

GOLD CUP

TRI-CITIES 1975

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SUNDAY
Noon to 11:00 p.m.



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Pasco, Washington



THE TRI-CITY WATER FOLLIES ASSOCIATION
PRESENTS
THE AMERICAN POWER BOAT ASSOCIATION'S

10th Anniversary

\$50, 000 Prize Money



FOR UNLIMITED HYDROPLANES

SUNDAY, JULY 27, 1975

Columbia River

Tri-Cities, Washington

Testing, Qualifying - Wed. thru Sat. - July 23 - 26

Schedule of Racing

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

12:00 noon..... Heat 1-A

12:30 p.m. Heat 1-B

1:30 p.m. Heat 2-A

2:00 p.m. Heat 2-B

3:00 p.m. Heat 3-A

3:30 p.m. Heat 3-B

4:00 p.m. Semi-feature race

4:30 p.m. THE GOLD CUP

ADDED ATTRACTIONS

Thunderbird Sport Parachute Club
Exhibition of Sky Diving

Balloon Ascension & Flying
Hang-Glider Demonstrations

THE PROGRAM: Editor, Ken Maurer. Interior design and layout, Debbie Beaver; Production Staff, Patty Brain, Pam Sandifer, Pam Thornton. Cover Illustrator, Bill Voiland, Wild Bill Graphics, Spokane. Photography, Bill Osborne, Seattle; Ralph Smith, Pasco; Dale Schreck, Pasco; Jim Eerkes, Kennewick; Clark Denslow, Pasco. Production Supervision, Advance Advertising, Inc.; Printing, Pischel Yearbooks, Inc., Pasco.

Back Cover Photo: K. Dobbins, Kennewick.

Copies of the Gold Cup program are available from:
Tri-City Water Follies Association
1313 W. Clark, Box 2051, Pasco (Tri-Cities) Wash.
Phone: (509) 547-2203

99302

U-1

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One*



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Seattle (4) • Kent (4) • Bellevue • Redmond • Lynnwood • Everett • Mt. Vernon • Bellingham • Bremerton

**MISS
TRI-CITIES**

Charlotte Dossett

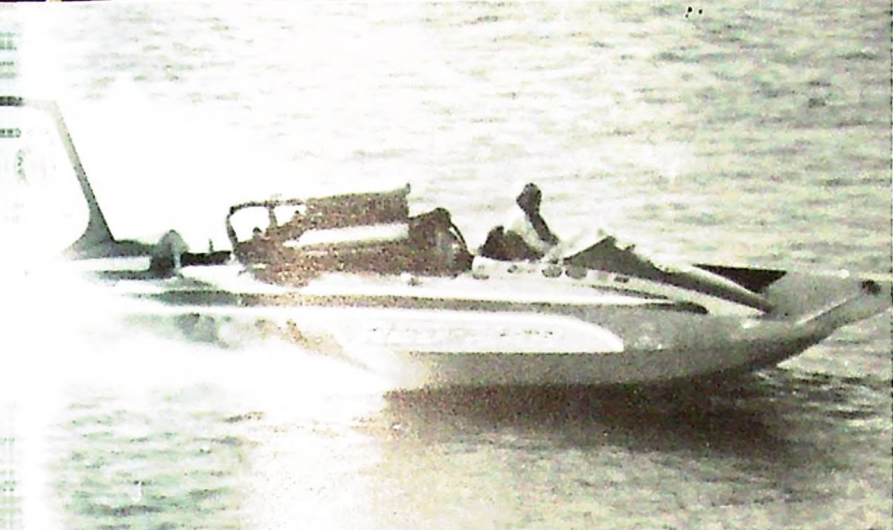


"GOLD MYSTIQUE" — The Tri-City Water Follies Parade Float

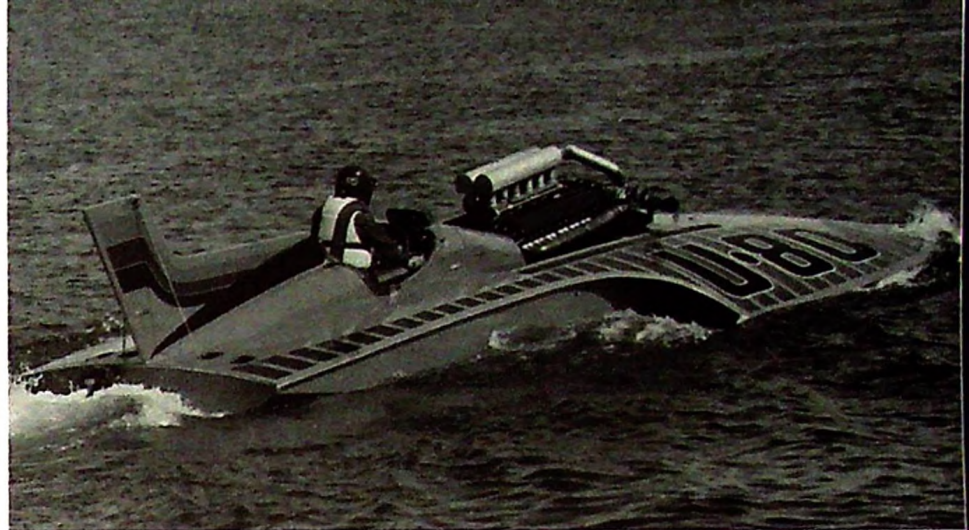
Columbia Center



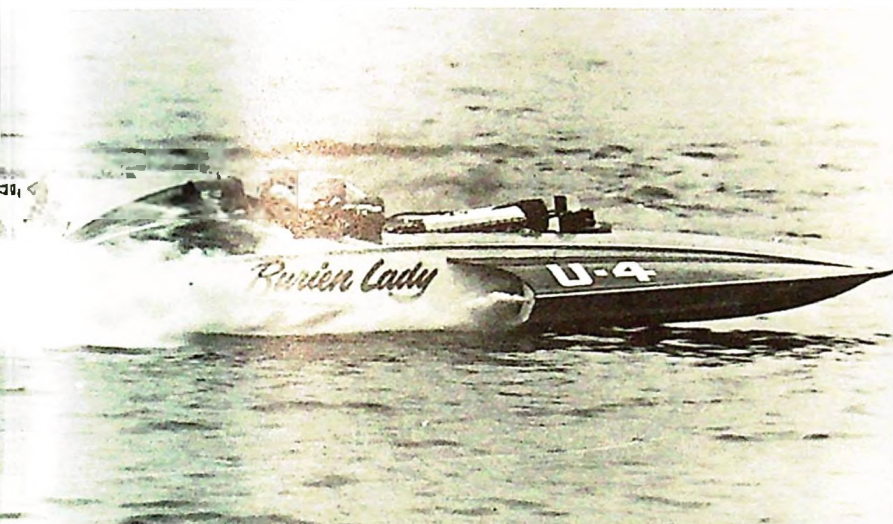
**ONE STOP SHOPPING WITH 60 STORES AND
2 MAJOR DEPARTMENT STORES
COLUMBIA CENTER OFFERS THE FINEST SHOPPING
THROUGHOUT THE YEAR
AT THE CENTER OF PROGRESS
IN THE TRI-CITIES**



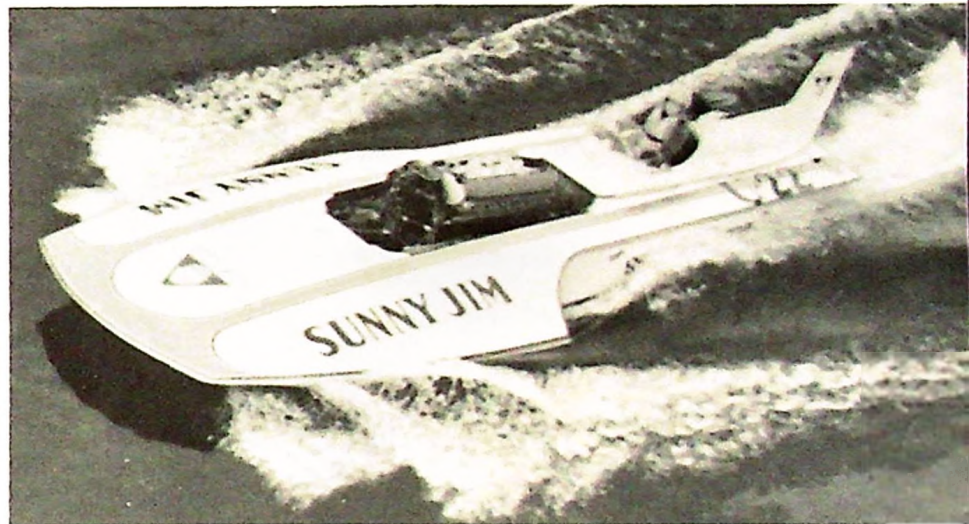
U-81, last year's Red Man, owned and driven by Jim McCormick. Renamed "Owensboro's Own."



U-80, owned by Bob Patterson, Van Nuys, Calif. Now, Super Cinders, the former Parco's O-Ring Miss.



U-18, owned by Bob Murphy. Also known as Burien Lady and Smoother Mover.



U-22, owned by Bob Murphy, Seattle. Also known as Miss Wickman, The Loaner, Blue Chip.

See the 1975
GOLD CUP
SAT. AUGUST 16, 4:30 P.M.

**CBS SPORTS
SPECTACULAR**



KEPRTV 19

CBS For the columbia basin

SEE SPECIAL FILM HIGHLIGHTS OF THE GOLD CUP
RACE MON. JULY 28, ON NORTHWEST NEWSBEAT

6 & 11 P.M. KEPRTV 19



WELCOME
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SUN AND PROGRESS

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1975 WATER FOLLIES EVENTS SCHEDULE

Water Follies Grand Parade

11 a.m., Saturday, July 12, along the river in Columbia Park.

Left-Arm Wristwrestling

Saturday, July 12, 7:30 p.m., outdoor stage in Columbia Park. A wristwrestling tourney using "left" arms only. Divisions for both men and ladies.

Gold Cup Carnival

Staged by Ralph Meeker, playing nightly and on weekends in Columbia Park. Thursday, July 10, through 16.

Water Follies Kiddies Parade

Wednesday, July 16, 7:30 p.m. at Columbia Center. Fun and competition for the youngsters, their pets and their vehicles.

Festival of Christian Arts

July 17-19, 2 to 10 p.m. daily, outdoor stage in Columbia Park. On stage, July 17, West German Singers; July 18-19, "Unto Us," an original production in song and dance presented by the Bethesda College of Christian Arts; 80 voices plus dance troupe; stage shows at 8 p.m. nightly.

Miss Tri-Cities Pageant

Friday, July 18, 8 p.m., Kennewick High School auditorium. See the competition to choose the new Miss Tri-Cities with 12 young ladies competing.

Gold Cup/ Tri-City Tennis Tourney

July 18-23, various Pasco courts, co-sponsored by Dunning-Ray Insurance and the Pasco Recreation and Park Department. Competition in junior and senior divisions with singles, doubles, mixed doubles.

Parachute Accuracy Contest

Saturday, July 19, beginning about 8 a.m. in Columbia Park. Parachutists from about the Northwest compete in individual and team competition. Arranged by the Thunderbirds Sport Parachute Club of the Tri-Cities.

Water Follies Talent Show

Wednesday and Thursday, July 23-24, at 8 p.m. in the Kennewick High

School auditorium. The best in young talent performs in the show arranged by the Kennewick Junior Women's Club.

Sidewalk Art Show

Friday, Saturday, July 25-26, 9 a.m. to dusk, Harry Kramer Center, Richland. Sponsored by Allied Arts Association. Demonstrations, music, exhibits — a sidewalk arts and crafts show.

Archery Shoot

Saturday, July 26. Archery range, west end of Columbia Park, sponsored by the Colyak Bowhunters. American round. Registration at 8 a.m., shooting at 10 a.m.

Sports Car Rally

Saturday, July 26, Tri-Cities airport. An "Auto Slalom" sponsored by the Sand and Sage Sports Car Club. Competition by car class over a measured course. Registration 9 a.m. Competition at 10 a.m.

1975

GOLD CUP

Prize Money

1st Place \$13, 920

2nd \$10, 120

3rd \$7, 080

4th \$5, 560

5th \$4, 040

6th \$3, 280

TOTAL PURSE \$50, 000

Individual place pay-offs are approximate, dependent on number of boats qualifying. Purse schedule based on 12 boats. All boats making legal start receive a minimum of \$1, 000.

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Even in the Northwest where we are fortunate to have so many hydro-electric dams, electricity is getting in short supply. However, there are still a few hydro-electric dam sites that can be explored for development. These potential sites must continually be evaluated in our quest for sources of additional energy.

Color photo by Jim Eerkes, Kennewick





THE FAMOUS SEVEN-BOAT START

Can seven unlimited hydroplanes abreast traveling at speeds in excess of 160 miles per hour find room on an unlimited course? They can in the Tri-Cities as is shown in the above 1974 photo. Six boats are plainly

visible and the 7th, the turbine-powered U-95, can be spotted in the center of the picture, partially hidden by a roostertail. It all came about during last year's World Championship in the Tri-Cities when the driver

of the seventh, or alternate boat, thought one of the other boats had left the course, thereby making him eligible. In any event, seven boats hit the starting line at full speed without any problems.

Flags, Flares & Signals - What To Look For

The official start of a heat is the exact instant when the blackout starting clock turns from orange to black and indicates that the final minute has elapsed. However, the official timing of all boats in the race does not begin until the bow of the first boat to make a legal start crosses the starting line.

A yellow flag displayed on the Official Barge designates the period between the five-minute gun and the

one-minute gun at the start of a heat. (After the start of a heat, a yellow flag informs drivers that there is a hazardous condition in the race course such as a stopped boat which should command their attention and caution.)

A white flag indicates the period between the one-minute and the starting gun.

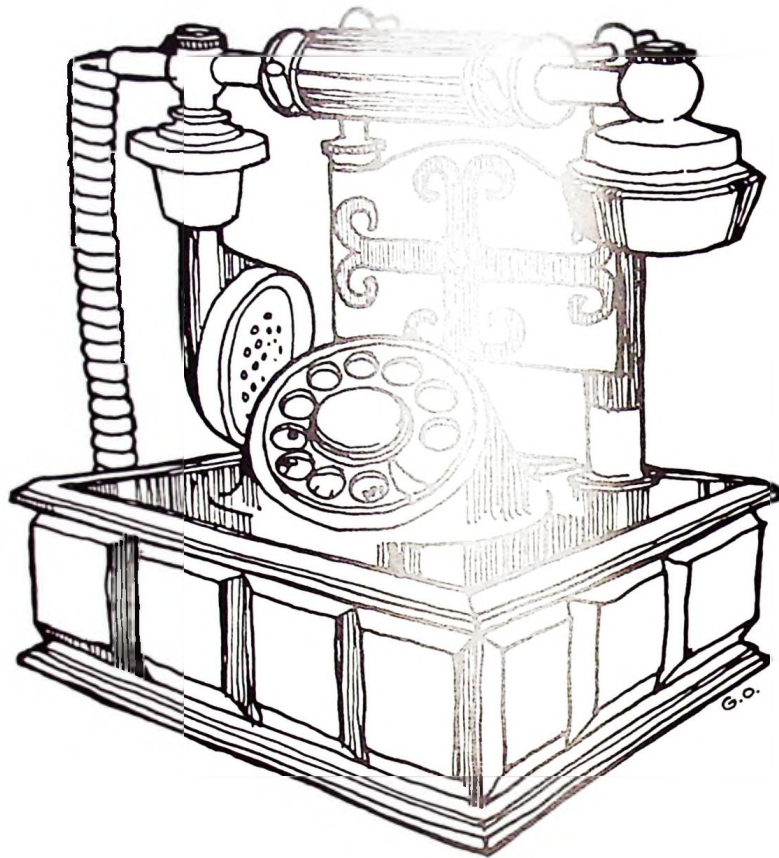
At the beginning of the final lap of any heat, a green flag will be displayed for each boat. A checkered flag indicates that a boat has finished. A

gun is also fired for the winner when it finishes each heat.

