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COLUMBIA CUP '86

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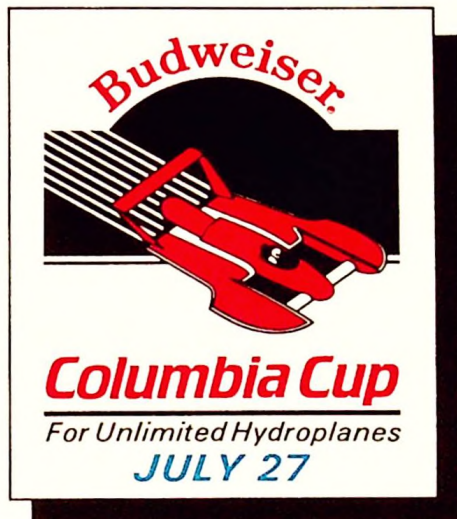
Tri-City Water Follies Presents

Budweiser

SCHEDULE OF RACING

COLUMBIA RIVER, TRI-CITIES, WASHINGTON - PASCO, KENNEWICK, RICHLAND

July 24 - 27, 1986



ACE SPONSOR

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Columbia Center
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Chuck's Auto Supply
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Motor Inn
Westinghouse
Drack Distributing Inc.
& Chevron USA Inc.
oca-Cola

SCHEDULE OF RACING

THURSDAY JULY 24

10 a.m. - noon
Unlimited hydroplane testing & qualifying.

FRIDAY JULY 25

9 a.m. - noon
Unlimited Hydroplane Qualifying.
Grand Prix Registration and Inspection.

Noon - 1:30 p.m.
Grand Prix Champ Boat Testing.

1:30 - 2 p.m.
MerCub Celebrity Racing.

2 - 3 p.m.
Grand Prix Champ Boat Qualifying & Testing.

3 - 5:30 p.m.
Unlimited Hydroplane Qualifying.

SATURDAY JULY 26

9 a.m. - noon
Unlimited Hydroplane Qualifying.

Noon - 1:30 p.m.
Grand Prix Champ Boat Qualifying & Testing.

1:30 - 2:30 p.m.
MerCub Celebrity Racing.

2:30 p.m.

International Grand Prix Opening Ceremonies

3 p.m.

International Grand Prix 50 Lap Final.

SUNDAY JULY 27

9-10:45 a.m.

Unlimited Hydroplane Qualifying.

11:30 a.m.

Columbia Cup Opening Ceremonies.

Noon

Heat 1A for Unlimited Hydroplanes.

12:30 p.m.

Heat 1B for Unlimited Hydroplanes.

1 p.m.

International Grand Prix Champ Boat Trophy Race.

2 p.m.

Heat 2A for Unlimited Hydroplanes.

2:30 p.m.

Heat 2B for Unlimited Hydroplanes.

3 p.m.

MerCub Celebrity Championship Race.

4:10 p.m.

Budweiser Columbia Cup.

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Cup Program are available from:
Tri-City Water Follies Association,

1313 W. Clark, P.O. Box 2051, Pasco,
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Chevron & Wondrack Say



To the Tri-Cities & 1986 Columbia Cup



Chevron Dealer Stations

*7 Locations in Kennewick, Pasco & Richland

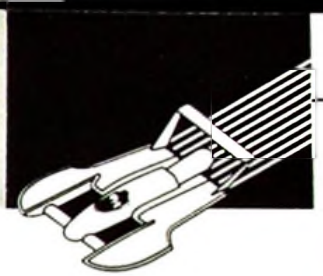
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- *Quality Heating Fuels
- *Authorized Distributor for Chevron Fuels & Lubricants
- *Authorized Chevron Distributor in Tri-Cities, Yakima & Prosser

SCHEDULE OF EVENTS '86



Friday, July 11

Miss Tri-Cities Scholarship Pageant. 7:30 p.m., Richland High School Auditorium. Reserved seats: \$10. General admission: \$8.

Sunday, July 13

1986 Tri-Cities International Air Show. 1 p.m., Tri-Cities Airport, Pasco. Featuring Bob Bishop flying The Coors Light Silver Bullet; Jim Franklin, aeronautical ballet; Johnny Kazian, wingwalking; The Tahoe Aces Aerobatic team; Craig Hosking, stunt flyer; and the Canadian Forces "Skyhawks" parachute team. \$5 for adults and \$3 for children.

Thursday, July 17

Dunning Ray Columbia Cup Tennis Tournament. Through Wednesday, July 23. CBC tennis courts and Pasco High. Registration forms available at Park Departments, tennis shops and court clubs.

McDonalds Columbia Cup Girls Basketball Tournament. Through Saturday, July 19. Tournament begins 4 p.m. Thursday and ends 6 p.m. Saturday at Pasco High School. \$1 General Admission at the door.

Friday, July 18

Columbia Cup Racquetball Tournament. Through Sunday, July 20. 5 p.m. Friday, all day Saturday, until 3 p.m. Sunday. Tri-City Court Club.

Water Follies Dart Tournament. Through Sunday, July 20. 7:30 p.m. July 18. Sunday Evening, Rivershore Motor Inn, Richland.

Tri-Cities Amateur Golf Championship. Through Sunday, July 20. Canyon Lakes, Sham-Na-Pum and Tri-City Country Club. Division includes Men's, Senior Men's and Women. Four hundred golfers from throughout the West will be participating in the annual tournament. Deadline for entry in July 14.

Saturday, July 19

5th Annual Stuart Anderson's Black Angus Waiter's Day Race. 10 a.m., Bonneville Street next to Black Angus in Pasco.

Desert ROCK'86. 9 p.m. to 12 a.m., Skate West, Kennewick. \$3 per person admission. 106-1/2 HAWK FM and Spy Productions have teamed up to bring you desert ROCK'86. Featuring summer fun give-aways, more of your requested music, and the largest dance floor in the Tri-Cities!

Columbia Cup V Chess Tournament. Through Sunday, July 20. 9 a.m. Saturday, until 6 p.m. Sunday. Harry Kramer Center, Richland. Pre-registration (before July 17) \$29. General registration \$35.

Novice Water Ski Jump and Ski Show. 9 a.m. Novice Jump, 1 p.m. Ski Show. Columbia Park Ski Jump. \$10 jump entry fee. Free to spectators.

Sunday, July 20

Columbia Cup Autocross. 9 a.m. to 4:30 p.m. WPPSS parking lot, 3040 George Washington Way, Richland. Entry fee \$10.

Tri-City Columbia Crossing. 7:00 a.m. to 8:00 a.m. Columbia Park. Entry fee \$10.

Tuesday, July 22

Eastern Washington Colt League Sectional Tournament. Through Saturday, July 26. 5:30 p.m. Tuesday, Richland

High School Baseball Field, Richland. Colt league teams from Spokane, Walla Walla, Richland, Pasco and Kennewick participate in a double elimination tournament. Adults \$2.50 and \$1.00 for students and senior citizens.

Wednesday, July 23

Water Follies Kiddies Parade. 1:00 to 2:30 p.m., Memorial Park, Pasco.

Water Follies Talent Show. 7:00 p.m. Richland High Auditorium. General Admission \$4. Tickets sold at Tri-Cities Savings & Loan, First Federal Savings & Loan, Richland Benj. Franklin Savings & Loan and Fantastick's in Kennewick.

Thursday, July 24

Pepsi Columbia Cup Boys Basketball Tournament. Through Saturday, July 26. Begins 4 p.m. Thursday and ends 6 p.m. Saturday at the Pasco High School. \$1 General Admission at the door.

Columbia Cup Qualifying. Through Saturday, July 26. Columbia Park. The fastest racing boats in the world will try to qualify for the Columbia Cup on Sunday.

Columbia Cup Pit Tours. Through Saturday, July 26. Columbia Park. See the hydroplanes up close during a guided tour of the working pits.

All Civic Club Luncheon. 12 noon. Call the Tri-City Water Follies office for more information.

Friday, July 25

Water Follies Square Dance Weekend. Through Saturday, July 26. 8-11 both evenings. Shufflers Shanty, 717 N. Irving, Kennewick. \$6 per couple. Tickets available at the door.

36th Annual Sidewalk Show. Through Saturday, July 26. 9 a.m. - 9 p.m. Saturday. Howard Amon Park.

Grand Prix Testing and Qualifying. Through Saturday, July 26. Columbia Park. The 300-pound, 17-foot tunnel racing boats will be preparing for the International Grand Prix for Champ Boats on Saturday at 3:00 p.m.

MerCub Celebrity Races. Through Sunday, July 27. Columbia Park. Celebrity drivers will be chosen to compete in a matched set of 10-foot boats powered by 25 horsepower Mercury outboard powerheads.

Saturday, July 26

TCRCM Water Follies Fun Fly. 9:00 a.m. - 4 p.m. Rosadell Nutley Field. Haney & Erickson Roads, Finley. Registration fee for contestants \$10. Open to all AMA members (must show proof of membership when registering).

Shoreline Run. 7:30 a.m. - 10:00 a.m. Howard Amon Park and Leslie Groves Park, Richland. \$7 pre-registration, \$9 late.

Radio Control Unlimited Columbia Cup. 8 a.m. to 3:30 p.m., Columbia Park Lagoon.

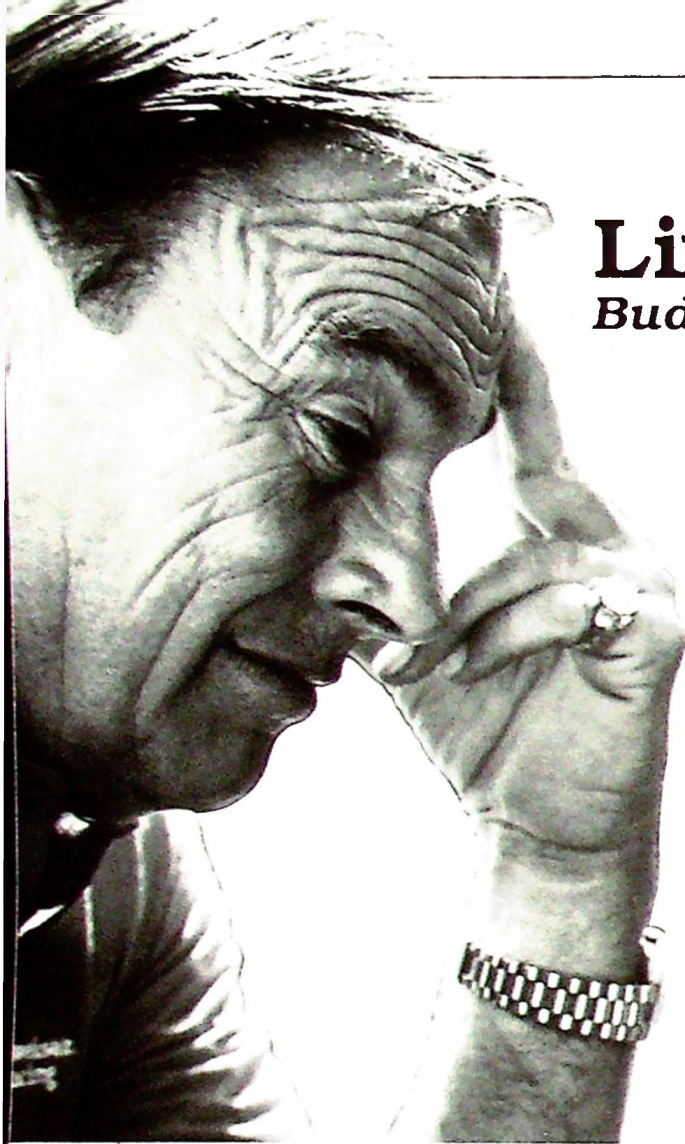
Water Follies Fun Fly. 9:30 a.m. - 4:30 p.m. I. Nutley Field, Finley, Haney & Erickson Roads. No charge for spectators.

International Grand Prix for Champ Boats. 3 p.m. Columbia Park.

Sunday, July 27

MerCub Celebrity Race. Columbia Park. The top six drivers from previous races will be competing between heats of the Columbia Cup.

1986 Budweiser Columbia Cup for Unlimited Hydroplanes. 12 noon, Columbia Park.



Life on the Wings of an Eagle

Budweiser's Bernie Little

This Bud's for You—Bernie Little and Anheuser-Busch have been winning unlimited hydroplane races and setting thunderbolt speed records longer than any owner/sponsor team in the sport.

When you think of Budweiser Beer, three things which normally come to mind are Anheuser-Busch Breweries, Budweiser Clydesdales and Bernie Little, owner of the Miss Budweiser hydroplanes—the most winningest boats in the history of the world.

With 1986 marking his 24th year of thunderboat racing, and the win at the season opener in Miami this year his 54th victory, Little is virtually the king of unlimited hydroplane racing. However, while his Budweiser boats are the ornament of his empire, they also mirror his rise from a Depression-era teenager to a bigger-than-life superstar surrounded by a modern business world where he has built a megabuck dynasty.

Little was born in the small Ohio town of McComb just in time for the Great Depression, which swallowed up his father's grocery store and set the wheels in motion for the young paperboy—who also retrieved golf balls from the water trap at a neighboring golf course, painted them, and resold them to help make ends meet.

Having repeated both the fifth and

eighth grades as a schoolboy, Little opted for the life of a sailor and joined the Navy at the age of 17. Almost immediately after leaving home he was blown off the stern of his troop ship during the invasion of Okinawa by a Japanese submarine on a suicidal mission.

After V-J Day he spent a number of nervous days on another ship clearing Japan's inland waters of American-laid mines. As a target for the mines themselves, everyone hoped that the mines could be located and blown out of the water before the unthinkable opposite could happen, and according to Little, seven of the 11 ships assigned to the duty suffered from that fate and were lost.

Shortly after his discharge he met, and nine days later married, his wife Jane—a marriage which is in its 43rd year. He opened a restaurant with his brother but left after three months to sell cars in Findlay, Ohio and by 1949 had saved enough money to move to Florida, where he became the sales manager of a car dealership in Miami.

He also became a stunt pilot and started flying at airshows. Even today, Little still enjoys flying. After the traveling airshow folded he again sold cars and added to that, airplanes and boats. Within six years he had made enough money to buy the Petersburg Airport operation.

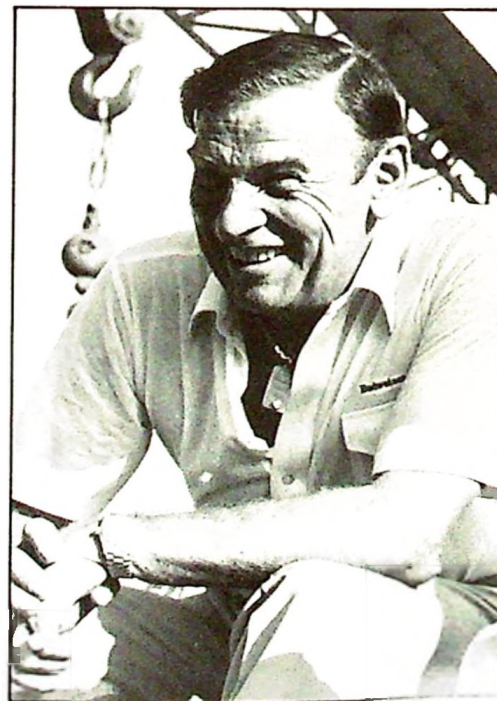
A while later Little obtained a four-seat hydroplane named *Tempo* from handleader Guy Lombardo in a trade for one of his own yachts. The actual



Budweiser owner Bernie Little gives driver Jim Kropfeld some pre-race advice.

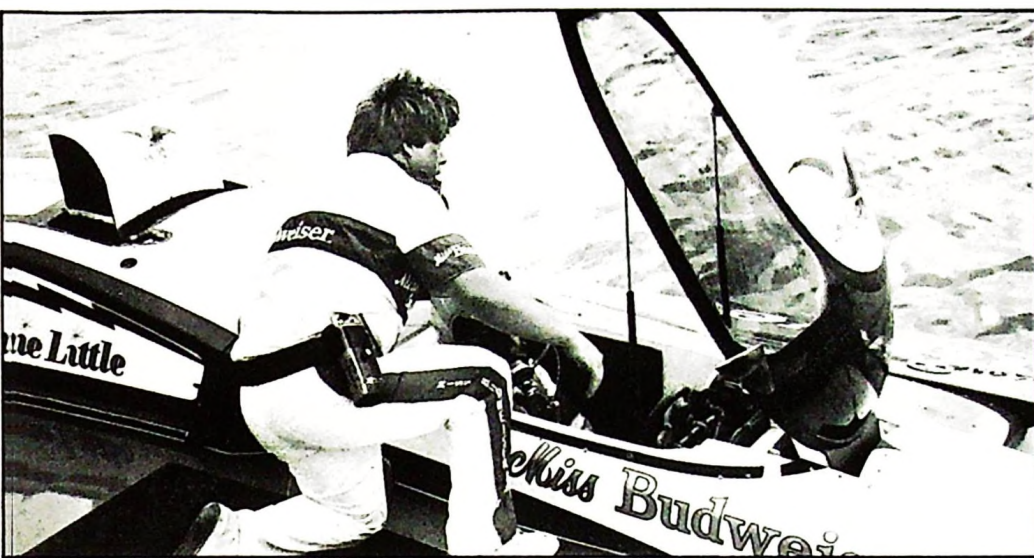
birth of the Miss Budweiser team came later when August Busch III, then vice president of Anheuser-Busch, visited Little's airport and was offered a ride on the *Tempo*. After cruising along at 130 mph—a ride in which two accompanying vice presidents quickly requested immediate shore leave—Little proposed a sponsorship from Busch, who was impressed with his ride in the *Tempo*, and a \$5,000 deal was made. The year was 1961, and Little and Busch have been close friends ever since.

The first five years of racing brought no wins for Little and his team. In fact, at the first race Little attended, the



boat performed particularly poorly and after an investigation, it was found that the crankshaft for his engine was installed backwards. Such bad luck didn't last, however, and he won his very first race right here in the Tri-Cities back in 1966.

In recent years his Griffon-powered Miss Budweiser has dominated the sport, and when Little saw that turbines were going to be the way to the future of winning, he spared no expense in the development of the Budweiser turbine program. 1986 will see Little with two Miss Budweisers, the Griffon-powered boat piloted by Scott Pierce and the turbine whoosh machine with Jim Kropfeld at the wheel.



A Bud crew member inspects the Miss Budweiser canopy.

Behind the Scenes with the Bud Crew

The success of the Miss Budweiser hydroplanes is a team effort, and one which involves more than owner Bernie Little's leadership, and the skills of drivers Jim Kropfeld and Scott Pierce. The behind-the-scenes talent of 10 crew members are also an essential ingredient to the team's winning ways.

The Budweiser crew is responsible for designing and producing approximately a dozen Rolls-Royce Griffon engines and three turbines, as well as evaluating and improving the Miss Budweiser's performance. During the off-season the crew was busy readying the turbine hull, designing and building a second turbine hull, and upgrading the Ron Jones-built Griffon-powered hull.

Team manager and crew chief of the Miss Budweiser team is Ron Brown, son of American Power Boat Association past president Les Brown. He took over for Jeff Neff, who left last season to work at a Budweiser distributorship with his sister, Jenny Chenoweth.

Brown inherited a team rich in experience, and a team with more than 50 years of racing knowledge between them. Already in place when Brown arrived were Loren Sawyer, Tracy Bratvold, Tim Ramsey, John Rheinberger, John Bianchi, Dewey Norton, and Curt Tavenner. To this group Brown added Kenney Dryden and Steve Olson.

Like any successful team, the Miss Budweiser crew spends 12 months a year eating, sleeping, talking and working around the Miss Budweiser hydroplanes.

Under Brown's direction, the Bud crew reorganized the shop and then began the preparation for the 1986 season. Brown made the shop self-sufficient, upgrading the machine shop and adding a complete fiberglass shop and metal fabrication shop. Other than some of the specialized fabrication for gearboxes or their high-tech parts, the team was able to build just about everything they needed for the boats, accord-

ing to Brown.

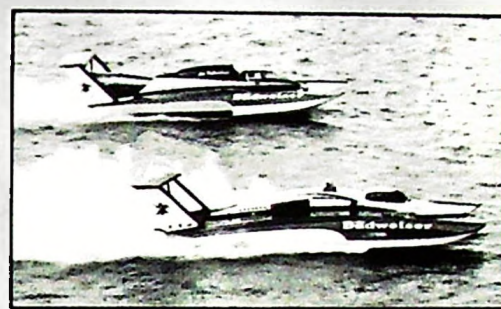
Two major modifications were made to the turbine hull. Brown and Seattle designer and builder Ron Jones made extensive changes in order to make the boat more competitive. The sponsons were shortened by a foot and the right sponson was made four inches wider. Additionally, the aft section of the boat was cut out to put the Jones "space boat" configuration.

The cutout in the rear section of the hull is nearly as deep as the one between the sponsons in front, and the turbine-powered Miss Budweiser will also sport adjustable flaps or wings in the front of the hull and utilize Jones' new delta-shaped rear stabilizer.

