

Columbia Cup '82

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**Tri-City
Water Follies
Presents**



**For
Unlimited
Hydroplanes**

August 1 - Columbia River

Tri-Cities, Washington

PASCO - KENNEWICK - RICHLAND

Testing and Qualifying - Thursday through Saturday, July 29-31, 9 a.m. - 5 p.m.

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

Cover Illustration: Sandy Holien.

Production Supervision: Ken Maurer, Advance Advertising.

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

Columbia Cup Schedule:

11:30 a.m. Opening Ceremonies
National Anthem
12 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
3:10 p.m. Water Follies Trophy Race
4:10 p.m. The Columbia Cup

1982 Columbia Cup Prize Money - \$80,000

The purse of the 1982 Columbia Cup could reach as high as \$80,000 - up \$10,000 over the 1981 purse. The exact amount awarded during the 17th annual running of the Columbia Cup will not be determined until the waters of the Columbia River have settled and the performance of all the boats is known.

The prize money for the final heat alone is \$35,000, but the boats will start collecting prize money long before the final heat on Sunday afternoon.

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

On race day, if a boat which qualified at 100 m.p.h. makes a legal start in one of the preliminary heats on race day, it earns \$2,000. If a boat completes all five

laps of its first preliminary heat it will receive \$500, and an additional \$1,000 if it finishes a subsequent qualifying heat. During the Consolation heat, \$2,000 will be awarded.

The winner of the 1982 Columbia Cup will capture \$11,900 with the second place boat receiving \$8,400.

If a boat were to make a clean-sweep of the Columbia Cup it could take home as much as \$17,000. During qualifying, a boat that has the fastest time on Thursday earns \$400, and if that boat returns to the waters on Friday and increases its speed, it's eligible for qualifying money again that day, a possible \$400. If its overall qualifying time is the fastest recorded during the two days, the boat earns an additional \$300. The boat could earn \$2,000 by making a legal start, and if it completes both of its heats, it would earn \$1,500. If the boat captures the Columbia Cup, it wins \$11,900. □

Prize Money Charts

Qualifying (Thursday and Friday)

Fastest	\$ 400
Second Fastest	300
Third Fastest	225
Fourth Fastest	175
Fifth Fastest	150

\$1,250 each day

Overall Qualifying

Fastest - \$300
Second Fastest - \$200

Columbia Cup Final Heat

First Place	\$11,900
Second	8,400
Third	5,600
Fourth	4,200
Fifth	2,800
Sixth	2,100
TOTAL	\$35,000



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problems for our
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energy, inflation,
national security,
world peace...

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We recognize the need to develop energy forms to meet the nation's increasing demands.

We have confidence in the nuclear industry and are proud of our role in chemical processing, nuclear waste management, and site support services at the Hanford Site. That role includes:

- Demonstrating the safe storage of nuclear waste
- Research and development of vital technology for our nation's nuclear waste disposal program
- Utilizing business planning and management for cost effective operations

- State-of-the-art technology in nuclear chemical processing

and we are:

- Demonstrating geologic disposal for nuclear wastes in the basalts underlying Hanford
- Planning ahead to assure facilities and people are available and ready to meet the challenges of tomorrow.

Photo:
Standing, left to right: Lawrence Hunter, general manager; Tom
Crawford, vice president; Walter J. Smith, senior design
engineer; John H. Smith, senior engineer; John H. Smith,
office administrator; John H. Smith, vice president; William
H. Smith, senior engineer; William H. Smith, senior
engineer; John H. Smith, vice president and general manager.
Tom Crawford, vice president and general manager.
Rockwell Hanford Operations



Rockwell International

**Rockwell Hanford Operations
Energy Systems Group**

1982 SCHEDULE OF EVENTS

1982 Water Follies & Columbia Cup

Friday, July 16

Miss Tri-Cities Style Show. Featuring Miss Tri-Cities contestants. 7 p.m., Columbia Center Mall.

Wednesday, July 21

Columbia Cup '82 Carnival. Operating through Wednesday, July 28. 6-11 p.m. weeknights; 12 noon-11 p.m. weekends in Columbia Park.

Friday, July 23

Educational Wine Seminar. All day. Red Lion Motor Inn, Pasco.

Miss Tri-Cities Pageant. 7:30 p.m. Richland High School Auditorium. All seats \$7.

Second Annual Columbia Cup Thunderboat Open-Dart Tournament. Through Sunday, July 25. Rivershore Motor Inn, Richland. Entry Fee: Blind Draw Doubles - \$3; Open Singles - \$10; All Other Events - \$5.

Tri-Cities Amateur Golf Tournament. Through Sunday, July 25. Tri-City golf courses.

Dunning-Ray Columbia Cup Tennis Tournament. Through Wednesday, July 28. Pasco tennis courts. Adult: \$5 single - \$8 doubles/mixed doubles. Youth: \$4 single - \$6 doubles/mixed doubles.

Saturday, July 24

Columbia Cup Shoreline Run. 8:00 a.m., Howard Amon Park, Richland. \$6 pre-registration; \$7 day of race.