A red flag signifies postponement or stoppage — indicating drivers are to return to the pits. A red flag together with red or orange smoke bombs indicates that the race has been stopped and that the drivers are to proceed with extreme caution in returning to the pits.

Flags are displayed on the Official Barge and are also repeated by a patrol boat on the inside of the course.

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MISS TRI-CITIES CANDIDATES

Miss Tri-Cities Pageant "Golden Years" - Friday, July 18, 8 p.m.
Kennewick High School Auditorium



GAIL LOUISE BRANDON

Daughter of
Mr. & Mrs. Paul W. Brandon



CAROL ANNE BRESLER

Daughter of
Mr. & Mrs. Darwin Stewart



JULIE ANN DALLING

Daughter of
Mr. & Mrs. Paul Dalling



JOY E. FOUST

Daughter of
Mrs. Danna Burroughs & Mr. W.E. Foust



HEATHER HAY

Daughter of
Mr. & Mrs. Edward F. Hay



PATRICIA SUSAN LARKIN

Daughter of
Mr. & Mrs. Don R. Larkin



CYNTHIA LYNN MAXWELL

Daughter of
Mr. & Mrs. John W. Maxwell



DEBRA MILLER

Daughter of
Mr. & Mrs. Wm. G. Miller, Sr.



DENEIL SARTON

Daughter of
Mr. & Mrs. Daniel Sarton



JANICE MARIE SCHILKE

Daughter of
Dr. & Mrs. Lester Schilke



JODI ANN SIMPSON

Daughter of
Mr. & Mrs. Gerry Simpson



CHERYL WARREN

Daughter of
Mr. & Mrs. Richard Warren

Photos - by Dale Schreck Photographers, Pasco

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of the Tri-City
Water Follies and the
1975 Gold Cup**

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1975 Gold Cup Crowd

YESTERDAY'S GOLD CUP WINNERS



MISS BARDAHL — 1967-68



HAWAII KAI — 1958



MISS BARDAHL — 1964-65



MISS THRIFTWAY — 1956-57



MISS CENTURY 21 — 1961-62



SLO-MO-SHUN — 1953-54



MAVERICK — 1959



GALE V — 1955



Supporting the sport.

With the world's fastest marine racing machines hitting over 200 mph on the straight-aways, an unlimited regatta is sheer excitement. So are outboard and inboard regattas, offshore and drag racing events. And each year, much of it is new. But one thing always stays the same—at

every major marine power boat event. It's the predominance of the red and black bow-tie decal that reads "Champion." You'll see it on most of the competing boats. And you'll see "Champion" on the shirts of many of the racing engineers there, too, offering free ignition

advice to drivers and crews. Champion. We support the sport.



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The **GOLD CUP DRIVERS**



GEORGE BENTLEY



BILL MUNCEY



BILL SCHUMACHER



MICKEY REMUND



MILNER IRVIN



TOM D'EATH



JERRY BANGS



TOM SHEEHY



BILL WURSTER



TOM MARTIN



FRED ALTER



JIM MC CORMICK



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THE DRIVERS

GEORGE HENLEY

DRIVER, PAY 'N PAK

Eatonville, Wash. Age 39. Wife, Mary; two children. Is in the marine public relations and sales. Began racing in outboards in 1954 and moved to inboards in the 1960's. Was national high point champion in the 225 class in 1969. He broke into the unlimiteds in 1970 driving "Broken Lady." He made history by tying an all-time season mark with seven victories last year in Dave Heerensport's "Pay 'N Pak." Henley won the national driver's award and was high point driver for 1974.

GERALD BANGS

DRIVER, MISS MADISON

Seattle, Wash. Age 40. Wife, Anna Marie, four children. He is a Seattle trial attorney. He is a former member of the Gulf Racing Hall of Fame. Set a world competition record in the five-litre class and was also national high point champion for five-litres for three straight years (1972-74). He was named on Yachting magazine's 1973 "All American Racing Team." Drove his first unlimited race in the Tri-Cities. Last year he drove "Mallory's Red Ball Express" and the U-81 "Red Man." He started 7 heats and won one of them. He placed 18th in national standings in his rookie year.

MICKEY REMUND

DRIVER, MISS BUDWEISER

From Palm Desert, Calif. Age 38. Auto racer Mickey Thompson is the principal reason why Remund broke into racing competition. Remund assisted at Indianapolis in 1963-64 and also worked on Thompson's drag racing teams. Mickey drove in every class of limiteds setting records and holding national championships. He set records in the 48-inch class with the well-known boat, "Piranha," and won the nationals in 1972 in five litres in "The Goin' Thing." Remund also set a world straightaway record of 152.130 mph in the boat. His first unlimited ride was aboard "Van's PX." In 1973 he drove "Pay 'N Pak" to a national championship and rewrote the record books in about every race. Last year in "Lincoln Thrift," mechanical and boat handling problems were evident throughout the season. He started only nine heats and placed ninth in driver standings. He was named earlier this year by Bernie Little to pilot "Miss Budweiser."

BILLY SCHUMACHER

DRIVER, WEISFIELD'S

From Seattle; age 32. Wife Cyndee. Children, Katherine. Schumacher is a two-time national champion and Gold Cup winner in 1967-68 with "Miss Bardahl." He raced his first boat at age 8 and has won virtually every boat racing class in which he has run. He began driving the unlimiteds with "\$-Bill" in 1964. During his 24-year supremacy in boat racing, he has set 12 world speed records ranging from outboards to unlimiteds. Last year he won the eight-hour Paris Grand Prix, Europe's most prestigious event of its kind, in competition with hundreds of boats from all over the world. He was the recipient of the coveted "Driver of the Year" award for two years and was three times nominated for Seattle's "Man of the Year." He drove the U-74 (then called Valu-Mart) at the Seattle Gold Cup last year. Schumacher attended the University of Washington and Olympic College. His wife is a former Florida beauty queen.

BILL MUNCEY

DRIVER, ATLAS VAN LINES

From San Diego, Calif. Age 46. Wife, Fran; six children. Muncey is the most successful driver in the history of unlimited hydroplane racing. For nearly two decades Bill has dominated the sport. He has won five Gold Cup races, five President's cup races, four national championships, three world championships and more heats, races and world records than any other pilot in unlimited history. His 33 career wins is compared to his nearest competitor with 20. Muncey is a charter member of the Hydroplane Hall of Fame, a member of the President's Council on Physical Fitness and recently received one of the highest civilian awards presented by the U.S. Navy in recognition of his outstanding personal contributions in the field of recruiting. He is Director of Corporate Affairs for Atlas Van Lines.

BILL WURSTER

DRIVER, SUNNY JIM

Seattle, Wash. Age 51. Wurster is sales manager for the Kirby Vacuum Cleaner Company. He has raced unlimiteds since 1960. Bill drove his first unlimited race in the 1972 Atomic Cup in the Tri-Cities, and placed 6th. He won the semi-feature race at last year's World Championship in the Tri-Cities.

JIM McCORMICK

From Owensboro, Kentucky. Age 41. Wife, Bonnie; two children. McCormick has driven more races in the Tri-Cities than any other driver. He missed last year because of injuries received in the season's opener in Miami. McCormick was thrown out of his "Red Man" boat and sustained injuries that took 300 stitches and nine skin grafts to repair. McCormick started driving race boats in 1963, driving in the 280 class in the Ohio Valley. He has also driven in the 150, 145, 266 and 280 classes. He started in the unlimiteds with "Miss Madison" in 1966 and has driven "Notre Dame," "Wayfarer's Club Lady" and "Harrah's Club." He is also a boat owner and has had the "Miss Timex" and the "Red Man I and II." He won the 1971 Gold Cup in "Miss Madison." "Gentlemen Jim" is president of Ford-McCormick Heating and Air Conditioning Company and U.S. Air Conditioning Company.

TOM SHEEHY

DRIVER, MISS VALVOLINE

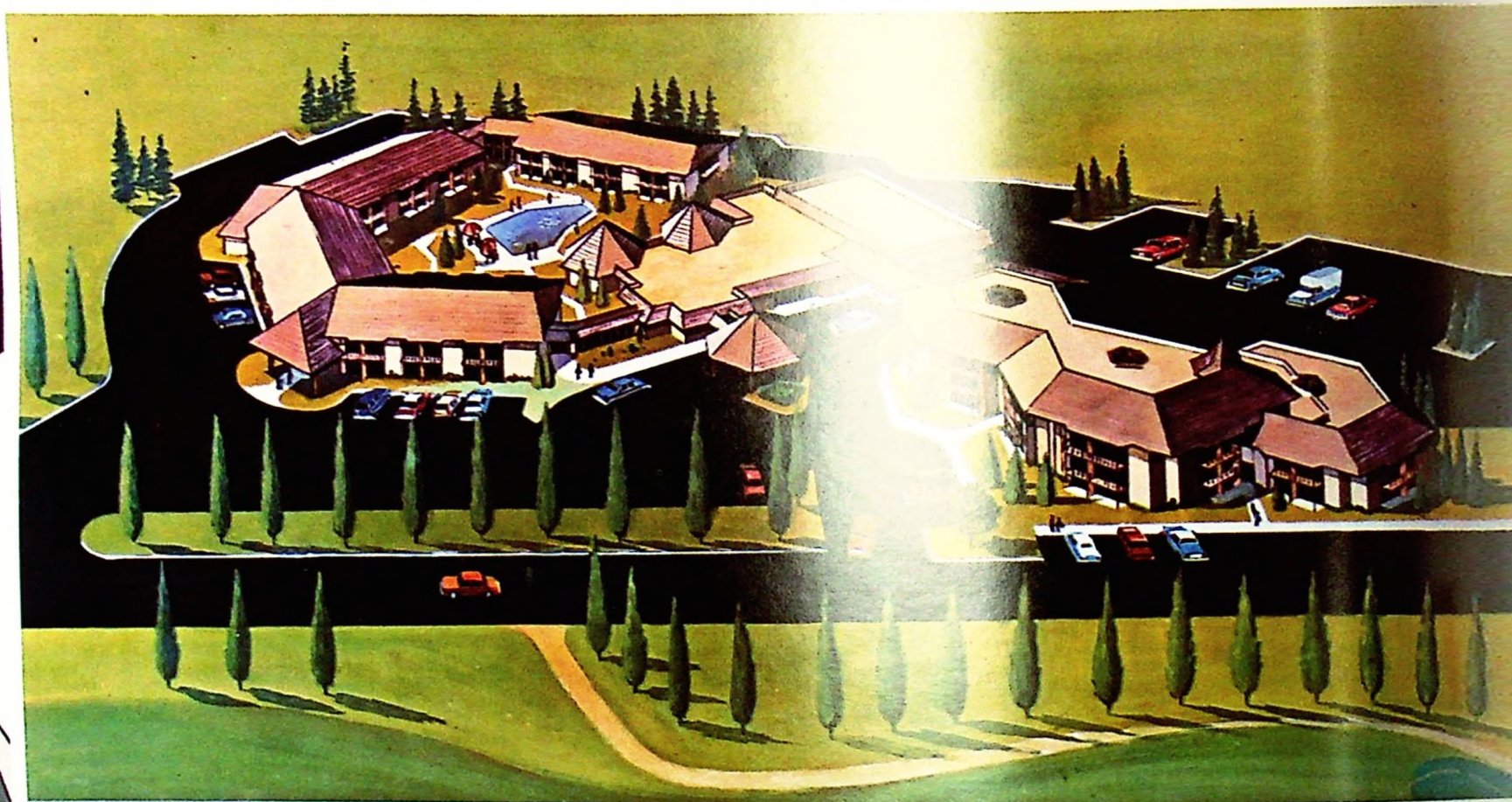
Miami, Florida. Age 32. Wife, Connie; children, Patrick and Danny. Sheehy is a pilot for Delta Air Lines. Long before he flew airplanes or raced boats as an avocation, Sheehy was a rock musician playing bass guitar on club dates. He brings "show biz" to the pits with his impressions of such stars as John Wayne, James Cagney, Edward G. Robinson or Humphrey Bogart. Sheehy, who began as a driver of limited classes in the South, was named the Unlimited's "Rookie of the Year" in 1971. He has driven "Miss Timex," "Atlas Van Lines," "Miss Madison," "Miss Cott Beverages," "Red Man" and "Miss Technicolor."

TOM D'EATH

DRIVER, MISS U.S.

From Fair Haven, Mich. Age 31. Wife, Judy. Two children. He is the second generation of a great racing family. Father Al D'Eath was a Gold Cup driver in the 30's and 40's. His brother, Roger, is also an unlimited driver. Tom drove in all classes from outboards through the fastest limiteds before he took over the Miss U.S. seat two years ago. He is a former three-time national champion in the 2½-litre class and won the World Cup for 5 litres in 1974.

THE RED LION MOTOR INN



HOST TO THE GOLD CUP BOATS



GEORGE HENLEY
Driver, Pay 'N Pak



MICKEY REMUND
Driver, Miss Budweiser



BILLY SCHUMACHER
Driver, Weisfields



BILL MUNCEY
Driver, Atlas Van Lines



JERRY BANGS
Driver, Miss Madison



BILL WURSTER
Driver, Sunny Jim



TOM D'EATH
Driver, Miss U.S.



TOM KAUFMAN
Driver, Mister Fabricator

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DAVE HECHENSPERGER



BERNIE LITTLE



LEE SCHOENITH



LES ROSENBERG

GOLD CUP BOAT OWNERS



GEORGE SIMON



JACK HIGGINS



TOM KAUFMAN



BOB FENDLER



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American Boats
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Champion Drivers

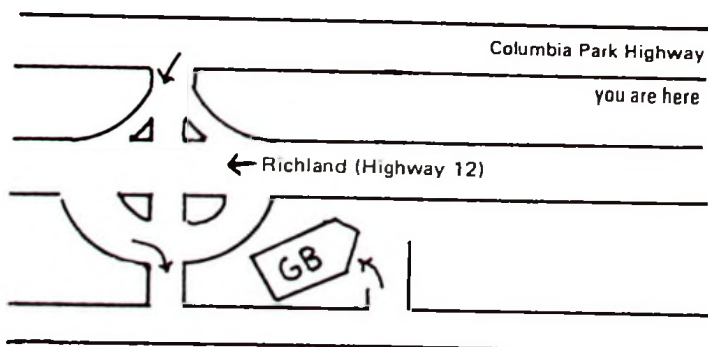
- 1974 - GEORGE HENLEY
U-1 Pay 'N Pak
- 1973 - MICKEY REMUND
U-25 Pay 'N Pak
- 1972 - BILL MUNCEY
U-71 Atlas Van Lines (5th)
- 1971 - DEAN CHENOWETH
U-1 Miss Budweiser (6th)
- 1970 - DEAN CHENOWETH
U-12 Miss Budweiser (6th)
- 1969 - BILL STERETT, SR.
U-12 Miss Budweiser (6th)
- 1968 - BILLY SCHUMACHER
U-1 Miss Bardahl (5th)
- 1967 - BILLY SCHUMACHER
U-40 Miss Bardahl (5th)
- 1966 - MIRA SLOVAK
U-3 Tahoe Miss (3rd)
- 1965 - RON MUSSON
U-40 Miss Bardahl (3rd)
- 1964 - RON MUSSON
U-40 Miss Bardahl (3rd)
- 1963 - BILL CANTRELL
U-55 Gale V (3rd)
- 1962 - BILL MUNCEY
U-60 Miss Century 21
- 1961 - BILL MUNCEY
U-60 Miss Century 21
- 1960 - BILL MUNCEY
U-60 Miss Thriftway (3rd)
- 1959 - BILL STEAD
U-00 Maverick (2nd)
- 1958 - BILL STEAD
U-12 Maverick (1st)
- 1957 - JACK REGAS
U-8 Hawaii Kai III
- 1956 - RUSS SCHLEE
U-29 Shanty I



GRIZZLY BEAR

PIZZA PARLORS
The Happy Family Place

Located off Columbia Center Boulevard



Rod Porter, left, and Doyle Clapper will be in charge of the Gold Cup/Water Follies Left Arm Wristwrestling championships to be held Saturday, July 19, at 7:30 p.m. on the outdoor stage in Columbia Park.