The other modification that was made to this hull was the addition of a canopy to enclose the driver's cockpit. The canopy from an F-16 jet fighter was fitted to the hull, complete with a roll cage to give the driver the most complete protection in the history of the sport. The new concept was so successful that two other teams will also use F-16 canopies during the 1986 season.

Drivers on both boats will be secured in their cockpits by a standard five-point harness, similar to those used by race car drivers, and the team solved the problem of condensation buildup and driver comfort with the installation of an air conditioning system.

The canopies are built of five-eighths inch plexiglass which have been tested to be survivable at over 170 mph, and an air supply system with a face mask was incorporated into the teardrop-shaped pods in the event the boat remained upside down in the water. Latches on both the bubble and trap door under the seat can be utilized for rapid removal. Both drivers are protected by a double layer of honeycomb aluminum, covered with fiberglass. The canopies are so strong that they can withstand 6,500 pounds of pressure at 200 mph.



July 1986

Dear Unlimited Hydroplane Fans:

On behalf of Budweiser beer and everyone at Anheuser-Busch, Inc., welcome to the 1986 Budweiser Columbia Cup race weekend.

The Tri-Cities race promises to be one of the most exciting on the 1986 circuit and we are indeed proud to serve as a sponsor of this event. Highlighting this year's event will be exciting performances from some of the world's toughest competitors—including driver Jim Kropfeld, who pilots the seven-time national champion **Miss Budweiser**.

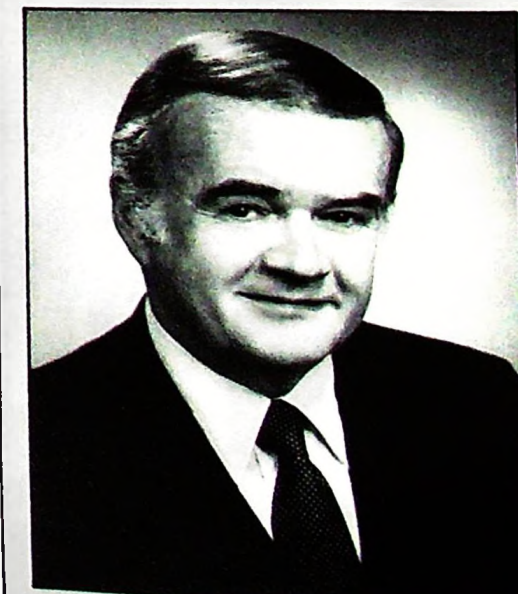
We'd like to take this opportunity to extend our thanks to the Tri-City Water Follies Association and, more importantly, to the fans, for making this event in the Tri-Cities one of the premiere stops in all of motorsports racing.

We hope you enjoy the racing this weekend. Thanks, again, for your enthusiasm and continued support of unlimited hydroplane racing.

Sincerely,

A stylized, handwritten signature in dark ink, appearing to read "Mike Roarty".

Michael J. Roarty
Executive Vice President



Hail Columbia.

Rainier Bank salutes everyone who participates in the 1985 Columbia Cup. We're proud to be a continuing sponsor of this exciting event. Rainier Bank has been a part of Washington communities for over four generations and we're looking forward to a bright future.

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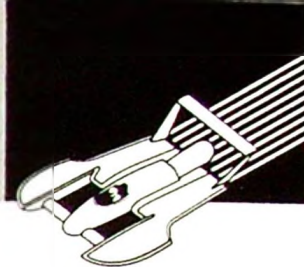
Ongoing Laboratory Technologies
Developing New Alloys

Westinghouse**Hanford**

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WATER FOLLIES PEOPLE



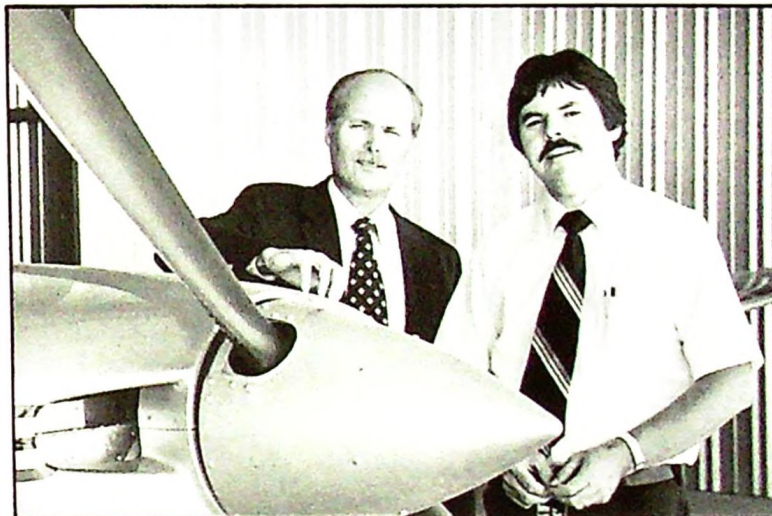
Many thanks to a few of those who have played an important part in staging the 1986 Tri-City Water Follies and Columbia Cup.



Ralph Smith
Photographer



Karen Miller
Events Coordinator



Dick Hone and Mike Berriochoa
Air Show



Dana Mueller, Course Chairman, and **Tim Huber**,
Assistant Course Chairman



Mike Benjamin, Russ Homewood,
and **Si Syverson** Patrol Boats



Ron Asplund
Official Barge



Lloyd Washam, Assistant Race Chairman and
Glen Washam, Race Chairman



Vic Mahan
Columbia Cup Pits

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Columbia Cup '86 Racing Rules

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

The 12 boats with the fastest qualifying times will be placed in the two preliminary rounds (Heats 1A, 1B, 2A, 2B) by the luck of the draw with a maximum of six boats allowed in each section. The draw will take place in the presence of the owners and drivers Saturday evening after qualifying has been completed. The first boat drawn is placed in Heat 1A and the second boat is placed in Heat 1B, etc. The only exception is when one owner enters more than one boat in which case the boats are placed in separate heats.

The six boats scoring the most points after the two preliminary heats will advance into the final heat. The winner of that heat is the winner of the Columbia Cup.

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

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

To Qualify for the Columbia Cup

To be eligible to race in the Columbia Cup on Sunday, every boat must have recorded one lap at the minimum of 100 miles per hour over the 2½ mile course. The qualifying attempt must be three consecutive and continuous laps, with the fastest lap taken as a qualifying speed.

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

The Columbia Cup

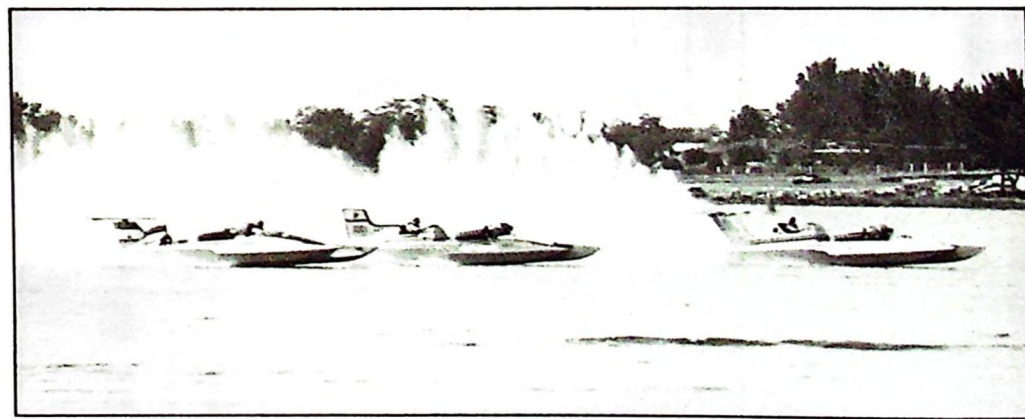
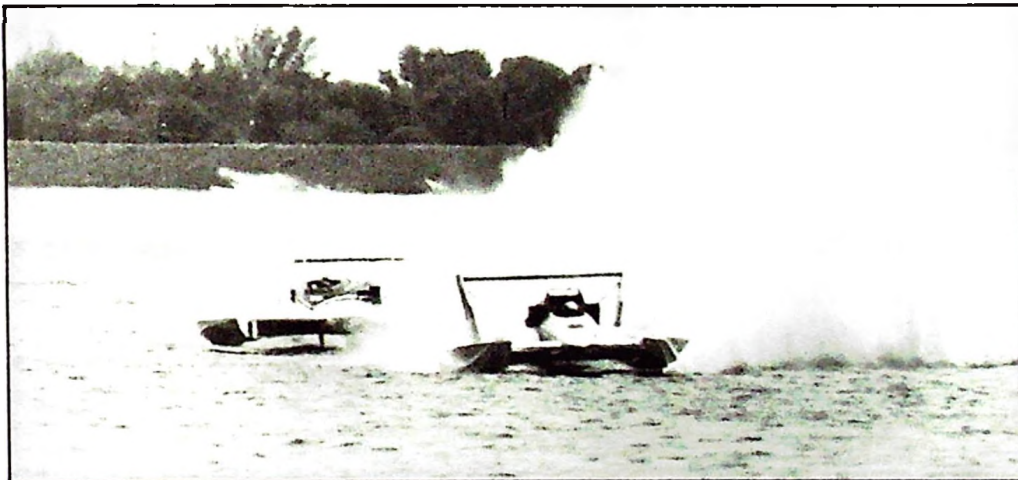
Should a boat dislodge or destroy a buoy in competition, it must run an extra lap to be scored. When a buoy is dislodged, it ceases to be a marker and may be disregarded. Should an offending boat force an unoffending boat to strike a buoy which then becomes dislodged, the offending boat will be required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

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

at the time of the stoppage (based on the number of completed laps) will be used in determining finishing positions; except that if the final heat is halted, it must be re-run, regardless of when stopped.

The re-run will be complete if three laps are finished. In no event, shall the boat or boats responsible for the stoppage be awarded points in that same heat or section or be allowed to start in any re-run or subsequent re-runs of it.

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



The Flags and Signals

The colored flags used by Columbia Cup officials are used as signals to the drivers on the course. The flags are displayed from the official barge which is stationed at the race starting line. Flags identical to those displayed on the official barge are also displayed by the boat stationed on the infield of the course.

AT THE START:

Yellow Flag: Displayed at the firing of the 5-minute gun until 1-minute gun.

White Flag: At the 1-minute gun before the start, the yellow flag is lowered and replaced by the white flag.

Black Flag: When a boat does not

comply with starting rules, it is used to signal a driver into the infield.

AFTER THE START OF THE RACE

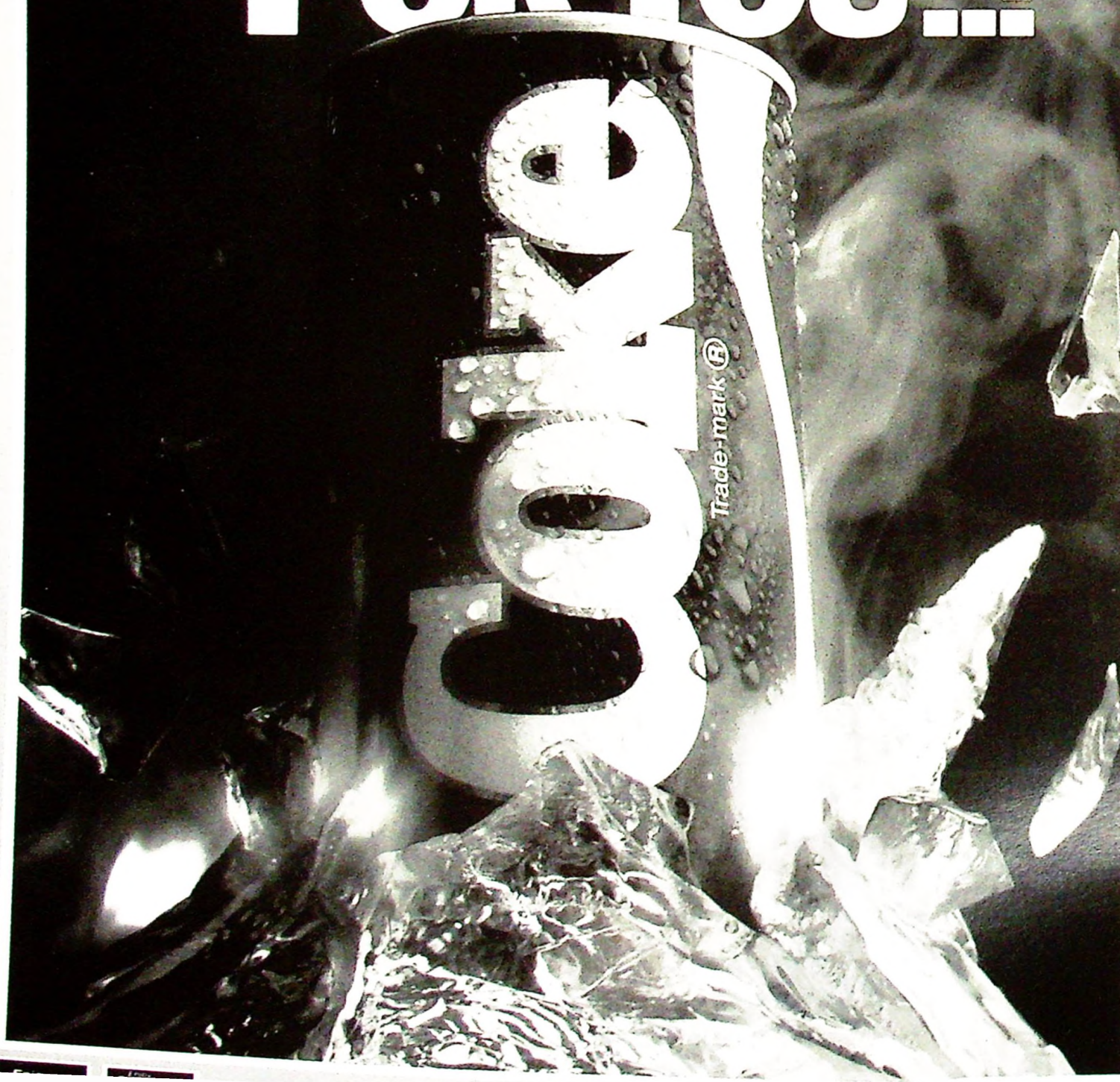
Red Flag: Signals that the race has been stopped or postponed. Also accompanied by discharge of red or orange smoke. Signals boats to return to the pits.

Yellow Flag: Indicates that there is a hazardous condition on the course, such as a stopped boat, which should command their attention and caution.

Green Flag: To indicate to the boat signaled that it is starting its final lap.

Checkered Flag: Displayed at the finish of the race to indicate to the boat passing the judges' stand that it has completed the race.

**HAVE WE
GOT A TASTE
FOR YOU...!**



WATER FOLLIES COMMITTEE LIST



Columbia Cup: Glen Washam, Race Chairman; Lloyd Washam, Assistant Race Chairman; Dana Mueller, Course Chairman; Tim Huber, Assistant Course Chairman.

Official Barge: Ron Asplund, Chairman; Tom Brutzman, Assistant Chairman.

Course Surveyor: Dan Penwill.

Dive Master: Jim Harless.

Patrol Boats: Sy Syverson and Russ Homewood, Co-Chairman; Mike Benjamin, Assistant Chairman.

Search & Rescue Personnel: Karl Kitchle, Rescue Chairman; Bill Wilson, Assistant Rescue Chairman; Mark Allen, Steven Bailie, Steven Barraclough, Bric Batchelder, Paul Bebee, Keith Brutzman, Francis Buck, Kim Christensen, Chris Clark, Hays Cooper, Louis DeMaria, Steve DeStee, Arne Dupuis, Rich Egeland, Jim Harless, Ron Harris, Darrell Hatley, Neil Hines, Jeff Huber, Tim & Liz Huber, Mike Johnson, Bob Loving, Ray Mandigo, Ernie McColley, Dana Mueller, Ken Nelson, Curt Nichols, Rich Nunamaker, Paul Purdy, Skip Robinson, Julie Rockne, Jim Stivers, Mark Schneider, Al Scott, Kerry Shatell Jr., Bruce Stemp, Randy Stemp, John Stredwick, Cal & Sue Washam, Glenn & Janice Washam, Lloyd Washam, Loren Watts, Kathy Weber, Bill Wilcoxson, Bill & Patty Wilson.

Pit Area: Vic Mahan, Pit Boss; Bruce Meyers, Assistant Pit Boss; Jerry Bates, Ken Byrne, Todd Eggers, Doc Gander, Bruce Hamrick, Dean Herigstad, Ron Kwis, Gary Long, Steve Mantle, Red McClain.

Pit Tower: Ken McMenamin, Karen Brutzman.

Credentials: Marilyne Vandiver.

First Aid: L. Michael McGowen, Interim Exec. Dir., Benton Franklin County Red Cross; Bill Frazier, Dir. of Safety & Health Services; Mike Tusky, First Aid Co-Coordinator, Franklin County; Francis Wesner, First Aid Co-Coordinator, Benton County.

Franklin County Viewing: Rob King & Pat Roach, Co-Chairmen.

Hospitality: Mary Lindsay, Chairman.

Parking: Wayne Adams, Richland Kiwanis; Alyce Duval, Women in Construction; Richland Demolay, Franklin County Parking.

Concessions: Steve Osborne.

Media Headquarters: Kirk Williamson.

Program Distribution: Tom Maravilla, Jim Nelson, Art Napier, Scot Hansen, Keith Adkins, Red Rutherford, Kennewick Kiwanis; Russ Wiseman, Howard Giles, Gerry Berges, Pasco Kiwanis Club.

Photographer: Ralph Smith.

Pit Booth Sales: Dave Dickerson.

MerCubs: Marilyne Vandiver

Pit Tours: Joe Jarrell, Chairman; Heather McCombe, Assistant Chairman; Pat Arbogast, Char Ash, Jim Brooks, Eric Burke, Carla Caudill, Chris Cole, Don Coscia, Kim Coscia, Tony Coscia, Laurie Cushing, Barbara Dahlum, Michelle Dahlum, Duane Dahlum, Roger DeCourt Jr., John Dreher, Pam Dreher, Tim Fischer Sr., Debbie Ford, Reta Fritz, Rob Fritz, John Getty, Jay Greenwell, Hershal Griggs, Heidi Hancock, Kory Hankel, Boyd Hardy, Jim Hausske, Jeff Hillingshead, James Kaye, Bill Koop, Matt Kreiter, Earl Leitz, Mac McInturf, Matt Meyer, Jody Moore, Steve Sutter, Mike Moseman, Scott Nelson, Todd Ofstun, John Orthman, Randy Peterson, Rob Price, Lloyd Reitz, David Schick, Suzy Seidel, Duane Shelly, Steve Simon, Brian Smith, Evy Stein, Blake Still, Tammy Sullivan, Jerry Terrill, Kline Welsh, Leroy Whitney, Sandy

Pit Fire Protection: Benton County Fire District No. 1, Bob Gear, District Fire Chief; Station 1, Doug Hively, Chief; Station 2, Gary Strawn, Chief; Station 3, Carroll Davis, Chief; Station 4, Frank Powell, Chief.

U.S. Coast Guard: Officer in Charge, BMC Tom Thompson; Exec. Petty Officer, BM1 Mark Simonson.

Coast Guard Auxiliary: Division 9 Captain, Terry Tate; Division 9 Vice-Captain, Bob Shannon; Division 9 Operations Officer, Dick Thomas.

Admission Gates: Ron Hue, Chuck Hudon, Keith Bowers, John Mostoller, Benton County; Chuck & Carol Keltch, Franklin County, Parents Without Partners; Terry Bouslaugh, Horn Rapids 4x4; Bob Berger, Shrine Dirty Dozen; Pasco-Kennewick Rotary; Glen Reeder, Pasco Lions Club; Curt Paine, Pasco Jaycees; Kennewick Legion Baseball; Connie Mack Baseball; Dust Twirlers; Jim Stewart, Columbia Kiwanis Club.

Booster Button Sales: Gwen Leth, Chapter EL P.E.O.; Kamiakin Cheerleaders; Lois Holmes, Chapter ED P.E.O.

Columbia Center Mall Sales: Jan Tippet, Sharon Heikens, Mary Sue Fisher, Arlene Thompson, Chapter AQ P.E.O.; Air Show Sales, Val Sparks, Chapter GZ P.E.O.; Kamiakin Cheerleaders.

Communications: Brian Nielson, Dick Yeager, Steve Collins and amateur radio operators throughout the region.

WATER FOLLIES EVENTS

Air Show: Dick Hone, President, Columbia Air Fair Society; Mike Berriochoa, Chairman.

Allied Arts Sidewalk Show: Chris Gantham, Chairman, Allied Arts Association.

Autocross: Chris Whitley, Chairman.

Basketball Tournaments: Paul Whitemarsh, Chairman, Pasco Parks & Recreation Department

Bicycle Race: Don Sandburg, Chairman.

Chess Tournament: Peter Dessaules, Chairman.

Civic Club Luncheon: Ken Maurer, Coordinator.

Dart Tournament: Norman Mix, Chairman, Tri-City Darting Association.

Desert ROCK '86: Pat Borell, Chairman.