Pancake/Sausage Breakfast. 7 a.m.-12 noon. Howard Amon Park, Richland. \$2.50 per person.

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

"Life, Be In It" Family Picnic. Memorial Park, Pasco. A day in the park including two performances by the "One Reel Vaudeville Show."

"The Magnificent Mutt Show." Memorial Park, Pasco, mid-afternoon.

Northwest Wine Festival. 4-7 p.m., Red Lion Motor Inn, Pasco. \$18 per person.

Fourth Annual Water Follies Square Dance. 8-11 p.m., Prairie Shuffler's Shanty, 717 N. Irving, Kennewick. Admission, \$5 per couple.

Water Ski Show & Novice Ski Jump Tourney. Through Sunday, July 25. Jump - 8 a.m., Ski - 1 p.m. daily, Columbia Park.

Soccer Tournament. Through Sunday, July 25. 9 a.m. Saturday - Qualifying; 9 a.m. Sunday - Finals. Hanford High School soccer fields, Richland.

Sunday, July 25

First Annual Columbia Cup Chess Tournament. Through Sunday, July 25. 9 a.m., Harry Kramer Center, Richland.

Columbia Cup Bicycle Classic. 8 a.m.-3 p.m., Awards at 4 p.m. Behind Tri-Cities Center, Kennewick.

Mountain Fresh Regatta. Afternoon, Columbia River between Hanford House & Cedars Restaurant.

Columbia Cup Autocross. 9 a.m., 3000 George Washington Way, Richland - WPPSS Main Parking Lot.

Wednesday, July 28

Kiddies Parade. 1-3 p.m. Memorial Park, Pasco.

Water Follies Talent Show. 8 p.m., Richland High School Auditorium. Adults - \$3.50; Students - \$2.50.

Jr. Golf Association State Championships. Through Friday, July 30. Daily, Tri-City golf courses.

"Jubilee with the Lord" Christian Sing-a-Long. 7 p.m.-9 p.m., Columbia Park Amphitheatre. No admission charge.

Thursday, July 29

All-Civic Club Luncheon. 12 noon, Red Lion Motor Inn, Pasco, with hydroplane owners and drivers in attendance.

Columbia Cup Basketball Tournament. Through Saturday, July 31. Pasco High School.

Columbia Cup Qualifying. Through Saturday, July 31. Columbia Park. All boats must qualify at 100 mph to be eligible to compete in the Columbia Cup. Pits open for tours of the unlimited boats.

Friday, July 30

Columbia Cup Double Point Race, Bicycle Motocross. Through Saturday, July 31. 6:30-8:30 p.m. Tri-Cities BMX Race Track, Kennewick side of new bridge.

Allied Arts Sidewalk Show '82. Through Saturday, July 31. 9 a.m.-9 p.m. on Friday; 9 a.m.-8 p.m. on Saturday. Howard Amon Park, Richland.

Fourwall Handball Tournament. Through Sunday, August 1. Tri-City Athletic Club. \$30 entry fee.

Saturday, July 31

First Annual Stuart Anderson's Black Angus Waiter's Day Race. 10 a.m., Bonneville Street next to Black Angus in Pasco. \$35 per four-member team.

Model Airplane Fun Fly. 9 a.m., Vista Field, Kennewick.

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

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

Fourth Annual Water Follies Square Dance. 8-11 p.m., Prairie Shuffler's Shanty, 717 N. Irving, Kennewick. Admission - \$5 per couple.

Sunday, August 1

Columbia Cup for Unlimited Hydroplanes. Racing begins at 12 noon. Columbia Cup Course, Columbia River. Tickets: General Admission, Advance Sale, \$6 - under 12 years of age free. General Admission on race day, \$8. Bleacher Seating, \$12. Special Parking, \$5. Anchor Permit, \$10.

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

Saturday, August 14

Columbia Cup Air Show. Through Sunday, August 15. 10 a.m. daily with a full show each day featuring the Blue Angels. Adults - \$5; Children 12 and under free.

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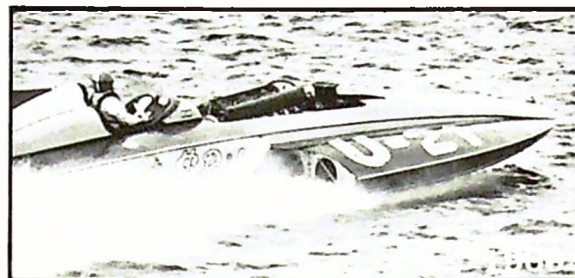
MISS
TRI-CITIES
1981-82

NANCY
FORD



PHOTO BY MARLIN'S PHOTOGRAPHERS

The Unlimited



He had already been racing the big thunderboats for 15 years when he came to the Tri-Cities for the first Atomic Cup in 1966. But, it wasn't until 1972 that Bill Muncey, the most victorious driver in unlimited history, claimed his first Tri-Cities championship. After that, Muncey's luck on the Columbia River seemed to change as he went on to capture four more Tri-City titles, earning him the distinction of being this course's winningest driver.

Bill Muncey drove, and lived, unlimiteds for 31 years. While leading the pack during the World Championship on October 18, 1981, in Acapulco, Atlas Van Lines became airborne. After the waters had settled, three boats had sunk, and Bill Muncey had died of severe neck injuries.