UNLIMITED OWNERS

DAVE HEERENSPERGER

Owner, Pay 'N Pak

Seattle, Wash. Age 38. Chairman of the board of Pay 'N Pak stores. He went in the do it yourself store business after graduating from Kelso High School. He worked his way up to ownership of first one store — now his organization owns some 40 stores in 10 states that stretch from Anchorage, Alaska; to Wichita, Kansas; to Oklahoma City; to Salt Lake City; and the Pacific Coast. He has pioneered exotic and innovative designs in hydros beginning in 1968. He is also a true sportsman and has sponsored hockey teams, baseball teams and other athletic interests.

GEORGE SIMON

Owner, Miss U.S.

Simon, 51, owns U.S. Equipment Company of Detroit, a producer of tool room and production machinery. His earlier "Miss U.S." is holder of the world speed record for propeller driven boats of 200.419 mph. It was set in 1962 with Roy Duby at the wheel. In late years, several unlimiteds have taken their best shot at the straightaway record, but none have even come close. Simon, a former driver himself, has been a pioneer in the turbo-charged, fuel-injected Allison Power plants. His unlimiteds have won many major titles but never the Gold Cup.

BERNIE LITTLE

Owner, Miss Budweiser

If you have followed hydroplane racing for the past 10 years, you know about Bernie Little. A Budweiser distributor in Central Florida, he lives with his wife and family in a beautiful complex in suburban Lakeland. He flies his own Lear-Jet and turbine-powered helicopter and owns such creature-comforts as yachts, horses and executive motorhomes. As you'd expect, he's on a first name basis with some of the world's biggest names. Bernie Little is hydro-racing's one-man happening!

ROBERT FENDLER

Owner, U-55 Lincoln Thrift

Phoenix, Arizona. Age 39. He is a Phoenix attorney who began his unlimited career as a driver and went on to be a successful owner. He has owned "Miss San Diego", "Wayfarer's Club Lady" and "Atlas Van Lines" before "Lincoln Thrift." He introduced the turbo-charged Allison engine to the sport three years ago. Fendler's credentials also include one-time national ranking as an Olympic-caliber high jumper, crop dusting, calf roping at rodeos and competition in sailboats and drag boats. He was unlimited racing's "Rookie of the Year" in 1966.

J. LEE SCHOENITH

Owner, Atlas Van Lines

From Grosse Point Shores, Mich. Age 46. He is president of the W.D. Gale Company, Detroit, a material handling and electrical contracting firm that does world-wide business. As an unlimited driver, Schoenith won the 1955 Gold Cup in Seattle driving "Gale V." He has been an unlimited owner and major domo in the sport since 1949. He has owned more than 22 boats in his career, has won two Gold Cups and four national championships. Lee is also a past unlimited hydroplane commissioner.

LESLIE ROSENBERG

Owner, U-74 Weisfield's

The 34-year-old Rosenberg is president of Leslie's Department Stores and Weisfield's jewelers. Two years ago, Rosenberg had no boat, boat shop, equipment, crew or driver. This year he has one of the most competitive boats on the circuit. Rosenberg grew up liking the unlimiteds and watching the "Slo Mo's." He is a qualified driver and tests his boat himself. A graduate of the University of Washington, Rosenberg joined Weisfield's in 1964 and moved through the ranks and became president of the large corporation in 1971.

TOM KAUFMAN

Owner, Fabricator

From Carrollton, Ohio. Age 34. He is president of the Tom Kaufman Metal Products Company. The company fabricates nuclear, aircraft and commercial equipment from stainless steel, nickel and other metals. Kaufman does business with several of the contractors on the Hanford project. He purchased "Harrah's Tahoe Miss" in 1973 after years as an owner-driver. He was named the Unlimited's "Rookie of the Year" in 1973.

JACK HIGGINS

Owner, Miss Valvoline

From Decatur, Georgia. Age 32. Higgins is an investor and Transcontinental Coal executive. He got into boat racing last year when he purchased the Notre Dame from Bernie Little who had bought it earlier from long-time owner, Shirley Mendelson McDonald.

Templeman's Country Market

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Kennewick

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GOLD CUP NEWS

TRI CITIES, WASHINGTON – 1975

Mall Display

A unique display featuring the winners of the Gold Cup for the past 25 years is on display at Columbia Center during July.

The display, which consists of 15 panels, features photos and information about winning Gold Cup boats. The photos and the display are the creation of Bill Osborne, Seattle photographer.

Columbia Center and its merchant organization have been strong supporters of Tri-Cities unlimited hydroplane racing. Mention of the Gold Cup was carried as a portion of Columbia Center's mass-media advertising during late-June and July. The Center also furnished a gazebo on the mall at which tickets, race programs and Gold Cup souvenirs are sold.

Miss Tri-Cities candidates also took part in a mall fashion show at the Center. The annual Water Follies Kiddies Parade is staged and presented by Columbia Center. Mall decorations during July are based on the theme of unlimited hydroplane racing.



Driver George Henley and Owner Dave Heerensperger, winners of last year's Gold Cup held in Seattle.



THE GOLD CUP — 1904

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

Rescue Sleds

The flat-looking boats that you see on the course are emergency sleds that were designed and built specifically to serve unlimited racing.

Two 16-foot sleds and one 18-foot are owned and operated by the Tri-City Water Follies.

The first sled was designed and built about 12 years ago by John Ousley, a boat-racing enthusiast who was then in the marina business here.

Later, the Water Follies race committee built a second sled and this past year a third sled was built and added to the fleet. The latest sled was built specifically for firefighting capabilities and can pump water at the rate of 200 gallons per minute.

The sleds ride low in the water and they match-up as to height with the hull of an unlimited hydroplane. It is easy for race personnel to step from the sleds onto the hydro to give quick emergency assistance.

The low-profile of the sleds makes it easy for divers to work from them and also to rescue a driver from the water.

The sleds are also used by the race committee in handling the buoys used in setting the Gold Cup course.

Gold Cup on TV

For the first time in history, a sporting event held in the Tri-Cities will be shown on nationwide television.

The 1975 Gold Cup will be featured on the CBS Sports Spectacular program, tentatively scheduled for nationwide telecast on Saturday, August 16.

Film crews will be here from Transworld International, a New York-Los Angeles firm that will "package" the race for CBS. The firm has purchased the rights to televise at least one unlimited race for the next three years.

KEPR-TV is the CBS affiliate in the Tri-Cities and will carry the national coverage of the Gold Cup.

Thanks, Texaco

Texaco, Inc. has been one of the major financial contributors in the sponsorship of unlimited hydroplane racing in the Tri-Cities for the past several years.

For the 1973 Gold Cup and last year's World Championship race, Texaco provided bumper stickers and other advertising material. This year, Texaco is providing large Gold Cup banners and, in addition, has made a sizeable financial contribution.

Texaco stations throughout the Tri-Cities serve as outlets for Gold Cup ticket sales and for the distribution of advertising materials.

It is only through the generosity of members of the business and industrial community, like Texaco, that unlimited racing with ever-larger purses can continue in the Tri-Cities.

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WATER FOLLIES NEWS

TRI-CITIES - WASHINGTON - JULY 1975

Winning Float

The Tri-City Water Follies float, "Gold Mystique," will appear in some 18 parades about the Northwest this year. During the first three months of the parade season, the float will carry a huge replica of the Gold Cup and will be used to promote the Gold Cup race.

In its first appearance of the season, the float won the Director General's trophy at the Wenatchee Apple Blossom festival for the entry best depicting a community celebration.

The float won the Grand Sweepstakes award at the Spokane Lilac Festival Torchlight Parade and won third place in the Armed Forces Parade. At Milton-Freewater the float won the Robert Lee Memorial award.

The first Tri-City appearance of the float will be in the Water Follies-Gold Cup parade on July 12. Following the parade, the float will be on display on the mall at Columbia Center.

The float was designed and built by Rod Lewison, art instructor in the Royal City schools. All expenses of the float are paid by the Tri-City Water Follies Association.

Left Arms Only

The Gold Cup left-arm wristwrestling championships will be held at 7 p.m., Saturday, July 12, on the outdoor stage in Columbia Park. Entries from throughout the Northwest and Western Canada are expected.

The last left-arm tourney was held here in 1973, also in connection with the Gold Cup.

There will be four weight divisions for men and a women's division.

The championships are being arranged by Northwest Wristwrestling Championships, Inc., the organization that introduced wristwrestling to the area in 1972 and sponsors the annual Northwest Championships here.

Sidewalk Art Show

Allied Arts will present their annual Water Follies Sidewalk Arts and Crafts Show, Friday and Saturday, July 25-26, at the Harry Kramer Center in Richland.

Some 200 artists will be displaying their work from 9 a.m. to dusk daily. There will be demonstrations, exhibits and entertainment, both inside and outside on the mall, at the Kramer Center.

Skydivers To Thrill Gold Cup Crowd



Skydiver Glenn Rowlette of the Thunderbirds

Spectators at the Gold Cup will see an outstanding exhibition of parachute jumping and sky-diving as done by members of the Thunderbird Sport Parachute Club of the Tri-Cities.

The club, one of the most accomplished groups in the United States, is known for their exciting exhibition jumps. Members have won awards in competition throughout the country.

During heats of the Gold Cup, 10 jumpers will exit from a twin-engine aircraft at 4,500 feet. They will free-fall to 2,500 feet before deploying their parachutes in a "Parade of Canopies" of various types.

Next, four parachutists will jump at 7,500 feet and form a 4-man star in freefall, opening their chutes at various altitudes.

During the exhibition, a simulated malfunction and cutaway will be demonstrated followed by two separate "spinning" maneuvers by two-man teams.

The final demonstration will be done from 14,000 feet with a 10-man "snowflake" formation done during freefall. Jumpers will reach speeds in excess of 150 mph. Upon deployment of chutes at 2,500 feet, the various types of hi-performance canopies will be demonstrated including the "Strato Star" that has a forward speed of better than 25 mph.

Thunderbird club officers are: Steve Bates, president; Bob Ford, vice president; Doug Hendrickson, secretary-treasurer; Bob Hannigan, safety officer; Don Rabe, head jumpmaster; and J.R. Snuggs, photographer.

Bullseye!

Archers from throughout the Northwest will compete in an American Round shoot on the Saturday, July 26, the day before the Gold Cup.

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

Registration begins at 9 a.m. with shooting to start at 10 a.m. Archers will fire 30 arrows at each of three distances, 40, 50 and 60 yards. There will be competition classes for men, women and young archers.

The 50-member Colyak Bowhunters have been organized and active in the Tri-Cities since 1951.

Family Car O.K.

An "Auto Slalom" will be sponsored on Saturday, July 26, at the Tri-Cities airport by the Sand and Sage Sports Car Club of the Tri-Cities.

Registration will be at 9 a.m. with competition at 10 a.m. A measured course will set up on the concrete apron on the west side of the airport, across the field from the airport terminal.

Some 100 cars are expected to compete in over 18 different classes. Cars compete over a flat course that takes about one minute to traverse.

Anyone can enter, the family car will do nicely, say members of the sponsoring club. Cars must have a seat belt and pass a safety inspection before being able to enter.

The Sand and Sage Club was organized some 20 years ago and has about 40 members.

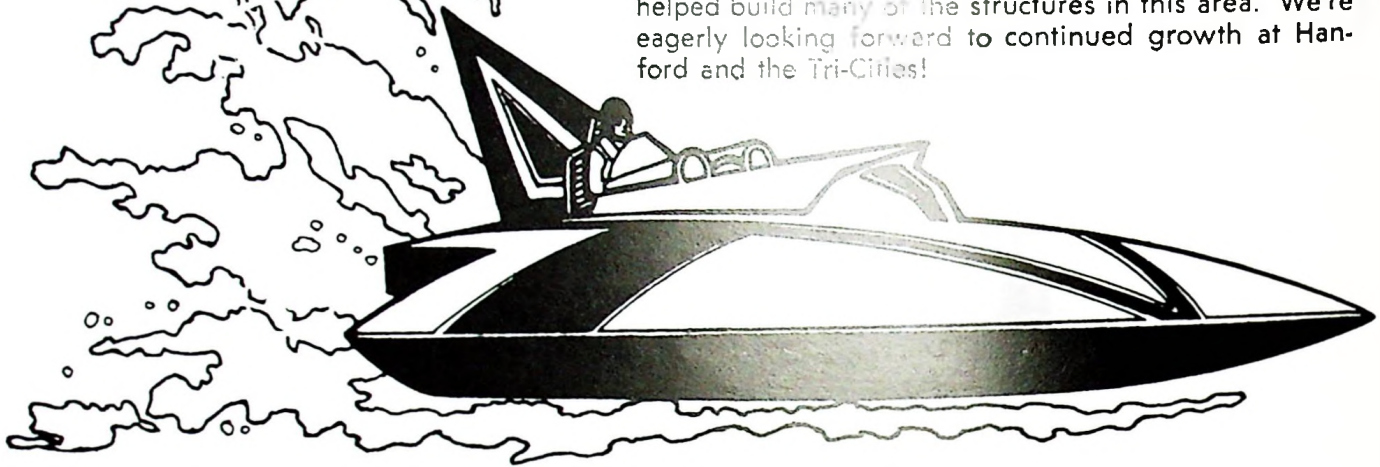
Arts Festival

A Festival of Christian Arts will be a part of this year's Water Follies. Christian Arts booths will be open daily from 2 to 10 p.m., July 17-19, at the outdoor stage in Columbia Park.

There will be a stage presentation beginning at 8 p.m. On July 17, the West German Singers will be heard and on July 18-19, "Unto Us," an original production in song and dance, will be presented by the Bethesda College of Christian Arts. Eighty voices will take part plus a dance troupe.

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BORGENSEN



WALTHER



D'EATH



DUNN



HICKLING

E. MILNER IRVIN III

DRIVER, LINCOLN THRIFT
Color Photo Page 17

From Coral Gables, Fla. Age 34. Wife, Caroline; children, Susan and James. He is owner of Riverside Electric, an electrical contracting firm. He has raced in nearly every inboard boat class from 98's through seven litre. His first ride in the thunderboats was as driver for "Miss Madison" in 1974. This year, he began the season as driver for Bob Fendler's "Lincoln Thrift." Last year, Irvin started 20 heats, won six, placed second in three and was third six times.

FRED ALTER

Detroit, Michigan, age 48. He is a sales representative for the Wm. P. Young Co. of Detroit. He is a veteran of 25 years of powerboat racing. His first thunderboat ride was in Jack Schafer's "Such Crust," and he has driven some 13 different unlimiteds. He is also a follower of offshore racing. Fred hunts bears in Alaska and has climbed the Matterhorn mountain. Last year he drove "Pizza Pete" in the Tri-Cities.

TOM MARTIN

Color photo page 17

Seattle, Wash. Age 46. Wife, Diane; Children, Rich, Todd, Ernie, Julie, Laura, Vicky. Owns four Shakey's Pizza Parlors in Seattle. His first participation in water racing was in the 280 cubic inch class. He drove "Shakey's Special" here in the 1973 Gold Cup and "Sunny Jim" in last year's World Championship. He started 17 heats last year and placed second four times and third five times and was seventh in high point standings.

LEIF BORGENSEN

Bellevue, Wash. Age 30. Wife, Susi; two children. Manager of the Rotary Marine Division of American International Trades. Began his racing career in outboards. Joined the "Notre Dame" crew as mechanic and test driver and became driver for the boat in 1968. Was named unlimited "Rookie of the Year" in 1969. He was runnerup in the '68 and '70 Gold Cup races. He is the only man ever to race a turbine-powered thunderboat, the U-95, that raced here in the World Championship last year.

SALT WALTHER

West Carrollton, Ohio. He is the only man in the world who drives both unlimited hydro and Indianapolis class cars. His father, George Walther Jr., was a pioneer hydroplane driver beginning in 1928, and now campaigns autos at the Indy 500. Salt was seriously injured in the 1973 Indianapolis race but recovered and drove two different cars in this year's "Indy." Walther has a brand new unlimited, "Country Boy," that uses twin auto engines but he has not raced it.

