				
5 Litre				
280				
7 Litre				
ATOMIC CUP "100"				
	BOAT & OWNER			AVERAGE SPEED
SE CLASS				
SJ CLASS				
S CLASS				
U-1 CLASS				
T CLASS				

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The Blue Angels



Flight Demonstration, 5:30 p.m., Tuesday, July 14

Tri-Cities Airport - Pasco

The Blue Angels, officially known as the U. S. Navy Flight Demonstration Team, have for 24 years thrilled millions of spectators with spectacular demonstrations of precision aerobatic and formation flying. The maneuvers, taught individually to every naval aviator during flight training, are exhibited to perfection when flown by the skillful Blue Angels in the Mach 2 Phantoms. The show, as it is seen today, has developed through the years as new techniques have evolved and higher performance aircraft have been introduced.

The original Flight Exhibition Team within the Naval Air Advanced Training Command was formed in June, 1946, at the Naval Air Station, Jacksonville, Florida. Starting out in 1946 with Grauman F6F Hellcats, the Blue Angels over the years have flown F8F Bearcats, F9F Panther Jets, F9F-8 Cougars, F11A Tigers, and the F4J Phantoms.

The Blue Angels are the seven pilots, one naval flight officer, one maintenance officer, one woman officer, and one-hundred enlisted personnel comprising the Navy's Flight Demonstration Team. Four of the pilots fly in the diamond formation while two pilots fly solo as maximum performance demonstrators. The seventh pilot is the narrator for the aerial demonstration and provides jet orientation flights for news media representatives.

The one-hundred enlisted personnel assigned to the Blue Angels maintain the aircraft in top-notch condition. These men are selected from a long list of volunteers through an extensive screening process, which includes a one month evaluation period prior to being assigned to the team.

The mission of the Blue Angels is to "demonstrate precision techniques of naval aviation to naval personnel and, as directed, to the public."

The Blue Angel pilot and the Blue Angel naval flight officer is a regular Navy or Marine Corps officer, between the ages of 26 and 36, who has many hours of flight time to his credit. His selection to the team depends on many factors. He is one of the healthiest young men in the world. He must be able to fly exceptionally well, have the qualities of congeniality and adaptability necessary to live closely with his teammates for long periods of time without creating friction or dissension, and be able to represent the Navy as an "Ambassador of Good Will" wherever the commitments of the team may take him.

The normal tour of duty for an officer with the Blue Angels is from two to three years, with the pilots generally returning to a jet squadron in either the Atlantic or Pacific Fleet upon completion of their tour.

A position on the team is not an "easy billet." The "Blues" are on the road for ten months out of the year. This includes weekends and holiday operations, and averages twenty-one days per month away from home. Many hours of practice are absolutely necessary to maintain the high degree of precision demanded by this type of flying.

THE F-4 PHANTOM II

The McDonnell Douglas F-4 is the United States' safest, fastest, and highest flying fighter-bomber. A twin-engine, two-man, all-weather aircraft, the Phantom was developed for the U. S. Navy for modernization and augmentation of its strike aircraft. It has a top speed in excess of 1600 miles an hour and has been flown to altitudes above 100,000 feet. The Phantom has already been produced in ten versions.

Designed and developed by McDonnell Douglas Corporation the all-weather aircraft has been in operational use with the U. S. Navy and Marine Corps since 1961. During this time, the aircraft has established 15 new world speed, altitude, and time-to-climb records. Among them are: altitude, 98,557 feet; 100 Kilometer closed course, 1216.76 mph; Los Angeles - New York, (2445 mi.) 2 hours, 48 min.

The Phantom II has been designed to fly comfortably at extremely slow speeds in order to make carrier or short field landings safe and practical. Although it is the Free World's fastest operational fighter, it is also the "slowest" and can be flown with minimum level flight speeds in the vicinity of 125 to 130 mph.

PHANTOM FACTS

1. In 48 seconds, the Phantom II can climb four miles at a blinding speed to intercept enemy aircraft.
2. With the throttles two-blocked, the F4 consumes enough fuel in 60 seconds to drive an average American car over 3,000 miles, and it carries enough fuel to drive that car about 35,000 miles.
3. Flight time from St. Louis to Chicago is 12 minutes.
4. Its generators can push enough power through its 14 miles of electrical wiring to supply a subdivision of 30 - 40 homes with enough power to operate lights, washing machines, TVs, toasters, can openers, vacuum cleaners, etc.
5. It can slow to a mere 125 knots or streak through the sky at more than 1,600 mph. For routine travel, it eases along at 570 mph for over 1,500 miles without refueling.

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Right Wing
Plane No. 2



LT. JIM MASLOWSKI, USN
Left Wing
Plane No. 3



LT. ERNEST E. CHRISTENSEN
Slot
Plane No. 4



LT. STEPHEN SHOEMAKER, USN
Lead Solo
Plane No. 5



LT. MARVIN F. UMSTEAD, USN
Solo
Plane No. 6



LT. COMDR. JAMES D. DAVIS, USN
Narrator
Plane No. 7



LT. DICK SCHRAM, USN
Public Affairs Officer
Plane No. 8

WELCOME WATER FOLLIES FANS



Please excuse our rooster tail, but we intend to crow a little!

You see this is the 50th anniversary of International Telephone and Telegraph Corporation.

That's 50 years of service the ITT way — service to you, your parents, grandparents and to people all over the world.

An ITT subsidiary at Hanford, ITT Federal Support Services, Inc., is now providing plant protection, utilities, transportation, procurement and many other services to the nuclear facility.

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ITT Federal Support Services, Inc. **ITT**



U-4 Burien Lady - Owned by Bob Murphy, Burien, Wash.
Built by Staudacher. Length 30'; Width 12'; Weight 7,000 lbs. Rolls Engine.



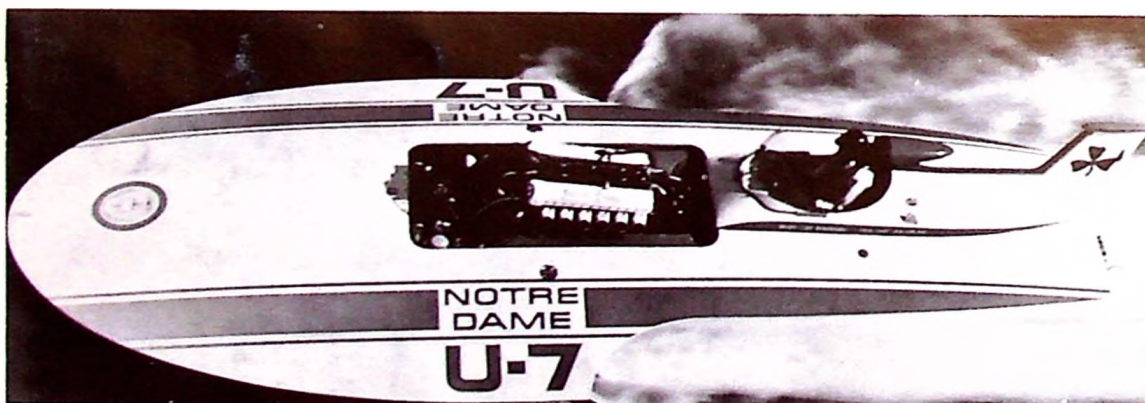
Driven by **George Henley**



U-6 Miss Madison - Owned by City of Madison, Indiana
Built by Staudacher. Length 30'; Width 12'; Weight 6,600 lbs. Allison Engine.



Driven by **Jim McCormick**



U-7 Notre Dame - Owned by U-7, Inc. (Shirley Mendelson McDonald)
Built by Karelson. Length 30'; Width 13' 2"; Weight 6,000. Rolls Engine.



Driven by **Leif Borgersen**



U-8 Parco O-Ring Miss - Owned by Laird Pierce
Built by Karelson. Length 30'; Width 13' 2"; Weight 5,500 lbs. Rolls Engine.



Driven by **Billy Schumacher**



U-12 Miss Budweiser - Owned by Hydros, Inc.
Built by Karelson. Length 30'; Width 13' 2"; Weight 7,000 lbs. Rolls Engine.