But before his career ended, Muncey had won 62 races (with a win at every major race site), 8 Gold Cups, and 7 National Championships.

Muncey's unlimited career got off to a

less than illustrious start. His first unlimited ride was in 1950 in the Miss Great Lakes, a boat that had been wrecked and rebuilt more than once. At the start, Muncey, who was used to driving limiteds, misjudged the timing and was last out of 14 boats to cross the starting line. In true Muncey tradition, he soon passed the smaller boats, passed Guy Lombardo, and was about to pass veteran Bill Cantrell when his Miss Great Lakes began to disintegrate and later sank.

Bill Muncey's next ride was in 1955, after a four-year stint in the Army, in the Miss Thriftway owned by Willard Rhodes. Muncey raced for the Gold Cup in Seattle and came across the finish line first in the final heat, but he would have to wait for another year for his Gold Cup trophy. Because of a now-discontinued bonus point system that gave extra points for the fastest lap, the fastest heat and the fastest race, Lee Schoenith in Gale V won that year's

Gold Cup. Muncey's boat, with two firsts and a third, lost to a boat with two seconds and a third.

The next year, Muncey won the Gold Cup, but it took him 86 days to do it. Going into the final, the top contenders were all close in points, and Muncey knew he had to win the final to claim the Gold Cup. And, Muncey did win. But the officials initially disqualified him for hitting a buoy and named Miss Pepsi the winner. It took 86 days before the controversy was resolved awarding Muncey his first Gold Cup, the biggest race of the sport, and his first unlimited victory.

Muncey captured races while driving the Miss Thriftway (1956-1960, 1963); Miss Century 21 (1961-1963); Notre Dame (1964); Miss U.S. (1966, 1968, 1969); Myra Sheet Metal (1970); and Atlas Van Lines (1971-1981).

Muncey's career wasn't always one win after another. In 1973-75, he lost 30 races in a row. But in January of 1976,

Bill Muncey



△ Muncey surrounded by the 1962-63 Miss Tri-Cities candidates, even before unlimiteds raced here.

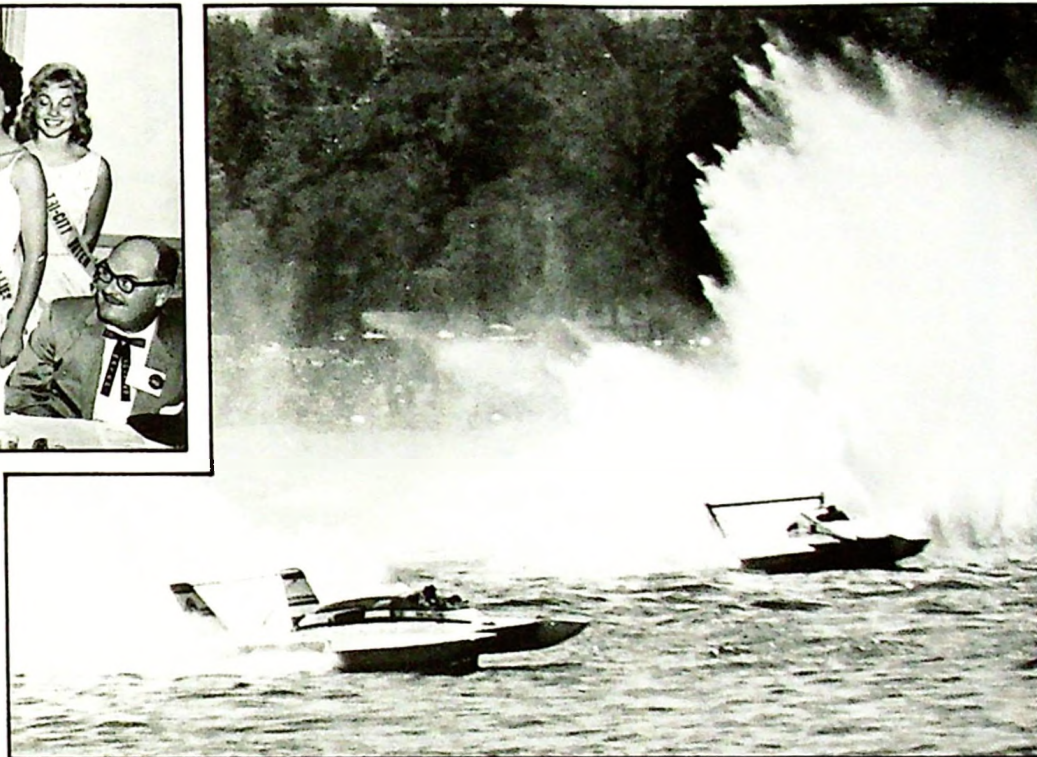
he bought the entire Pay 'N Pak racing inventory which included three boats, 30 Rolls-Royce Merlin engines, and all necessary shop equipment. In addition, he hired as crew chief Jim Lucero. Owner-driver Bill Muncey then proceeded to win 29 races from 1976 to 1981, and capture three more national titles.