ROGER D'EATH

Hialeah, Florida. Age 33. Wife, Jacqueline. He is in the marine service business. Began racing at age 15 in Detroit. Is the brother of Tom D'Eath, driver of Miss U.S. Won recognition in limited hydro racing in the 7-litre, 5-litre and 150 cubic inch classes. Drove the U-76 and Bob Patterson's U-80 last year. Started in 11 heats last year and won two. Placed 15th in high point driver standings.

CHARLES DUNN, JR.

DRIVER, U-5

Miami, Florida. Age 38. Was unlimited "Rookie of the Year" in 1972 as driver of the "Miss Madison." This is his 15th year of powerboat racing. He has driven everything from outboards to offshore boats to limiteds. He has won national and world championships in both 280's and 5 litres. He holds the 5-litre world competition record. Dunn is a member of the Gulf Hall of Fame, 100 and 150 mph clubs and a member of the All-American Racing team. He was named this year to drive the brand new unlimited, the U-5.

CHUCK HICKLING

From Bellevue, Wash. Age 61. Wife, Mel. A 25-year veteran of unlimited racing. Hickling drove "Smoother Mover" during the 1973 season. Has served as relief driver for "Slo-Mo," "Miss Pay 'N Save," "Tempest," "Miss Budweiser," "\$-Bill" and "Harrah's Club." Won the "Apple Cup" in Chelan in 1959 in "Miss Pay 'N Save." Could be the driver of the U-18 (the former Burien Lady) if owner Bob Murphy decides to race the boat.

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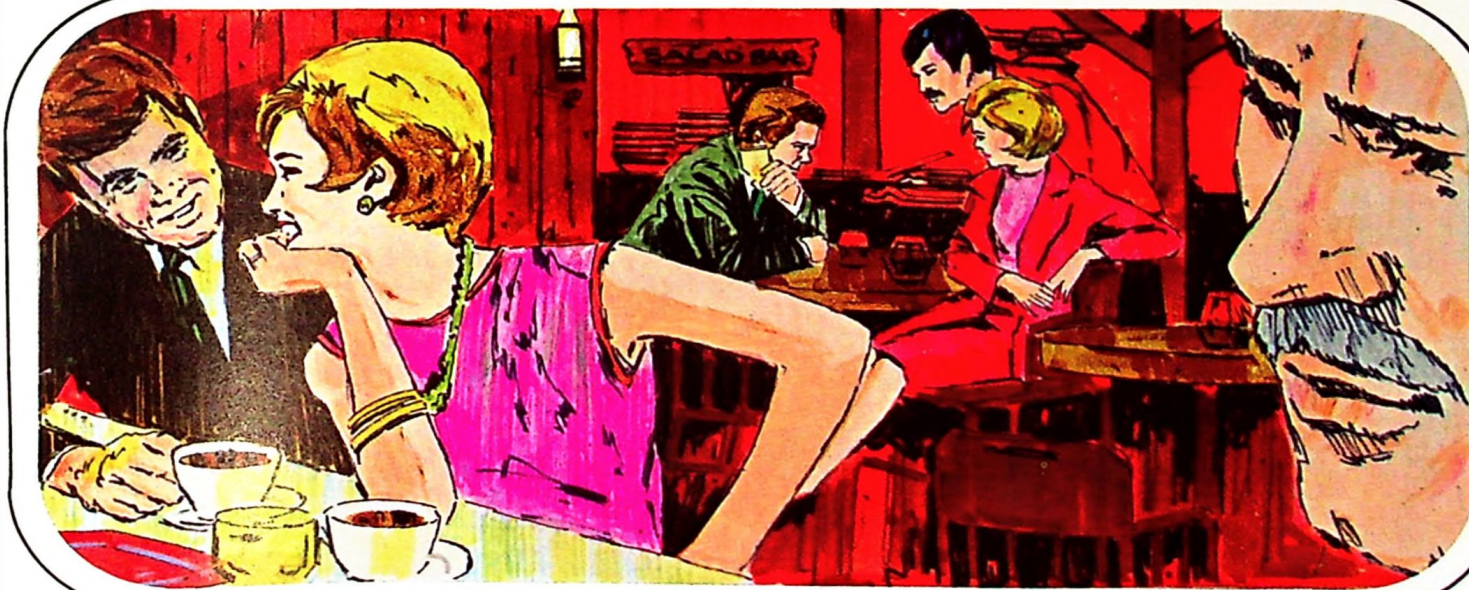


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Water Follies Events: Festival of Christian Arts, Bruce Mackebon; Parachute Accuracy Contest, Steve Bates, Bob Ford, Doug Hendrickson, Bob Hannigan, Don Rabe, Thunderbird Sport Parachute Club; Sidewalk Arts & Crafts Show, Betty Szulinski; Archery Shoot, Jerry Smith, John Mathrole, Brad Langdell, Jim Dugas, Colyak Bowhunters; Wristwrestling, Rod Porter, Doyle Clapper; Auto Slalom, Don Sandberg, Ken Byers, Sand & Sage Sports Car Club.



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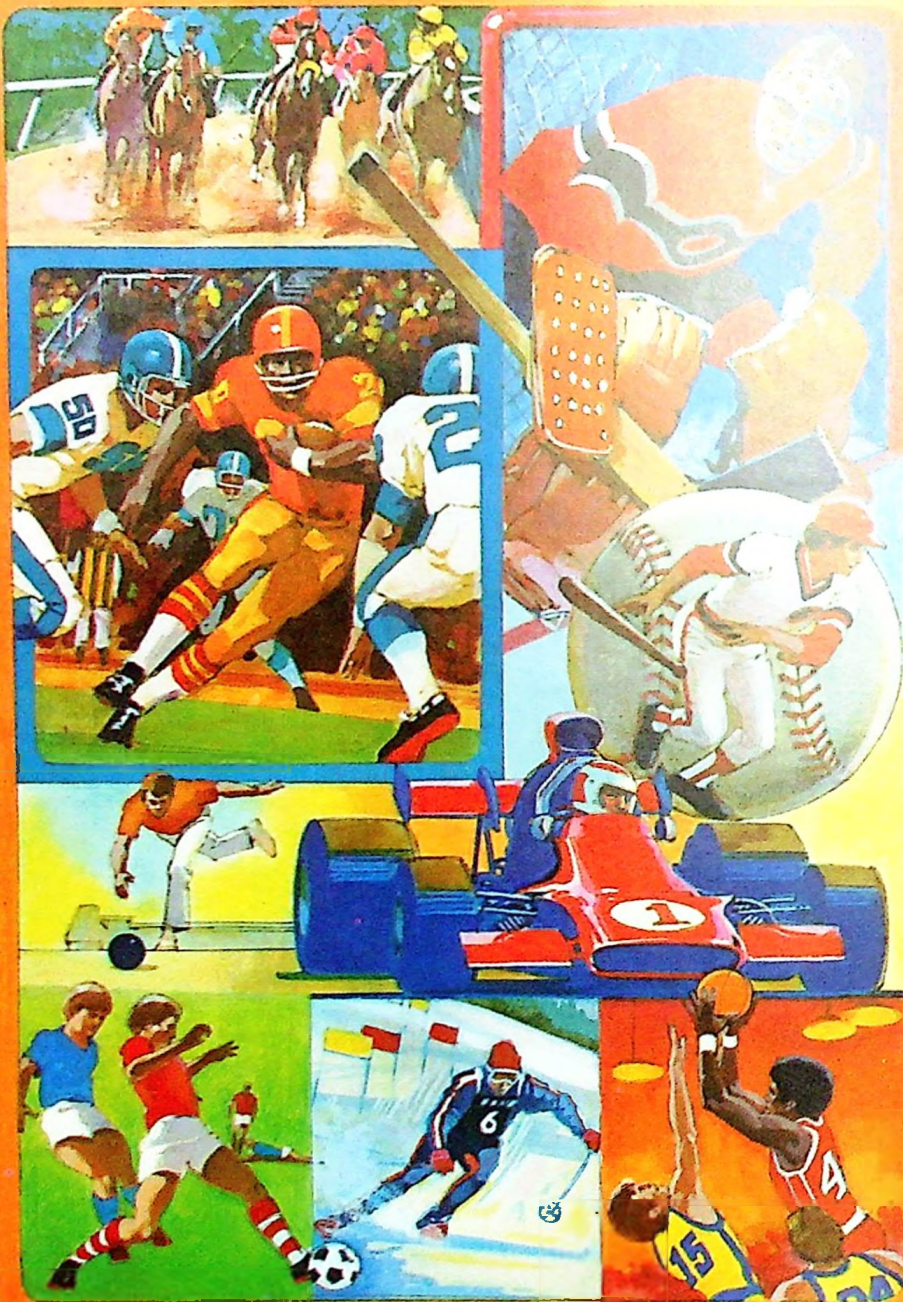


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Timer

GEORGE (BUDDY) BYERS (Unlimited Commissioner), Columbus, Ohio. Age 45. An accomplished driver in classes from outboards to unlimiteds. Best known for his driving of Miss Madison from 1963-65 in which time he placed second or third in most every race. He was named chairman of the Unlimited Racing Commission in 1970. He operates an automobile agency and leasing company.

BILL NEWTON (Chief Referee), Towson, Maryland. Age 55. Newton is regional manager of Huck Manufacturing Company. He has served as chief unlimited referee since

1964 after a long career with both outboards and inboards. He has officiated at more than 120 championship races.

HARRY WOODS (Alternate Referee), From Spokane, Washington. Age 61. Has served water racing as an official and participant for some 38 years. He has served as a referee since 1955 and has officiated at over 400 races. He is an automobile salesman in Spokane.

GENE WHIPP (Drivers Rep.), Dayton, Ohio. Age 33. He won his first race as an unlimited driver in the

President's Cup in Washington, D.C., and then retired to become an unlimited official. He has served as a referee and will be the drivers representative at the Gold Cup. He was the main force in the founding of "Hydroglobe" that brought unlimited racing to Dayton, Ohio last year.

LUCILLE M. WOODS (Scorer), From Spokane, Washington. Has been involved in unlimited racing with her husband, Harry, since 1955. Prior to that time she had served as scorer and organizer for many Pacific Northwest boat races since 1937.

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GOLD CUP BOATS

U-1 PAY 'N PAK

The most successful unlimited hydroplane in recent years has been the "Pay 'N Pak," representing Pay 'N Pak stores and owned by Dave Heerensperger and John Headley of Seattle. Racing for the first time in 1973, the boat was the sixth new hydroplane in the last ten years to be campaigned by Heerensperger. It was designed and built by Ron Jones, Costa Mesa, California, with healthy assists by Jim Lucero and the Pay 'N Pak crew. It weighs 6,000 pounds, is 28' 5" long and 13' across the beam. Much of the boat is made of honeycombed aluminum which is actually two thin sheets of aluminum bonded to and separated by an aluminum core. Only the sponsons and deck are of wood and this is because it is difficult to curve the honeycombed material. The boat has a stabilizer on the tail designed by members of the Craig Breedlove speed team. The engines are Rolls Royce Merlin developing 2,500 HP at 4,500 RPM. The boat currently holds 56 individual speed records at courses around the U.S. In 1973, Pay 'N Pak set records at all races, set 26 out of 29 records and won 4 out of 9 races. Last year the boat broke all records with 7 wins out of 11 races and 20 individual course records.

MISS U.S.

The current Miss U.S. is the latest in the series of hydroplanes that span a 20-year period and are owned and campaigned by George Simon of Detroit. Simon's boat was severely damaged by fire in last year's Seattle Gold Cup. During the winter, the boat was completely rebuilt. Since the bottom and sponsons were not damaged and after it was found that the aluminum honeycomb hull material was still sound, it was decided to rebuild rather than go through the headaches of an entirely new boat. It's Simon's ninth hull and was designed by Ron Jones.

MISTER FABRICATOR

One of the older contenders on the unlimited circuit. Was originally built in 1964 by Les Staudacher as Tahoe Miss. Mira Slovak won the 1966 Gold Cup in Detroit with the boat. It has raced in the Tri-Cities as Tahoe Miss and Harrah's Club. Now owned and driven by Tom Kaufman of Carrollton, Ohio. The boat is one of only eight in history with more than 100 heats of competition to her credit.

U-74 WEISFIELD'S

The U-74 was built in time for the '74 season by Ron Jones of Costa Mesa, Calif., and campaigned as the Valu-Mart. The boat weighs 6,000 pounds, is 28' 6" long and is powered by Rolls Royce Merlin engines. The boat experienced its share of "breaking in" problems its first year and competed in only 11 heats of racing, winning one. The boat manager is Jerry Zuvich, former crew chief of the Bardahl; crew chief Dave Culley, was formerly with the Miss U.S. and Notre Dame; and Gary Crawford is a former Bardahl engine specialist. The boat opened the season with Billy Schmacher winning the Champion Spark Plug Regatta in Miami's Marine Stadium.

MISS MADISON

This year marks the city of Madison, Indiana's 15th consecutive year in the unlimited class with a community-owned boat. Madison, a city of 13,000, has hosted unlimited racing and the Indiana Governor's Cup for some 20 years. The first Miss M campaigned from 1961-63 and won the '61 Seattle Trophy race. The second craft ran from 1963-71 and captured the '65 Dixie Cup, the '71 Gold Cup and the '71 Tri-Cities Atomic Cup. The current boat began three years ago. It suffered extensive damage during qualifications for the '72 Detroit race and had to be completely repaired for the '73 season. At the 1974 Miami race, rookie driver Milner Irvin came from behind to defeat the overall winner, "Miss Budweiser," in the final heat.

ATLAS VAN LINES

A brand new boat this year, a product of the design and engineering expertise of Les Staudacher and Lee Schoenith. The innovative cowling and tail section construction are markedly different from any boat that previously appeared on the circuit. Schoenith admits that the new Atlas was designed to combine the best features of the "Pay 'N Pak" (considered to be the best turning boat in unlimited history) and the "Miss Budweiser" (the best riding hull in thunderboating). The boat is 29' long and 13½" wide. The 6,200 pound hull is lighter than last year's "Atlas" but heavier than the present "Pak." The boat uses World War II P-51 Mustang Allison engines that are turbo-charged. It burns methanol and is equipped with a \$1,000 Cary Italian propeller.

MISS BUDWEISER

The seventh in the line of "Miss Budweisers," the present U-12 is now in her sixth season. Originally constructed in 1970 with a forward cockpit and twin Chrysler hemi power plants, the former "Pride of Pay 'N Pak" was remodeled the following year with a conventional hull configuration and a single Rolls-Royce Merlin engine. Purchased by Bernie Little and the Budweiser organization after the conclusion of the 1972 season, the craft won four of nine races. That included the Gold Cup in 1973, the first time it was held in the Tri-Cities. The boat placed second in last year's high point standings.

MISS VALVOLINE

The U-76 is the former Notre Dame, now owned by Jack Higgins. The boat was sold by Shirley Mendelson McDonald to Bernie Little who sold it to Higgins, a 32-year-old investor and Transcontinental Coal executive residing in Decatur, Georgia. The boat sports a "rainbow" paint job, indicative of its sponsorship as Miss Technicolor last year in the western races. The boat also campaigned last year as the "U-76," "Miss Cott Beverages" and "Miss Northwest Tank Service." The U-76 was built by Ron Jones in 1972 and is a pickle-fork design powered by Rolls Royce. The boat wound up last season in 6th place in total points.

LINCOLN THRIFT

A new boat last year designed by Ron Jones. Had "ride" problems last year. Competed in only 9 heats of racing, placed 11th in national standings. Is the fifth boat campaigned by Bob Fendler since 1965. The boat was modified and changed considerable prior to this racing season and the wing-assembly was put back on to improve the boat's ride. It is a turbo-charged Allison that was developed originally by owner Bob Fendler. In earlier races this year, the boat has shown tremendous speed during qualifying but has still had trouble during racing conditions on the course.

GOLD CUP BOATS



MISS U.S.



WEIS



MISS BUDWEISER

19



ELD'S



ATLAS V



LINCOLN THR

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The Gold Cup

A hot-air balloon ascension and a hang-glider demonstration will be part of the between heat entertainment during the Gold Cup.

The balloon will be tethered near the pit area. During heats, the balloon, carrying a hang glider pilot, will ascend over the course. When sufficient altitude is reached, the hang-glider will be dropped and the pilot will glide back to the ground.