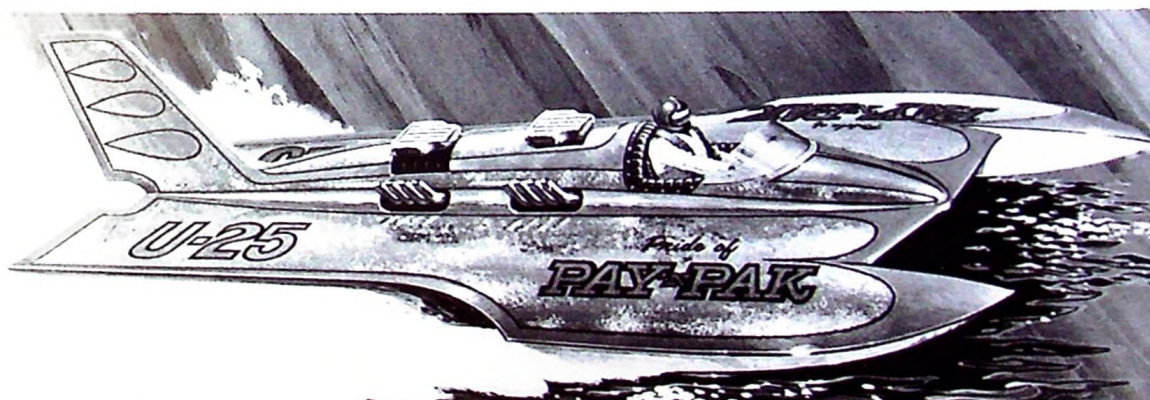
Driven by Dean Chenoweth



U-19 Atlas Van Lines owned by Bob Fendler
Built by Staudacher. Rolls Engine. 29'6"x12'. 5,700 lbs.



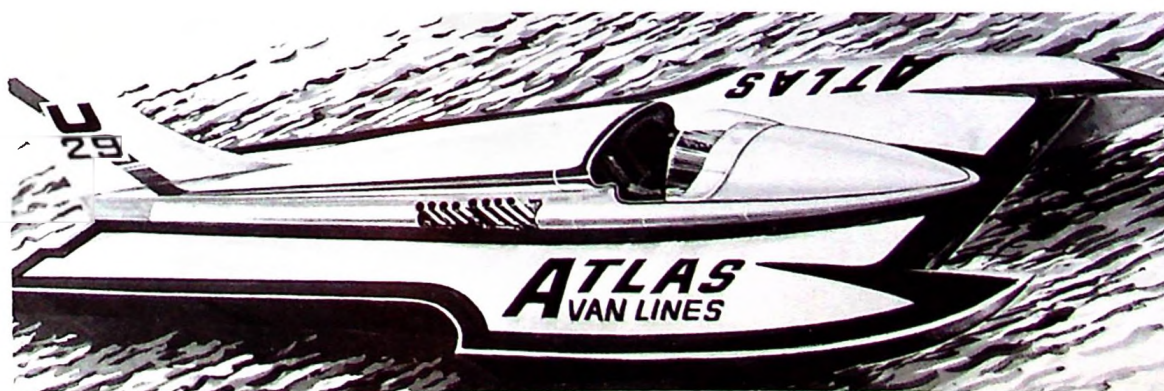
Bob Fendler, Owner



U-25 Pride of Pay 'n Pak - Owned by Dave Heerensperger
Built by Jones. Length 28' 6"; Width 12' 8"; Weight 5,500 lbs. Two Chrysler Engines.



Driven by Ron Larsen



U-29 Atlas Van Lines - Bob Fendler Owner
Built by Wickens. Length 28' 6"; Width 12' 8"; Weight 5,500 lbs. Two Chrysler Engines.

Driver unassigned



U-88 Fascination - Owned by Bob Gilliam, Seattle, Wash.
Built by Gilliam. Length 32'; Width 12'; Weight 7,000 lbs. Rolls Engine.



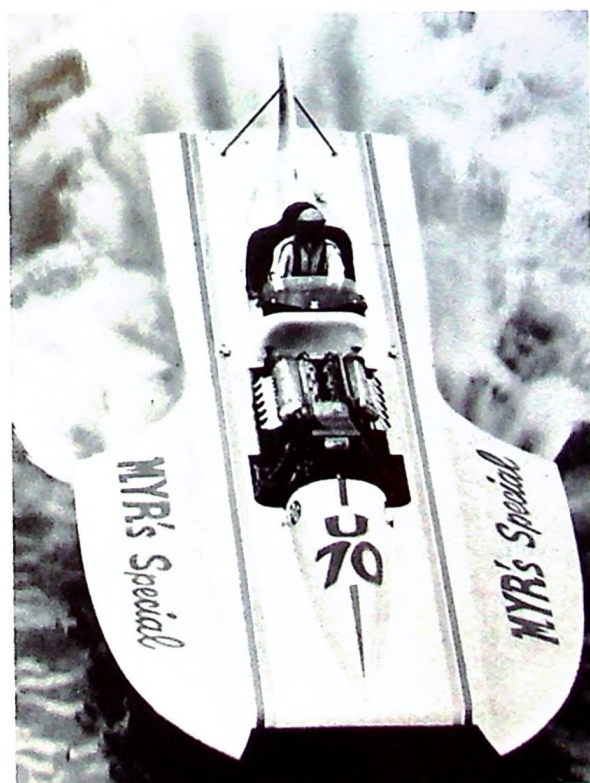
Driven by Bob Gilliam



U-00 Pay 'n' Pak's Lil Buzzard - Owned by Dave Heerensperger
Built by Staudacher. Length 30'; Width 12'; Weight 6,500 lbs. Rolls Engine.



Driven by Tommy Fults



U-80 Myr's Sheet Metal - Owned by Gale Enterprises
Built by Schoenith. Length 32'; Width 12' 6"; Weight 7,000 lbs.
Rolls Engine.



Driven by Dave Walther

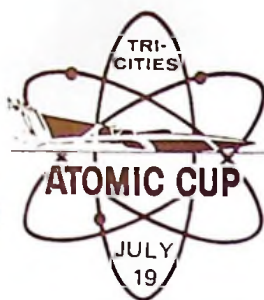


Driven by Bill Muncey



U-2 Miss U.S. - Owned by U.S. Equipment Company
Built by Staudacher. Length 30'; Width 12'; Weight 6,500 lbs.
Rolls Engine.