Golf Tournament: Perry Williams, Chairman.

Kiddies Parade: Karen Coulson, Chairman.

Miss Tri-Cities Pageant: Dorothy Schoeppach, Chairman; Margaret Schultz, Hostess Chairman; Patty White, Choreographer.

Model Airplane Fun Fly: Fred Fisher, Chairman.

Model Hydroplane Races: Bob Brackett, Chairman.

Racin' & Rockin' Party: Craig Cook, Chairman.

Racquetball Tournament: Stan Johnson, Chairman, Tri-City Court Club.

Rowing Regatta: Kevin E. Veleke, Chairman.

Sectional Tournament: Orv Turner, Chairman.

Shoreline Run: David L. Lewis, Chairman.

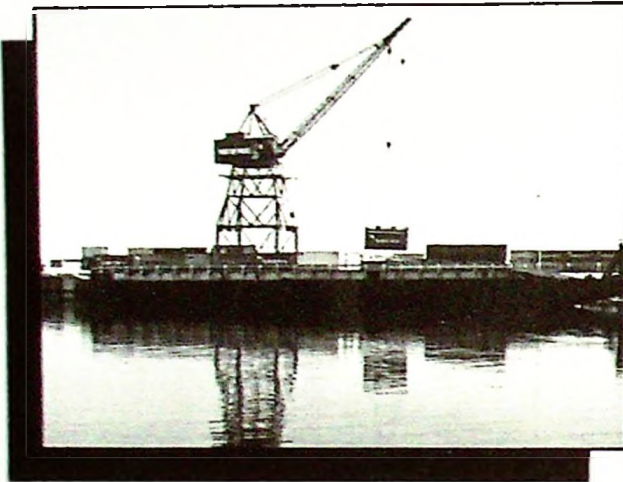
Square Dance Weekend: George & Virginia Bauer, Chairman Couple, Prairie Shufflers.

Tri-City Columbia Crossing: Dana Mueller, Chairman.

Talent Show: Judi Clark, Chairman, Tri-City Association of Professional Mortgage Women.

Tennis Tournament: Pending.

TRI-PORTS—TRI-CITIES, WASHINGTON



Container Shipping

- First port on upper Columbia to offer container shipping service
- 600 acres of waterfront land
- Operator of Tri-Cities regional airport
- Operator of Big Pasco Industrial Park with 1 ½ million square feet of warehouse space

PORT OF PASCO

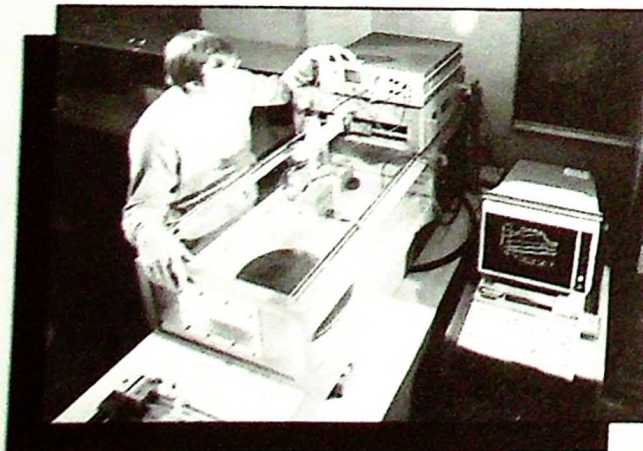
P.O. Box 769
Pasco, Washington 99301
(509) 547-3378

Industrial Location

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- 5 separate industrial sites equaling over 800 acres of land zoned for heavy industrial use
- Burlington Northern and Union Pacific direct rail service
- Operator of "incubator" building

PORT OF KENNEWICK

One Clover Island
Kennewick, Washington 99336
(509) 586-1186



High Tech Industry

- High tech office industrial and ag industrial park in Richland
- Ag industrial park in Prosser
- Operator of two general aviation airports
- Offers attractive "Incubator" lease rates for new and expanding businesses in both Richland and Prosser

PORT OF BENTON

2952 George Washington Way
Richland, Washington 99352
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The American Northwest
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TRI-PORTS

*Working together to provide
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The Tri-Cities — A Good Place To Be

When the thunderboats compete on the Columbia River here in the Tri-Cities they will be racing on the fastest hydroplane course in the world, and on a river which breathes life into a desert which has become virtually utopian in nature.

The Snake and Yakima rivers join the mighty Columbia here, and from these waters agriculture, industry and tourism thrives. The three communities collectively known as the Tri-Cities—Kennewick, Pasco and Richland—is the fourth largest metropolitan area in the state and one of the most prosperous regions in the Pacific Northwest.

—An Agricultural Breadbasket

The Tri-Cities is located at the southern tip of the gigantic 500,000-acre Columbia Basin Irrigation Project, and within miles of 470,000 acres of newly proposed irrigated crop land, as well as the important agricultural areas to the south, east and west.

The Tri-Cities is the gateway to this agricultural paradise, which is one of the most diversified crop growing regions in the world. More than 100 types of crops, and numerous varieties of those crops, are grown and processed in the Tri-City area and transported worldwide. Some of our commodities have made the Evergreen state famous, such as our apples, potatoes and wheat. The entire economic basis of the state has its roots in the farmlands of eastern Washington.

Washington ranks 15th among all

the states in value of agricultural production, and is the largest producer of lentils, hops, spearmint oil, apples, and sweet cherries. Washington is the second largest producer of classic European grape varieties and a leader in premium winemaking. More wineries are located in the Tri-City and Yakima areas than anywhere else in the Northwest. Lying in the rain shadow of the Cascade Mountains, our wines are some of the tastiest and most respected known to man.

—An Industrial Powerbase

The Columbia River contains one third of the potential water power in the nation, and as it flows through the Tri-Cities, it provides the area with a powerbase which industry flourishes upon.

The state's second largest industrial payroll, behind agriculture, is the huge Hanford Nuclear Reservation located outside of Richland. Some of the nation's largest industrial companies are located in the Tri-City area, including Exxon, Boeing, Westinghouse, Rockwell International, and Battelle Laboratories.

A wide variety of small to medium-sized industries also produce a multitude of products and services, from food processing, chemical production, energy research and high technology, to packaging equipment, golf club shafts, and farm machinery.

Three port districts are located here.

more than 300 miles upstream from the Pacific Ocean, which tranship locally produced goods to many Pacific Rim destinations, such as Japan, at a times savings when compared to San Francisco or Los Angeles. This is a transportation center for a four-state area, with mainline service by rail, barge, truck and air. The Port of Pasco is the largest of the three port districts, and one of the largest maritime complexes on the upper Columbia, as well as the center for more freight tonnage transportation than any other port upriver from Portland, Ore.

—A Tourist's Haven

The Tri-City Water Follies Festival is the third largest show in the Pacific Northwest, but that's not the only reason why people come to our area for fun under the sun—which incidentally shines 300 days here every year.

Tourism is a thriving business, with an unlimited number of recreational activities which are found within a few minutes or a few hours drive from anywhere in the Tri-Cities. Besides the Water Follies celebration, which includes more than 40 events, the Tri-Cities is located next to the most bountiful upland game bird hunting area in the Northwest—the Columbia Basin Irrigation Project—and one of the richest inland fishing regions in the western United States—the Columbia, Snake and Yakima rivers—plus thousands of lakes which surround our three communities.

Serving the Tri-Cities



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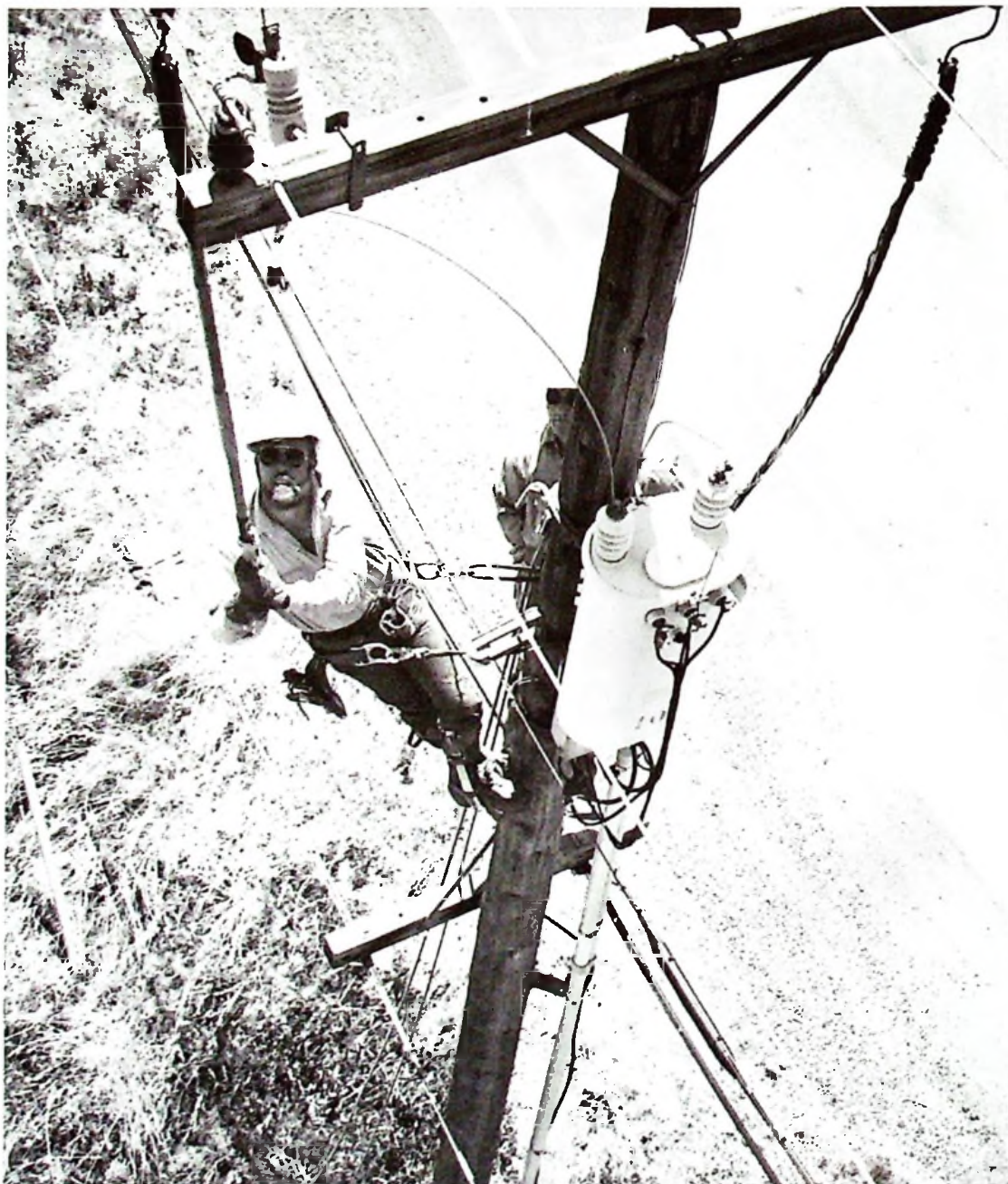
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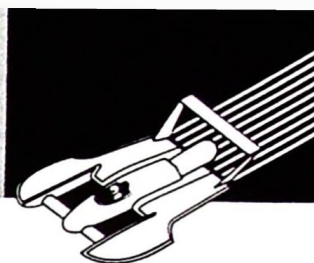
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For homes, business, industry



WATER FOLLIES EVENTS



The 1986 Festival: Something for Everyone!

This year the Tri-City Water Follies community festival is better than ever. Beginning with the Miss Tri-Cities Scholarship Pageant on July 11, the entertainment continues until a winner is determined at the Budweiser Columbia Cup for Unlimited Hydroplanes on July 27.

The metropolis of Kennewick, Pasco and Richland is famous for its sunshine and community-minded people. The 1986 Water Follies events offer families and friends the finest in summer entertainment, and best of all, admission to many of the scheduled activities is free.

The Tri-City Water Follies festival began in 1947 as a simple carnival attraction and since then has grown to become the third largest celebration in the Pacific Northwest, behind only Seattle's Seafair and Portland's Rose Festival.

The sporting atmosphere of amateur and professional competition will provide an ample supply of action and excitement for both the participants and the spectators. The concentration and determination shown by the athletes will only be surpassed by the level of dedication and enthusiasm displayed by their loyal fans.

The events scheduled for this year's festival have been planned in the same tradition which has made every Water Follies festival an exciting celebration for the entire family. Whether it's the Kiddie's Parade, the Columbia Cup Autocross or the Square Dance Weekend, the 1986 Tri-City Water Follies festival has something for everyone.

Pit Tour

See first hand what hydroplane racing is all about by taking a tour of the pit area Thursday, July 24, through Saturday, July 26. During these three days the unlimited hydroplanes will be making their qualifying runs on the Columbia River in preparation for Sunday's Budweiser Columbia Cup.

Tours take about 20 minutes and are conducted by guides who provide information on the individual boats, their drivers, and unlimited racing in general.

To take the tour all you need is a Columbia Cup Booster Button, which can be bought for \$2 at the gates to the pit area and at retail stores throughout the Tri-Cities.

Fun Fly

Another airshow of a different size is planned on Saturday, July 26. The Tri-City Radio Controlled Modelers will compete for model merchandise prizes beginning at 10 a.m. at Rosadell Nutley Field in Finley.

Contestants will show their skill in performing loops, rolls and spot landing events. Spectators will be allowed to try their hand at radio controlled model airplane flying under the guidance of an instructor. For \$1 spectators can fly a model for three minutes.

The model planes vary in weight from 1 pound to 10 pounds and all are powered with two-cycle fuel burning engines. They are controlled by radios with a power output of .5 watts.

Competitors must be licensed and members of the Academy of Model Aeronautics. Spectators can watch for free and beginners can receive expertise in all areas of the sport from experienced flyers. Flying will begin at 9:30 a.m. and continue until 4:30 p.m.

Chess Tourney

More than 100 people from around the Northwest and California will compete for \$1,900 in prize money at the fifth annual Columbia Cup Chess Tournament at the Harry Kramer Center in Richland on Saturday, July 19, and Sunday, July 20.

The tournament, open to chess enthusiasts of all ages, has become one of the most competitive events during the Water Follies festival. Each game played will test player skill, as well as concentration and nerves.

Competition begins at 9 a.m. Saturday and is expected to continue until 6 p.m. Sunday. Viewer admission is free.

High School Sports

High school teams from Washington and Oregon will compete in two basketball tournaments which draw more than 350 participants and a total of more than 1,000 spectators to Pasco High School during July.

The McDonalds Columbia Cup Basketball Tournament for girls from Washington and Oregon will begin at 4 p.m. Thursday, July 17, and end at 6 p.m. Saturday, July 19. The Pepsi Columbia Cup Basketball Tournament for boys teams from around the state will begin at 4 p.m. Thursday, July 24 and end at 6 p.m. Saturday, July 26.

Both events are sponsored in part by the Pasco Parks & Recreation Department. Viewer admission for the events is \$1 at the door each day.



Radio Controlled Mini-Hydroplanes

The much sought after Columbia Cup is not limited to just the unlimited thunderboats. On Saturday, July 26, the Radio Controlled Unlimited Columbia Cup will be held on the Columbia Park lagoon, and for the first time, the event has been included in the Budweiser Championship series, a nationwide circuit for mini-hydros.

The boats produce a sound similar to their larger counterparts when they race, but of course not as loud. Miniature roostertails, much like those made by the unlimited boats, soar several feet behind the radio-controlled hydros as they race on the water.

More than 30 boats from the West Coast are expected for the event which begins at 8 a.m. There is no charge for spectators.

Dart Tournament

The 1986 Water Follies Dart Tournament is expected to draw more than 150 dart throwers from around the state to Richland's Rivershore Motor Inn. The tournament begins on Friday at 7:30 p.m. and is expected to end Sunday evening, July 20.

During the weekend competition divisions include blind draw doubles, mixed doubles, open doubles, mixed triplets, pro-am, blind draw cricket, ladies singles, and open singles. A registration fee of \$5 to \$11, depending on the event, will be charged at the door for participants each day of competition. There is no charge to watch the tournament.

Shoreline Run

The ninth annual Shoreline Run, open to everyone, will begin at Howard Amon Park in Richland at 7:30 a.m. Saturday, July 26. More than 800 runners are expected to compete in two races, one 10 kilometers long and the other two miles long.

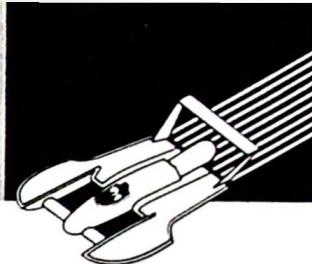
The entry fee is \$7 in advance and \$9 the day of the run. Prizes will be awarded to divisional winners after the race ends near the north end of the park.

TRI-CITIES

Stroh's
is spoken here.



WATER FOLLIES EVENTS



Kiddies Parade

Children will have their day Wednesday, July 23 at Memorial Park in Pasco when the annual Kiddies Parade gets under way at 1 p.m. The parade is open to children 12 years old and younger.

Parade divisions include bikes and trikes, pets, things on wheels, and walking and marching units. Registration begins at 11 a.m. and judging begins at 11:45 a.m. There is no charge to enter the parade, and awards and refreshments will be handed out afterwards to the more than 150 children expected to enter.

Desert Rock

Desert Rock '86, an under 21 all-city dance, will be held at Skate West on Saturday, July 19. Skate West, Spy Productions and 106.5 HAWK-FM are sponsoring the event which begins at 9 p.m. and ends at midnight.

Summer give-aways, music on request, and the largest dance floor in the Tri-Cities are the highlights of the dance which is expected to be attended by more than 1,400 teenagers and young adults aged 14 to 20 years old. Admission at the door is \$3.

Tennis Tournament

The Dunning-Ray Columbia Cup Tennis Tournament for players of all ages will be held July 17-23 at Pasco High School and Columbia Basin College tennis courts.

More than 280 players from the Greater Tri-Cities are expected to enter the tournament, which is sponsored by Dunning-Ray Insurance and the Pasco Parks & Recreation Department. Players will compete in singles, doubles and mixed doubles matches. Registration charges depend on each event but admission to watch is free.

Columbia Cup Autocross

The annual Columbia Cup Autocross will be held at the parking lot of the Washington Public Power Supply System in Richland on Saturday, July 20. Sponsored by the Sand and Sage Sports Car Club, the event features classes for all types of cars and drivers.

Open to all drivers with a valid driver's license, the car must pass a safety and technical inspection before being allowed to compete. Most of the cars which are entered are street cars.

A registration of \$10 will be charged at the site. The Autocross will begin at 8 a.m. and last until 4:30 p.m. There is no charge to watch the autocross.

Square Dance

The Water Follies Square Dance Weekend will be held at the Shuffler's Shanty in Kennewick on July 25 and 26. Plus level dancing will take place Friday evening and mainstream level dancing will be featured Saturday evening.

A fee of \$6 per couple will be charged at the door of the dance, which will begin at 8 p.m. and end at 11 p.m. each evening. Finger food will be served Friday night and ice cream and two Budweiser Columbia Cup race tickets will be given away Saturday night.

The dance is sponsored by the Prairie Shufflers Square Dance Club and the Shanty is air conditioned and has a hardwood floor.

Waiters

The fifth annual Stuart Anderson's Black Angus Waiter's Day Race will be held Saturday, July 19. Waiters and waitresses from local restaurants will compete on a course of tables and chairs between 18th and 20th streets on Bonnevill Street in Pasco.

More than 25 teams and 200 spectators are expected this year at the event which begins at 10 a.m. and ends at approximately 2 p.m. There are no admission or registration charges.

Ski Show

The Tri-City Water Ski Show and Novice Tournament will be held at Columbia Park in Kennewick on Saturday, July 19. The Ski Jump Tournament will begin at 9 a.m. and end at 5 p.m. The Ski Show will begin at noon and end at 1 p.m.

Registration for the competitors will begin at 8:30 a.m. and a fee of \$10 will be charged. Admission for spectators is free.

Water Ski Show

The Tri-City Water Ski Show and Novice Tournament will be held at Columbia Park on Saturday, July 19. This year, in addition to the performances, stuntman Mitch Thompson will ski through three barriers of fire.

Originally from Kennewick, Thompson now lives in Phoenix, Ariz., and will participate in the show which will also feature trick, barefoot, slalom, and kite skiing.

The ski jump tournament will begin at 9 a.m. and end at 5 p.m., and the ski show will begin at noon and end at 1 p.m. Registration for competitors will begin at 8:30 a.m. and a fee of \$10 will be charged. Admission for spectators is free.

Talent Show

Auditions were held in early June for the Tri-City Water Follies Talent Show, which will be held in the Richland High School Auditorium on Wednesday, July 23.

The talent show is sponsored by the Association of Professional Women. Dance, instrumental, novelty, and vocal auditions will be featured at the show which begins at 7 p.m. Admission for all seats is \$4.

Rowing Regatta

Rowing crews from six Northwest universities and colleges competed in the WSU Tri-Cities Rowing Regatta held on the Columbia River April 25 and 26, and although Washington State University controlled the men's division, Oregon State University dominated the women's division.