His life was filled with colorful stories. Early in his career, Muncey's winning spirit kept him ahead despite some unusual obstacles. Hitting a roller as the boat came down on its left sponson, Muncey nearly fell out of the cockpit, holding on only by the steering wheel. As he came back into the boat, the seat he was sitting on disintegrated. Muncey had only one choice, to stand up in the cockpit. Bracing himself against the cockpit, his foot on the throttle, Muncey kept on racing and won.

There's the true story of Muncey racing with a broken foot, and of how he survived several severe unlimited accidents. He even sank a Coast Guard boat during one of the accidents.

Muncey's career ended on Sunday, October 18, 1981, in a high-speed turn at a new race site in Acapulco, Mexico. It was estimated that the Atlas was traveling 170 mph when it became airborne. Just before that final heat, Muncey had asked his crew to adjust his tail — the wing-like stabilizer — so that he could ride a little higher. Such an adjustment would give his boat more potential, because the boat would have less weight at speed — the stabilizer would be lifting it. And it did lift it.

Bill Muncey, unlimited hydroplane racing's most victorious driver, and probably its biggest fan, ended his career while leading the pack toward the finish. □



Bill Muncey captured the 1977 Gold Cup in the Tri-Cities. With Muncey are his wife, Fran, Miss Tri-Cities Sandi Varley, and O.H. Frisbee, chairman of the board of Atlas Van Lines. ▷



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"17 Years of Racing"

The Tri-City Water Follies Festival

For 10 days each summer during the past 17 years, the three cities along the Columbia River have joined together in one of the most celebrated festivals in the Northwest - the Tri-City Water Follies. The festival is art shows and air shows. It's parades and tournaments. It's been held during pouring rain and scorching heat, neither of which have deterred the spirit of the event.

And, for 17 years, the culmination of the festival has been the flying of the unlimited roostertails on the Columbia River.

Water Follies itself is over 30 years old. It has had several names and various program formats, including its beginning as a carnival. Limited hydroplanes raced during those earlier days and were the major attraction. But, there was a feeling that the area needed a bigger event to showcase the "unlimited" water potential and the sunshine of the Tri-Cities. The fastest racing boats in the world, the unlimiteds, were the answer.

In the fall of 1965, five Water Follies representatives, then-president Mark Pence, Wally Reid, Keith Bowers, Jack Hamann and Ken Maurer, drove to Lake Tahoe to witness the 1965 World Championship Regatta for unlimited hydroplanes. They talked to owners and drivers about the possibility of racing in the Tri-Cities. They measured and photographed all the facilities needed to stage a race. And, they observed the enthusiasm of the crowd for the racing spectacle.

To call attention to the area as a potential racing site, the Tri-City Water Follies jointly sponsored one of Bob Gilliam's unlimited boats in two races. The boat carried the name "Tri-City Sun."

In just one year, the efforts of the Water Follies produced the first unlimited hydroplane race on the Columbia River. Nearly 50,000 people lined the banks of the river to watch 12 boats vie for the title of champion of the first Atomic Cup. During a pre-race warm-up "Wild Bill" Cantrell piloted Joe Schoenith's "Smirnoff" to a speed of 111.368 mph, a Tri-City record that would stand until 1969.

But it was Bernie Little's "Miss Budweiser" that captured the Atomic Cup crown. With Bill Brow at the wheel, "Miss Budweiser" won all three of its 15 mile heats, posting an overall average of 94.936 mph.

Until 1970, all the Atomic Cup champions utilized Rolls Royce Merlin power. That changed in 1971 when the community-owned "Miss Madison" with Jim McCormick as chauffeur, triumphed over the competition with an Allison V-1710 engine. The "Miss Madison" victory on the Columbia River, and three weeks earlier during the Gold Cup, made the boat the oldest unlimited hydroplane to win a race. The boat was 11 years old.

Bill Muncey's "Atlas Van Lines" dominated the waters of the 1972 Columbia Cup, after six unsuccessful tries. Muncey would later return to win again in 1976, 1977, 1979 and 1980, making him the Columbia Cup's most successful driver.

During the 17 years of unlimited racing in the Tri-Cities, the area has gained untold amounts of publicity, not only for unlimited racing, but also for its recreational water and weather assets. The Tri-Cities is mentioned frequently on the hydroplane radio network and its name appears on the sports pages of

newspapers throughout the country.

The Water Follies sponsors the Tri-Cities float which participates in parades throughout the Northwest, publicizing the area and the festival. The Water Follies is also responsible for the year around expenses of Miss Tri-Cities and her court.