The balloon, which was seen during Expo in Spokane, is 60-feet high and 50-feet in diameter. It carries its own propane-gas furnace that is used to heat the air to make the balloon rise.

The appearance of the balloon is under the sponsorship of the credit unions of the Tri-Cities.

Last January the balloon set what is believed to be a Washington State altitude record when it soared to 14,500 feet over the Mead airport.

The glider pilot, Brent Rosengrant of Spokane, probably holds the record for the most glider drops from a balloon.

The glider pilot is carried aloft by a special harness that is hooked to the balloon basket. After reaching sufficient altitude, the glider is released.

DRIVER STANDINGS 1974

POS.	DRIVER & BOAT	POINTS
1.	GEORGE HENLEY Pay 'N Pak	12,527
2.	HOWIE BENNS Miss Budweiser	7,838
3.	BILL MUNCEY Atlas Van Lines	6,463
4.	MILNER IRVIN Miss Madison	4,715
5.	LEIF BORGERSEN U-Ninety-Five	3,550
6.	DEAN CHENOWETH Miss Budweiser	3,025
7.	TOM MARTIN Sunny Jim	2,782
8.	BILL WURSTER Kirby Classic	1,968
9.	MICKEY REMUND Lincoln Thrift	1,819
10.	BILLY SCHUMACHER Valu-Mart	1,750
11.	TOM D'EATH Miss U.S.	1,694
12.	FRED ALTER The Roostertail Pizza Pete Atlas Van Lines II	1,688
13.	TOM KAUFMAN Mister Fabricator	1,639
14.	RON LARSEN Miss Technicolor	1,569
15.	ROGER D'EATH Miss Northwest Tank Service Miss Cott Beverages U-80 Super Cinders	1,518
16.	JIM McCORMICK Red Man	1,413
17.	BOB MILLER Probe	1,263
18.	JERRY BANGS Red Ball Express U-81 Red Man	1,016
19.	SALT WALTHER Country Boy	925
20.	DANNY WALLS Justa-Pest III	850
21.	BOB SCHROEDER Cu-Twenty-Two	821
22.	RON ARMSTRONG Valu-Mart U-29 Lincoln Thrift II	732
23.	TOM SHEEHY Miss Technicolor Miss Cott Beverages U-81 Red Man	620
24.	PETER LA ROCK Sunny Jim	525
25.	RON SNYDER Justa-Pest III	225

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BOAT STANDINGS 1974

POS.	BOAT & OWNER	POINTS
1.	PAY 'N PAK Dave Heerensperger	12,527
2.	MISS BUDWEISER (7th) Bernie Little	10,863
3.	ATLAS VAN LINES (5th) Joe Schoenith	6,463
4.	MISS MADISON (3rd) City of Madison, Ind.	4,715
5.	U-NINETY-FIVE Pam Clapp	3,550
6.	MISS TECHNICOLOR MISS NORTHWEST TANK SERVICE MISS COTT BEVERAGES Jack Higgins	3,482
7.	SUNNY JIM (3rd) Peter La Rock	3,307
8.	VALU-MART (4th) Leslie Rosenberg	2,482
9.	RED MAN (2nd) Jim McCormick	2,432
10.	KIRBY CLASSIC (2nd) Bob Murphy	1,968
11.	LINCOLN THRIFT Bob Fendler	1,819
12.	MISS U.S. (10th) George Simon	1,694
13.	THE ROOSTERTAIL (2nd) PIZZA PETE (2nd) ATLAS VAN LINES II (2nd) Joe Schoenith	1,688
14.	MISTER FABRICATOR Tom Kaufman	1,639
15.	PROBE Mike Wolfbauer	1,263
16.	JUSTA-PEST III Gene Benning/Don Kiefer	1,075
17.	COUNTRY BOY (2nd) George Walther, Jr.	925
18.	CU-TWENTY-TWO Bob Schroeder	821
19.	RED BALL EXPRESS Bob Murphy	222



Colyak Bowhunters, Jim Dugas, Sandra Dugas and Wayne Longmire, prepare for the Water Follies archery shoot on July 26 in Columbia Park.

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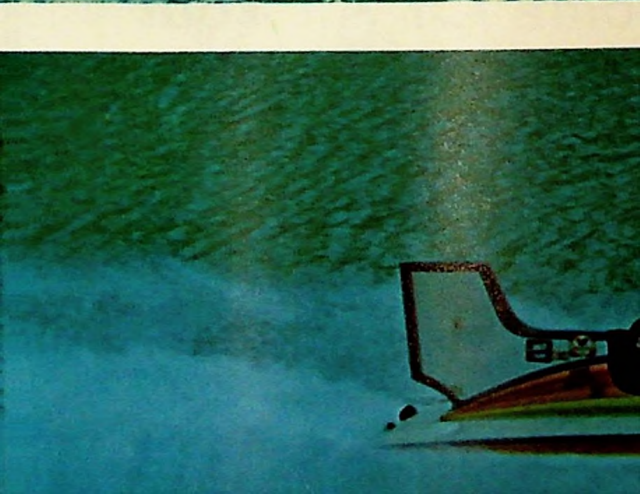
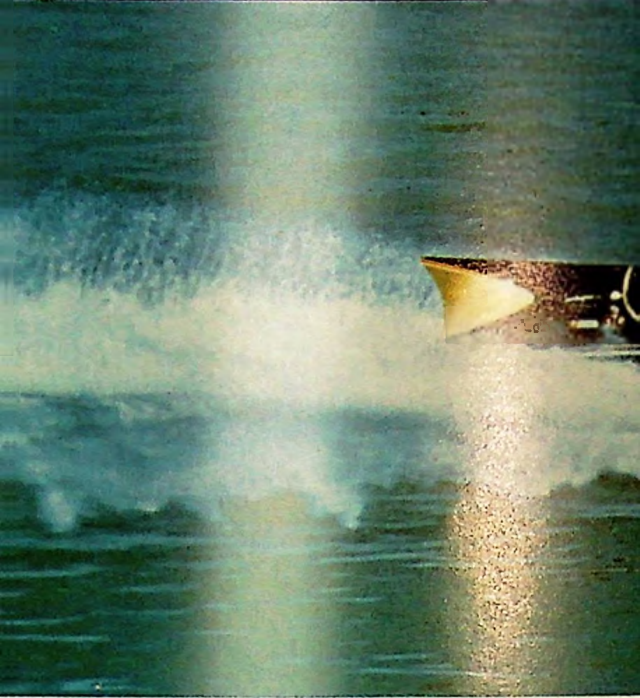
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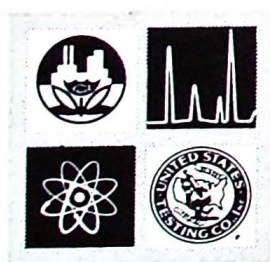
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GOLD CUP RECORDS

60 mile race (on 3 mile course):		
MISS BARDAHL, Ron Musson, Detroit	1963	105.124
60 mile race (on 2 ½ mile course):		
ATLAS VAN LINES, Bill Mancey, Tri-Cities	1973	107.902
30 mile heat (on 3 mile course):		
HAWAII KAI III, Jack Regas, Seattle	1957	109.823
30 mile heat (on 2 ½ mile course):		
MY SWEETIE, Bill Cantrell, Detroit	1949	78.645
15 mile heat (on 3 mile course):		
MISS EXIDE, Bill Brow, Seattle	1965	112.312
15 mile heat (on 2 ½ mile course):		
PAY 'N PAK, George Henley, Seattle	1974	112.056
3 mile lap:		
MISS BARDAHL, Ron Musson, Detroit	1963	114.650
2 ½ mile lap:		
PAY 'N PAK, Mickey Remund, Tri-Cities	1973	119.681
9 mile qualification average:		
MISS EXIDE, Bill Brow, Seattle	1965	120.356
5 mile qualification average:		
PAY 'N PAK, Mickey Remund, Tri-Cities	1973	124.309
3 mile qualification lap:		
MISS EXIDE, Bill Brow, Seattle	1965	120.536
2 ½ mile qualification lap:		
PAY 'N PAK, Mickey Remund, Tri-Cities	1973	124.654

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JIM HENDRICK (Unlimited Sportscaster), From Mt. Clemens, Michigan. He is a radio and TV sportscaster in the Detroit area. Hendrick does the national network broadcast of all races on the special unlimited network that includes radio stations from coast to coast. He has his own musical group that has appeared at Las Vegas and Lake Tahoe. Hendrick will also be the announcer on the national Gold Cup telecast on CBS Sports Spectacular.

JOHN CROUSE (Unlimited Racing Secretary), From Miami, Florida. Crouse serves as executive secretary of the Unlimited Racing Commission. He is a veteran marine publicist specializing in powerboat racing and is owner of a Miami-based PR firm. He organized the 1st telecast of the Orange Bowl Regatta and is an associate editor for Powerboat magazine.

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THE GOLD CUP



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 1974 Tri-Cities



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The First 25 Years

GOLD CUP HISTORY

The year 1975 marks the 25th anniversary of the first running of the Gold Cup in the Northwest and the second time it has been held in the Tri-Cities. It is also the 71st anniversary of the competition for this coveted water-racing trophy.

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

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

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

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

Foreign Entries Allowed

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

With the advent of World War II and gasoline rationing, Gold Cup racing was suspended. When resumed in 1946, engines of unlimited cubic inch capacity were allowed for the first time since 1921. The rule change was introduced to make possible the use of

converted aircraft and other engines developed by the war.

Lumbardo Hits 70.890

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

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

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

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

Gold Cup Goes West

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

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

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

The first Gold Cup was held in the West in Seattle in 1951 with "Slo-mo V" the winner. From 1951 to 1962 the Seattleites were defeated only twice on their home waters: Lee Schoenith and "Gale V" from Detroit in 1955 and Bill Stead and "Maverick" from Las Vegas in 1959. Seattle-based winners

from those excitement-packed years also included the first "Miss Thriftway," "Hawaii Kai," and "Miss Century 21."

Beginning in 1963, the Gold Cup Contest Board approved the awarding of the Gold Cup race to the city which posted the highest financial bid. Additionally, the race format was changed to four heats of 15 miles instead of three heats of 30 miles. During the past 13 years, the Gold Cup has been awarded to Detroit five times, Seattle three times, Tri-Cities and San Diego, twice, and Madison, Indiana, once.

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

This year's bid by the Tri-City Water Follies was \$50,000. In 1976, the bi-centennial Gold Cup will be held in Detroit with a bid of just over \$76,000.

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

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THE 1975 GOLD CUP

Racing Rules

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

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

To enter the Gold Cup, boats must have first qualified at a 95 mph average over two consecutive laps run during qualifying, Wednesday through Saturday.

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

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

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

A driver on the course cannot attempt to start his engine after firing of the one minute gun. He must wait until after the heat is completed to start his engine.

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

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

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

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

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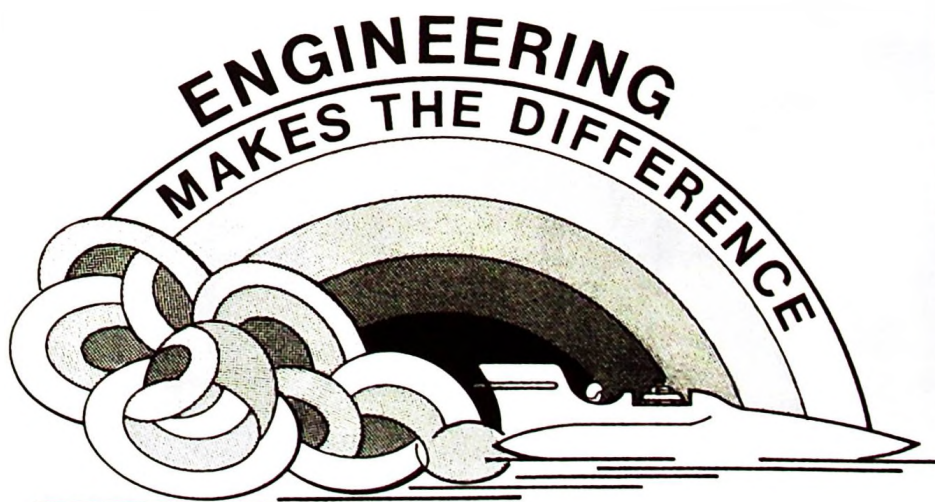
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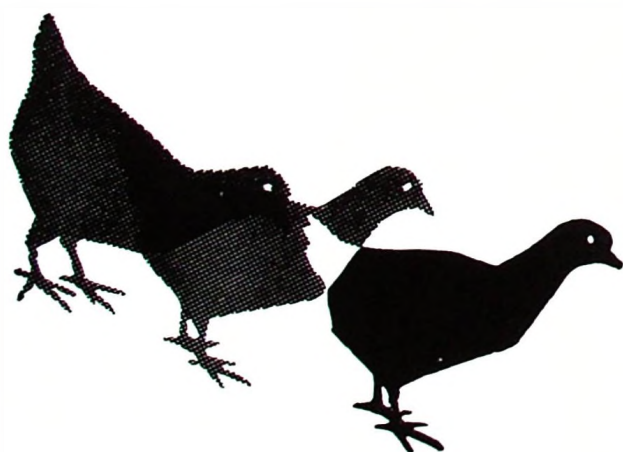
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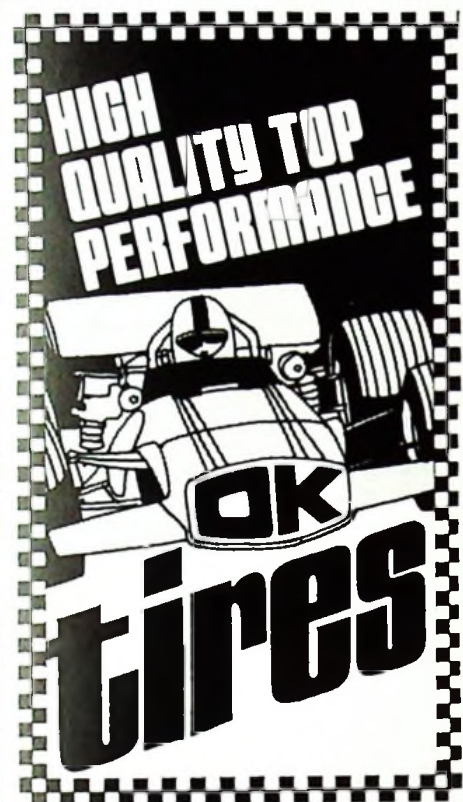
10 YEARS OF TRI-CITYWINNERS

1974	WORLD CHAMPIONSHIP U-1 PAY 'N PAK George Henley	119,276 Dave Heerensperger
1973	GOLD CUP U-12 MISS BUDWEISER Dean Chenoweth	107,752 Bernie Little
1972	U-71 ATLAS VAN LINES Bill Muncey	108,000 Lee Schoenith
1971	U-6 MISS MADISON Jim McCormick	98,564 City of Madison, Ind.
1970	U-00 PAY 'N PAK LIL BUZZARD Tommy Fults	98,169 Dave Heerensperger
1969	U-70 MYR'S SPECIAL Dean Chenoweth	100,496 Joe Schoenith
1968	U-25 MISS EAGLE ELECTRIC Warner Gardner	102,687 Dave Heerensperger
1967	U-40 MISS BARDAHL Billy Schumacher	101,161 Ole Bardahl
1966	U-12 MISS BUDWEISER Bill Brow	94,936 Bernie Little



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PETER LA ROCK

From Seattle, Wash. Age 28. LaRock is a general contractor. He got his start in unlimiteds as a member of Bob Gilliam's crews. Youngest owner in the sport, he campaigned the U-11 under the name of "Shakey's Special" and the U-22 as "Sunny Jim." He bought the hull of the turbine boat, the U-95, and has adapted it to accept aircraft engines. His entry or entries in the Gold Cup will be dependent on what sponsor arrangements he is able to make.

BOB MURPHY

Seattle, Wash. Age 51. He got into the sport as a member of Miss Budweiser crew in 1967 and purchased his first

boat from "Bud's" owner, Bernie Little. His boats have raced under the names of "Burien Lady" and "Smythe's Smoother Mover."