The WSU men's varsity lightweight eight-oared crew set a new course record in winning the first race of the day, with a time of just over six and a half minutes. The win, however, was not enough to topple OSU from their highly-prized throne, as the Beavers have been the overall winner in the Regatta for five straight years.

The regatta began as a dual meet between WSU and OSU as a seeding for the Pacific-10 Conference championships, and each year since 1982 the field of participating schools has expanded.

Cycling Race

Cyclists from universities and colleges throughout the Northwest came to the Tri-Cities for the first WSU Tri-Cities Cycling Race, held in conjunction with the rowing regatta, April 25 and 26.

Five-man teams from six schools competed in three events—time trials, road racing and a criterium. Approximately 50 cyclists entered the races.

Columbia Crossing

The Tri-City Columbia Crossing will be held July 20 at 9 a.m. starting on the Pasco side of the river and ending near the Columbia Park hydroplane pits. The crossing is a new event for the Water Follies festival, but one which is a spin-off of an event sponsored for 45 years by the Hood River Chamber of Commerce, downstream from the Tri-Cities.

The mass crossing is not a race, but an event which allows swimmers to cross the Columbia in the safety of numbers, and with rescue boats in case they cannot complete the swim. Only qualified swimmers will be crossing, and they will wear bright orange caps for easy identification.

We're the Columbia Cup Backup Crew

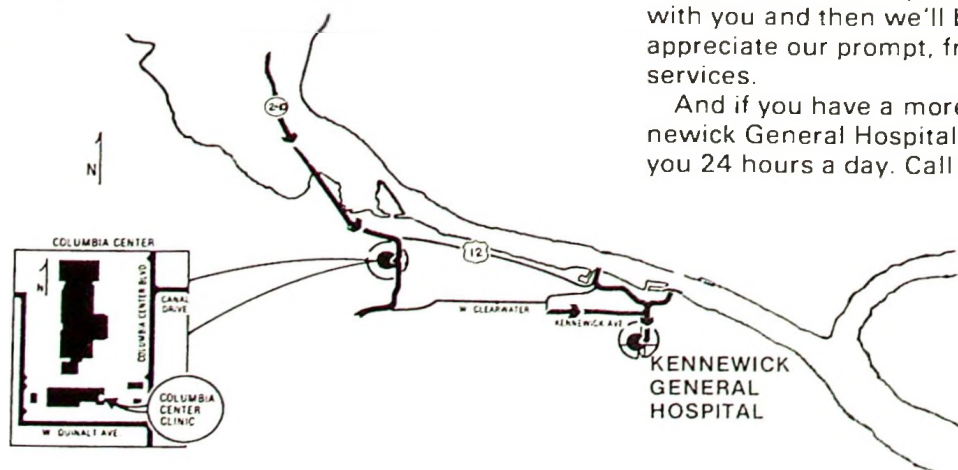


and we're ready
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Convenient We're on duty from 10 a.m. to 10 p.m. and you never need an appointment. Just walk in. In case there are people ahead of you, we'll lend you a pager you can take with you and then we'll beep you when we're ready. You'll appreciate our prompt, friendly staff and our wide range of services.

And if you have a more serious medical emergency, Kennewick General Hospital's emergency department is ready for you 24 hours a day. Call 586-6111, ext. 350.



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MISS TRI-CITIES

Candidates

1986 MISS TRI-CITIES PAGEANT

Friday, July 11 • 7:30 p.m. • Richland High School Auditorium

PHOTOGRAPHS BY MARLIN'S PHOTOGRAPHERS



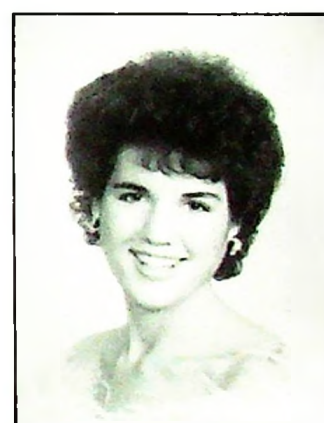
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Judi Corsiglia
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Tricia Craker
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Mary Beth Hickman
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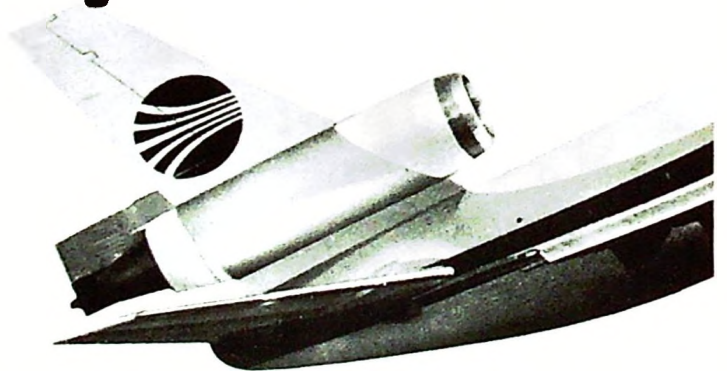
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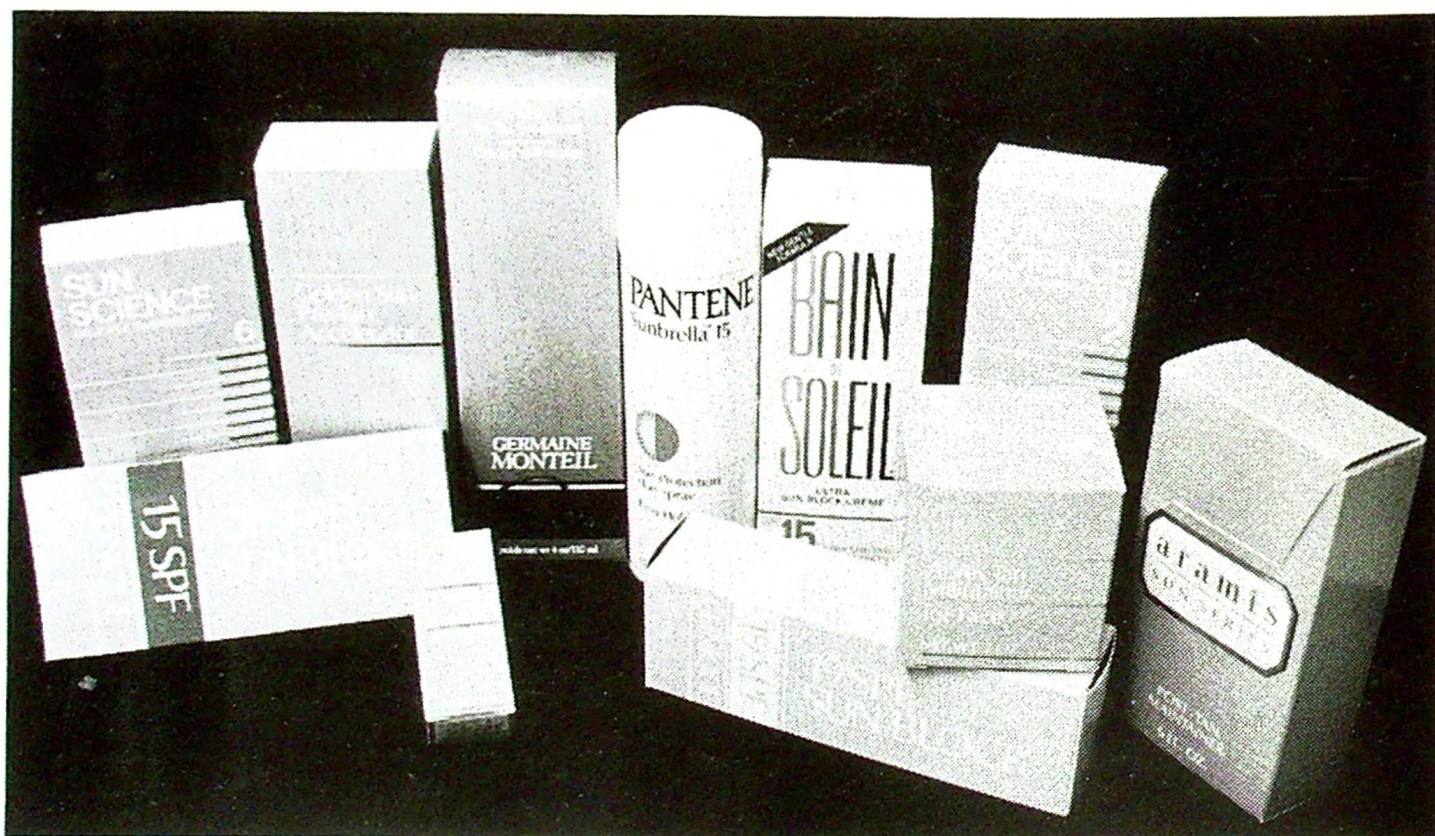
MISS TRI-CITIES
1985-86

JULIE
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COME TO THE BON AND ENTER
OUR DRAWING TO WIN \$50.00 OF
SUN CARE PRODUCTS OF YOUR CHOICE!

1986 UNLIMITEDS



U-I Miller American

Owner: Fran Muncey
Driver: Chip Hanauer
Crew Chief: John Walters
Builder: Jim Lucero
Built: 1984
Power Plant: Lycoming T-55
 L-7 Turbine

Last year the Lucero-Muncey team brought the Miller Brewing Company its first national championship along with winning the Detroit, Evansville, Tri-Cities, Oklahoma, and Seattle races. At Seattle the team won its seventh Gold Cup in the last nine years and in the Tri-Cities the **Miller American** posted the first 150-mph lap in the history of boat racing while qualifying on the Columbia River. This year the team is campaigning a new, lighter, more aerodynamically-designed hull, using the smaller 2.650 horsepower gas turbine. Home port for the Miller American is Kent, Wash.



Fran Muncey is in her fifth big year as owner of the team and her commitment has paid off with two national championships and five Gold Cups. The team was a big winner at this year's URC Awards

Banquet for its record-breaking 1985 performance. Among other awards,

Muncey received the Martini-Rossi World Championship High Point Trophy and the Navy's Admiral Cup for her team.



Also in his fifth big season is **Chip Hanauer**, driver, who is the winningest active driver on the circuit. Inducted into the Hall of Champions in 1983, Hanauer was honored by the URC this year for

his outstanding achievements at the 1985 Columbia Cup. At Detroit this year he became the second person in history to win five straight Gold Cups, tying Gar Wood's record set in 1921.



Former Pay 'N Pak driver **John Walters** survived several crashes—one a spectacular flip on the Columbia six years ago—to come back in 1985 as crew chief for the team. Walters was the second

person in history to drive a turbine-powered boat and the first to win an unlimited race in one.

U-2 Squire Shop

Owner: Bob Steil
Driver: Tom D'Eath

Crew Chief: Jim Harvey
Builder: Jim Lucero
Built: 1982
Power Plant: Rolls-Royce Merlin

Last year the **Squire Shop** ran in only two races - at Seattle where it didn't finish, and here in the Tri-Cities where it placed second - but managed to score 2,000 points and finished eighth in the national standings. As the victorious Atlas Van Lines, this hull won both the Gold Cups and national championships in 1982 and 1983. The Squire team won the 1981 and 1982 Columbia Cups. Seattle is the home port for this boat, which has a Rolls-Royce engine rated at 3,000 horsepower.



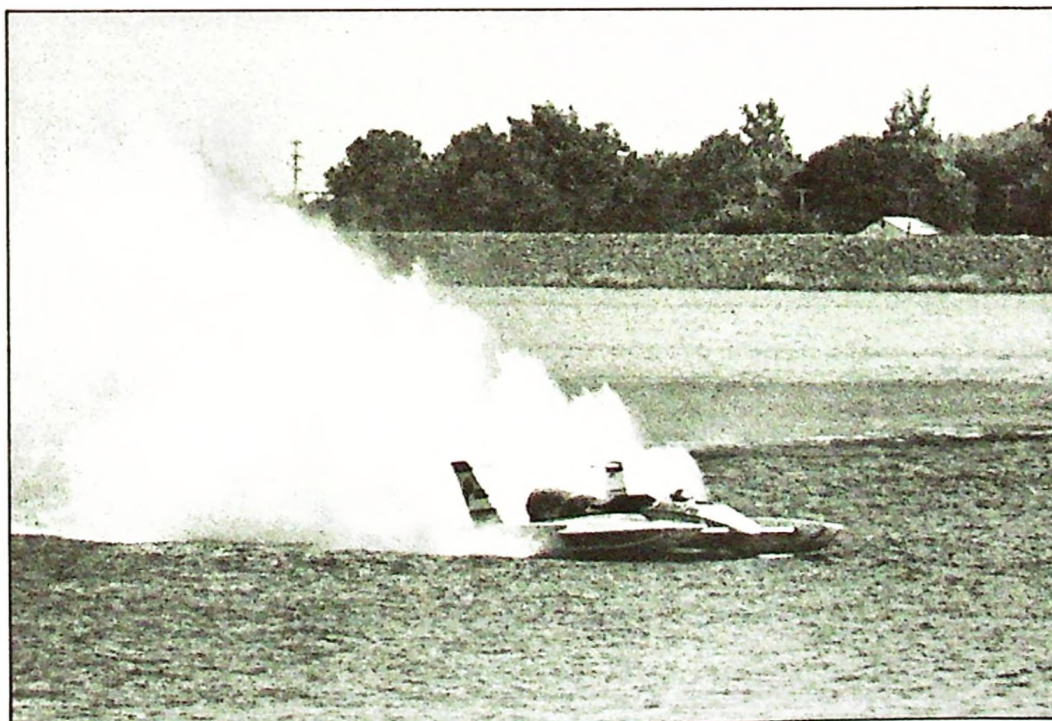
Bob Steil is the owner of the boat as well as the founder and president of the Squire Shop chain of retail men's sportswear. He began his involvement with the sport of unlimited hydro racing in 1977 with the U-64. That year he was named URC Sponsor of the Year.



Driver **Tom D'Eath** drove the Lite All-Star two years ago and has four career wins, two of which were with the Squire Shop boat. In 1976 he won the Gold Cup while driving the Miss U.S. and he was the national champion in 1978, 1979 and 1980 in the Grand Prix International division. He is a veteran of many classes of boat racing and has competed in the USAC mini-Indy and Super Vee car racing series. During the off-season he builds hulls and engines for limited class racing boats.



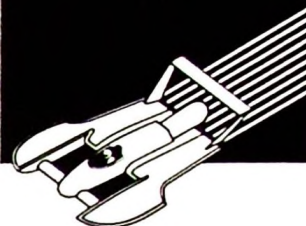
One of the most experienced crew chiefs in hydroplane racing is **Jim Harvey**. He is in his third season with the Squire Shop and was awarded URC Crew Chief of the Year in 1984, when his team was also named Crew of the Year. He was the crew chief for the Atlas Van Lines in 1982 and 1983, and has also served with the Circus Circus and the 1972 Miss Timex crews.



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want to say
“Thanks
Tri-Cities”
for shopping
7-Eleven
and enjoy the
races.**



1986 UNLIMITEDS



U-4 Oh Boy! Oberto

Owner: Bill McFadden
Driver: George Johnson
Crew Chief: Doug McIntosh
Builder: Les Staudacher
Built: 1974
Power Plant: Turbo-charged Allison

Last season the **Oh Boy! Oberto** ran the entire circuit and finished the season with a fifth place in the points standings. A Northwest corporation that specializes in meat snack items and specialty sausages, Oberto Sausage Co. has been in business since 1918 and has sponsored boats for many years. In 1984 the boat finished every heat started and the team received the URC's Outstanding Achievement Award. The turbo-charged engines are rated at 2,250 horsepower. Home port is Seattle.



A Seattle tire distributor, owner **Bill McFadden** bought his first limited hydro in 1979 and soon captured several local and divisional titles. He bought his first unlimited in 1984, the U-20,

which raced in the Gold Cup here that year.



George Johnson owns a commercial fishing fleet and was part-owner of the Executone during the 1984 season when he was also the driver. He started racing in the offshore division and entered unlimited racing in 1981.

Crew chief for the team is **Doug McIntosh**, who begins his fourteenth season in unlimited racing this year. Previously he has been crew chief with the Sunday Jim, Design 360, and U-20 KZOK Machine Rock Band teams, as well as an owner from 1976 until 1978.

U-5 Frank Kenney Toyota/Volvo

Owner: Jerry Kenney
Driver: Milner Irving
Crew Chief: Leif Borgersen
Builder: Ron Jones
Built: 1979
Power Plant: Turbo-charged Allison

During the off-season the Kenney Brothers racing team purchased the old Miss Budweiser hull and completely refit the boat with turbo-charged Allison's rated at 2,850 horsepower. The hull which will be campaigned as the **Frank Kenney Toyota/Volvo** is the second winningest hull in the sport. Home port is Seattle.



Kenney is president of Frank Kenney Toyota/Volvo and has been a fan of hydroplanes for most of his life.

Owner **Jerry Kenney** started sponsoring unlimiteds in 1978 and sponsored the Miss Madison team in some of its Western swing races before moving into the ranks of ownership in 1984.



Driver **Milner Irving** is the owner of Riverside Electric and won the world championship race in Houston two years ago. He finished second in the points race in 1981 and his last driving assignment was in the Miss Renault in 1984. He began racing in 1974 with the Miss Madison and finished all 23 heats started that year.

Last year the team ran in two races, taking a third at Miami and then flipping in the first race at Syracuse, N.Y. Driver **Leif Borgersen** was injured in the accident and spent six months recuperating. Borgersen begins this season as crew chief for the team after 30 years of driving boats. He began with outboards when he was 10 years old and joined the unlimited circuit in 1967 as a crew member for the Notre Dame, which he later drove in 1969 and 1970. He was named Rookie of the Year in 1969, and later piloted the first turbine-powered unlimited, the U-95.

U-6 Miss Madison

Owner: City of Madison, Ind.
Driver: Ron Snyder
Crew Chief: Charlie Grooms
Builder: Ron Jones
Built: 1973
Power Plant: Turbo-charged Allison

Last year was an off-season for this community-owned boat, but it did race in the season-opener where it placed

second before a series of engine malfunctions hampered its team. The crew took the boat out again for the last race of the season at San Diego where it placed third. The turbo-charged Allison engine is rated at 2,500 horsepower. The **Miss Madison** performed exceptionally well at the season opener this year, racking up 1,000 points, second only to the turbine powered Miss Budweiser. The City of Madison is represented by Bob Hughes.



Driver **Ron Snyder** returns to the Miss Madison cockpit after a one-year leave of absence in which he drove other hulls part-time and served as pit boss for the Eastern swing of the circuit.

An acoustical contractor by trade, he earned Rookie of the Year honors in 1976, driving the Miss Madison, and in 1978 won the Columbia Cup aboard the Miss Budweiser. In 1983 he won the season opener at the Missouri Governor's Cup.

Charlie Grooms is crew chief and boat manager, and has been a member of the Miss Madison team for eight years. He lives in Madison where he is a member of the board of directors for the boat. Most of the service and duties performed with the hull is on a volunteer basis, provided by the citizens of Madison.

U-7 Thor Racing

Owner: Thoreson and Hopp
Driver: Jerry Hopp
Crew Chief: Al Thoreson
Builder: Norm Berg
Built: 1979
Power Plant: Turbo-charged Allison

The U-7 was formerly the Squire Shop which Chip Hanauer drove to victory in the 1981 Columbia Cup. It also captured the Golden Spike Trophy in Ogden, Utah, in 1979, and won there again in 1980. The boat was out of action for three years before making a reappearance last season as the U-33. The hydro uses a turbo-charged Allison engine with a carburetor rather than a fuel injector. The big V-12 Allison is capable of generating 2,500 horsepower at 4,000 rpm. Home port is Snohomish, Wash.

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Part owner and crew chief for the team is **Al Thoreson**, who is a 30-year veteran of unlimited racing. He worked as a crew member on the Hawaii Kai III during the 1950s and later joined Bob

Gilliam's Fascination team, where he served as crew chief throughout the 1960s. During the 1970s he was lead mechanic on boats such as Sunny Jim, Vagabond and the original Dr. Toyota. He was also crew chief for the Miss KYYX in 1981. With the Oh Boy! Oberto team, using his engine system, the boat completed 38 of 40 heats started over a two-year period.



A Vietnam veteran, **Jerry Hopp** began racing in the outboard and limited inboard class before making his move into the unlimited class in 1981. He has driven the Oh Boy! Oberto, Industrial Air Tool

and Design 360 boats in the past, and in 1984 finished 17 heats started, making him the most consistent driver that season. A licensed private pilot, he also is a skilled mechanic.

U-8 Duncan Hines Presents Mr. Pringles

Owner: Bill Wurster
Driver: To Be Announced
Crew Chief: Dan Heye
Builder: Jim Lucero
Built: 1984
Power Plant: Rolls-Royce Merlin

The former Miss Executone, which last raced in 1985 and at the Gold Cup here that year, comes back this year as **Duncan Hines Presents Mr. Pringles**.



Owner **Bill Wurster** is a seasoned owner and driver. He began racing outboards in 1960 and drove his first unlimited in 1972.