The Water Follies is a community event which could not take place without the help and cooperation of the entire community. It is with the help and organization of local municipal bodies that provide the law enforcement and traffic control, the cooperation of private individuals whose homes border the river, the thousands of volunteers who man the gates, park cars, sell booster buttons, tickets and programs, and plan and execute the many Water Follies events that make it what it is - ten days during the summer when the Tri-Cities is transformed into a festival of the people. □

Columbia Cup Course Records

DISTANCE/BOAT

45 mile race, 2½ mile course
ATLAS VAN LINES

37½ mile race, 2½ mile course
ATLAS VAN LINES

15 mile heat, 2½ mile course
ATLAS VAN LINES

12½ mile heat, 2½ mile course
ATLAS VAN LINES

2½ mile lap
ATLAS VAN LINES

2½ mile qualification lap
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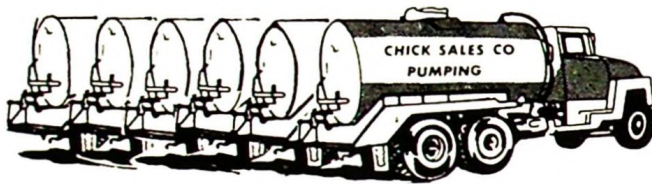


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"The New Fan Plan"

1982 Columbia Cup Racing Rules

Fast boats will compete against the fast boats in the "Fan Plan" format to be used during the 1982 Columbia Cup. This replaces the "drawing names out of a hat" format that has been used in previous Columbia Cups to place boats in the heats.

With the Fan Plan, each boat's Columbia Cup qualifying time will be used to determine the heat into which that boat will be placed.

Based on 12 boats qualifying for the Columbia Cup, the six fastest will compete against each other in two of the preliminary heats (1-B and 2-B). After these two heats, the top four boats on a point basis will go into the championship heat.

The six boats with slower qualifying times race against each other twice in preliminary heats 1-A and 2-A. The top boat on points from this field will automatically go into the championship heat.

In an added heat under the Fan Plan, the two boats left from the fast heats and four boats from the slow heats will race in the Water Follies Trophy Race. The winner is the sixth boat added to the championship heat.

The \$35,000 in purse money is then divided among those racing in the final championship heat.

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

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

To Qualify for the Columbia Cup

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

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

At the firing of the 1-minute gun, the boats are not to cross the starting line until the face of the clock is totally black. If a boat "jumps the gun" by crossing the starting line with less than 30 seconds remaining until the start of the heat, it must run an extra lap.

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

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

The Columbia Cup

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

The race will be stopped immediately if a driver enters the water, or if, in the opinion of the referee, an occurrence or situation on the race course makes it hazardous to participants beyond the usual hazards of competition. If, at the time of the stoppage, the leader has finished three consecutive laps, the heat will be declared completed and the average lap speed of each boat running at the time of the stoppage (based on the number of completed laps) will be used in determining finishing positions; except that if the final heat is halted, it must be re-run, regardless of when stopped. The re-run will be complete if three laps are finished. In no event shall the boat or boats responsible for the stoppage be awarded points in that same heat or section or be allowed to start in any re-run or subsequent re-runs of it.

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



Watch the Flags and Signals

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

AT THE START:

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

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

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

AFTER THE START OF THE RACE:

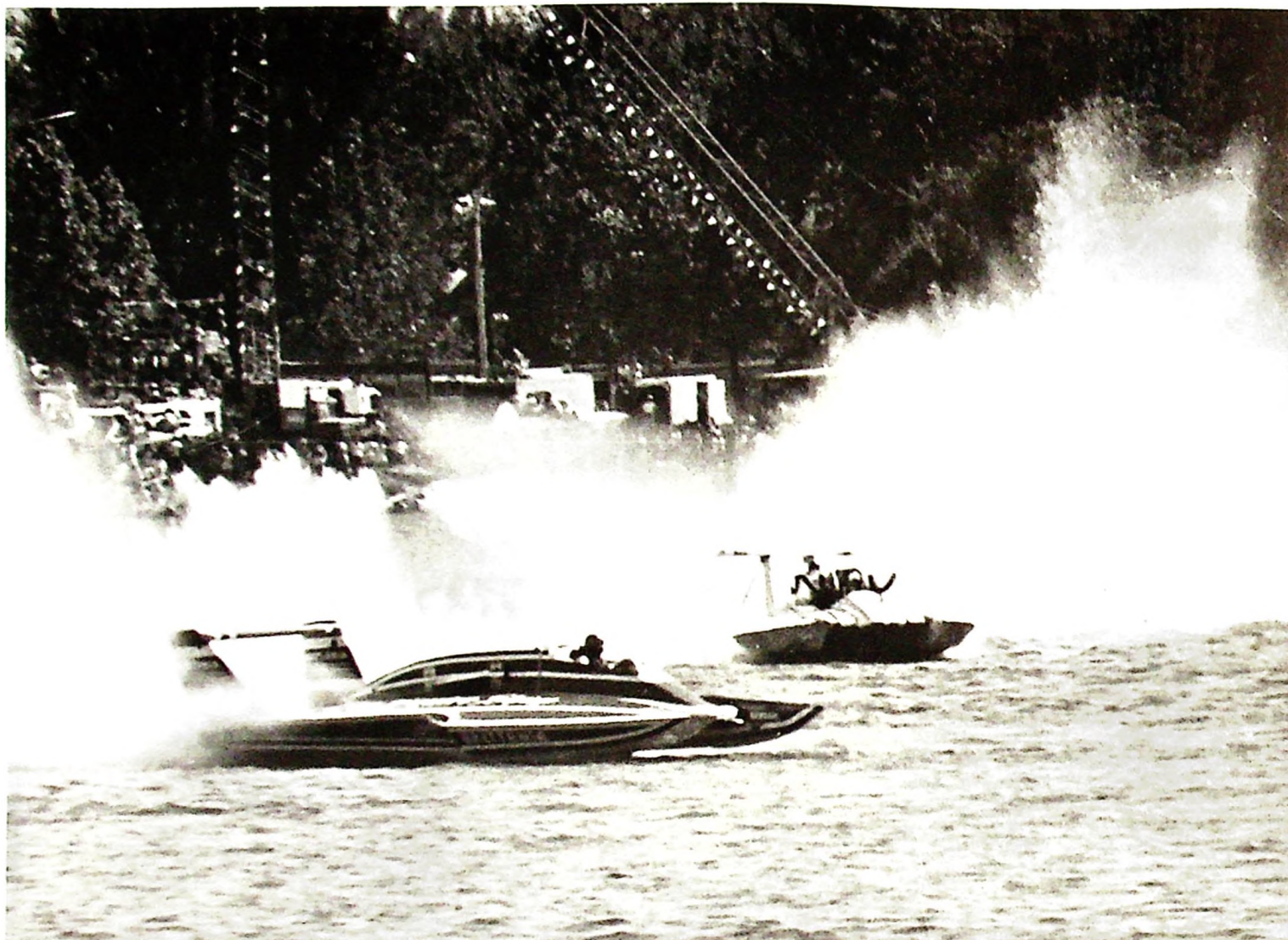
Red Flag: Signals that the race has been stopped or postponed. Also accompanied by discharge of red or orange smoke. Signals boats to return to the pits.