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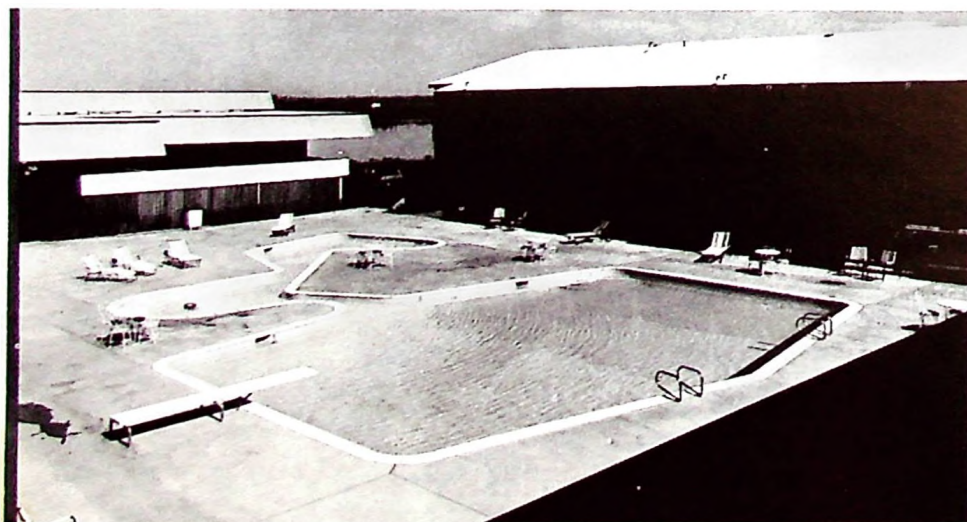
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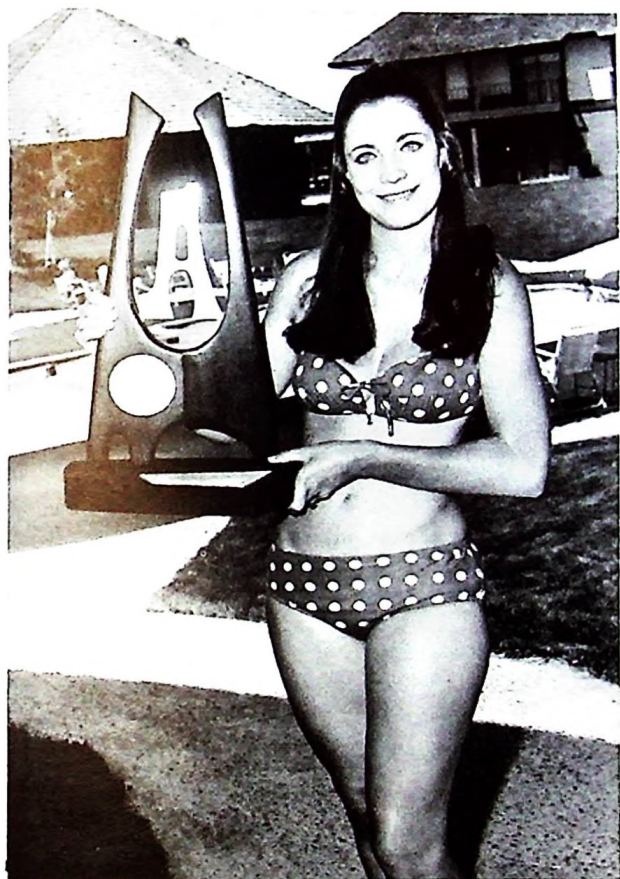
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ATOMIC CUP

FOR UNLIMITED HYDROPLANES



DENISE DENNY

poses with the Atomic Cup trophy.
Photo courtesy of Tri-City Herald.

SCHEDULE OF RACING EVENTS

Thursday through Saturday, July 16-18

Speed Trials — 10 a.m. to 5 p.m.

Sunday, July 19 — Tri-Cities Atomic Cup

12:00 p.m. Heat 1-A elimination

12:30 p.m. Heat 1-B elimination

1:00 p.m. Heat 1-C elimination

2:15 p.m. Heat 2-A elimination

2:45 p.m. Heat 2-B elimination

3:14 p.m. Heat 2-C elimination

4:30 p.m. Tri-Cities Atomic Cup
FINAL HEAT

For the fourth straight year, the winner of the Atomic Cup will receive a free-form, hand-sculpted trophy.

This year's version was again designed and created by Lewis McCord, chairman of the division of performing arts at Columbia Basin College.

The 26-inch trophy was hand-chiseled from laminated redwood. The wood was burned with a torch to give a burnished effect. After sanding and finishing, fifteen coats of wax were applied.

A quarter-inch hand-crafted letter "A" in solid brass adorns the top of the trophy.

THE PROGRAM:

Editor, Ken Maurer. Cover Illustrator, Andy Bodin. Interior Design and Layout, Gordon Kibbe. Photography, Ralph Smith and Ralph Worsham, Tri-City Herald; Battelle Northwest Photography Unit; Spokesman-Review; Day's Studio, Kennewick; Grant County PUD; Corps of Engineers, Walla Walla; Mr. and Mrs. Bill Bequette; Darrell Smith, Richland; K. C. Jones, Pasco; Dick Peabody, Richland. Production Supervision, Advance Advertising, Inc. Printing, Pischel Yearbooks, Inc., Pasco.

Program copies available from Tri-City Water Follies, Box 2051, Tri-Cities, Washington 99302. Phone (509) 547-2203.



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Referee



HARRY WOODS
Ass't. Referee



DON COOPER
Race Chairman



BRUCE WILLIAMS
Pit Chairman



OFFICIALS

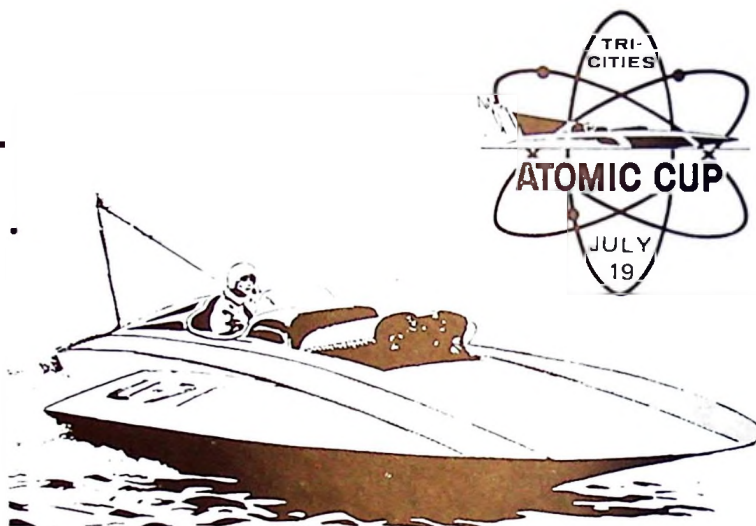
Announcer	Phil Cole
Chief Scorer	Lucile Woods, Spokane
Starter	Don Dunton, Spokane
Measurer	Harold Carman, Spokane
Timer	Ches Young, Spokane
Recorder	Marie Young, Spokane
Race Chairman	Don Cooper
Pit Chairman	Bruce Williams
Pit Co-Chairman	Jim Allen
Pit Operations	Doug Tillson
Cranes	Ron Winklesky
Pit Site Preparation	Jerry Reis
Pit Fuels	Glen Felton
Pit Tours	Dwayne Hall
Course Chairman	Paul Knight
Barge Chairmen	Tom Burdine, Chuck Wallace
Communications	Ron Strait, Dave Martin
Asst. Course Chairman	Bob Bold
Asst. Race Chairman	Ken Thompson
Race Communications	Richland Amateur Radio Club
Course Survey	Al Stanley
Buoys & Anchors	Ken Thompson, Jr.
First Aid	John Lynch
Sanitation	John Dietrich, Harry Lee
Gas & Oil (Course)	Jerry Eerkes
U.S. Coast Guard	CWO Boyd Davis
U.S. Coast Guard Aux.	John Davis
Divers	Fred Carpenter
Patrol Boats	Gary Johanson
Rescue Boats	Max Ehinger
Sleds	Bob Loving, Lee Matson
Electrical	John Allen
Clock	Don Traeger
Materials	Don Rizzuto
Spectator Moorage	Dale Metz, Kay Metz
Limited Boats Coordinator	Gene Hayes

TRI-CITY WATER FOLLIES CHAIRMEN

Tickets	Tom Brutzman
Booster Buttons	Gene Kelsey
Program Sales	Pasco Kiwanis — Clair Aldous, Tom Snowden, Mark Pence
Publicity	Ken Maurer
Race Headquarters	Wally Reid
Financing & Pledges	Clif LaHue
Legal Counsel	Roger Olson
Security & Patrol	Hanford Guard's Union W. F. Gander, L. D. Thomas
Parking & Traffic	Richland Kiwanis Club Bob Sandefer
Fencing & Admission	Kennewick Jaycees
Concessions	Jim Kilgore
Tri-City Float	Jim Perry
Trophies	Sandy's Trophy Shop
Transportation	Jerry Horrobin
Queen & Court	Mrs. Ken (Iris) Lohman
Miss Tri-Cities Pageant	Kennewick Jr. Women's Club Mrs. James (Betty) Hinckley
Grand Parade	Marv Bailie
Boat Parade	Richland Yacht Club Elmer Thompson
Outboard Races	Tri-Cities Outboard Assn.
Cavalcade of Drums	Bob Welsh
Western Night Show	Mrs. Paul (Mickey) Foos
CBC Melodrama	Dan Sarton
Blue Angels	Dick Boyles, Joe V. Osborne Jr., Paul Hamley, Layel Oles
Swim Meet	Pasco Swim Team Parents Club Bob Hackwith
Talent Show	Sacajawea Jr. Women's Club Mrs. Herb (Jan) Zackirson, Mrs. Robert (Pat) Young
Special Events	Mrs. Paul (Mickey) Foos
Kiddies Parade	Kennewick Christian Nursery School, Pasco Lions Club
Battle of the Bands	Tri-City Hearing Society Mrs. Ron (Jo) Brodzinski
4-Wheel Drive Rally	Peak Putters Jeep Club Ivan Krueger
Atomic Cup Gate	Burbank Lions Club Duane Olm
Franklin County Gate	Franklin County Sheriff's Reserve Dick Boyles
Awards Banquet	Gilbert J. "Gib" Diemert