Crew chief for the U-8 team is **Dan Heye**. He started with unlimited on the Miss Circus team and worked with the Executone Telephones boat crew for the last four years. In 1981 he was awarded URC Crew Chief of the Year while with the Oh Boy! Oberto team.

U-11 Miss Budweiser/Turbine

Owner: Bernie Little
Driver: Jim Kropfeld
Crew Chief: Ron Brown
Builder: Jim Lucero
Built: 1984
Power Plant: Lycoming T-55 L-7 Turbine

The **Miss Budweiser** turbine-powered boat is the former Miller Lite which was purchased in 1985 and modified by Ron Brown, Ron Jones and the Bud Crew. One of the modifications was an F-16 Canopy for the cockpit. This will be the first year the Bud team runs the Lycoming gas turbine, rated at 2,650 horsepower, on the circuit.



Owner of the Miss Budweiser is the winningest owner in the sport—**Bernie Little**—with 53 total victories last year. He is a member of the Unlimited Racing Commission, the Florida Sports Hall of Fame, and the Unlimited Hall of Fame. He was also the first recipient of the Gar Wood Award for his service to the sport. Little picked up his 54th win with this boat at the season opener in Miami, where the Miss Budweiser was the first turbine-powered unlimited to win on salt water.



Driver for the Miss Bud turbine is **Jim Kropfeld**, who is a 25-year veteran of boat racing. He earned Rookie of the Year his first year with the Bud team, even though he sat in the seat for only the last two races. He is the only driver in the history of the sport to win 10 of his first 22 races. He is a member of the APBA Hall of Champions in both the inboard and unlimited categories, and in 1976 was awarded the Mike Thomas Sportsmanship Award. He has won six national championships in the inboard ranks.

Ron Brown was hired by Little to develop the turbine package for the Bud team, and he takes over as crew chief this year for the first time. He was crew chief of the 1979 Miss U.S., which





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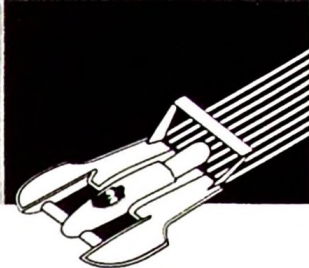
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1986 UNLIMITEDS



won the Gold Cup in Detroit, and in 1976 earned Crew Chief of the Year honors and his boats won both the American and Canadian Gold Cups. Brown has been active in powerboat racing

and in many different classes of boats, where he won many national championships. He worked on the Miller Lite turbine program and is a former APBA president.

U-12 Miss Budweiser/Griffon

Owner: Bernie Little

Driver: Scott Pierce

Crew Chief: Ron Brown

Builder: Ron Jones

Built: 1985

Power Plant: Rolls-Royce Griffon

At the season opener in Miami this year the Griffon-powered **Miss Budweiser** placed third in the final heat, behind the Miss Madison and turbine-powered Bud. In 1984 the boat was the National High Point Champion. This is a powerful hull, pushed by a whopping 4,000-horsepower Griffon. Home port for both Miss Budweisers is Seattle.



The driver for the Griffon-powered Miss Budweiser is **Scott Pierce**, former pilot of the 1985 Executive Telephones boat. He began his racing career in 1972 with inboards where he won five consec-

utive high point championships in the five-litre class. Joining the unlimited ranks in 1981, Pierce was named Co-Rookie of the Year. He has previously driven the Bud Light, Oh Boy! Oberto, Tempus, and Gilmore Special boats.

U-17 Tempus

Owner: Chuck Hickling

Driver: Jack Schafer Jr.

Crew Chief: Larry Gillespie

Builder: Chuck Hickling

Built: 1985

Power Plant: Rolls-Royce Merlin

The **Tempus** has an aluminum hull with a tunnel design which, unlike

other unlimiteds, allows air to flow underneath the entire length of the boat. The Tempus was brought to the Columbia Cup last year but after two attempts to qualify, and two blown engines, was withdrawn. The oil circulation problems which hampered the boat have been corrected and the Tempus tested here last April with promising results. The boat features a unique angled skid fin and a full rear cowling.



Chuck Hickling names his boats "Tempus" because that is the Latin word for "time." A retired shipwright and veteran driver, Hickling entered the thunderboat scene in 1957 driving the Miss Seat-

tle and from there went on to pilot such boats as the Miss Budweiser, Oh Boy! Oberto, Miss Pay 'N Save, and others, before retiring from the cockpit in 1979. The 73-year-old experienced boat builder constructed the current Tempus in his shop at home in Bellevue.



Driver **Jack Schafer** is a seasoned racer with 10 years of experience piloting unlimiteds including the original Tempus in 1982, which was the only boat on the circuit to finish every heat

started that year. He won the 1983 Columbia Cup and was awarded the Unlimited Racing Commission's 1983 Boat of the Year while serving as driver and team manager for the American Speedy Printing racing team.

Crew chief for the Tempus team this year is **Larry Gillespie** from Seattle. He started with the original Tempest crew and joined the Tempus team in 1982.

U-22 Cellular One

Owner: Jim Sedam

Driver: Todd Yarling

Crew Chief: Kenney Washer

Builder: Jon Staudacher

Built: 1984

Power Plant: Turbo-charged Allison

Last year the team got off to a slow start, but took a third in the Gold Cup

race and was the only other boat besides the winner to finish all four heats. The **Cellular One** crew was awarded the 1985 Continental Sportsmanship Award and in 1984 the boat broke the world speed record for a super-charged Allison-powered unlimited with a 124-mph run. The boat was driven as the Risley's Express earlier in the season.



Jim Sedam is in his fourth year as an owner in the sport of unlimited hydroplane racing and he is president of Sedam Contracting Corp. Last year his team finished seventh in the world high point battle.



Driver **Todd Yarling** has been driving for Sedam during all of his unlimited racing career. He was Rookie of the Year his first season and was voted Most Improved Driver for the 1984 season.

He finished third in his first race ever in an unlimited and drove the U-22 to a third place win at last year's Columbia Cup. He is an experienced mechanic and performs much of the engine-building chores himself during the off season.

Kenny Washer joined the team as crew chief last year and has 11 years of working experience on unlimited boats, specializing in Allison turbine and jet engine repair. He is a Marine Corps Aviation veteran.

U-80 Bob Patterson Racing Team

Owner: Bob Patterson

Driver: Ron Armstrong

Crew Chief: Dwight Moody

Builder: Chuck Hickling

Built: 1966

Power Plant: Turbo-charged Allison

The **Bob Patterson Racing Team** is the former Bob Patterson Special which sat out the 1985 season, but qualified for the 1984 Gold Cup in the Tri-Cities and placed 11th in high point standings at the end of that year. The hull has been able to qualify easily in the past and there is no doubt that Patter-



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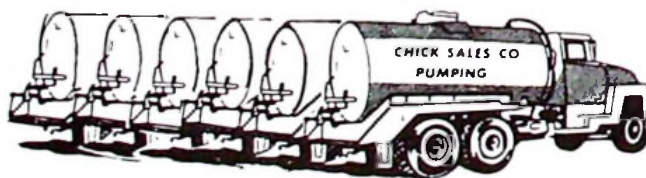


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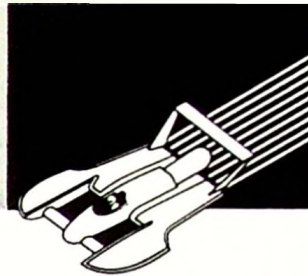
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1986 UNLIMITEDS



son's turbo-charged Allison engines are very potent, however, there is a power-to-weight handicap which comes from the aging hull, which has its port in Van Nuys, Calif.



Owner of the U-80 is **Bob Patterson** who builds engines and hulls for nearly every class of race boats. He owns Patterson Custom Boats and holds several records in boat racing himself.

Patterson repurchased the present hull in 1970 and converted the conventional hull to a cabover with wing.



Ron Armstrong has a varied technical background and a distinguished driving record. He holds several patents for carburetor developments and his boat racing background includes one phenomenal season in a limited class of race boats when he won 22 straight heats.

Armstrong got his first ride in an unlimited in 1974 and has driven the Circus Circus and Miss Budweiser boats. He also is a respected engine preparer for many race car teams in several different divisions.



Crew chief is **Dwight Moody** who has been a member of Patterson's team for more than 10 seasons. The owner of a construction company, he has considerable experience in limited-class boat racing.

U-86 Arcadian Motor Carriers Special

Owner: Jim Hauenstein
Driver: Jim Hauenstein
Crew Chief: Bill Chatfield
Builder: Marcel Belleville
Built: 1985

Power Plant: Eight Mercury outboard powerheads

This is the first year the team ventures into the unlimited circuit with

the **Arcadian Motor Carriers Special**, an intriguing boat which combines innovative technology and brute force with eight Mercury outboard powerheads rated at over 2,400 horsepower. The Arcadian team dominated the champ boat circuit last year with wins worldwide. This new boat from Woodlake, Calif. is slightly longer, lighter and not as wide as the average boat on the unlimited circuit.

Owner and driver of the Arcadian is **Jim Hauenstein** who is a lawyer by profession and owner of Arcadian Motor Carriers. He has been in boat racing since 1975, primarily in the outboard division, and has been driving inboard hydros since 1980.

Crew chief for the team is **Bill Chatfield** who has been involved with boat racing since 1981, when he was team manager and crew chief for the late Ken Stevenson. He has been an innovative force in champ boat racing as an engine builder.

U-200 Miss Merc Cruiser

Owner: Arty Ross
Driver: John Prevost
Crew Chief: Arty Ross
Builder: Ed Karelsen
Built: 1982

Power Plant: Super-charged Chevrolet 500 cid

This will be the first season of racing for the **Miss Merc Cruiser**, which was designed for a single-engine automotive power plant in 1982, about the same time the turbines appeared on the scene. The team is planning to run four races this year to obtain a base of information which will help them to continue to develop an effective, non-traditional power plant and hull combination. The boat finished fifth in the final heat at the season opener in Miami. Home port is Baton Rouge, La.

Owner and crew chief is **Arty Ross**, also owner of Creative Products, a company which caters to the construction trade, and a cam analysis company that performs research and development on various engine components.

Driver **John Prevost** is the 1985 national champion in the 7-litre division, and he holds the world's straight-away record for the class at 148 mph. He is the owner of Prevost Motors and Shazam Racing.

U-7-11 Miss 7-Eleven

Owner: Steve Woomer
Driver: Steve Reynolds
Crew Chief: Jerry Verheul
Builder: Jim Lucero
Built: 1982
Power Plant: Lycoming T-55 L-7 Turbine

Last year the Southland's Corporation's national involvement was the first for the company in the sport of unlimited hydroplane racing. The **Miss 7-Eleven** finished every race that season except for the last one at San Diego. The boat this season sports an F-16 canopy and the sponsons have been rebuilt and strengthened. In 1984 the team, running as the Miss Tosti Asti, captured the world championship. At Miami this year the boat, although running two heats, failed to start the final heat. At Detroit it ran fourth.



Steve Woomer purchased the entire hydroplane operation of Dave Heerensperger in 1983 and now owns the 7-Eleven hull. In 1984 he was honored as Owner of the Year and last year received the Best Dressed Award at the URC Awards Banquet.



Driver **Steve Reynolds** became the pilot of the Miss Circus Circus in 1978 and during the following two years placed second and third in the high point races. He once drove in the 225 limited class for three years and drove the Miss Prodelco for part of the 1982 season.



Crew chief is **Jerry Verheul**. In 1982 he became crew chief for the Prodelco team and also worked on the automotive-powered Aronow Unlimited. Up until four years ago he primarily ran a drag racing operation that won numerous national championships.

1986 Unlimited Hydroplane Racing Schedule

| | |
|---------------------|--|
| June 15 | Budweiser Regatta Miami, Florida |
| June 29 | Spirit of Detroit/APBA Gold Cup Detroit, Michigan |
| July 6 | Budweiser Indiana Governor's Cup Madison, Indiana |
| July 13 | Budweiser Thunder On The Ohio Evansville, Indiana |
| July 27 | Budweiser Columbia Cup Tri-Cities, Washington |
| August 3 | Budweiser Emerald Cup Seattle, Washington |
| August 17 | Miller American Thunderboat Classic Syracuse, New York |
| August 24 | Budweiser Hydrocade '86 Philadelphia, Pennsylvania |
| August 31 | Hydrofest Dallas, Texas |
| September 21 | Miller High Life Thunderboat Regatta San Diego, California |
| September 28 | Budweiser Las Vegas Silver Cup Las Vegas, Nevada |

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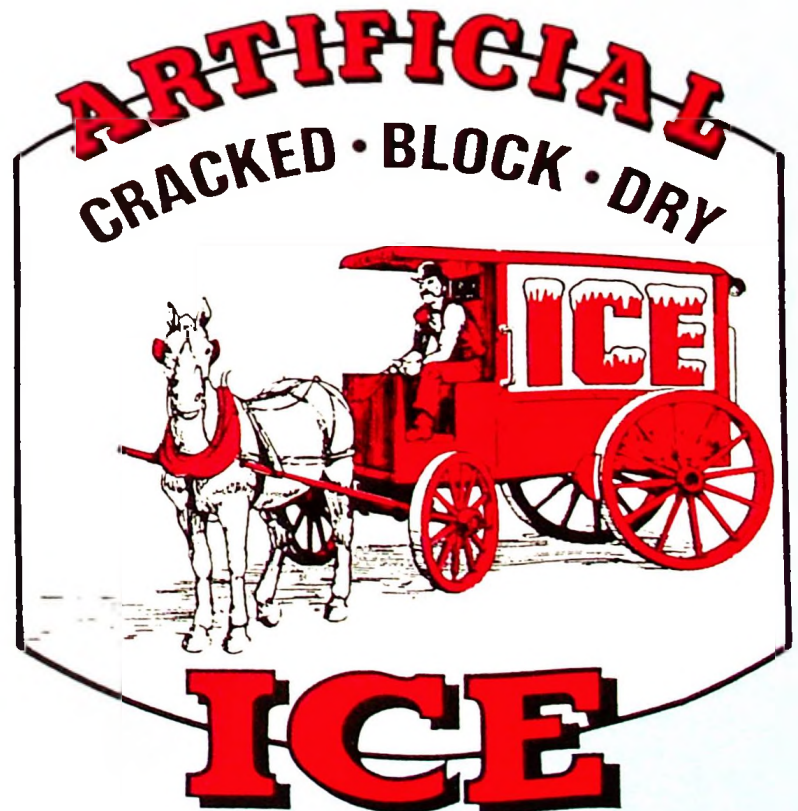


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U-11 MISS BUDWEISER/TURBINE



U-12 MISS BUDWEISER/GRIFFON



COLUMBIA CUP '86



U-7-11 MISS 7-ELEVEN



U-2 THE SQUIRE SHOP



U-4 OH BOY! OBERTO

COLUMBIA CUP '86



U-5 FRANK KENNEY TOYOTA/VOLVO



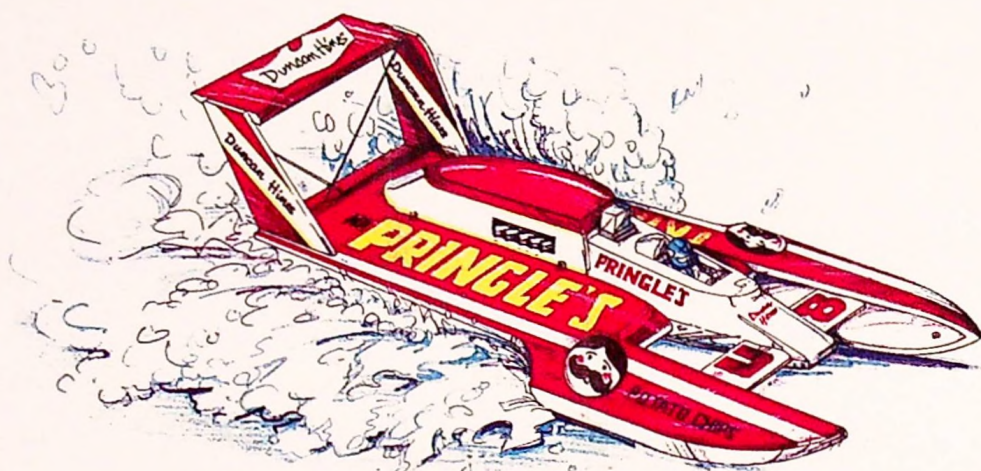
U-6 MISS MADISON



U-7 THOR RACING



COLUMBIA CUP '86



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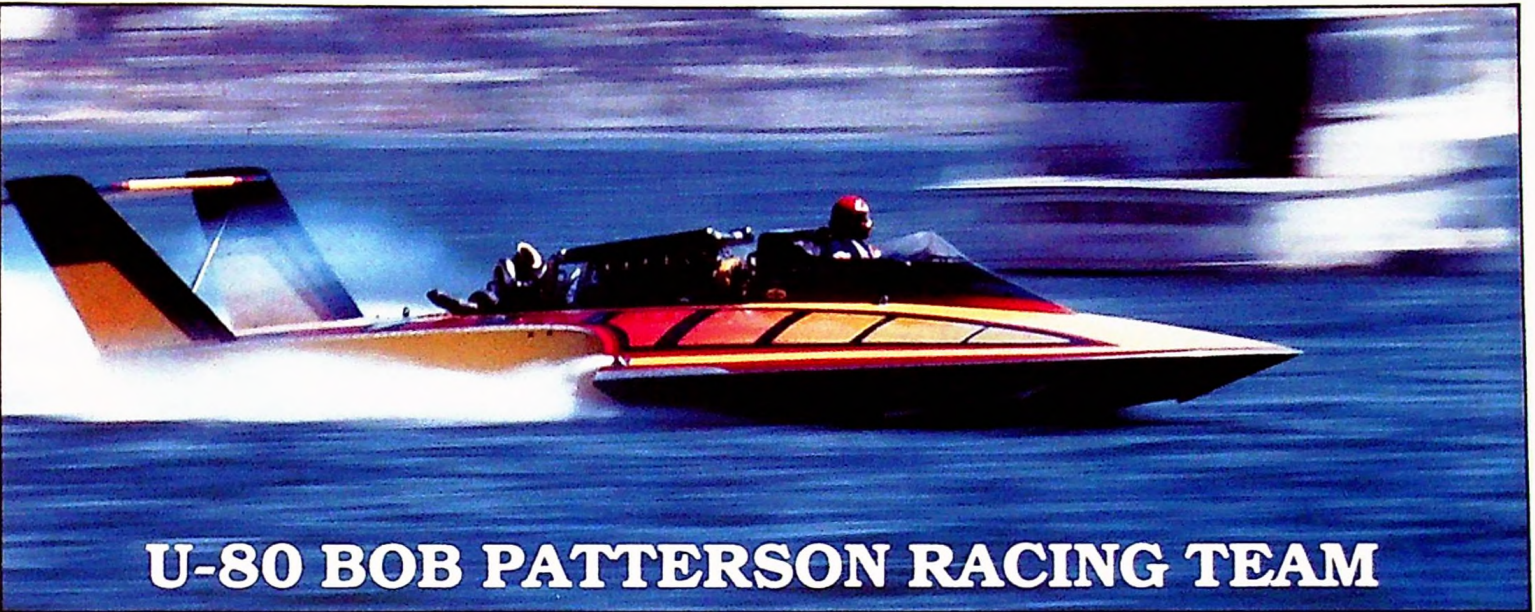
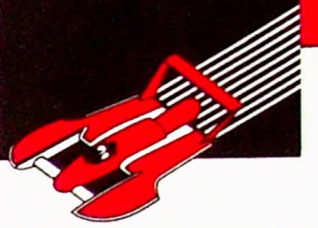