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

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

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

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



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The Unlimiteds: 1981 in Review

by Fred Farley - APBA Unlimited Historian

The 1981 racing season emerged as one of the best all-around competitive seasons for the big Thunderboats since the vintage year of 1975. Twenty-five national and five world records were broken on an eight race tour that attracted close to two million spectators.

Bernie Little's **Miss Budweiser** team garnered most of the glory in 1981, claiming their second straight National High Points title. Pilot Dean Chenoweth won six races, including the Gold Cup on Seattle's Lake Washington and the World Cup on Acapulco's Laguna de Coyuca, which was cut to two heats following the tragedy of **Atlas Van Lines** driver Bill Muncey. Not since 1974 had one boat captured "the big three" - the Gold Cup, the World Championship, and the National High Points crown - all in the same year.

As the season progressed, the level of competition improved. The year's high water mark was undoubtedly reached during the Championship Finale of the Columbia Cup at Tri-Cities, Washington. On the last lap, three boats held the lead - first the **Atlas**, then the **Budweiser**, and then **The Squire Shop** with Chip Hanauer. Chenoweth and Hanauer exited the final turn side-by-side and staged an incredible drag race down to the wire. **Squire** took the checkered flag by a whisker as the fans roared their approval. It was the kind of race that brings crowds back. It also signalled a spectacular comeback for Hanauer whose boat had erupted in flames after the Final Heat of the previous race at Evansville, Indiana.

Speeds were respectably high in 1981. At the Seattle Gold Cup, the top six qualifiers collectively averaged an unprecedented 130 m.p.h. The fastest competitive lap of the year was 133.730 on the first round of the Tri-Cities Finale by **Atlas Van Lines** - matching the 1980 season high set by the same boat on the same 2½ mile race course. Rookie John Walters pushed the **Pay 'n Pak** turbine craft to a qualification record of 131.627 for the 2 mile distance on the Ohio River at Evansville. And at the Detroit Silver Cup, **Miss Budweiser** raised the 3 mile qualifying standard to 138.639.

A total of nineteen Thunderboats scored points in 1981, the largest contingent to do so since 1974. **The Squire Shop** team had to go with two hulls when their Columbia Cup-winning standard bearer was destroyed in a September test run on Lake Washington. Owner Bob Steil passed up the next race on San Diego's Mission Bay but reappeared at the season-concluding Acapulco event with the former **Miss Circus Circus** hull of 1979.



Three months prior to his death, Bill Muncey scored the 62nd and last victory of his career at Evansville, a race that he had helped to promote. The world's most victorious driver and the most victorious boat had once again come through when the chips were down. The team had had problems earlier in the season but sorted them all out at Evansville, setting a world 30 mile race record of 112.633 in the process. He claimed his 24th first place trophy since 1977.

The season champion, **Miss Budweiser**, started 23 heats during 1981 and finished 22, winning 21 and finishing second once. Only at Evansville did the "Beer Wagon" conclude a racing day at the end of a tow rope.

The turbine-powered **Pay 'n Pak** showed flashes of form but could finish only 10 out of 16 heats entered. At Acapulco, the craft had trouble in the rough water and almost flipped during Heat 2-B. The **Pak's** best performance was a solid second, 1½ roostertails astern of **Miss Budweiser**, in the Final Heat of the Gold Cup.