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A P B A UNLIMITED HYDROPLANE RECORDS

FASTEST RACE - 45 Miles - 115.064 MPH	Set by Ron Musson, driving Miss Bardahl, October 3, 1965, at San Diego, California
FASTEST HEAT - 15 Miles - 116.079 MPH	Set by Ron Musson, driving Miss Bardahl, October 3, 1965, at San Diego, California
FASTEST LAP - 3 Miles - 117.870 MPH	Set by Ron Musson, driving Miss Bardahl, October 3, 1965, at San Diego, California
FASTEST LAP - 2½ Miles - 120.321 MPH	Set by Bill Sterett, driving Miss Budweiser, October 1968, at Phoenix, Arizona.

1969 NATIONAL CHAMPIONSHIP UNLIMITED HYDROPLANE POINT STANDINGS

POS.	BOAT	POINT TOTAL	POS.	BOAT	POINT TOTAL
1.	MISS BUDWEISER	6,775	9.	MISS OWENSBORO	1,463
2.	MYR'S SPECIAL	6,175	10.	MISS BARDAHL	1,396
3.	MISS U. S.	5,150	11.	MISS SCHWEPES	927
4.	NOTRE DAME	4,482	12.	PARCO O RING MISS	620
5.	ATLAS VAN LINES	3,978	13.	SAVAIR PROBE	521
6.	MISS MADISON	2,625	14.	MR. P's	469
7.	PRIDE OF PAY 'N PAK	2,284	15.	MY CUPIEE	169
8.	SAVAIR MIST	2,240	16.	MISS BUDWEISER II	0

DRIVER HIGH POINT STANDINGS - 1969

Position	Driver	Point Totals	Position	Driver	Point Totals
1.	Bill Sterett (Budweiser)	6,275	8.	Walt Kade (Savair Mist)	2,240
2.	Dean Chenoweth (Myr's)	6,175	9.	Earl Wham (Atlas)	1,553
3.	Bill Muncey (U. S.)	5,150	10.	Norm Evans (Parco)	620
4.	Jim McCormick (Atlas, Madison)	5,050	11.	Bob Miller (Probe)	352
5.	Leif Borgersen (Notre Dame)	4,482	12.	Mike Wolfbauer (Probe, Cupiee)	338
6.	Tammy Fults (Pay 'n Pak, Budweiser, Owensboro)	3,403	13.	Ed Morgan (Owensboro)	225
7.	Fred Alter (Budweiser II, Schweppes, Owensboro, Bardahl)	2,942			

TRI-CITY ATOMIC CUP WINNERS

1969 MYR'S SPECIAL	Dean Chenoweth	Joe Schoenith	100.547 MPH
1968 MISS EAGLE ELECTRIC	Warner Gardner	Dave Heerensperger	102.913 MPH
1967 MISS BARDAHL	Billy Schumacher	Ole Bardahl	101.237 MPH
1966 MISS BUDWEISER	Bill Brow	Bernard Little	95.0 MPH
Race Record —	102.913 MPH	Miss Eagle Electric, 1968	
Heat Record —	106.635 MPH	Miss Eagle Electric, 1968	
Lap Record —	110.294 MPH	Atlas Van Lines, 1969	

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(Points awarded for each heat)

1—400
2—300
3—225

4—169
5—127
6—95

HEAT 1-A					HEAT 1-B					HEAT 1-C				
No.	Boat	Fin.	Spd.	Pts.	No.	Boat	Fin.	Spd.	Pts.	No.	Boat	Fin.	Spd.	Pts.
	Notre Dame	1	104	400	1	Pym Pak - Buzzard	1		400		Pym Pak - Buzzard	1	99.1	400
	Alvin's Super	2		300		Atlas Veterans	2		300		Quarshoro	2		300
	Madison	3		225										

HEAT 2-A					HEAT 2-B					HEAT 2-C				
No.	Boat	Fin.	Spd.	Pts.	No.	Boat	Fin.	Spd.	Pts.	No.	Boat	Fin.	Spd.	Pts.
	Pym Pak Lil Buzzard	1		400		Quarshoro			400					
88	Fascination	2		300		Madison			300					
	Notre Dame	DNF				Atlas			225					
	Burnie Lady	DNF												
	Pavea O Ring	DNS												

FINAL HEAT										TOTAL			FINAL	
No.	Boat	Driver	Cum. Pts.	Fin.	Points	Speed	Pts.	Time	Pos.					
	Pym Pak Buzzard	Tommy Fultz	800	2	300		1100		1st					
	Quarshoro		700	DNS	0		700		2nd					
	Madison		525	3	225		750		3rd					
	Atlas		525	4	169		694		5th					
	Notre Dame		400	1	400		800		2nd					

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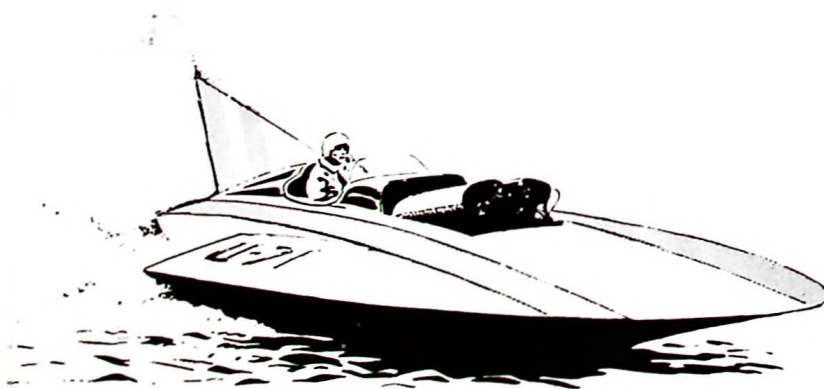
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Meet The Hydroplane Drivers . . .

RON LARSEN, PRIDE OF PAY 'N PAK—A native Californian, Larsen cut his racing teeth in the SK class, beginning in 1958. He was SK national champ in 1966 and divisional champion in 1964 and 1967, setting competition records in 1963 and 1969.

In 1968, he signed to drive Bill Rittner's Wa Wa, of Gladwyne, Pa., the same stable that led to unlimiteds for Ron Musson, and Don Wilson among others. He was high point champion in Rittner's 266 two straight years and won most major races in the United States.

Larsen, 36, is a products engineer for the famed Keith Black Racing Engines plant of South Gate, California. Known as a hard driver, Larsen will find a perfect challenge in the low profile Chrysler powered Pay 'n Pak.

JIM McCORMICK, MISS MADISON — McCormick entered the sport in 1966 as driver of Miss Madison. Prior to that appointment he drove limited class hydros in the Ohio Valley.

His impressive rookie year in Miss Madison led to a step-up to Notre Dame in 1967. Splitting with Notre Dame in mid-season, he drove Wayfarer's Club Lady for the rest of that season. In 1968 he opened the campaign in Atlas Van Lines, but shifted to Harrah's Club at mid-season.

In 1969 he started the season with Miss Madison but moved midway back to the Atlas Van Lines seat where he finished the season. This year he moves back to the Miss Madison seat where he started.

Although he has never won a race, McCormick has reeled off some exceedingly fast times in qualification attempts, and holds course records for fastest laps in some races.

Jim, 36, is a mechanical contractor from Owensboro, Kentucky.

LEIF BORGERSEN, NOTRE DAME — Leif is from Seattle, is 24 years old and is single.