U-17 TEMPUS



U-22 CELLULAR ONE

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U-200 MISS MERC CRUISER



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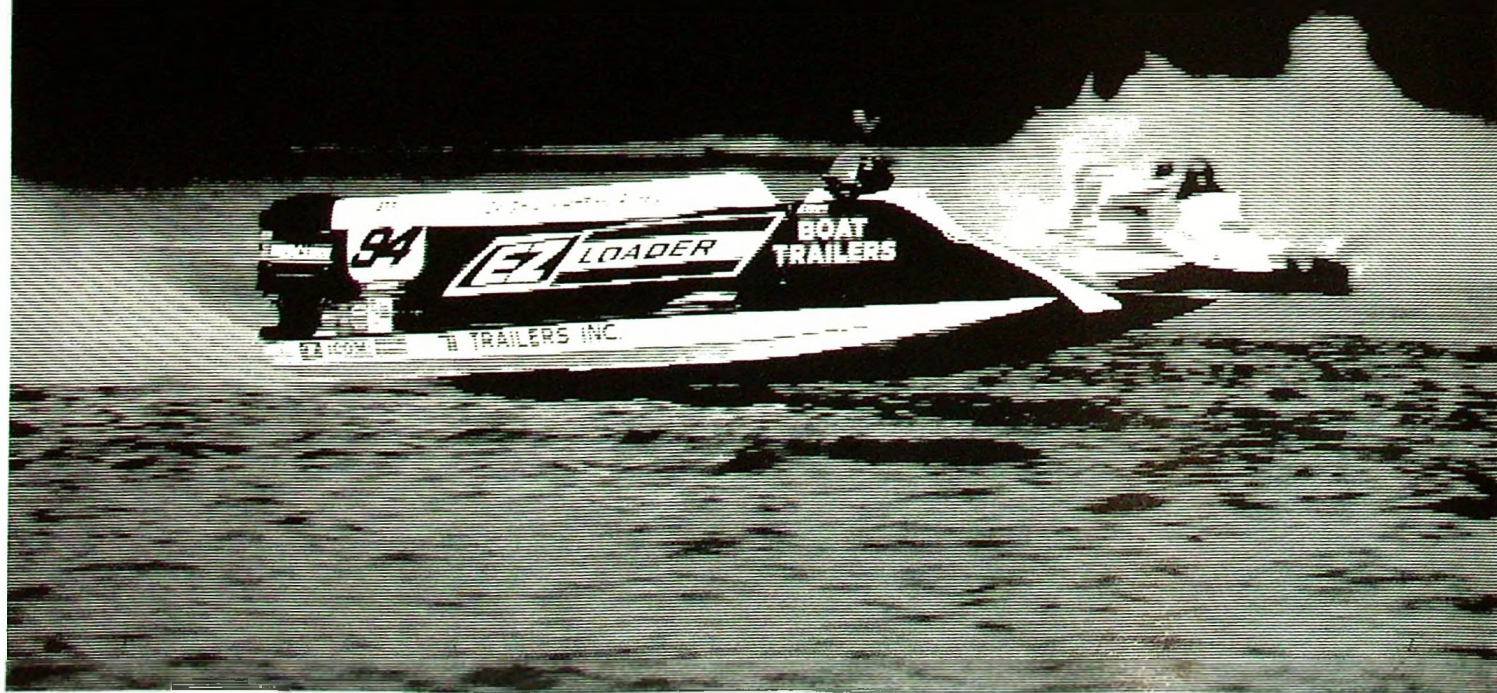
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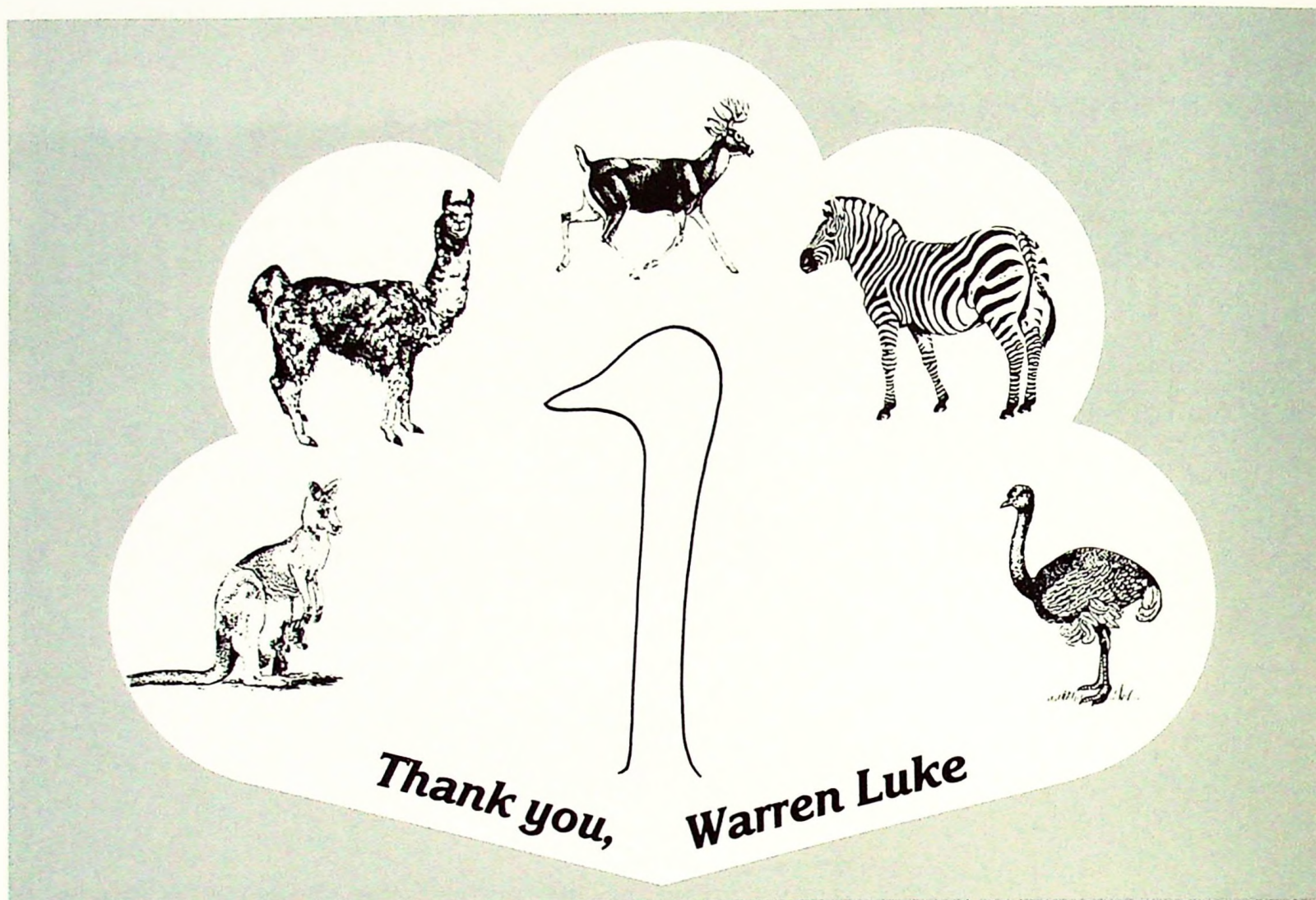
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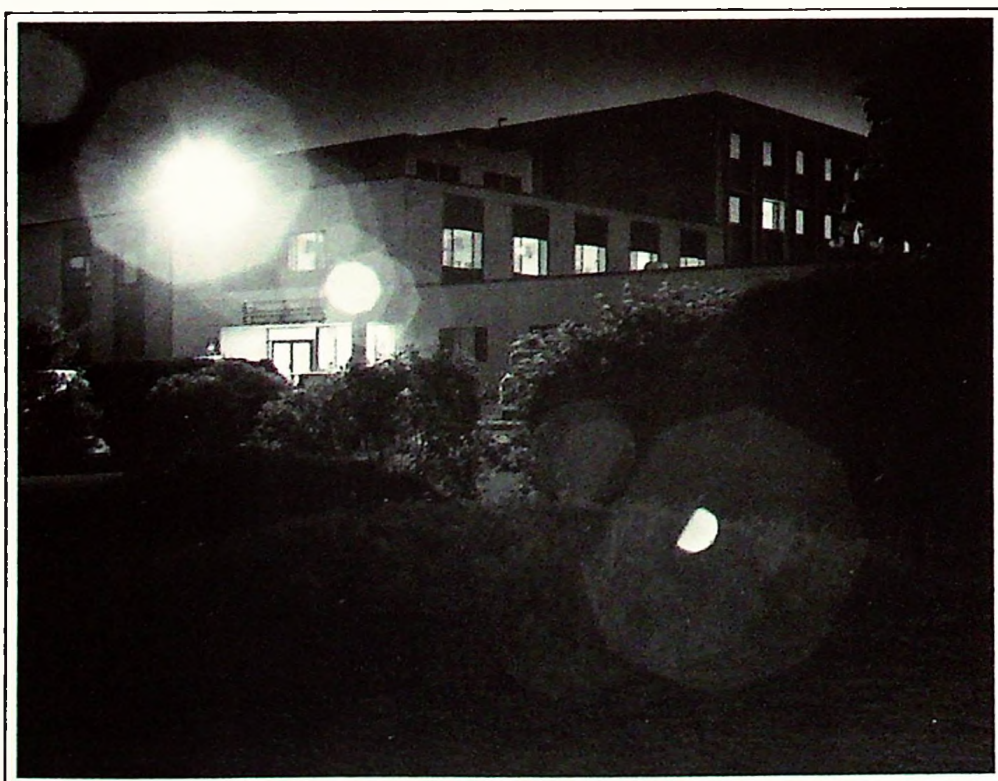
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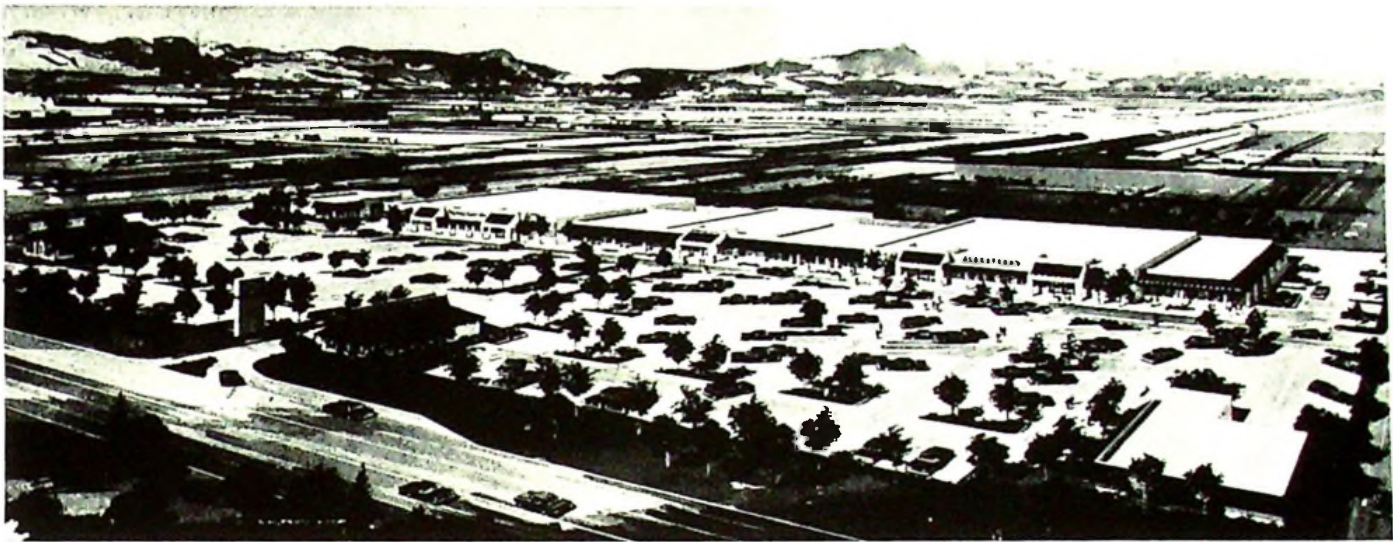
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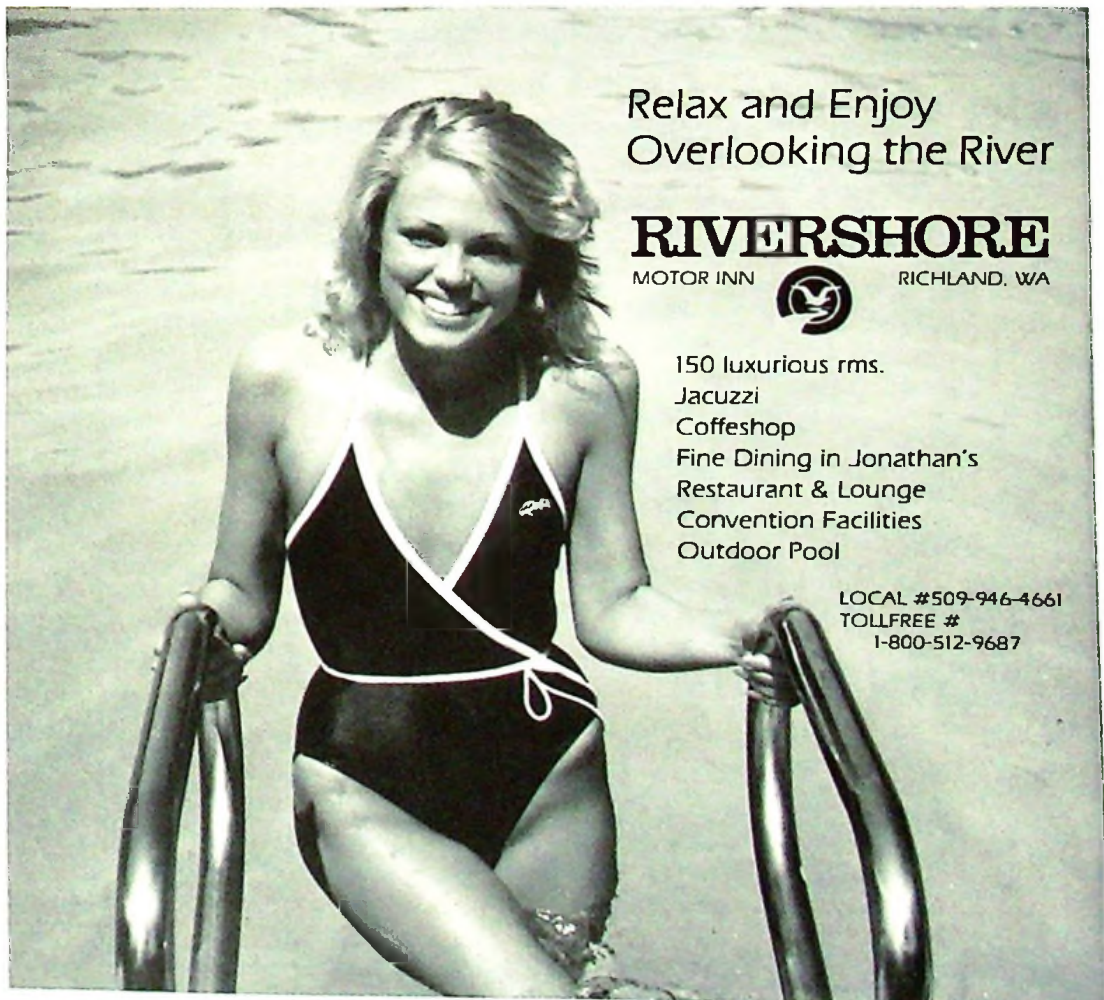
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1986 Columbia Cup Prize Money— \$93,500

The boats which compete in the final Columbia Cup heat will divide \$42,500, but the boats will be winning money long before that. During the first two days of qualifying, a total amount of \$6,500—or \$3,250 each day, will be awarded to the six fastest boats according to their qualifying speed, and if a boat runs on the first day and receives qualifying money, it must increase its speed the second day in order to receive additional qualifying dollars.

Each of both days, the fastest boat will receive \$1,105; the second fastest, \$780; the third fastest, \$550; the fourth fastest, \$390; the fifth fastest, \$225; and the sixth fastest, \$200. After qualifying is completed, an additional \$42,500 will be divided equally among the boats which qualified for the Columbia Cup race at the required speed of 105 mph or faster.

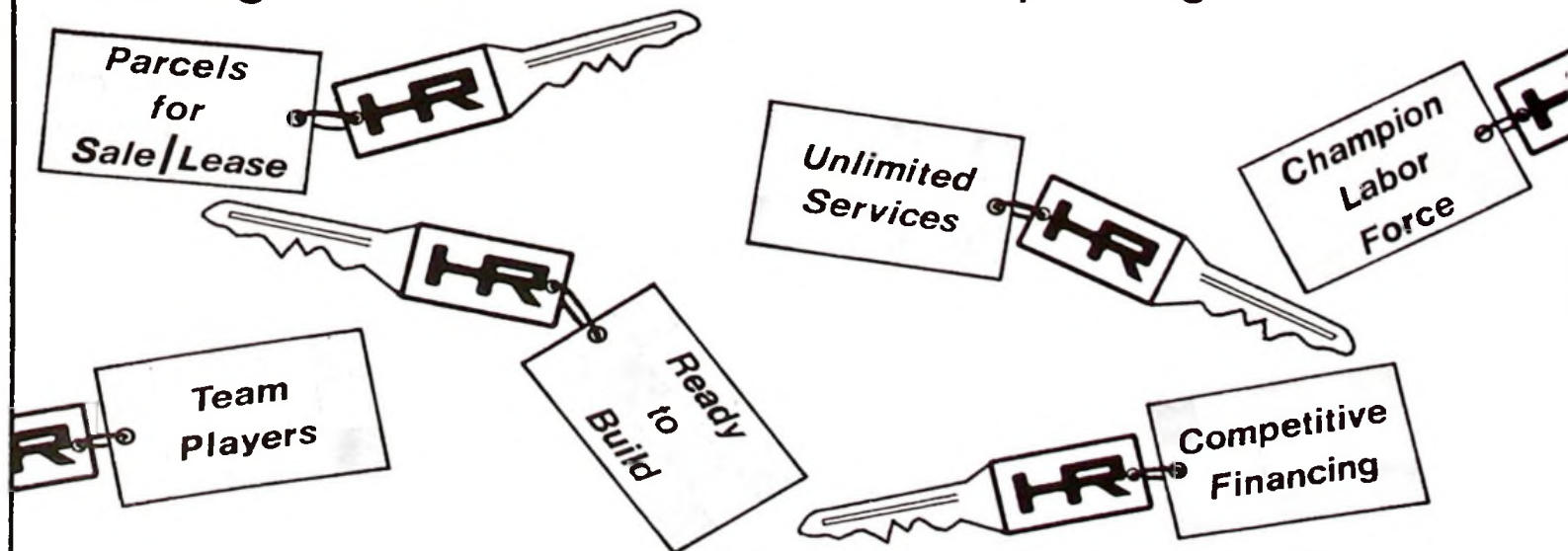
The winner of the Budweiser Columbia Cup on Sunday will take home \$14,450 if six boats compete in the final heat. If only five boats compete in the final heat, the winner will receive \$15,300.

20 Years of Tri-Cities Winners

| YEAR | DRIVER | BOAT | SPEED |
|--------------------|-------------------|--------------------------|---------|
| 1985 | Chip Hanauer | MILLER AMERICAN | 129.360 |
| 1984 | Chip Hanauer | ATLAS VAN LINES | 130.165 |
| A.P.B.A. GOLD CUP | | | |
| 1983 | Jack Schafer, Jr. | AMERICAN SPEEDY PRINTING | 108.739 |
| 1982 | Tom D'Eath | THE SQUIRE SHOP | 110.014 |
| 1981 | Chip Hanauer | THE SQUIRE SHOP | 118.469 |
| 1980 | Bill Muncey | ATLAS VAN LINES | 121.457 |
| 1979 | Bill Muncey | ATLAS VAN LINES | 121.011 |
| 1978 | Ron Synder | MISS BUDWEISER | 109.462 |
| 1977 | Bill Muncey | ATLAS VAN LINES | 112.383 |
| A.P.B.A. GOLD CUP | | | |
| 1976 | Bill Muncey | ATLAS VAN LINES | 109.141 |
| 1975 | George Henley | PAY 'N PAK | 107.185 |
| A.P.B.A. GOLD CUP | | | |
| 1974 | George Henley | PAY 'N PAK | 110.276 |
| WORLD CHAMPIONSHIP | | | |
| 1973 | Dean Chenoweth | MISS BUDWEISER | 107.752 |
| A.P.B.A. GOLD CUP | | | |
| 1972 | Bill Muncey | ATLAS VAN LINES | 108.000 |
| 1971 | Jim McCormick | MISS MADISON | 98.564 |
| 1970 | Tommy Fults | PAY 'N PAK 'LIL BUZZARD | 98.169 |
| 1969 | Dean Chenoweth | MYR'S SPECIAL | 100.496 |
| 1968 | Warner Gardner | MISS EAGLE ELECTRIC | 102.687 |
| 1967 | Billy Schumacher | MISS BARDAHL | 101.161 |
| 1966 | Bill Brow | MISS BUDWEISER | 94.936 |

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1985 Unlimited Hydroplane World Championship Final Standings

| Rank/Boat & Owner | Points |
|--|--------|
| 1 U-00 Miller American Fran Muncey & Jim Lucero, LaMesa, CA | 7300 |
| 2 U-8 Executone Bill Wurster, Seattle, WA | 6769 |
| 3 U-1 Miss Budweiser Bernie Little, Lakeland, FL | 6275* |
| 4 U7-11 Miss 7-Eleven Steve Woomer, Seattle, WA | 5400 |
| 5 U-4 Oh Boy! Oberto Bill McFadden, Seattle, WA | 4549 |
| 6 U-6 American Speedy Printing: American Speedy/Miss Madison/ American Speedy/The Ching Group Miss Madison, Inc./City of Madison, Madison, IN | 4095 |
| 7 U-22 Eagle Snacks/Joe Ricci Spirit of Detroit/ Cellular One/Miss Cellular One/ Risley's Express/Jackie Cooper/ Cellular One/Miss PrideAir Jim Sedam, Madison, IN | 3983 |
| 8 U-2 The Squire Shop Bob Steil, Seattle, WA | 2000 |
| 9 U-100 Miss Rock/Coors Light Silver Bullet Fred Leland, Seattle, WA | 1892 |
| 10 U-5 Frank Kenney Toyota/Volvo** Jerry Kenney, Seattle, WA | 625 |
| 11 U-30 Domino's Pizza Bob Gilliam, Vaughn, WA | 127 |



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Communications: The Key to Success

The key to the success of the Budweiser Columbia Cup is communication. On race day there are at least four different radio frequencies at work to keep the races running smoothly and to ensure the safety of the race fans, the boat drivers, and their crews.