BOB PATTERSON

From Van Nuys, Calif. Age 49. Patterson now heads a firm that manufactures marine exhaust systems. He is a veteran of 17 years as a limited class inboard driver holding five world records, winning five U.S. championships and six national high point titles in the Crackerbox class. He was a crew member of famed "Hawaii Kai III" racing team in 1956. He bought his first unlimited in 1972, then known as "Parco's-O-Ring Miss." He'll race the U-80 in the Gold Cup if

a sponsor or financial backer can be found in time.

WALTER CARTER CARROLL KERN

Carter, 34, from Virginia Beach, Virginia, is an advertising executive and also owns an engineering firm and recreational company. A newcomer to the sport, his U-5 unlimited was built by Henry Lauterbach and is co-owned by Carroll Kern. Carter also drives the 150 class "Gemini" that races on the East coast. Kern, 44, is a retired Eastern Air Lines captain. He is a former owner of 225 inch and 7 litre hydroplanes and has campaigned them on the Eastern seaboard. This is his first venture in unlimited racing.

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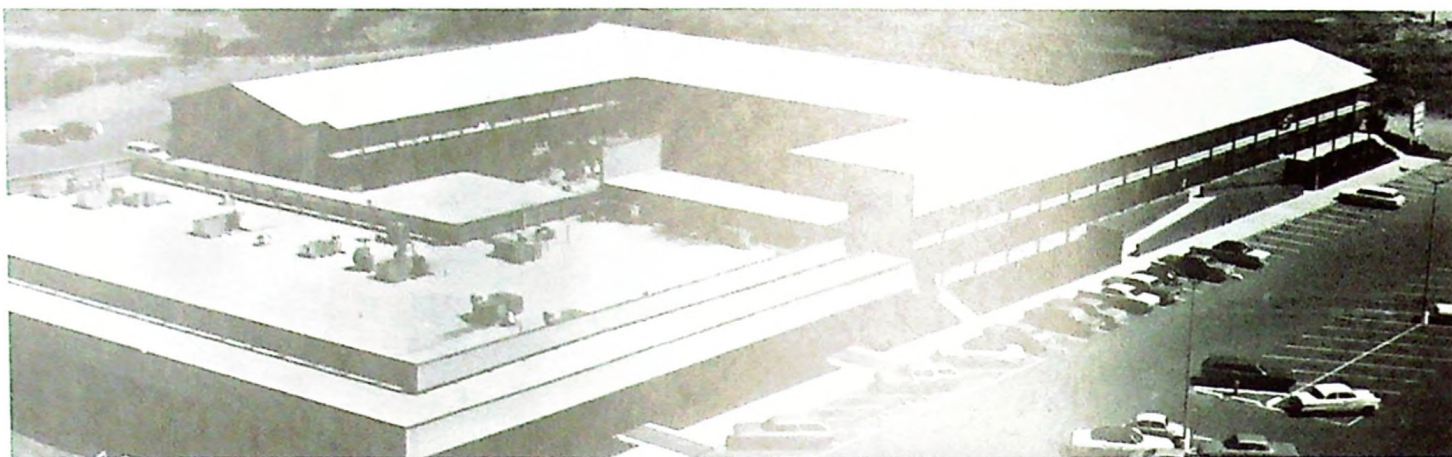
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GOLD CUP

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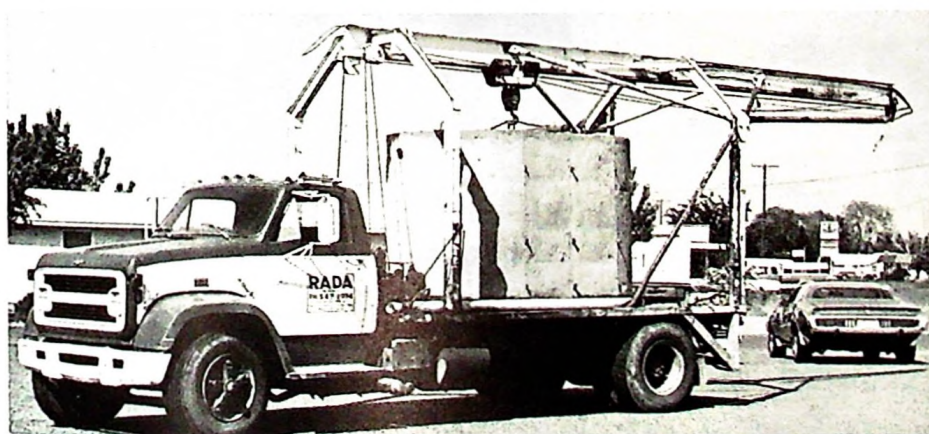
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Atlas

Atlas Van Lines, sixth largest household goods carrier in the world, has sponsored an unlimited hydroplane since 1967.

Entering the sport in 1967, Atlas sponsored the U-21, owned by Norman Manson and originally built as "Maverick," a former Gold Cup winner.

In 1968, Atlas teamed with Bob Fendler of Phoenix and the revolutionary "Super Skateboard" — the U-35. The huge 35-foot long craft employed a completely flat forward deck and was piloted by Jim McCormick. It had quick straightaway speed but was handicapped by turning problems.

In 1969, Atlas was represented by Fendler's proven U-19 (the former "Wayfarer's Club Lady") but did not win a race.

In 1970, Atlas and Fendler joined in the brand new revolutionary cab-over with automobile-engine-power labeled the U-29. By the end of the season, Fendler had replaced the two auto engines with a conventional Allison. After four summers of participation, Atlas had yet to field a winner.

In 1971, Atlas teamed up with the successful Gale crew headed by Lee Schoenith. Schoenith, a past Gold Cup winner, has employed the "winningest" of all drivers, Bill Muncey, to chauffeur the brand new rolls-powered U-71. Muncey won two of the seven events in 1971.

The same winning combination was refined for 1972 which saw Muncey and Atlas breaking records in every race and winning six out of seven.

Percentage-wise, the incredible 1972 season has never been quite equalled by any other boat and is an almost impossible goal to shoot for each year.

Following the 1972 season, the U-71 was equipped with an experimental fuel injection system. While a competitor, it never quite attained the superiority of the previous year.

In 1974, the Schoenith camp and Atlas came back with such things as an adjustable delta wing, hydraulic sponsons and a new Allison turbo-charged engine set up. However, the season proved to be one of problems and crises including two sinkings, a number of fires, burned pistons and lost turbo chargers.

Using the cumulative experience in the sport, Schoenith, Atlas and boat-builder Les Staudacher have produced a brand new design. The innovative cowling and tail section construction are markedly different from any other boat. The power source is a turbo-charged, fuel-injected Allison.



Atlas-owner Lee Schoonith began his unlimited racing career driving this boat in 1960.

Tri-City Speed Records

DISTANCE/BOAT/DRIVER	YEAR	SPEED
60 mile race (on 2½ mile course)	1973	107.902
ATLAS VAN LINES, Bill Muncey		
45 mile race (on 2½ mile course)	1972	108.000
ATLAS VAN LINES, Bill Muncey		
37½ mile race (on 2½ mile course)	1974	110.276
PAY 'N PAK, George Henley		
15 mile heat (on 2½ mile course)	1973	111.386
MISS BUDWEISER, Dean Chenoweth		
12½ mile heat (on 2½ mile course)	1974	113.464
U-95, Leif Borgersen		
2½ mile lap	1973	119.681
PAY 'N PAK, Mickey Remund		
2½ mile qualification lap	1973	124.654
PAY 'N PAK, Mickey Remund		

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RACING SINCE 1963

The Bud

In a saga spanning 13 years, "Miss Budweiser" has won almost more races than any other boat in history — and the 1975 season could be the year that she wipes away the word "almost."

Presently, only Miss Bardahl has more race victories to her credit: 24 compared to Miss Budweiser's 22.

Extending back to 1963, the seven "Miss Budweisers" have won three straight national championships, three Gold Cup victories and have won all but one major race in the United States.

Since the first Miss Bud in '63, there have been seven such boats. Some crashed in splinters, some won every race entered. Still others disappointed. But, the quest has always been the same — to have a boat that represents the excellence of Budweiser in a manner to reflect credit and prestige to the sport in which it is involved.

During her long and illustrious career, Miss Budweiser has entered a total of 111 races and has won no fewer than 103 events in those races.

1974 NATIONAL CHAMPION

The Pak

The Seattle-based electric, plumbing, building materials, auto and sporting goods retail chain has long been a prominent part of the unlimited racing scene.

As early as 1963, Dave Heerensperger, then in Spokane, sponsored the former "Miss Spokane" and campaigned it as "Miss Eagle Electric."

After a few years of retirement, Heerensperger purchased the former "Bill" with Col. Warner Gardner as driver.

The first of the "Pay 'N Pak" series of boats was born in 1969 when Heerensperger and John Headley merged their stores and took the "Pay 'N Pak" name. The boat was a trimaran with a main fuselage and two sponson-like appendages attached to the hull. The boat, racing as "Lil Buzzard" won the 1970 Tri-Cities Atomic Cup with Tommy Fults at the wheel.

In 1970, Ron Jones designed a completely new hydro using aft-mounted twin Chrysler hemis instead of aircraft engines. However, the radical new departure, despite its potential, never quite worked out and



the hull was modified to accept the Rolls Royce engine.

In 1971, with new driver Bill Schumacher and new crew chief Jim Lucero, the hull was completely reworked and changed to the front-mounted Rolls power. The boat won the last four races of 1971.

In 1972, the same boat and same driver started out strong but encountered difficulties in mid-season. Schumacher retired and was replaced by Bill Sterett who won the President's Cup in his first outing.

In 1973, the present Pay 'N Pak was built and campaigned for the first time. The years of experimenting and frustration paid off and Dave Heerensperger had his national champion with Mickey Remund as pilot. The boat repeated as national champion last year with George Henley as driver.

Pageant

Twelve Tri-City young ladies will compete for the title of Miss Tri-Cities at the annual Water Follies Miss Tri-Cities pageant, "The Golden Years," to be held on Friday, July 18, at 8 p.m. at the Kennewick High School auditorium.

Pageant directors are Joanie Doss and Connie Vargo. Radio KALE's Tom Mann will be master of ceremonies with songs by Jim Wingfield and rag-time piano by David Nelson.

Sky Diving Accuracy

The Thunderbird Sports Parachute Club of the Tri-Cities will stage a parachute accuracy contest on Saturday, July 19. The competition will begin about 9 a.m. with jumpers landing in the baseball field area of Columbia Park.

Some 30 jumpers from the Tri-Cities and Southeastern Washington are scheduled to compete. All jumpers will be experienced sky-divers having made from 200 to 1200 individual jumps.

Contestants will make three jumps from 2500 feet, aiming at a 3-inch disc on the ground.



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World Champion Boats

NATIONAL HIGH POINT CHAMPION UNLIMITED HYDROPLANES

1974 - U-1 PAY 'N PAK
Owner-Dave Heerensperger

1973 - U-25 PAY 'N PAK
Owner-Dave Heerensperger

1972 - U-71 ATLAS VAN LINES
Owner-Joe Schoenith

1971 - U-1 MISS BUDWEISER
Owner-Bernie Little

1970 - U-12 MISS BUDWEISER
Owner-Bernie Little

1969 - U-12 MISS BUDWEISER
Owner-Bernie Little

1968 - U-1 MISS BARDAHL
Owner-Ole Bardahl

1967 - U-40 MISS BARDAHL
Owner-Ole Bardahl

1966 - U-3 TAHOE MISS
Owner-Bill Harrah

1965 - U-40 MISS BARDAHL
Owner-Ole Bardahl

1964 - U-40 MISS BARDAHL
Owner-Ole Bardahl

1963 - MISS BARDAHL
Owner-Ole Bardahl

1962 - U-60 MISS CENTURY 21
Owner-Willard Rhodes

1961 - U-60 MISS CENTURY 21
Owner-Willard Rhodes

1960 - U-60 MISS THRIFTWAY
Owner-Willard Rhodes

1959 - U-00 MAVERICK
Owner-Bill Waggoner

1958 - U-40 MISS BARDAHL
Owner-Ole Bardahl

1957 - U-8 HAWAII KAI III
Owner-Edgar Kaiser

1956 - U-29 SHANTY I
Owner-Bill Waggoner

1955 - U-55 GALE V
Owner-Joe Schoenith

1954 - U-55 GALE V
Owner-Joe Schoenith

1953 - U-51 GALE II
Owner-Joe Schoenith

1952 - U-99 MISS PEPSI
Owners-Walt & Roy Dossin

1951 - U-99 MISS PEPSI V
Owners-Walt & Roy Dossin

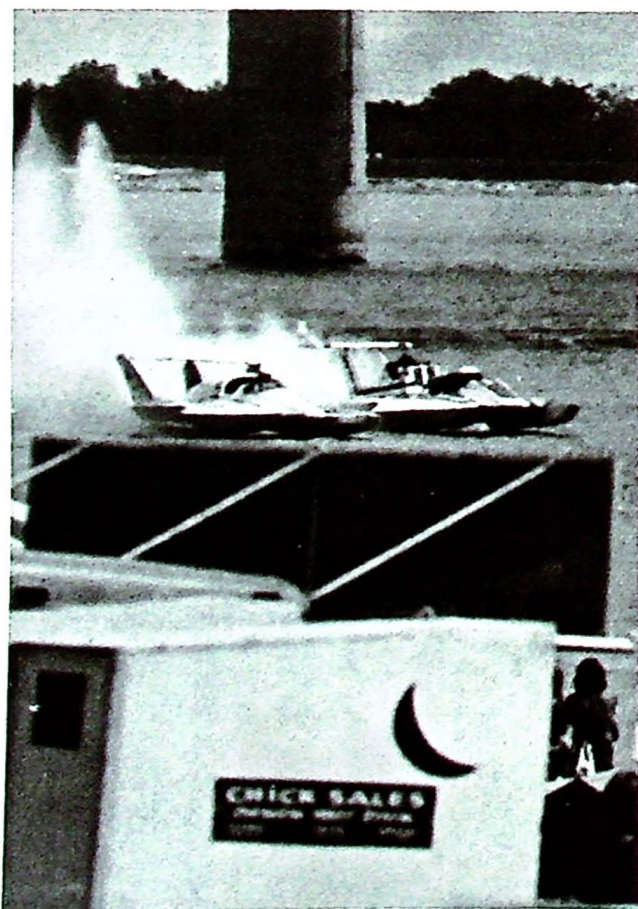
1950 - U-3 MY SWEETIE
Owner-Horace Dodge, Jr.

1949 - U-3 MY SWEETIE
Owner-Horace Dodge, Jr.

1948 - U-1 SUCH CRUST
Owner-Jack Schafer

1947 - G-99 MISS PEPSI V
Owners-Walt & Roy & Russ Dossin

1946 - G-13 TEMPO VI
Owner-Guy Lombardo



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TRI-CITY WATER FOLLIES

10 YEARS OF ROOSTERTAILS

Roostertails will fly and unlimited hydroplanes will race for the 10th consecutive year in the Tri-Cities at the 1975 Gold Cup.

The Tri-City Water Follies, under several names and different program formats, began as a carnival and has progressed to be one of the most important community celebrations in the Northwest.

For many years, limited hydroplane racing was the major Water Follies attraction. But, there was a clamor that the Water Follies needed a bigger "star" to provide a celebration that would gain the Tri-Cities additional publicity and attract more people.

In September of 1965, five Water Follies representatives — then-president Mark Pence, Wally Reid, Keith Bowers, Jack Hamann and Ken Maurer — drove down to Lake Tahoe to witness the 1965 World Championship Regatta for unlimited hydroplanes.

They spent the time observing, measuring and photographing all of the many facilities needed to stage an unlimited race. They also talked to owners and drivers about the possibility of unlimited racing in the Tri-Cities.

To call attention to their area's potential as an unlimited race site, the Tri-Cities also sponsored two of Bob Gilliam's boats at several races.

Water Follies efforts were successful and the first unlimited race was staged on the Columbia River in the Tri-Cities in July, 1966. Twelve unlimiteds made an appearance at the newly-developed pit area in Columbia Park. Bill Brow won all three of his 15-mile heats at the wheel of Bernie Little's "Miss Budweiser" to become history's initial Atomic Cup champion.