This gritty competitor knocked at the door of success throughout 1969, only to have it slammed in his face time after time. Borgersen hustled the Notre Dame to near-victories in three races, and wound up in fourth place at the end of the season. He was fastest qualifier for almost every event and seemed on the verge of winning at almost every race.

His crew spent a full winter readying Notre Dame for what looms as her best chance to win a national title. Certainly, few drivers have prepared as well for a supreme challenge.

Borgersen sharpened his tools in all sorts of racing, spent two year apprenticeship on the Notre Dame crew, moved up a driver to replace the injured Jack Regas, then became a full time race driver when Regas retired.

Leif raced first at the age of nine in the smaller outboard classes. At age 16 he graduated to inboard hydros, moving from the 280 class to seven litre hydros in a few years. When he signed on the Notre Dame crew his racing ended for a while, except for test hops in the Shamrock Lady.

DEAN CHENOWETH, MISS BUDWEISER — Dean is 36 years old and owns an automobile dealership in Xenia, Ohio.

After a brilliant rookie year in 1968 and a highly successful sophomore 1969 season, Chenoweth looks to 1970 and what could be culmination of a life-time dream.

Last year aboard Myr's Special he won back-to-back races at Madison, Indiana and Tri-Cities, Washington.

This improved a fine first year showing during which he finished third in the APBA Gold Cup race, sixth in the high point chase and was a strong contender for rookie of the year honors.

After the close of the 1969 season he shifted his life jacket to the Miss Budweiser team, announcing he was out for a national championship.

Dean started young, riding his first outboard when he was 12. When he was 14 he won three outboard national championships and was picked on the All American racing team, repeating that honor several times.

He retired to go to college at the University of Miami, but resumed his career, driving limited inboards, when he graduated from college. In 1964 he drove a 280 cu. in. boat called Li'l Wide Track. In 1965 he won a 145 cu. in. national championship with a boat called Chucks Joy. He repeated in 1966 as Eastern Divisional champ. In 1967 he was highly successful as a 7 litre pilot in the midwest.

From 1952 through 1958, Chenoweth won eight national championships, 30 regional championships and divisional crowns.

TOMMY "TUCKER" FULTS, PAY 'N PAK LIL BUZZARD — This 29-year-old driver now lives in Seattle.

Challenges are becoming old hat to Fults. And though successes come his way now, his driving career still has its share of frustrations.

Tommy won the San Diego Cup in My Gypsy in his rookie year, finished second in national high points and was winner of the Mike Thomas Memorial Rookie of the Year Award.

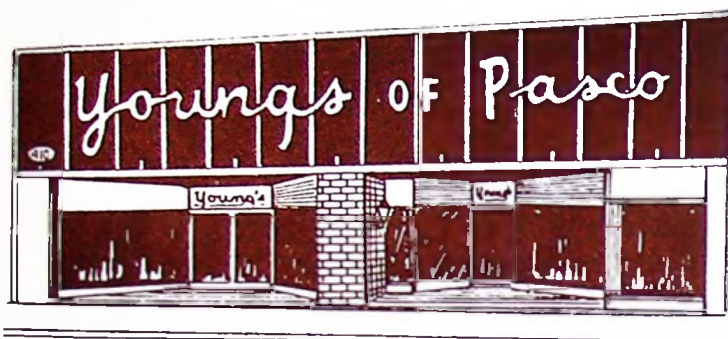
Moving to the Pay 'n Pak racing team in 1969, he was assigned to drive the new design trimaran Pay 'n Pak which failed to set a world speed record and wound up with more problems than an arithmetic book. Owner Dave Heerensperger bought a new and untested hull for the Gold Cup and Fults responded with two victories in as many heats. Only mechanical problems denied him a Gold Cup victory.

Even before the season started, Fults was involved in a spectacular straightaway accident during a 7 litre hydro speed trial. He became the first driver to literally walk away from a 180 MPH crash when a new life support system he assisted in pioneering worked to perfection, saving him severe injuries.

A native of Denver, Colorado, Tommy attended schools there and also was a student at the University of California at Santa Barbara. His background is that of an automobile dragster driver (he won the NHRA Championship at Gary, Indiana in 1966). In 1967 he moved to drag boats and was a national champion in that sport before transferring his driver's jackets to the thunderboat fraternity.

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BILL MUNCEY, MYR'S SHEET METAL — They call Bill Muncey the "hardware king" around the Seattle Yacht Club in the state of Washington. His exploits at the helm of various thunderboats have brought to the SYC Championship trophies of almost every conceivable nature.

In his 15 year career as unlimited pilot, Muncey has won every major race—and won most of them several times. He's a four-time Gold Cup champion and the winningest driver in unlimited history.

He moves this year to Myr's Sheet Metal after three years as driver of George Simon's Miss U. S., during which time he won two UIM World Championships and the Tampa Suncoast Cup.

Beginning his thunderboat career in 1955, he drove Miss Thriftway (under two different names) until the end of the 1962 season. Semi-retired, he drove Such Crust and Miss U.S.V. in 1964 and 1965. In 1966 he helmed \$-Bill in two races after the Miss U. S. bowed out.

BILL SCHUMACHER, PARCO O-RING MISS—Schumacher, 27, returns to hydro wars after a year of self-enforced absence. He dominated in the sport in 1967 and 1968, winning practically every race and the APBA Gold Cup in both seasons. He is one of the few drivers to win back-to-back national crowns.

He decided to sit out 1969 rather than accept unwelcome conditions surrounding his driving or less than premium equipment. In the off-season he teamed with Laird Pierce to form the new Parco racing team and confidently predicts the group will be among the front runners.

Before Schumacher joined the unlimited fleet, his credentials were impressive. In his background were three U.S. titles, five world crowns, and two Canada championships in outboards, three inboard national championships and assorted world records.

In his past were also rides in unlimiteds, starting when he was 18, and numbering boats such as \$-Bill, Tool Crib and Cutie Radio.

DAVE "SALT" WALTHER, MISS U. S. — An accomplished limited hydro driver, Walther had his first crack at the big time world championship equipment. A native of Dayton, Ohio, he has been involved in boating since childhood with his father, George, owner of the Dayton Steel Foundry and campaigner of race boats and Indianapolis race cars for many, many years.

Readying himself for his shot at the thunderboats, Walther drove USAC sprint cars for three years, 266 cubic inch hydros for two years and seven litre hydros for three years.

Among his major accomplishments, he lists winning the 1970 International Orange Bowl Grand Prix, the Ezio Selva Trophy for fastest qualifier for the Orange Bowl, the Englehard Palladium Trophy, the 1968 Calvert Cup, and 1968 Tonawanda, N. Y. Grand Prix. His seven litre hydros also hold lap records at several courses.

Walther, 24, is a product of Miami University and the University of Dayton, Ohio. He is president of Walther Marine, at Dayton.

GEORGE HENLEY, BURIEN LADY — George, 33, is a marine products sales engineer from Eatonville, Wash.

Like most unlimited drivers, Henley is a product of the fastest classes of limited hydro competition. In 1968 and 1969, Henley was national champion in the rugged 225 cubic inch class.

He has also campaigned 266, 280 and 7 litre hydroplanes in the Pacific Northwest and has a reputation for being a quietly competent pilot with a great competitive instinct.

His fellow competitors in the Pacific Northwest predict he'll assert his presence quickly, albeit in an understated manner.

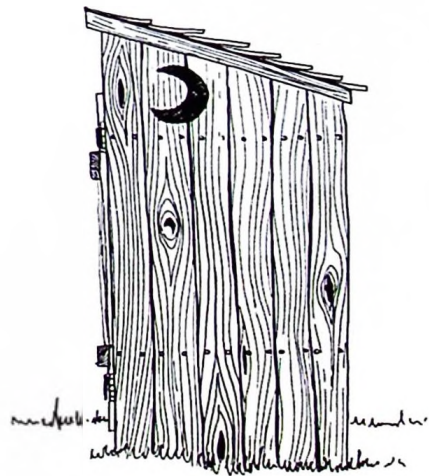
BOB GILLIAM, FASCINATION — The self-described "junkman" of the fleet, Gilliam takes equipment others throw away, puts it together and races on the western circuit each season.