This year Motorola Communications donated 12 hand-held radios for use by Water Follies personnel. These radios are used to coordinate activities in the parking areas, hydroplane pit area, and at the admission gates. According to David Kernan, zone sales manager in the Tri-Cities, the radios "provide Motorola with a great opportunity to put something back into the community."



Outboard Grand Prix

1986 International Outboard Grand Prix Race Roster

| No. | Driver | Team/Sponsor |
|-----|-----------------|-------------------------|
| 1 | Mike Seebold | Bud Light |
| 2 | Chris Bush | Arcadian Motor Carriers |
| 4 | Jose Cesteros | |
| 7 | Bill Seebold | Bud Light |
| 8 | Buck Thornton | Ship's Watch |
| 11 | Michael Wiener | |
| 12 | Jonathon Jones | Arcadian Motor Carriers |
| 20 | Mark Wilson | Bardgrove |
| 22 | Eric Reinertsen | Barracuda Marine |
| 26 | Dennis Klepadio | Aero Engineering |
| 38 | Tom Knorr | Olympic Label |
| 44 | Julio Corbetta | Seebold Racing |
| 45 | Jim Hering | Arcadian Motor Carriers |
| 52 | John Hill | Nordica/Virgin Air |
| 60 | Randall Gore | |
| 64 | Jim Johnson | California Gold |
| 65 | Mickey Garrett | |
| 79 | Jim Steving | Boat House |
| 84 | Michael Werner | EZ Loader Boat Trailers |
| 94 | Steve deSouza | EZ Loader Boat Trailers |
| 99 | Bruce Washburn | Bud Light |

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1986 GRAND PRIX



This year for the first time the International Outboard Grand Prix comes to the Tri-Cities during Water Follies, making the last weekend in July the biggest and fastest racing weekend ever held on the Columbia River.

Grand Prix testing and qualifying for the 300-pound, 17-foot champ boats will begin on Friday, July 25 at Columbia Park. The \$25,000 Grand prix race will begin at 3 p.m. the following day and on Sunday, July 27, the boats are expected to make exhibition runs between heats of the unlimited hydroplane races.

Champ boats are said to be among the most maneuverable boats in the world and can turn sharper and faster than any other race vehicle, putting up to four times the pull of gravity on the driver in a hard, 120-degree turn.

The tunnel outboards are capable of speeds of more than 125 mph, and unlike the unlimited hydroplanes which start racing while on the course, the champ boats are dock-launched and can accelerate to over 100 mph in five seconds.

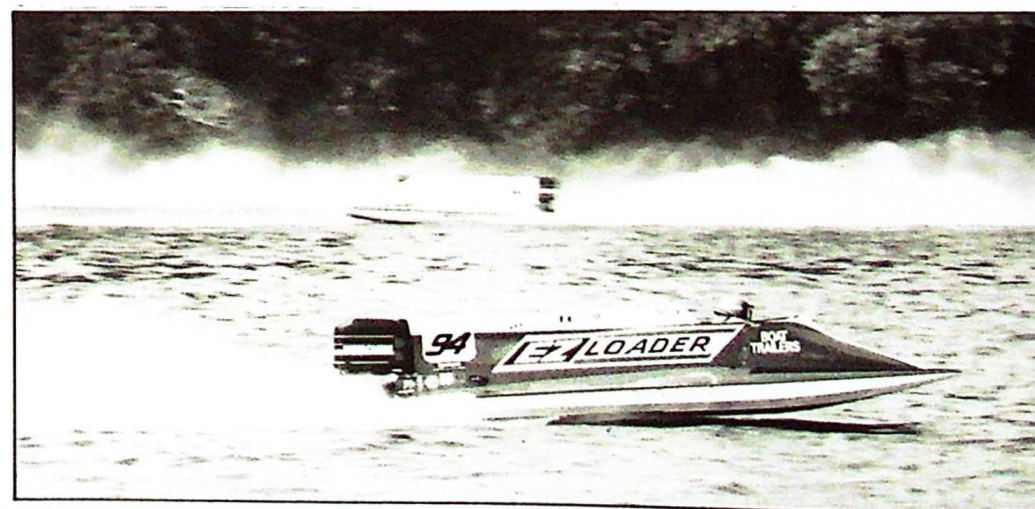
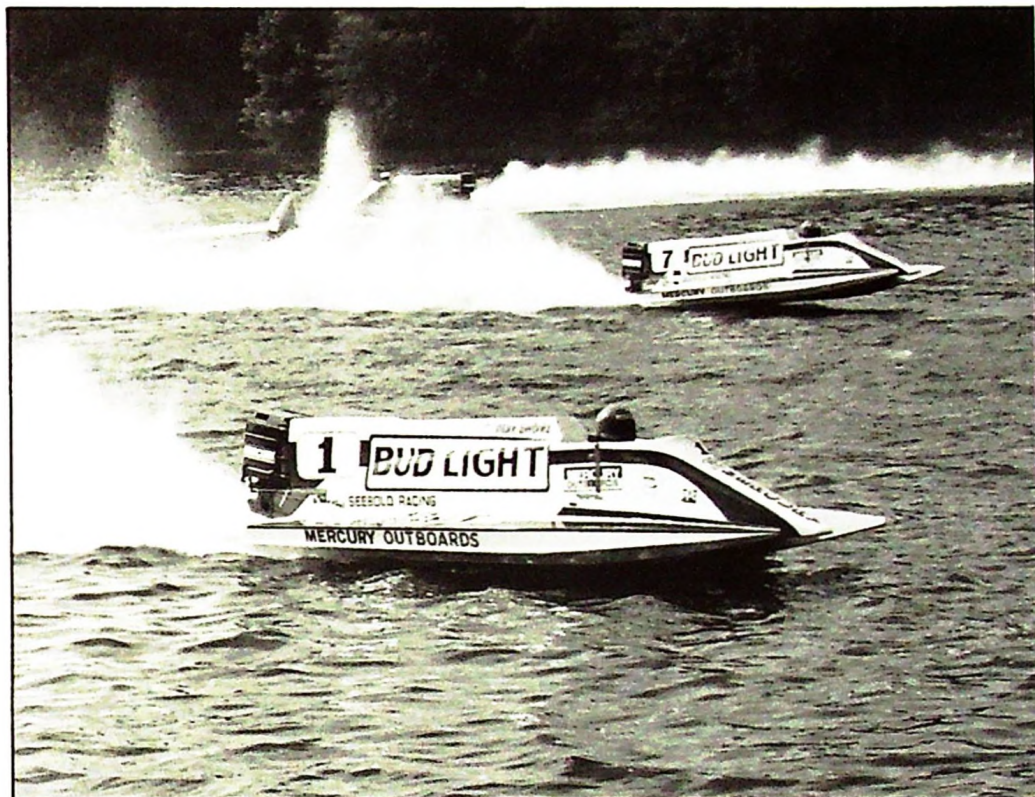
Champ boats are commonly powered by two-litre Mercury and Mariner V-6 engines made from production 150 horsepower pleasure engines that run about 5,500 revolutions per minute on regular gasoline. The racing versions with electronic fuel injection turn about 9,500 rpm and develop about 300 hp on aviation fuel.

The well-balanced, highly-developed champ boats have tunnel hulls which capture air between them to develop lift and reduce drag. Riding on this cushion of air, the boats are able to make amazingly tight turns with little or no deceleration.

Built of wood and fiberglass, the powerboats have a reputation for reliability. About 95 percent of the starters actually finish the race, according to Duke Waldrop, IOGP race director, and the powerboats have an excellent safety record. In 10 races held last year not a single driver was hospitalized.

Racing is on a one-mile course in a tight, tear-drop shape. There are two 15-lap preliminary heats and a 50-lap final heat, and because of their maneuverability, the boats race in close proximity to each other and the crowd.

Champ boat drivers come from 11 different countries, and in addition to race sites located throughout the United States, champ boats and their European ON counterparts race at sites in England, France, West Germany and elsewhere.



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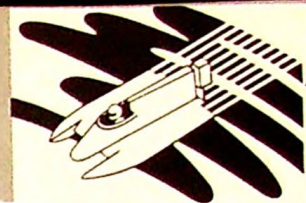
And our pulse-tuned exhaust was originally developed to harness a racing engine's exhaust energy for a turbo-charged boost, without using more fuel.

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1986 GRAND PRIX



1986 International Outboard Grand Prix Drivers



Mike Seebold, 27, is from St. Louis and drives **Champ Boat No. 1**. Racing since he was 13 years old under the tutorship of his racing father and grandfather, the younger Seebold has become one of

the premiere tunnel boat drivers in powerboat racing. He was elected to the Hall of Champions for his 1985 achievements, which include the Mod U title at the Marathon Nationals, the Mod U and champ boat crowns at the closed-course championships, and placing second in the 1985 final high point standings of the IOGP circuit. Seebold is vice president of Seebold Boats and the Seebold-owned Eagle Boats Ltd., builders of pleasure boats.



Jose Cesteros, 53, of Plantation, Fla. races **Champ Boat No. 4**. He has been racing since he was 15 years old, mostly in the PRO division of the APBA in alky-burning hydroplanes. Making his

debut this year in the champ boat class. Cesteros drives a Mikalex tunnel boat with Mercury power. He spent nine years jumping cars with a motorcycle and completed his longest jump—over 19 cars—at Tampa in 1972. He also raced compact sprint cars during the late 1950s. Cesteros is also a psychotherapist who designs and builds boats.



Bill Seebold Jr., is from St. Louis and pilots **Champ Boat No. 7**. Credited with winning more championships and honors in powerboat racing than any other driver, he has set more than 50 world

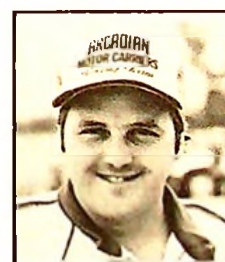
records since he began racing at the age of 10. In 1966 he was the youngest member ever elected to the Gulf Marine Hall of Fame. He has won the famed Duke of York trophy a record six times—five of them consecutively—and in 1982 won the Formula One world

championship and the Embassy Gold Cup. He placed seventh in the circuit last year and is the father of champ racer Mike Seebold and Tim Seebold, a rising competitor in the Mod VP class. A race boat builder and designer, the elder Seebold is the son of longtime racer Bill Seebold Sr. Naturally, he drives a Seebold boat with Mercury power.



Jonathan Jones, 28, is from Cardigan, Wales and pilots **Champ Boat No. 12**. The spearhead for the Arcadian Motor Carriers racing team, Jones won the first Grand Prix event in

Augusta, Ga. last year and followed with another in the next stop at Madison, Ind. He is the 1985 IOGP circuit high point champion and placed second in the world FONDA series. He teamed with John Hill and others from Britain to win the Harmsworth Trophy, in which Jones was high point man for the team. Jones will compete on both the IOGP and FONDA circuits this year.



Mark Wilson, 29, races **Champ Boat No. 20** and is from Southwater, England. His father is FONDA President Jackie Wilson. The younger Wilson has been racing for 18 years and won the City of

Augusta Cup at the season opener this year. Wilson drives a Burgess hull.



John Hill, 52, of Shurdington, Gloucester, England, drives **Champ Boat No. 52**. Hill is one of the leading powerboat drivers in the world and won the FONDA World Series in two-

litre boats in 1984 and 1985, and was a runner-up in 1982 and 1983. A sign painter with 26 years of racing experience, Hill campaigns this year with a new Burgess powered by Mercury for the Steve Enslow Racing Team from Huntington, W.

Va. His sponsors are Nordica and Virgin Atlantic Airlines. Hill won the Six Hours of Paris race in 1983 and 1984 and shared with Jonathan Jones and other British teammates the Harmsworth Trophy victory of 1985.



Jim Johnson, 43, is from LaPalma, Calif. and pilots **Champ Boat No. 64**. With 18 years of boat racing experience in outboard performance craft, Johnson has amassed six national high point

championships, five APBA and UIM speed records, nine regional titles, 10 western high point awards, and eight southwestern championships. A sales executive for an elevator company, he is a former commander of the California Outboard Boat Racing Association. His boat, California Gold, is a Mercury-powered Seebold. His wife, Susie, and daughter, Michelle, work with him as race scorers, and his 16-year-old son, Jim, is his crew chief.



Michael Werner, 40, is from Kerpen, West Germany and pilots **Champ Boat No. 84**. A marine dealer, Werner has been racing for 12 years and has posted six world championships. A member of the EZ Loader

Boat Trailers racing team, along with Steve deSouza, he drives a Seebold hull powered by a Mercury engine which is owned and prepared for racing by Bill Holland of Houston, Texas. Last year Werner placed sixth overall in champ boat high points on the Grand Prix circuit. He also races in the FONDA world series in Europe.



Steve deSouza, 32, is from Lynnwood, Wash. and drives **Champ Boat No. 94**. A professional with 17 years of racing experience, deSouza placed fourth in last year's Grand Prix series high

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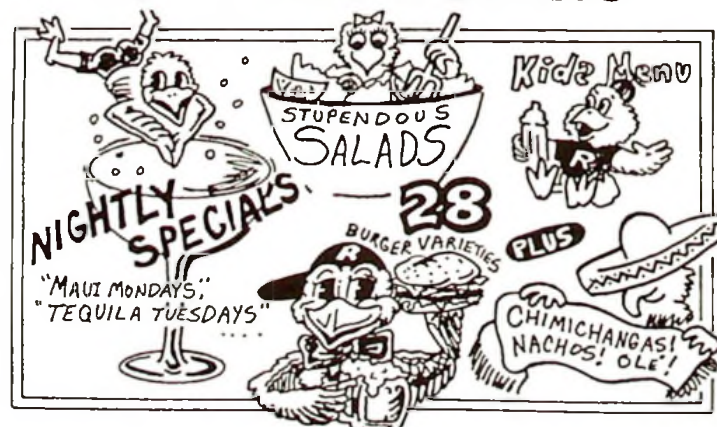
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1986 GRAND PRIX



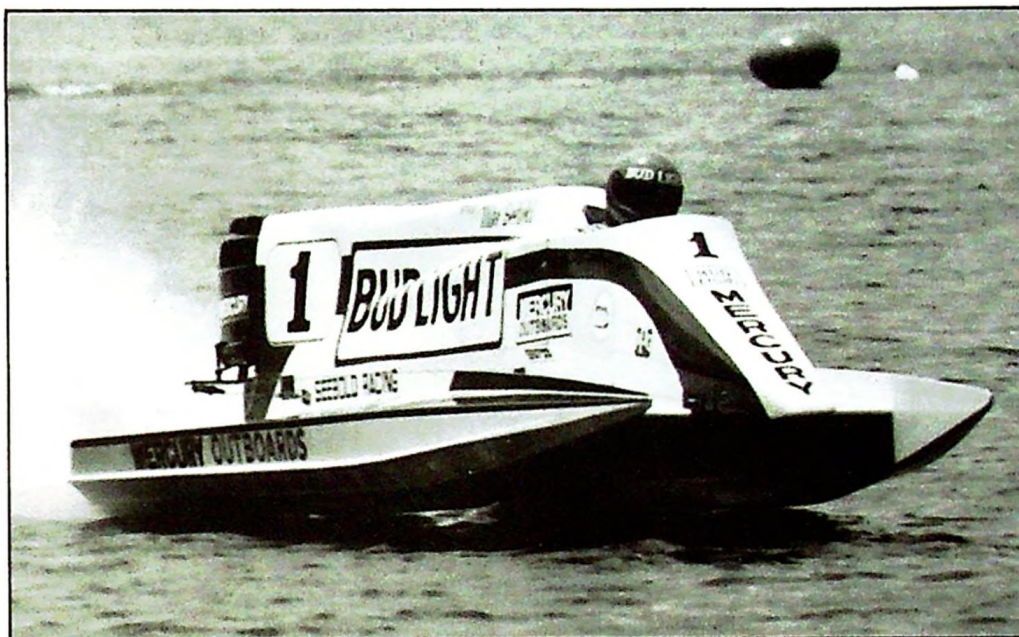
1986 International Outboard Grand Prix Drivers

Spokane-based EZ Loader Boat Trailers, he has been twice nominated to the APBA's Hall of Champions and was awarded the Emile F. Jacoby award in 1980 for scoring the most points in the nation in the APBA PRO division. Three times he was named to the Inland Empire Sportscasters and Writers "Pro Athlete" category for sports person of the year. He has held three national boat racing championships, two world records, six national high point titles, and was regional champion nine times. The Seebold Sprint Tunnel boat is Mercury-powered. Associate sponsor is Icom-America of Bellevue and product sponsors are WD-40 and NKG Spark Plugs.



J. Christian Bush, 26, is from St. Paul, Minn. and was the world Mod VP champion in 1984 and 1985, and was the undefeated winner of the Mod VP class on the Grand Prix circuit last year. This year

he moves up to the headliner champ class as a member of the four-boat Arcadian Motor Carriers team. Bush has been racing for 11 years and in 1983 won the national championship in the second division of Mod VPs. In 1984 he was the first V-6 powerboat pilot to finish in the Cincinnati Formula One race, and he also won at the



closed-course Mod VP nationals. Bush is self-employed and specializes in rigging and driving race boats, motorcycles, and snowmobiles.

Tom C. Knorr, 39, of Nennha, Wis., is a former PGA touring golf pro for 15 years. He has been racing boats since 1980 and currently drives a Merten tunnel boat with Mercury power. A salesman by profession, Knorr was 15th on the Grand Prix circuit last year.

OTHER DRIVERS ON THE IOGP CHAMP BOAT CIRCUIT INCLUDE:

Julio Corbetta of Port Alegre, Brazil. **Jim Steving** of Fort Collins, Colo. **Randall Gore** of Naples, Fla. **Buck Thornton** of Duck, N.C. **Dennis Klepadlo** of Lincoln Park, Mich. **Mickey Garrett** of Lakeland, Fla. **Eric Reinertsen** of Naples, Fla. **Bill Ormiston** of London, England. **Rob Scythes** of Ontario, Canada. **Bill Rosko, Jr.** of Pittsburgh, Penn. **Roark Summerford** of Henderson, Tenn. **Tony Williams** of Middlesex, England. **Bruce Washburn** of Rockford, Tenn. **Michael Weiner** of Cincinnati, Ohio, and **Phil Duggan** of Reading, England.

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1986 International Outboard Grand Prix Tri-Cities Race Committee

Race Director Duke Waldrop
Series Director Terry Phipps
Announcer Walt Yarbough
Chief Referee Duke Waldrop
Asst. Referee Tom Stickle
Chief Inspector Fred Hauenstein
Chief Scorer Fay Waldrop
Chief of Rescue Don McAfee

International Outboard Grand Prix 1986 Race Schedule

June 20-22 Augusta, Ga.
FONDA, Champ, SST-140, and Mod VP

June 28-29 Ironton, Ohio
SST-140 and Mod VP

July 4-6 New Martinsville, W. Va.
Champ, SST-140 and Mod-VP

July 11-13 Lake Charles, La.
Champ, SST-140 and Mod VP

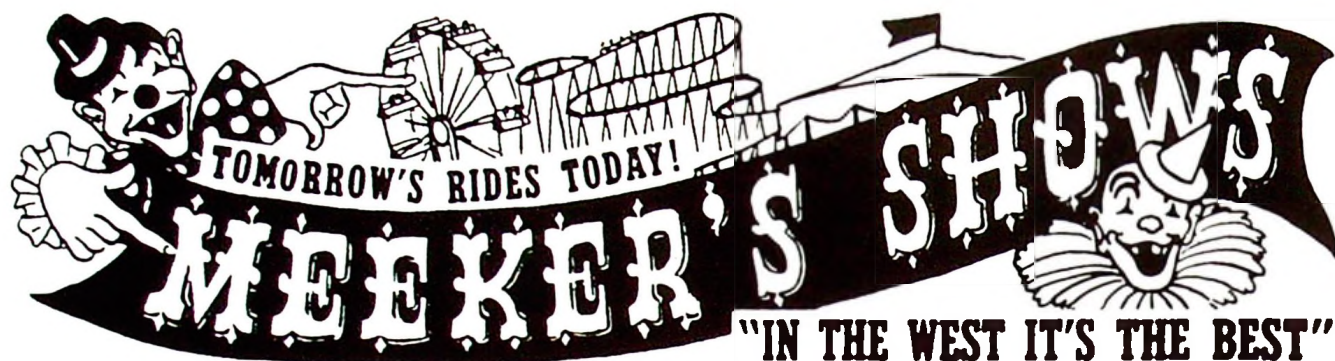
July 26-27 Tri-Cities, Washington
Unlimited and Champ

July 26-27 Huntington, W. Va.
SST-140 and Mod VP

Aug. 8-10 St. Louis, Mo.
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A New Generation of Racing — MerCubs



In addition to the unlimited hydroplanes and champ boats which will race during the last weekend of July, MerCub Celebrity racing will also be held on the Columbia River July 25-27.