Others on hand for the first race

were "Wild Bill" Cantrell in Lee Schoenith's "Smirnoff," Bill Sterrett Sr. in the radical twin automotive-powered "Miss Chrysler Crew," Bob Fendler in "Wayfarer's Club Lady," Red Loomis in Mike Wolfbauer's "Savair's Probe" and Mira Slovak in "Tahoe Miss."

On July 20, 1969, the huge crowds that lined the Columbia River were treated to a unique "double-header." While Dean Chenoweth was winning the fourth Atomic Cup in "Myr's Special," the first man was landing on the moon. Tri-City radio stations were hard-pressed to provide total coverage of both the unlimited race and the moon-landing.

The Gold Cup was brought to the Tri-Cities for the first time in 1973 and last year the World's Championship for Unlimited Hydroplanes was held here for the first time.

Another milestone will be reached this year, when the Tri-Cities and the 1975 Gold Cup will be shown on a delay-basis over national television and the CBS network.

Unlimited racing has been good for the Tri-Cities. It has brought thousands of people from out-of-town here for the race and it has gained the area untold amounts of regional and national publicity, all of it focused on our weather and water recreational assets.

Monies earned from unlimited racing have been returned to the community by the Water Follies in the form of capital improvements. This past year, a \$10,000 grant from the Water Follies made possible the placing of a sizeable new area of Columbia Park under automatic sprinkler irrigation.

The Water Follies has also built an

outdoor stage in Columbia Park as well as providing the park with portable bleachers, boat docks, a trash sweeper and a boat launching ramp. The hydroplane pit area was also developed by the Water Follies.

Over the years, the Water Follies has brought a variety of different events to the Tri-Cities. In addition to unlimited and limited hydro racing, the Water Follies has sponsored outboards, flatbottoms, drag boats, sail boats and OPC marathon boats in racing events here.

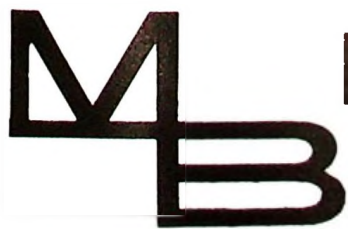
Jet demonstration teams including the Navy's Blue Angels and the Air Force Thunderbirds have flown here under Water Follies sponsorship.

Because local high school band directors had helped out the Water Follies in many ways, the Water Follies organization created "Jazz Unlimited," a competition for high school stage bands from around the Northwest. The event is now being staged by Columbia Basin College.

In addition to the annual celebration, the Water Follies sponsors the Tri-City float that this year will enter some 18 parades about the Northwest. The Water Follies is also responsible for the year-round activities and expenses of Miss Tri-Cities and her court.

The Water Follies organization operates without a paid staff and must depend entirely on volunteers to provide the manpower to put on this annual celebration.

The strength of the Water Follies has been the total cooperation given by three cities, two counties, the thousands of people who have volunteered their time, services and materials plus the half-million or more people who have watched the roostertails fly over the years on the Columbia.



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THE LADIES OF UNLIMITED HYDROPLANE RACING

Standing, left to right: driver Jerry Bangs' wife, Anna; Bernie Little's daughter, Becky, and wife, Jane; Les Rosenberg's wife, Candice; driver Bill Schumacher's wife, Cyndee; Buddy Byer's wife, Diane; driver Roger D'Eath's wife, Jackie; Milner Irvin's wife, Caroline, and Bob Fendler's fiancée, Nancy. Kneeling: George Simon's wife, Penny, and daughters Susie and Jodie, and Paul Simon's fiancée, Cindee Scott.

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GOLD CUP WINNERS

YEAR	BOAT	SITE	DRIVER	OWNER	SPEED
1974	Pay 'N Pak	Seattle	George Henley	Dave Heerensperger	104.428 MPH
1973	Miss Budweiser	Tri-Cities	Dean Chenoweth	Bernie Little	107.752 MPH
1972	Atlas Van Lines	Detroit	Bill Muncey	Lee Schoenith	104.277 MPH
1971	Miss Madison	Madison, Ind.	Jim McCormick	City of Madison	98.520 MPH
1970	Miss Budweiser	San Diego	Dean Chenoweth	Hydros, Inc.	98.597 MPH
1969	Miss Budweiser	San Diego	Bill Sterett	Little-Friedkin	98.847 MPH
1968	Miss Bardahl	Detroit	Billy Schumacher	Ole Bardahl	108.230 MPH
1967	Miss Bardahl	Seattle	Billy Schumacher	Ole Bardahl	101.561 MPH
1966	Tahoe Miss	Detroit	Mira Slovak	William Harrah	93.340 MPH
1965	Miss Bardahl	Seattle	Ron Musson	Ole Bardahl	103.132 MPH
1964	Miss Bardahl	Detroit	Ron Musson	Ole Bardahl	100.377 MPH
1963	Miss Bardahl	Detroit	Ron Musson	Ole Bardahl	105.119 MPH
1962	Miss Century 21	Seattle	Bill Muncey	Willard Rhodes	100.074 MPH
1961	Miss Century 21	Reno	Bill Muncey	Willard Rhodes	99.678 MPH
1960	DECLARED NO CONTEST	Las Vegas			
1959	Maverick	Seattle	Bill Stead	Bill Waggoner	104.003 MPH
1958	Hawaii Kai III	Seattle	Jack Regas	Mike Welsch	103.481 MPH
1957	Miss Thriftway	Seattle	Bill Muncey	Willard Rhodes	101.969 MPH
1956	Miss Thriftway	Detroit	Bill Muncey	Willard Rhodes	96.52 MPH
1955	Gale V	Seattle	Lee Schoenith	Joe Schoenith	MPH
1954	Slo Mo Shun V	Seattle	Lou Fageol	Stan Sayres	99.104 MPH
1953	Slo Mo Shun IV	Seattle	Lou Fageol-Joe Taggart	Stan Sayres	92.613 MPH
1952	Slo Mo Shun IV	Seattle	Stan Dollar	Stan Sayres	79.925 MPH
1951	Slo Mo Shun V	Seattle	Lou Fageol	Stan Sayres	90.57 MPH
1950	Slo Mo Shun V	Detroit	Lou Fageol	Stan Sayres	78.215 MPH
1949	My Sweetie	Detroit	Bill Cantrell	Gregory-Schoenherr	73.610 MPH
1948	Miss Great Lakes	Detroit	Danny Foster	A.F. Fallon	43.435 MPH
1947	Pepsi V	Detroit	Danny Foster	Dossin Brothers	54.909 MPH
1946	Tempo VI	Detroit	Guy Lombardo	Guy Lombardo	68.072 MPH



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SPEED RECORDS

FOR UNLIMITED HYDROPLANES COMPETITION

DISTANCE/RACE	BOAT/DRIVER	SPEED
90 mile race (on 5 mile course):		
CA-3 MISS SUPERTEST III, Bob Hayward - 1960 Harmsworth Trophy		115.973
90 mile race (on 3 mile course):		
U-00 MAVERICK, Bill Stead - 1959 Gold Cup		104.033
60 mile race (on 3 mile course):		
U-40 MISS BARDAHL, Ron Musson - 1963 Gold Cup		105.124
60 mile race (on 2 1/2 mile course):		
U-71 ATLAS VAN LINES, Bill Muncy - 1973 Gold Cup, Tri-Cities		107.902
45 mile race (on 3 mile course):		
U-25 PAY 'N PAK, Mickey Remund - 1973 World's Championship, Seattle Seafair		117.391
45 mile race (on 2 1/2 mile course):		
U-1 PAY 'N PAK, George Henley - 1974 San Diego Unlimited Trophy		110.746
45 mile heat (on 5 mile course):		
CA-3 MISS SUPERTEST III, Bob Hayward - 1960 Harmsworth Trophy		116.464
30 mile heat (on 3 mile course):		
U-8 HAWAII KAI III, Jack Regas - 1957 Gold Cup		109.828
15 mile heat (on 3 mile course):		
U-12 MISS BUDWEISER, Dean Chenoweth - 1973 World's Championship, Seattle Seafair		122.504
15 mile heat (on 2 1/2 mile course):		
U-1 PAY 'N PAK, George Henley - 1974 San Diego Unlimited Trophy		114.942
12 1/2 mile heat (on 2 1/2 mile course):		
U-NINETY-FIVE, Leif Borgersen - 1974 World's Championship, Tri-Cities		113.464
5 mile lap:		
CA-3 MISS SUPERTEST III, Bob Hayward - 1960 Harmsworth Trophy		126.226
3 mile lap:		
U-25 PAY 'N PAK, Mickey Remund - 1973 World's Championship, Seattle Seafair		124.424
2 1/2 mile lap:		
U-25 PAY 'N PAK, Mickey Remund - 1973 Gold Cup, Tri-Cities		119.681

QUALIFICATION

9 mile average:		
U-25 PAY 'N PAK, Mickey Remund - 1973 World's Championship, Seattle Seafair		126.562
6 mile average:		
U-25 PAY 'N PAK, Mickey Remund - 1973 World's Championship, Seattle Seafair		126.611
5 mile average:		
U-25 PAY 'N PAK, Mickey Remund - 1973 Gold Cup, Tri-Cities		124.309
3 mile lap:		
U-25 PAY 'N PAK, Mickey Remund - 1973 World's Championship, Seattle Seafair		126.760
2 1/2 mile lap:		
U-25 PAY 'N PAK, Mickey Remund - 1973 Gold Cup, Tri-Cities		124.654

STRAIGHTAWAY

Mile:		
U-2 MISS U.S.I., Roy Duby - Guntersville, Ala. - 4/17/62		200.419
Kilo:		
U-2 MISS U.S.I., Roy Duby - Guntersville, Ala. - 4/17/62		198.168

WORLD RECORD COURSE

The majority of world speed records for unlimited hydroplanes on a 2 1/2 mile course were set on the Columbia River course in the Tri-Cities.

Two years ago, all speed records were set in the Tri-Cities. However, last year new records were set for the fastest 45-mile race and fastest 15-mile competition heat at San Diego.

World records currently set in the Tri-Cities include:

*Fastest 2 1/2 mile competition lap ever run at 119.681 mph. by Mickey Remund in Pay 'N Pak at the 1973 Gold Cup.

*Fastest 60-mile race, Bill Muncy in Atlas Van Lines in the 1973 Gold Cup at 107.902 mph.

*Fastest 5-mile average in qualification at 124.309 mph. by Mickey Remund in Pay 'N Pak in the 1973 Gold Cup.

*Fastest 2 1/2 mile qualifying lap at 124.654 mph. by Mickey Remund in Pay 'N Pak at the '73 Gold Cup.

JOBS WELL DONE

Saluting the people who have guided the Tri-City Water Follies and unlimited hydroplane races over the past 10 years

PAST PRESIDENTS

1966 - Cliff LaHue

1967 - Jerry Horrobin

1968 - George Grant

1969 - Bruce Glenn

1970 - Dr. Orval Patchett

1971 - Dr. Orval Patchett

1972 - Dave Dickerson

1973 - Dave Dickerson

1974 - Jerry Eerkes

PAST RACE CHAIRMEN

1966-68 - Jack Hamann

1969-72 - Don Cooper

1973-75 - Ken Thompson

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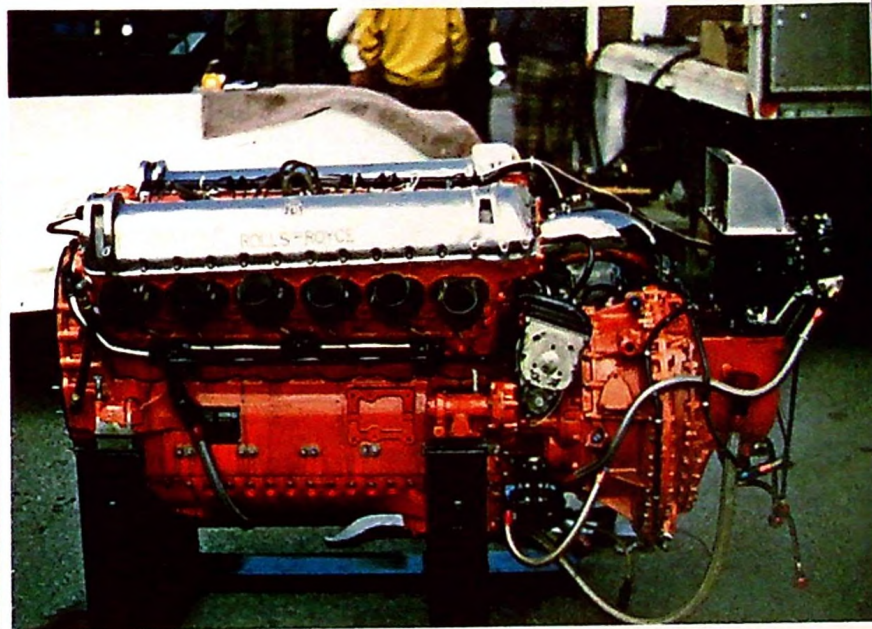
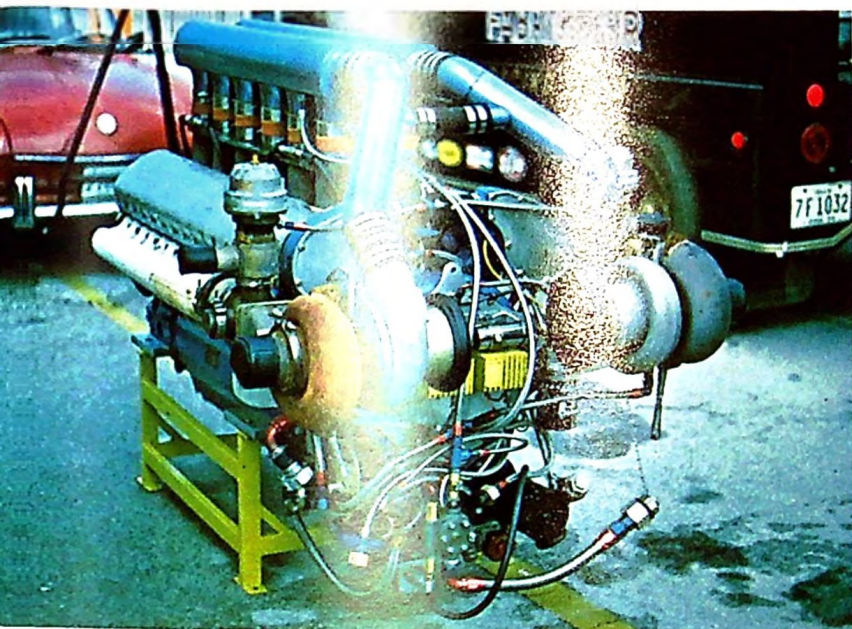
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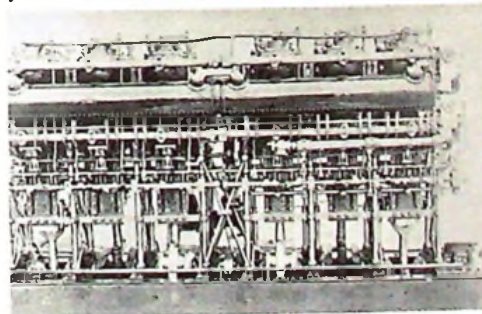
by Dave Speer
Unlimited writer,
POWERBOAT magazine

In the late 1800's the steam engine found a formidable rival in the internal-combustion or "explosion" motor. The principle, dating back two centuries, did away with both fire and boiler and power was developed directly within each cylinder. Early marine engines were very primitive, and as one writer of the day put it, "you never knew if they would take you one mile or fifty." Nevertheless, the newfangled invention made the average man a weekend admiral and became the foundation of a sport to follow.

A contest of speed was always as close as the nearest powerboat. Wealthy men, relaxing over wine at the social club, wagered thousands on their favorite yacht; the humble motor launchman bet a bottle of White Wheat Whiskey on an upriver dash. The yachtsman, dressed in whites and brass, whistled deck hands topside and ordered the boilerman to tie down the safety valve; the "stink pot" pilot, wearing slicker and goggles, souped up his 76 octane gasoline with ether or moth balls. The race was on . . . the only difference was the equipment, not the spirit.