His boats have campaigned under many names — Mr. P's, Miss B & I, Fascination, KOL-Roy, Hilton HyPerlube, Miss Tri-City Sun, just to name a few.

Gilliam's boats have never attained fame but he has aided in many races and helped fill out many fields when racing needed boats in the pits.

He built his first boat while stationed in the Army at Ft. Lewis, Washington. He and a group of buddies wangled sponsorship from a supermarket chain and wound up at the Gold Cup Race in Detroit. Since that time Gilliam has been a consistent part of the hydro scene.

Lately, he has expanded his interests and now sells racing equipment and accessories to all classes of race boats and cars. Gilliam, from Seattle, is 44.



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Meet The Owners . . .

SHIRLEY MENDELSON McDONALD—Mrs. Mendelson McDonald was a sub-teen tomboy in 1935 when her father, the late industrialist Herbert Mendelson, began an illustrious racing career.

In 1935, Mr. Mendelson's unlimited Notre Dame won the President's Cup. Two years later, a second Notre Dame



Shirley

Fendler

annexed the APBA Gold Cup, richest prize of them all, then again won the President's Cup.

Her consuming love for water racing became irresistible in 1962. With the building of a new and even more beautiful Notre Dame the Mendelson tradition was renewed.

Shirley asked the South Bend, Indiana, University for permission to use their name on her craft and the boat today carries the Notre Dame seal on the bow.

BOB FENDLER—Owner Fendler, a California attorney who commutes to work from Phoenix, Arizona, was, in succession, unlimited racing's "rookie-of-the-year" in 1966, a leading driver in 1967 and an owner-spectator in 1968.

Fendler finished in fourth place in national standings in his rookie year, driving Miss San Diego. He wound up 6th in 1967 aboard Wayfarer's Club Lady.

He entered a new design concept in 1968, operating under the Atlas Van Lines aegis. The design didn't work out, though the boat showed exceptional straightaway speed.

This year, Fendler debuts a low profile hull powered by twin Chrysler hemis mounted in the rear of the boat. It's his latest attempt to bring national laurels to his sponsor.

Multi-faceted hobbies are another Fendler trait. He is an accomplished high jumper and rodeo performer and has many other sparetime pursuits. An attorney of note, he's been involved in many landmark decisions.

BOB MURPHY—Bob is the owner of Burien Rug and Upholstery.

Like so many unlimited owners, Murphy was bitten by the hydro bug while working on an unlimited crew. Asked to upholster the cockpit of the Miss Budweiser some years ago, he became a fulltime volunteer crew member overnight, working on the Miss Budweiser crew for several years.

Last year, he purchased the former Notre Dame and Miss Budweiser from Hydros, Inc., and announced plans to campaign it as a representative of the Seattle suburb.

The Burien Lady will be one of two hydros representing a community. Miss Madison (Indiana) is the other.

LAIRD PIERCE—A limited class racer himself, Pierce first entered unlimited hydro racing in 1966 with the purchase of the boat he named Miss Dixie Cola. This year's Parco O Ring Miss is the third hydro to bear that name. The first finished strong in the 1967 San Diego race. The second faltered after a good start and never realized its predicted potential.

After a disappointing 1969, Pierce commissioned a new boat by builder Ed Karelsen, signed all-time great Billy Schumacher as a driver, hired a top flight crew and announced he was shooting for the national championship.

His 266 cubic inch hydro Miss Parco was national champion in its class in 1964 and 1966.

Pierce is the owner of Plastic and Rubber Products Co., of Ontario, a leading manufacturer of industrial and military o-rings and associated equipment.



Murphy



Pierce

BERNIE LITTLE—They laughed when Bernie Little brought his first unlimited, Tempo, to the races in 1963. They don't snicker anymore. Little's Miss Budweiser is the terror of the roostertail crowd and reigns supreme as Gold Cup and National Champion at the outset of the 1970 campaign.

In the eight years since entering the sport, Hydros, Inc., of which Little is an officer, has owned eight different hydroplanes in a constant search for the best. Three crashed into splinters. Prior to 1969, his boats had won race after race in the United States and Canada, but never the Gold Cup or national crown.

Last year, Miss Budweiser won four out of seven races, including the Gold Cup and nailed down the national title on the last day of the season.

Wherever he goes, Little exudes a charisma that reacts to his benefit in many pursuits. Little is an officer in a number of corporations, all allied with sales work. His hobbies, other than boating, are tennis and flying.

Little is a member of the Unlimited Racing Commission and was honored as Unlimited Racing's Sportsman of the Year in 1965.



Little

DAVE HEERENSBERGER—Dave's two boat entry for 1970 represents the second and third new hull in two years for this Seattle, Washington dynamo who just can't stand finishing anyplace but first. They also represent the fourth and fifth hulls he has owned in a grueling quest for a Gold Cup and National Championship.

Dynamite Dave set Spokane on its ears in 1968 with his speedy Miss Eagle Electric, winning the Dixie Cup, Atomic Cup and President's Cup. That boat was his second. His first, the former Miss Spokane, campaigned under the Eagle banner in 1963 and 1964.

Last year Heerensperger commissioned a revolutionary trimaran hydro that just didn't live up to expectations. Undaunted he bought a new hull and campaigned it in the Gold Cup, surprising everyone with victory in the first heat of the day.

During the off-season, Heerensperger completed arrangements for a low-profile hull to be powered with two rear-mounted Chrysler hemis. He also had the Gold Cup entry reworked. Plans are to campaign both boats during 1970.

Last year, Heerensperger merged his Eagle Electric Company stores in Washington with the Pay 'n Pak organization. Since that time, he has enlarged that chain to 34 stores in Washington, Oregon, California, Nevada, Colorado and Utah. He also moved his home from Spokane to Mercer Island, in Seattle, right across Lake Washington from the hydro pits. Naturally.

Heerensperger is just as active in fuel dragsters as he is in hydro racing and also dabbles in snowmobile racing, amateur hockey, baseball and other pursuits.



Heerensperger



Schoenith

LEE SCHOENITH—When historians comment on this man's contribution to the advancement of water sports, they can sufficiently sum it up in four words—"Catalyst for change, improvement."

If there ever was a man invented to fit into the word catalyst, it is Lee Schoenith. In 11 years as Unlimited Commission Chairman, he brought about previously undreamed of revolution, while remaining basically unchanged himself.

But catalysts are judged by results and not by interim aspects. In his 11 years as commissioner, Schoenith —

—raised the average number of boats competing from 5 to 14.

—installed purses ranging up to \$75,000 per race.

—improved racing rules until they were a model for the sport.

—transformed an amateur sport into a professional pursuit.

Before entering the administrative phase of the sport, Lee won the 1955 Gold Cup in his famous Gale V, was national champion for three years and won most major races over a 10 year driving career.