The sporty little MerCub Formula IV rigs are mathematical reductions of Cougar-designed Class I offshore racing boats which travel over the water at speeds regulated to no faster than 35 mph, in accordance with racing rules structured by the American Power Boat Association.

The MerCubs are Mercury-powered, 10-foot long outboards designed for entry-level power boat racing, and are featured in racing events at many of the nation's larger powerboat racing sites.

The celebrities for the race will be announced prior to Friday, July 25. The boats are provided by Mercury Marine and come ready to run, including engine, propeller, steering, battery, and fully upholstered cushions.

As with any form of motorsports, certain precautions are taken before the drivers are allowed to test or race their boats. Each boat is given a complete inspection to check for safe construction and that all safety devices are working properly. Mechanics who ride with the boat trailer to events nationwide perform all repairs.

Drivers wear safety helmets and life jackets, and are trained for the races. All drivers must be 14 years or older, and races are not permitted unless there are qualified medical personnel on hand. If a driver is thrown into the water, which rarely happens, he signals that he is well by clasping both

hands above his head. Failure to do so means trouble and brings a quick end to the race and immediate action from the Water Follies Rescue Team.

The rules are simple: All you can do to make the boat go faster is to wash it. No modifications of any sort are allowed. The race course will be one-fourth or one-half mile in total length with narrow turns. The MerCubs will start from the dock and proceed around an oval course in heats before the final race is run.

MerCub racing began more than a decade ago as a dream, but today it is one of the most exciting concepts in more than 80 years that the APBA has been sanctioning boat races. This concept is in a class which brings together the resources of Mercury Marine, Cougar Marine and the association, and draws a whole new generation of boat racers, usually those still in their teens.

The purpose of the MerCub Celebrity races is to open up new avenues for future events, and new futures for active, young sports-minded people who are looking for a safe, clean and affordable water sport. Unlike other forms of waterplay, MerCub boat racing does not bring about a risky or unsafe mode of racing fun.

MerCubs allow the entire family to become acquainted with entry-level power boat racing, and unlike the champ and unlimited classes - which draw thousands of spectators and few participants - MerCub racing is designed for amateurs and professionals seeking a pastime or an introduction into power boat racing.

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B & D Auto Mart

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Dave Wood

Alpine Equipment Services, Inc.



Acknowledgments

The Tri-City Water Follies acknowledges a grant of \$1,500 from the City of Kennewick and \$1,000 from the City of Richland from hotel-motel tax funds used to publicize the Budweiser Columbia Cup and Water Follies events.

A grant of \$3,000 was made by the City of Pasco for the promotion of the Tri-Cities International Air Show.



Herald, Hancock and Program Awarded

Hec Hancock, sports editor for the Tri-City Herald, was the recipient of the national Sports Writer of the Year award for 1985, presented to him by the Unlimited Racing Commission during their annual recognition banquet held in Miami, Fla. last February. The Herald also won Newspaper of the Year.

At the same banquet, the official 1985 Budweiser Columbia Cup Program, in competition with programs from other unlimited race sites across the nation, was awarded for "best editorial content" by the commission.

Hec Hancock



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Unlimited Hydroplane World Records

RACE RECORDS:

60 mile race, 2½ mile course

120.643, **Miller American**, 1985, Chip Hanauer, Seattle, WA

37½ mile race, 2½ mile course

129.630, **Miller American**, 1985, Chip Hanauer, Tri-Cities, WA

30 mile race, 2 mile course

122.318, **Miller American**, 1985, Chip Hanauer, Evansville, IN

HEAT RECORDS:

15 mile heat, 2½ mile course

133.551, **Miss Budweiser**, 1984, Jim Kropfeld, Tri-Cities, WA

12½ mile heat, 2½ mile course

131.540, **Atlas Van Lines**, 1983, Chip Hanauer, San Diego, CA

10 mile heat, 2 mile course

123.580, **Miller American**, 1985, Chip Hanauer, Evansville, IN

COMPETITION LAP:

2½ mile lap

143.198, **Miller American**, 1985, Chip Hanauer, Evansville, IN

1-2/3 mile lap: None certified

QUALIFICATION LAP:

2½ mile qualification lap

153.061, **Miller American**, 1985, Chip Hanauer, Tri-Cities, WA

2 mile qualification lap

140.818, **Atlas Van Lines**, 1984, Chip Hanauer, Evansville, IN

1-2/3 mile qualification lap

126.050, **Miss Budweiser**, 1982, Dean Chenoweth, Miami, FL

126.050, **Pay 'n Pak**, 1982, John Walters, Miami, FL

STRAIGHTAWAY:

Mile: 200.419, **Miss U.S.I.**, 1962, Roy Duby, Guntersville, AL

Kilometer: 198.168, **Miss U.S.I.**, 1962, Roy Duby, Guntersville, AL

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TRI-CITIES INTERNATIONAL AIR SHOW



The world's smallest jet, a gallant knight and an airplane which lands upside down, plus much, much more were all part of the 1986 Tri-Cities International Air Show in Pasco on July 13.

Bob Bishop flew the Coors Light Silver Bullet, a turbojet only 12 feet long, 17 feet wide, and less than 4 feet tall. The 432-pound craft is the smallest man-carrying minijet in the world.

Costumed as Knight Zar the Gallant, stunt pilot Jim Franklin performed aerobatics in a sleek, black and silver "Ted Smith" Aerostar 600. Once an executive's jet for fast cross-country trips, the plane is now called the Starship Pride and is used to thwart evil at airshows nationwide.

Professional stuntman Johnny Kazian joined Franklin for an unparalleled wingwalking exhibition on the Waco Mystery Ship, a flashy modified biplane from yesteryear.

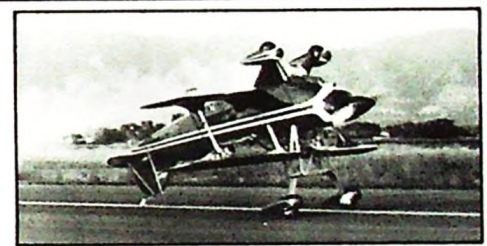
Craig Hosking landed his Pitts S-2B stunt plane upside down. The experimental craft has two sets of landing gear - one set below the plane and another above the top wing.

The Canadian Forces Parachute Team Skyhawks, from Edmonton, Alberta, performed jumps over the field.



and the Tahoe Aces Aerobatic Team performed aerial formation displays in three red, white and blue stunt planes.

These performances plus the appearance of astronaut Bonnie Dunbar, originally from Sunnyside and currently in training for a future space shuttle mission, were all part of this year's airshow.



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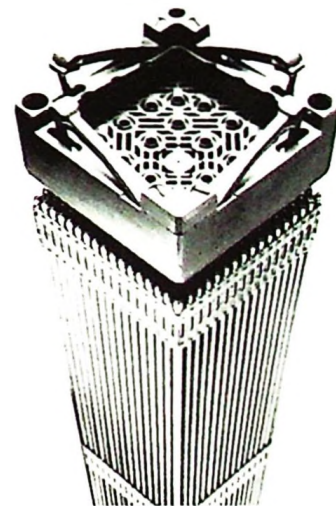
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



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Tri-Cities, Washington Course Records

37½ mile race, 2½ mile course
129.360, **Miller American**, 1985.
Chip Hanauer

12½ mile heat, 2½ mile course
131.260, **Miller American**, 1985.
Chip Hanauer

2½ mile lap
143.198, **Miller American**, 1985.
Chip Hanauer

2½ mile qualification lap
153.061, **Miller American**, 1985.
Chip Hanauer

1985 Budweiser Columbia Cup Unlimited Hydroplane Race Results

July 28, 1985 Tri-Cities, Washington

1. U-00 **Miller American**
Chip Hanauer
2. U-2 **The Squire Shop**
Tom D'Eath
3. U-22 **Cellular One**
Todd Yarling
4. U-7-11 **Miss 7-Eleven**
Steve Reynolds
5. U-4 **Oh Boy Oberto**
Jerry Hopp

Washington State Patrol Explorers

The Explorers are very community-oriented. Traffic control for the March of Dimes "Walk America," assisting the Olympic Torch Run, an annual MDA Car Wash, the local Point One Zero Rally, security for SunFest activities, assisting in the WSP booth at the Benton-Franklin County Fair, traffic control and flag bearers for the ribbon-cutting ceremonies for the opening of the new I182, and 24-hour security for the Pit Area during the Water Follies—these are just a few of the many community functions the Kennewick WSP Explorer Post has been involved with.

The Washington State Patrol Explorers is a non-profit organization affiliated with the Boy Scouts of America and sponsored by the Washington State Patrol. The Explorers is a group of young adults interested in learning about all aspects of Law Enforcement. The Kennewick post has undergone extensive training in many areas, fulfilling the state-wide requirements enabling them to ride with the Troop-



ers. This training includes: Multi-Media First Aid; Officer's Notebook; Manual Traffic Control; Accident Investigation; Radio Communications and Firearms.

These hard-working young people were recently presented with the title of "Outstanding Law Enforcement Post of the Year."

The Explorers group was started three years ago under the supervision of Trooper Jim Kennedy.

THE 1986 KENNEWICK WSP EXPLORERS WOULD LIKE TO WISH YOU ALL A SAFE AND HAPPY BOAT-RACE WEEK!



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Tri-City Water Follies Past Presidents & Race Chairmen

Past Presidents

| | |
|---------|--------------------|
| 1966 | Clif LaHue |
| 1967 | Jerry Horrobin |
| 1968 | George Grant |
| 1969 | Bruce Glenn |
| 1970-71 | Dr. Orval Patchett |
| 1972-73 | Dave Dickerson |
| 1974-75 | Jerry Eerkes |
| 1976-77 | Chuck Keltch |
| 1978 | Ken Thompson |
| 1979 | Keith Bowers |
| 1980-81 | Jack Robson |
| 1982-83 | Rick Schmidtke |
| 1984-85 | Neil Lampson |

Past Race Chairmen

| | |
|---------|----------------|
| 1967-68 | Jack Hamann |
| 1969-72 | Don Cooper |
| 1973-78 | Ken Thompson |
| 1979 | Bill Wilcoxson |
| 1980-81 | Dick Pew |
| 1982-84 | Bill Wilcoxson |
| 1985 | Dick Alvis |

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Rescue Team Boosted by Generosity

The Tri-City Water Follies Rescue Team is recognized as one of the finest crews in hydroplane racing today, and their rescue sleds, an integral part of their priceless operation, are as unique as the team is itself.

The rescue team currently has seven sleds on hand to use at the races, five of them are made of wood and two new sleds are made of aluminum. The sleds are about 7 feet wide and 18 feet long and the aluminum sleds are about 700 pounds lighter than their wooden predecessors, weighing approximately 1,100 pounds with a 150 horsepower Mercury engine.

The sturdy sleds, which each have about \$10,000 invested into them, could not function or even exist without the generosity of local and national personalities. After a fund-raiser last year, Bernie Little, owner of the Miss Budweiser, provided a contribution which allowed the team to purchase some of the materials needed for the new aluminum sleds.

At that point the generosity began to flow. Someone who remains anonymous donated \$2,500; Reynolds Aluminum of Portland, Oregon assisted with getting three tons of plate and angle to build the sleds; and then Mercury Marine of Oshkosh, Wisconsin donated



four new outboard engines.

During race weekend, the Water Follies Association provides a budget for one meal a day and all beverages for the workers, while local businesses provide parts and equipment for the crews and sleds.

The team is responsible for performing rescues and putting out fires, as

well as set up and maintain the course equipment, and perform duties which are important to the safety of the spectators and participants of the Budweiser Columbia Cup.

It is their motto which best explains their duties: "Hours and hours of boredom punctuated by moments of sheer terror."

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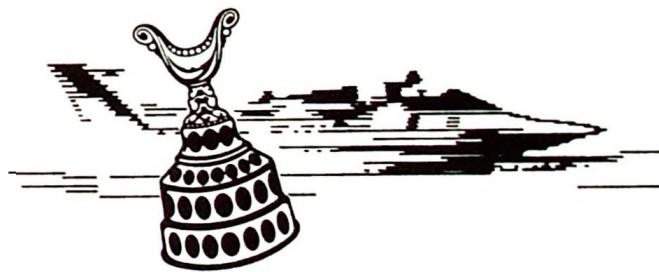


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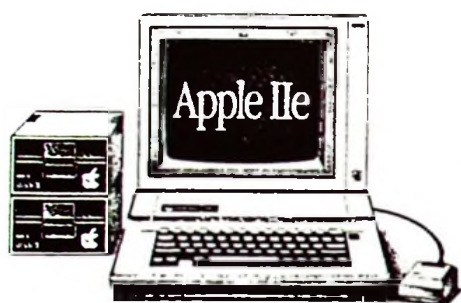
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| | |
|------------------------|------------------------|
| 1985 - Miller American | 1967 - Miss Bardahl |
| 1984 - Atlas Van Lines | 1966 - Tahoe Miss |
| 1983 - Atlas Van Lines | 1965 - Miss Bardahl |
| 1982 - Atlas Van Lines | 1964 - Miss Bardahl |
| 1981 - Miss Budweiser | 1963 - Miss Bardahl |
| 1980 - Miss Budweiser | 1962 - Miss Century 21 |
| 1979 - Atlas Van Lines | 1961 - Miss Century 21 |
| 1978 - Atlas Van Lines | 1960 - NO CONTEST |
| 1977 - Atlas Van Lines | 1959 - Maverick |
| 1976 - Miss U.S. | 1958 - Hawaii Kai II |
| 1975 - Pay 'n Pak | 1957 - Miss Thriftway |
| 1974 - Pay 'n Pak | 1956 - Miss Thriftway |
| 1973 - Miss Budweiser | 1955 - Gale V |
| 1972 - Atlas Van Lines | 1954 - Slo-Mo-Shun V |
| 1971 - Miss Madison | 1953 - Slo-Mo-Shun IV |
| 1970 - Miss Budweiser | 1952 - Slo-Mo-Shun IV |
| 1969 - Miss Budweiser | 1951 - Slo-Mo-Shun V |
| 1968 - Miss Bardahl | 1950 - Slo-Mo-Shun IV |



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In Memorium

Over the last year the Tri-City Water Follies Association lost two longtime friends who passed away and will be missed greatly by officials and everyone who knew them for their endeavors and dedication to the unlimited hydroplane races and the Water Follies Festival.

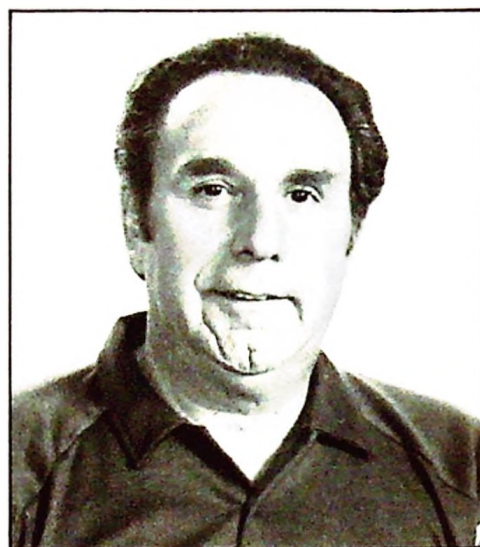
Dick Alvis, who served with the Water Follies Rescue Team, was assis-



Dick Alvis

tant race chairman for the 1984 Columbia Cup, and race chairman for the 1985 Columbia Cup.

Jim Kerth, who was a 20-year veteran of unlimited hydroplane racing and served as crew chief for the Miss Renault and the Tri-Cities-based Miss Thousand Trails. He received the Unlimited Racing Commission's 1983 Chief of the Year award.



Jim Kerth

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Ham Operators

Amateur ham radio operators have been playing a vital and important role during race weekend for more than 15 years, and again this year, their volunteer assistance is a blessing for the spectators, the boat drivers and their crews.

The non-profit organized clubs and individuals from throughout the Tri-Cities and neighboring communities volunteer their time and equipment. Approximately 60 radio operators will mingle with the crowd and station themselves at nearly every advantageous point along and on the river.

The group will have radio operators on the official, patrol and referee boats, and at the first aid stations located on both sides of the river. This arrangement provides everyone who needs any form of emergency assistance an always-ready way to communicate with the outside world.



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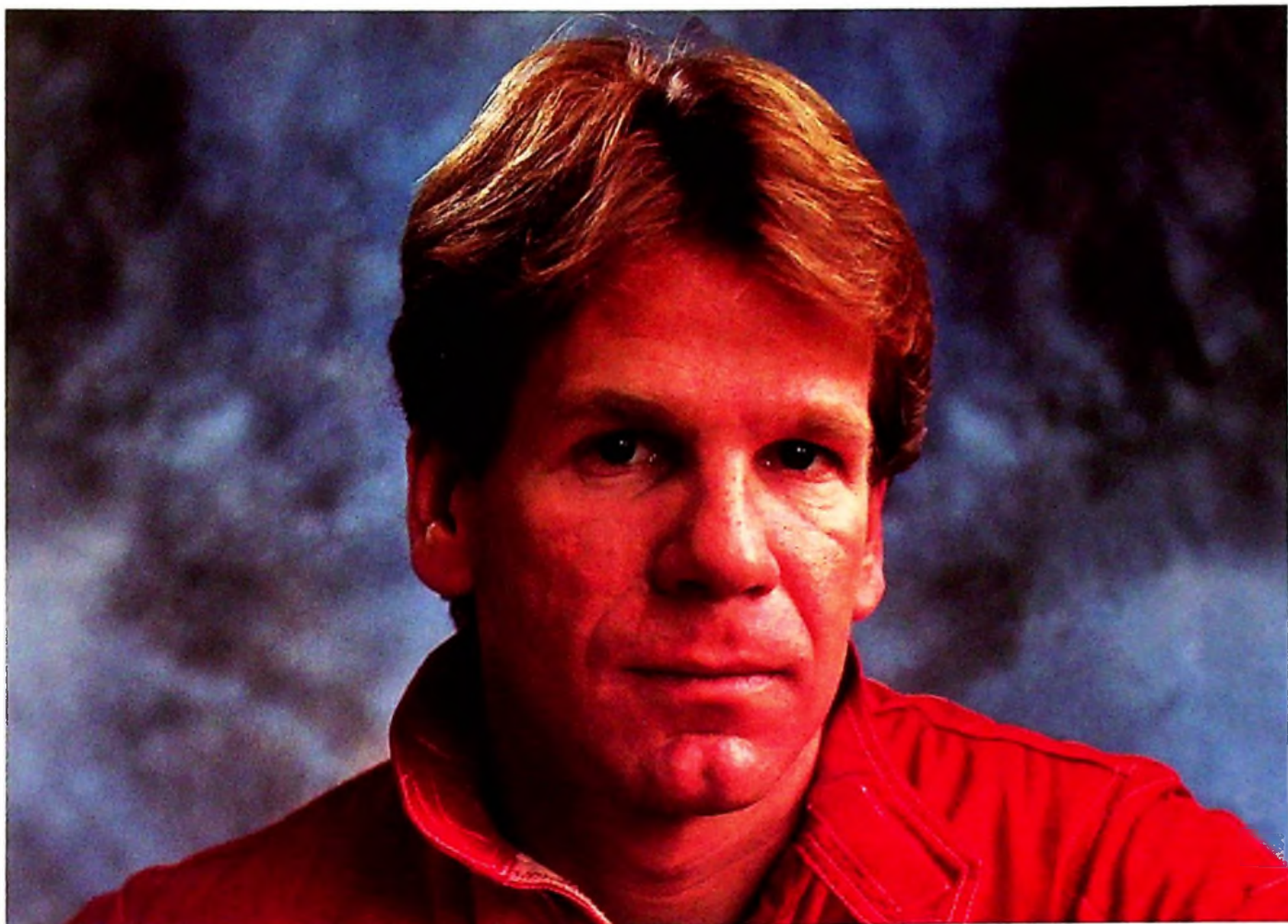
METHOD OF SCORING POINTS: Using the following scale, points are totaled in the order of finish in each of two heats. The winner is determined by the order of finish in the final heat.

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MADE THE AMERICAN WAY.



Pictured above are Lampson's most technically advanced 2000 ton capacity crawler type transporters being loaded aboard barge at the Port of Pasco in preparation for the 1986 Prudhoe Bay, Alaska Sealift.

Neil F. Lampson, Incorporated, with its manufacturing facilities headquartered in the Tri-Cities is proud to announce the development of another innovation in its heavy equipment fleet. The four engine driven crawler transporter will provide a margin of safety and performance reliability never before available in the heavy transportation industry.

We at Lampson are proud to live and raise our families in the Tri-City area. This community with its abundant resources, skilled labor forces, excellent climate and plentiful recreational facilities make the Tri-Cities a great place to work and play. We congratulate the Tri-City Water Follies Association, as well as boat owners, drivers and crew and extend a hearty welcome to all out-of-town visitors and race fans.

NEIL F. LAMPSON, INC



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