The community-owned **Miss Madison** from Indiana had its best season in ten years, taking second place in High Points and finishing runner-up at its hometown Madison Regatta on the Ohio River. A model of consistency, pilot Milner Irvin finished at the top of the reliability chart with 23 heats started and 23 heats finished in 1981. The only sour note was sounded at the World Championship when Irvin was hurt and the boat sustained expensive - but repairable - damage in Acapulco. After the **Atlas Van Lines** had blown over backwards while leading, Irvin intentionally spun the **Miss M** sideways to avoid hitting the mortally wounded **Bill Muncey**.

Several new Thunderboat teams debuted during 1981. These included the Keith Trowbridge-owned **Captran**

Resorts, which pulled down a seventh place in the National Standings. First time owner Pat O'Day, who had previously sponsored several Unlimiteds, entered the **Miss KYYX**, with Brenda Jones - to be the first female driver in the sport since before World War II - at the wheel.

Never in history was Thunderboating's role as a development category more dramatically underscored. Cabovers, conventionals, four-point, and tunnel hulls; Rolls-Royce Merlin, Rolls-Royce Griffon, turbine, automotive, turbocharged Allison, supercharged Allison engines.

At Acapulco, the big boats competed for their largest ever cash prize - \$175,000. With the championship of the world at stake, all of the ingredients were there for a season finale of truly epic proportions. The finalists comprised Chenoweth in the **Budweiser**, Muncey in the **Atlas**, Hanauer in the **Squire**, and Walters in the **Pay 'n Pak**, each capable of winning. Irvin and **Miss Madison** exemplified the best of the rest.

When the roostertails subsided on Laguna de Coyuca, **Miss Budweiser** was the new World Champion. But Bill Muncey, the sport's most victorious participant and its most eloquent ambassador of good will, had been lost.

"We can't stop now," said Unlimited Commissioner Fred Alter. "Bill gave his everything for the sport, and now we've got to pick up the pieces and go from here."

Thunderboat officials met in November at the annual American Power Boat Association meeting in New Orleans to plan for 1982. "We're coming off one of the most successful seasons ever enjoyed by the sport", Alter said. "We've got to continue improving our product and, by so doing, I feel that our upswing of popularity will continue into the coming season." □



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DIRECTOR



Squire Shop Captures Its First Columbia Cup

The Squire Shop, driven by Chip Hanauer, battled the largest field of unlimiteds in ten years on the Columbia River to claim the 16th annual Columbia Cup. And, it was a battle that went right down to the wire.

During the final, Bill Muncey, who was going for an unprecedented third straight Columbia Cup, had his Atlas Van Lines well out in front with the fastest lap of the day - equaling his record of 133.730 - before slowing to a crawl with a half-lap to go. This set the stage for the half-lap thriller between Miss Budweiser and The Squire Shop. Dean Chenoweth and Miss Bud, despite losing a windshield early in the heat, raced past Muncey and seemed to have the race in hand when, in the final straightaway, Hanauer throttled The Squire Shop toward the finish line. At the wire, it was Hanauer by just over two-tenths of a second.

When the waters had settled, it was a final heat that some called the most exciting heat of recent years. The Squire Shop had claimed its first Columbia Cup victory, using engines that were described as "being resurrected from the junkyard."

Sixteen boats qualified for the Columbia Cup, including the four-point Circus Circus, the Aronow Unlimited tunnel-hull, and the first woman unlimited driver in current unlimited history. Because of the number of boats that qualified, an additional set of heats had to be run, making a total of seven heats taking place on race day!

The final results of Columbia Cup 1981 were: The Squire Shop, first at 120.968 mph; second, Miss Budweiser, 120.579; third, Frank Kenny Toyota (Miss Madison) 110.348; fourth, Oh Boy! Oberto, 102.506; fifth, Atlas Van Lines, 92.612; and sixth, Tempus, 87.209.

Chip Hanauer, driver of The Squire Shop, received the first place trophy from Miss Tri-Cities, Nancy Ford, during the 1981 Columbia Cup Awards Banquet. Hanauer raced past the Miss Bud at the wire to claim his first Columbia Cup victory. He went on to pilot The Squire Shop to fifth in the 1981 national standings. □

Setting the Course

An unlimited race course must have a minimum of 20 buoys with 5 buoys on each turn and 5 on the straightaways.

All buoys except those signalling the entrance to each turn are bright orange and must be at least 5 feet from the water surface in height.

Buoys signalling the entrance to each turn and the exit from each turn are painted green with horizontal stripes. The starting buoys opposite the official barge are white with red horizontal stripes.

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Creation of the Washington Public Power Supply System in 1957 marked an innovative departure in the nation's history of electric power generation. When the energy demands of the Northwest became too great for any single utility to resolve, the consumer-owned utilities in Washington banded together to form the Supply System through State legislation. By joining forces they were able to share in the financing, construction and operation of large power-generating facilities.

The heart of the Supply System is its power-production projects in the state of Washington. Richland was chosen as the Supply System headquarters because of the area's long association with and acceptance of nuclear research and development. Hanford was the site of the nation's first plutonium-producing reactors, used for the country's defense during World War II. After the war, Hanford became involved in the development of the atom for peaceful purposes, including electric power generation.