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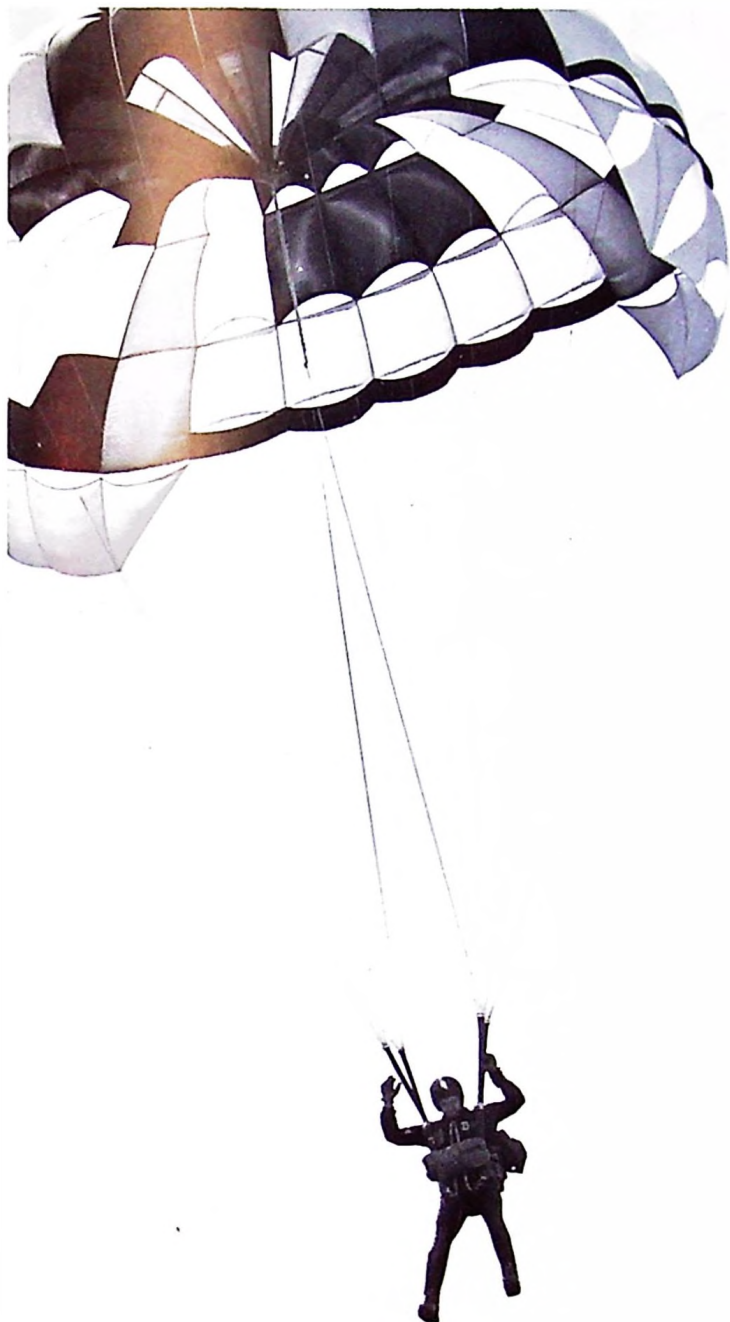
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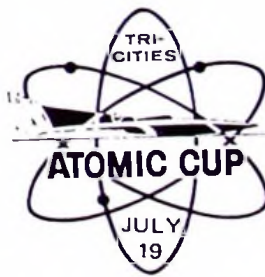
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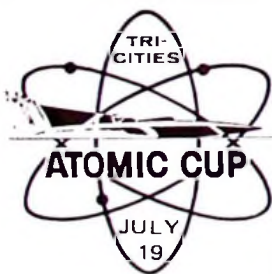
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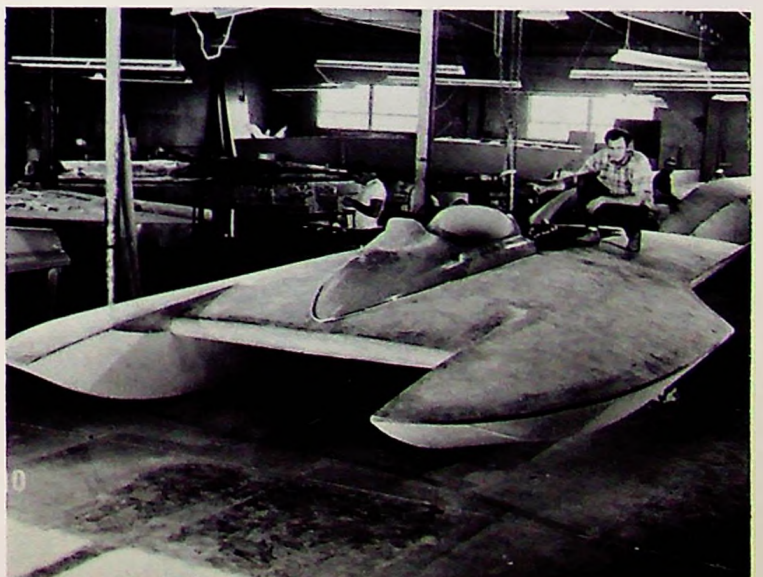
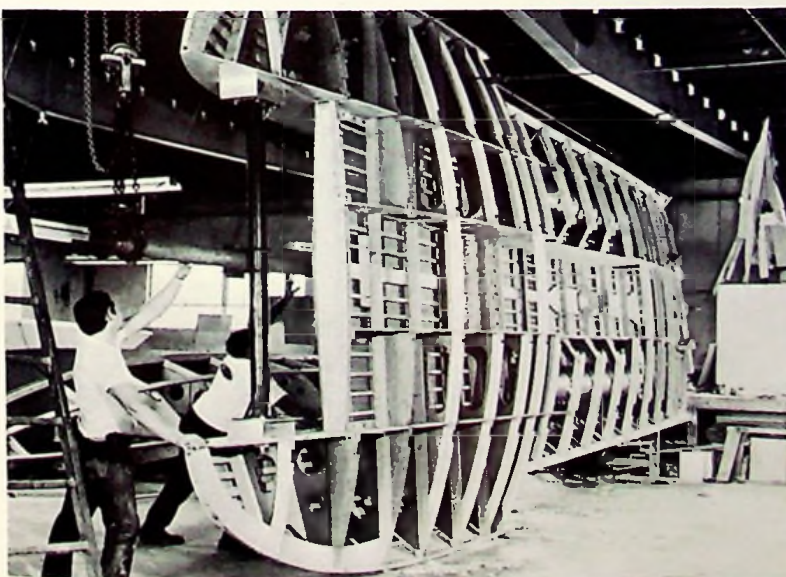
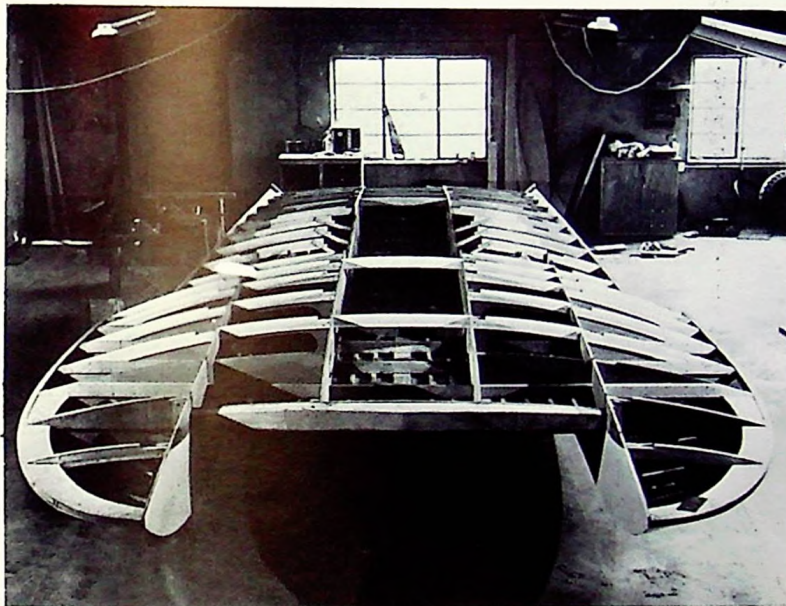
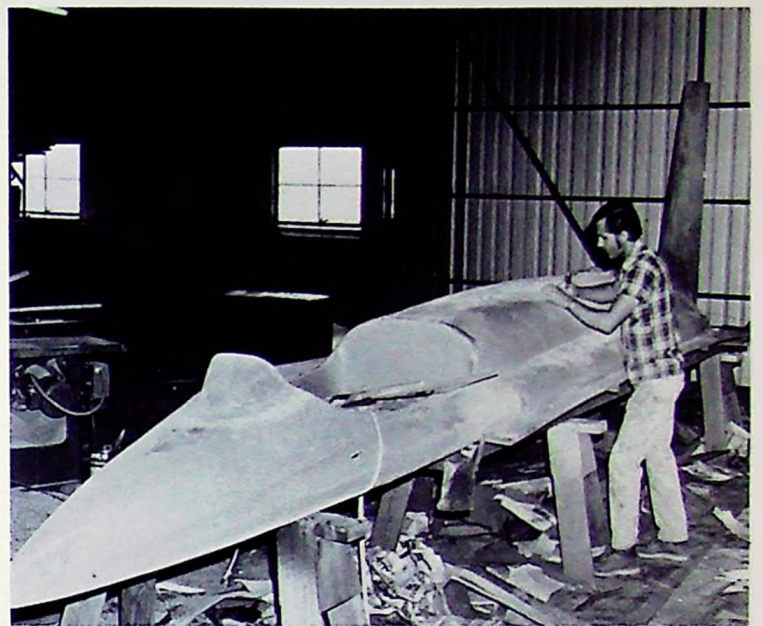
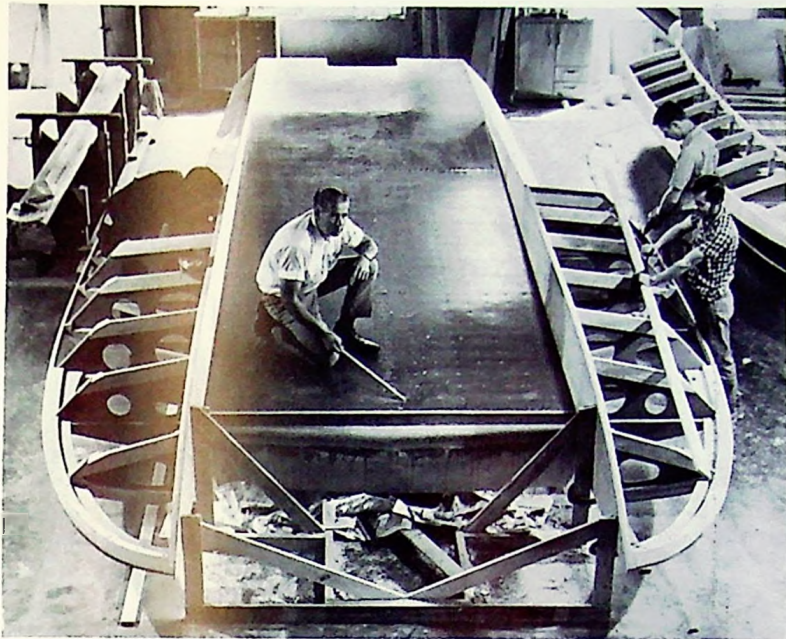
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BIRTH OF A THUNDERBOAT
The Construction of the Pride of Pay 'n Pak