Motorboat racing proved a useful testing ground for car engine manufacturers in the halcyon days of that industry. The U.S. Long Distance Auto Company, Jersey City, N.J., introduced its Standard engine to

powerboating by winning the first APBA Gold Cup, in 1904, with a skinny launch called — what else? — STANDARD. The 6-cylinder motor which powered the 59-footer to a 23-mph victory started by compressed air fed to three cylinders, developed an amazing 110 H.P., and weighed a more amazing one and one-half tons! The demand for high power began. One year later, and not to be outdone,



THE STANDARD ENGINE

Standard built the behemoth racing engine of its day — 300 H.P. Like an old steam engine it was a maze of steel columns, oil reservoirs, copper tubing, rods and levers.

Considered a mechanical genius up and down the St. Lawrence River, in upstate New York, John Leighton built the first supercharged engine in history. Instead of a simple fuel pump to deliver gasoline to the vaporizer (carburetor), a crankshaft-driven pump boosted a compressed charge to two power cylinders. This Leighton advancement powered the 1906 Gold Cup winner, CHIP II.

In the early days a boat owner often made the decision to buy a certain

brand of engine based on its word-of-mouth reputation and its geographical availability. So, for example, off Long Island the Speedway was popular, in the Mid-West the 12-cylinder Van Blerck was unparalleled for craftsmanship, and among the Thousand Islands of northern New York, where Gold Cup racing matured, the Sterling was king. In fact, the Sterling was a leader in gas engine technology and dominated the Gold Cup with seven consecutive wins, 1911-1917.

Hurried into World War I, in 1917, America was caught without a suitable aircraft engine. The Liberty V-12 was created to gain air supremacy for the United States. But the 400 H.P. motor, not of radical design but rather a synthesis of the state of the art at that time, proved too heavy for Army Air Corp fighters. After Armistice Day over 15,000 Liberties were declared war surplus much to the delight of



THE VAN BLERCK ENGINE

speedboat owners. Soon the Liberty went into everything from family runabouts, to rumrunners, to

(Continued on Page 69)

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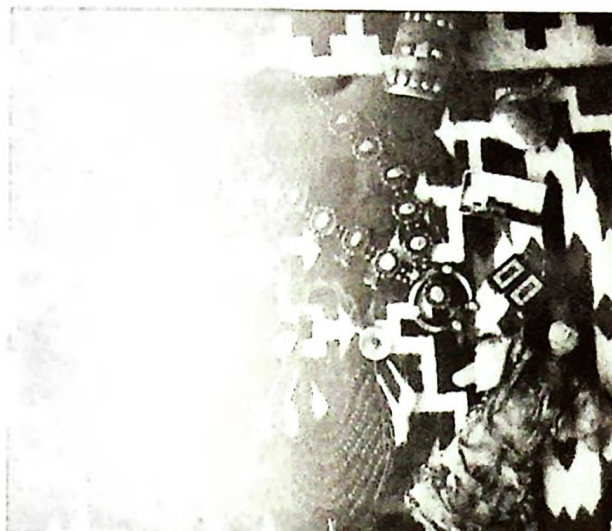
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RACING ENGINES

Continued from page 67

hydroplanes. This new lightweight powerplant turned boat racing upside-down. As a result, every successful Gold Cup motor since World War I has been a spin-off of a government financed project.

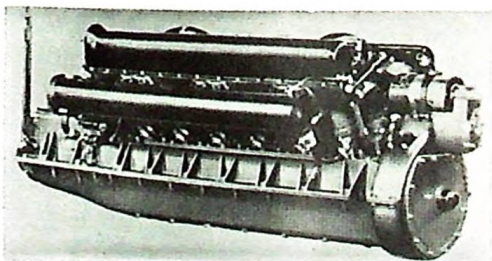
Gar Wood built the fastest hydroplanes from 1915 until World War II, and he couldn't have done it without Packard engines — indeed the resources of the entire Packard Motor Car Company. Unlike the Liberty which had to be converted to marine use, Packard developed special motors



THE LIBERTY ENGINE

for boat racing. Wood's most famous craft, MISS AMERICA X, was powered by four 2,500 cubic-inch Packards. Supercharged, they turned over 2,600 R.P.M. and developed a whopping 7,400 H.P. Packard also built the "Sweepstakes 621" — the only engine ever designed expressly for Gold Cup boats. It was the most consistently successful engine in its class from 1922 thru 1936.

For fourteen seasons, when a Packard didn't win, the Wright did. More popularly called a "Hisso", after



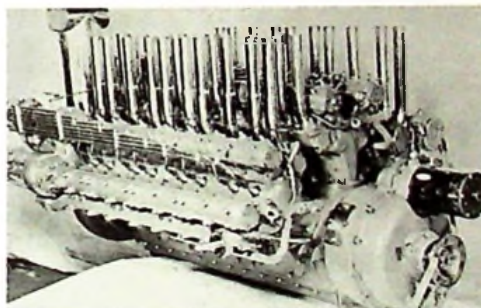
PACKARD SWEEPSTAKES 621

its Hispano-Suiza (which translated means Spanish-Swiss) origin, the Wright was another refugee of World War I air battles. From a technical standpoint the Wright V-8 was an outstanding engine and its success started a series of design refinements which culminated in the Allison and Rolls-Royce Merlin engines.

Duesenberg built a one-of-a-kind motor for powerboat playboy Horace E. Dodge, Jr. Of five custom-made "Doozies" only one was ever assembled. The technical numbers are fascinating: 24 cylinders, 4 valves per cylinder, 48 spark plugs, 6 cams, 3

magnetos, and about 550 horses. From four dozen exhaust stacks it roared like the main event at a midjet car track! This unique Duesenberg never failed mechanically, won the 1937 Gold Cup, and powered the first Gold Cup Class boat to break 100-mph, NOTRE DAME.

Following the end of World War II, and with the jet age on the horizon, the Allison and Rolls-Royce introduced the modern era of Unlimited racing. The Allison V-1710, America's first 1,000 H.P. aircraft motor, was a superb machine utilizing the best use of lightweight alloys, supercharging, and precision mass production. In 1946, an enterprising Californian named Danny Arena wasted no time in mounting the Allison in his 3-pointer MISS GOLDEN GATE III. He recalls, "I put my foot down, the tail would raise and all of a sudden it would tear loose. No one in Detroit had seen a boat run like that before." Arena's yellow bomb clocked scorching laps until the battered engine failed on the finale. Never again could the antiquated First



THE DUESENBERG

War powerplants expect to compete on the same course as an Allison.

Charles Rolls and Frederick Royce were never racing men, really. Unlike many motoring pioneers they weren't destined to take part in powerboat racing — but their engines were. Strikingly similar to the General Motors-built Allison, the Rolls powered England's famed "Spitfire" during World War II dogfights over the Continent. Although the Rolls-Royce has dominated Unlimited competition in recent years, the popular turbocharged Allison now rivals the Rolls as the most powerful U-boat engine.

On July 27, a crazy breed of boats good for nothing but speed again chase the illusive Gold Cup. For miles up and down the lazy Columbia ears perk to the bark, whistle, chatter and pop of the thunderboats churning. The sounds, harsh and mellow, echo the progress of speed on water, the memories of victories past, and audibly spotlight the barnstorming Unlimited spectacle.

250 Lb. Anchors Needed for Buoys

Anchors weighing 250 pounds in the form of a barrel filled with concrete are used to hold the buoys that mark the Tri-City Gold Cup race course. Steel rods are run through the barrels and left protruding before they are filled with concrete to give a "hedge-hog" effect to the anchors so they will not "roll" or "slide" along the bottom.

These anchors are dropped and then picked up again each time the course is set.

The anchors and buoys are dropped in their correct position by means of triangulation points and a survey crew working on shore. The survey crew communicates with the anchor crews on the river by radio to tell them where to position the anchors.

The survey of the course was submitted to the chief surveyor of the American Power Boat Association and the Columbia River Gold Cup course has been officially certified as approved for world records.

A total of 18 buoys are used to mark the Gold Cup course. The majority of the marker buoys are orange. The starting buoy, directly in front of the official barge, is white with red stripes.

Green buoys are used to signal the entrance and exit from each turn. The buoys are used by drivers as reference points to begin their deceleration going into turns and for acceleration after the turn has been completed.

Gold Cup Race 60 Miles Long

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

Boats are assigned to heats by the luck of the draw. The drawing for heats 1A and 1B is made at the driver's meeting in the pits Saturday evening.

On Sunday, drawings are made for the next heat at the conclusion of each heat.

The six boats with the highest number of accumulated points go into the final heat. The winner of the Gold Cup is determined by the boat having the highest number of points gathered throughout the afternoon of racing.

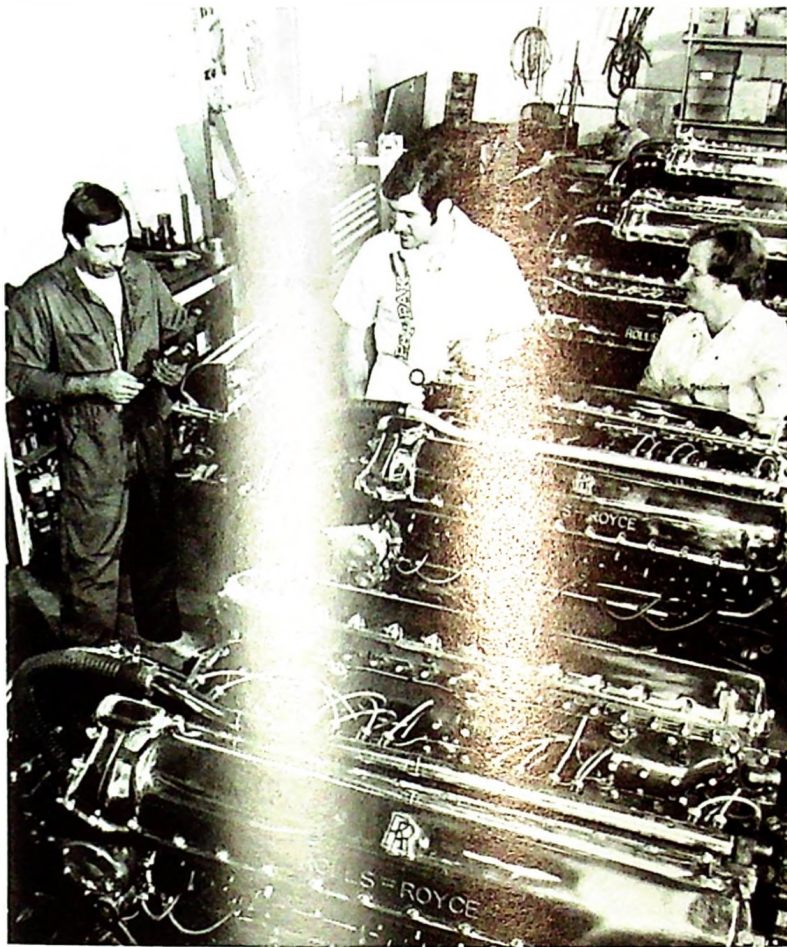
Points for each heat are awarded as follows: first, 400 points; second, 300 points; third, 225; fourth, 169; fifth, 127; sixth, 95.



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THE PAY 'N PAK ENGINE SUPPLY

Pay 'N Pak's supply of Rolls Royce engines are inspected by the crew, left to right, Bill Penland, boat manager Jim Lucero and Roger Bauer.

THE WINNINGEST GOLD CUP DRIVER

Bill Muncey



Driver Bill Muncey is shown after winning the 1957 Gold Cup in Seattle. He'll be trying for his sixth Gold Cup in the Tri-Cities.

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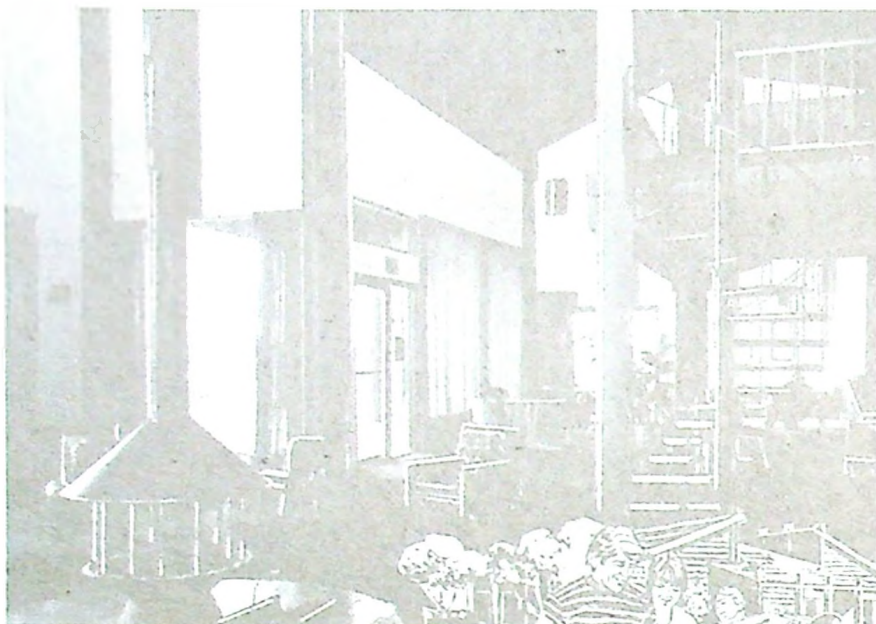
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those individuals and organizations whose creative efforts have brought this 11th Hydroplane Race - THE GOLD CUP WORLD CHAMPIONSHIP COMPETITION - to our Tri-Cities!

As one of Richland's pioneer housing builders, the Robert Young Companies proudly share in the unique growth of our rapidly expanding community. Innovative projects include CLIPPER RIDGE, the region's first Planned Community Development consisting of detached homes, condominiums, community Clubhouse (spacious Lounge shown above) and shared recreational facilities such as Tennis Courts, Putting Green, Children's Playground, etc. Other quality contractors now assisting in Clipper Ridge home and condominium construction are:

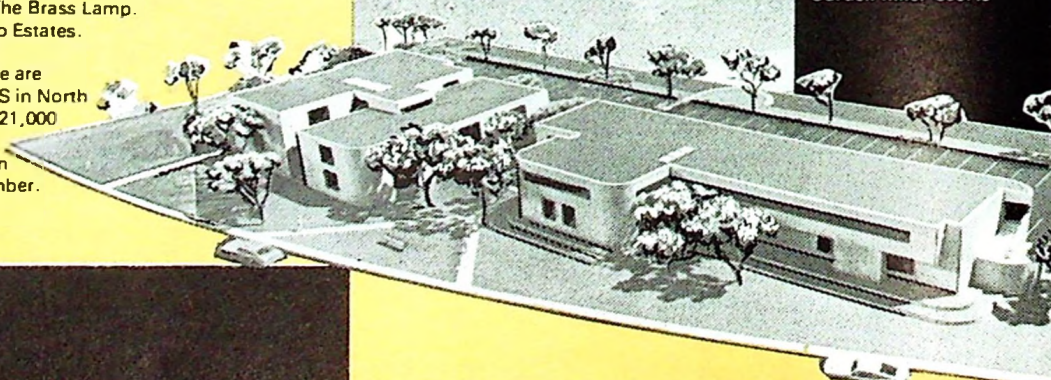
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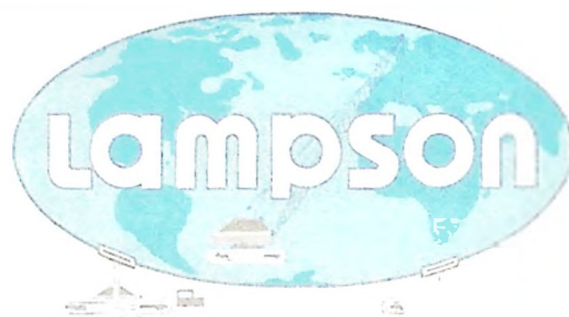
GOLD CUP OFFICIAL SCORING FORM

[illegible]

GOLD CUP POINT SCORING
Points Awarded for each heat

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