THE UNLIMITEDS

WHAT THEY ARE — WHAT MAKES THEM GO

Unlimited Hydroplanes are the largest and fastest race boats in the world. These huge boats must weigh at least 4,000 pounds. They must be at least 28 feet long and must be powered by an internal combustion engine that turns a propeller. The limitations end there. The sky's the limit from that point on.

Hence, the name "Unlimited."

At racing speed, the unlimited hydro is at once a water racing craft and an aircraft. Only the trailing edges of the two pontoonlike sponsons at either side of the boat and the bottom blade of the forged-steel propeller comes into contact with the water at full speed. These three points cover an area less than that of a man's handkerchief—thus the term—"three point hydroplane" that is used in the racing fraternity.

Power for these boats comes for the most part from big 12 cylinder, V-type aircraft engines which gave the free world superiority in World War II. P-38 Lightnings, P-51 Mustangs, P-39 Aircobras, Grumman Bearcats and Hellcats ruled the skies powered by a Rolls-Royce Merlin and Allison powerplants that today push thunderboats over the water at speeds exceeding 200 mph.

The boats themselves are all custom built by several experts. Les Staudacher, of Kawkawlin, Michigan, and Ed Karelsen, of Seattle, Washington, have more hulls in the water at present than any other builders.

ENGINES MUST BE REVAMPED

Putting an engine into one of these huge racing machines isn't simple. Major changes are necessary to adapt an aircraft engine to water usage. For example, the Miss Budweiser's Rolls-Royce engines are changed thus: First, the engine, as set up for airplane use, is reversed. The front becomes the rear and vice versa. Second, the supercharger is turned upside down, so that the carburetor sits on top of the engine instead of on the bottom. Fighter planes had air intakes on the bottom of their fuselage and the carburetor was mounted upside down. Third, the propeller gears are removed and a special gearbox manufactured especially for racing is installed. This gearbox delivers three times the speed of the engine to the propeller—when the engine is turning 4,000 RPM's the propeller is turning over 12,000 RPM's.

4,000 RPM's is definitely not normal for these engines, made for the most part from lightweight metals such as aluminum, magnesium, etc. They were designed for 2,800 RPM's maximum. Internal modifications and the competitive desire of the driver causes this limit to be exceeded constantly, sometimes up to 4,500 RPM's.

An increase in horsepower is obtained with faster engine speed. Originally developed to put out about 2,200 horsepower, these engines actually deliver 1,000 to 1,500 more horsepower than that at racing speeds.

The mortality rate among engines is, indeed, fearful. In fighter aircraft these engines were overhauled every 300-400 hours. In a hydroplane an engine cannot be operated for more than one hour without being completely disassembled. Many engines last less than one fifteen mile heat, due to the terrific strain.

Fastest moving parts on the engine are located in the supercharger, which compresses air for faster engine operations. Razor sharp fans on the supercharger's impeller blade whirl around at above 3,500 RPM's per minute—near supersonic speed. When a boat leaps from the water, instant overspeeding of the engine results, with an accompanying increase in supercharger speed. Metal in this blade gets white hot instantly and "grows" to cause a supercharger malfunction.

AUTO ENGINES TOO

There are two hydros this year who use automotive power in preference to aircraft power plants.

The Pride of Pay 'n Pak and Atlas Van Lines both call on Chrysler Hemi engines, especially modified for racing, to make them go.

The Pay 'n Pak engines and gearbox were completed by Keith Black, of Southgate, California. Each of this tandem pair develops about 1,100 horsepower. The engine is a 473 cubic inch powerplant with a bore of 4½ inches and a stroke of 4.150 inches. Black is using a Roots type supercharger and KonstantFlo fuel injection with a dry sump oiling system. This engine uses methanol and perhaps nitro at times and is operated in the 7,000 RPM range.

Two owners have actively tested turbine engines in hydroplanes to date, but neither has been successful enough to compete with the rest of the field. Westinghouse and General Electric turbines have been used in these tests.

Surprisingly, to most new hydro fans, the propeller on these huge boats is small. Only 13 inches in diameter, it is hand-forged in Italy, costs \$1,000 and is shaped with a tremendous degree of pitch. That's where the boat gets its speed. It's even more unusual when you stop to consider that—at racing speeds—only one fluke of the two-bladed tail is in the water.

One fluke is constantly out of the water, throwing water skyward as it emerges from beneath the surface. This huge spray—75 feet in the air and 100 yards long—is called a "roostertail" and is one of the most colorful sights in the sporting world. It's also a fearsome weapon in the hands of an expert driver fighting for an advantage over another driver.

Extreme propeller speeds in one constant direction tends to throw the stern of the boat to one side. This phenomenon is known as "propeller torque". To compensate for this, boats feature a tail fin with an adjustable trim tab. Air pressure thus counteracts water pressure and maintains a straight line attitude for the speeding hydros.

Hydroplane hulls are designed so that air pressure on top of the curved front deck keeps the boat down, while air pressure in a tunnel between the sponsons lifts it up. One compensates for the other in a properly balanced boat.

As the boat rises on a column of air, it "walks" on its two sponsons, spilling out air, keeping the boat from becoming airborne, but just barely touching the water.

Putting all these ingredients together requires an immense technical knowledge and administrative ability. It also requires king-sized portion of that will-o-the-wisp known as racing luck.



Balsamorhiza Hirsuta - Balsam Root in Ginkgo State Park



Dipsacus Sylvestris - Teasel, on Lewis & Clark Highway



Astragalus Inflexus - Loco Weed at Two Sisters Rocks



Opuntia Polycantha - Many-spined Prickly Pear, near Pasco



Purshia Tridentata - Bitterbush, Antelope Bush or Greasewood



Oenothera Pallida - Evening Primroses



Phlox Longifolia



Chrysothamnus Nauseosus - Rabbit Brush

Photographs by K.C. Jones





RATTLESNAKE — THE TRI-CITIES FAVORITE MOUNTAIN