Project 2, under construction 12 miles north of Richland on the Hanford

Project, is now 95 percent complete. When it begins commercial operation in February, 1984, the plant will produce enough power to meet the needs of a city of half a million people.

Project 1, also at Hanford, is currently in a construction slowdown, but a plan has recently been adopted that may permit construction to resume by the summer of 1983. A third plant is under construction on the west side of the state, in Grays Harbor County.

Two other Supply System plants have been producing power since the mid-1960s. The Packwood Lake Project, near Mount Rainier, is a hydroelectric plant which has produced more than two billion kilowatt hours of electricity since 1964. The Hanford Generating Project (HGP) began harnessing byproduct steam from the government's N Reactor in 1966. What would otherwise have been wasted energy has been converted to a power resource producing up to 4.5 billion kilowatt hours of electricity each year.

Because the Supply System is building Projects 1 and 2 in the Tri-Cities, our communities have improved their

The Washington Public Power Supply System's nuclear projects at the Hanford site: Project 2 in foreground; Project 1, right rear; and Project 4, left rear. □

roads, schools and park systems. The impact funds the Supply System sends to area schools have totaled more the \$2 million — equivalent to the annual salaries of about 100 teachers. An additional \$4.68 million in impact funds have gone to 11 taxing districts in the Mid-Columbia. The money has helped provide police equipment, street paving, new and remodeled city buildings, library books, a reading center for the handicapped and a host of other projects. With recent cutbacks in state and federal funding, many of these civic improvements might have been postponed or forgotten.

Today there are more than 1,500 Supply System employees who are lending their talents to this vital energy-producing effort. They are working to assure that when you need power — it will be waiting for you. □

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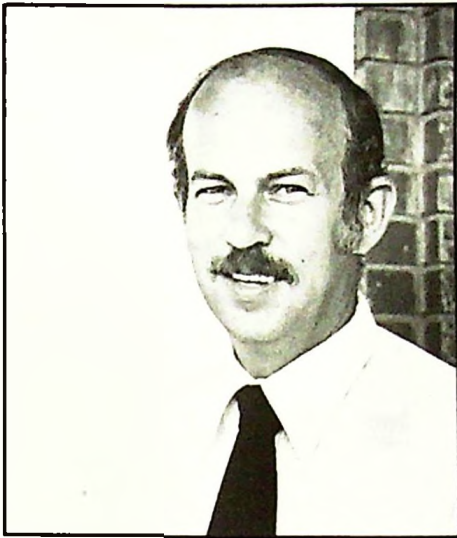
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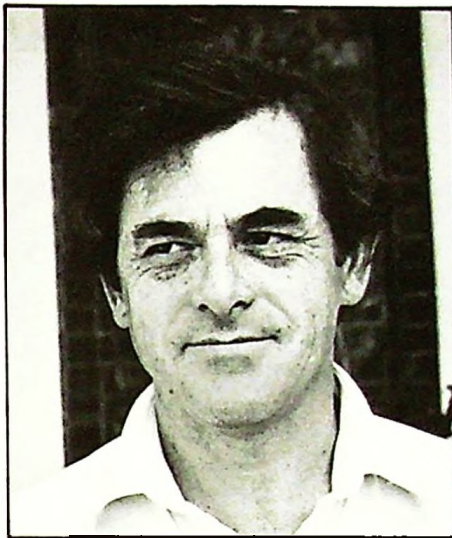
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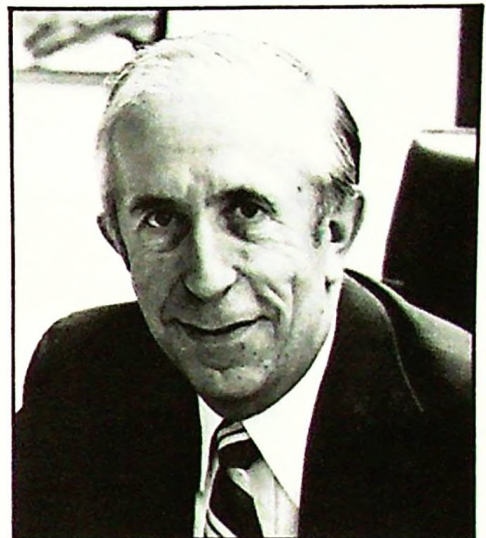
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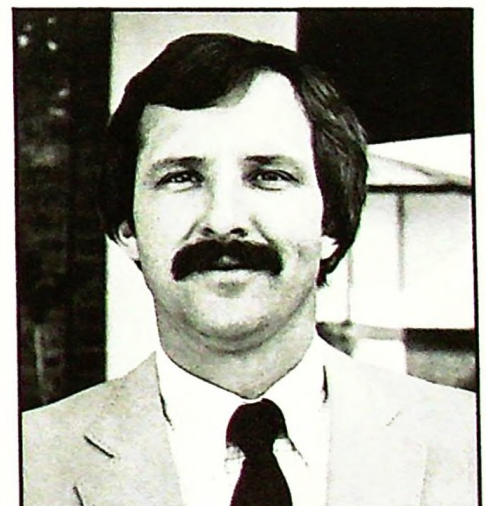
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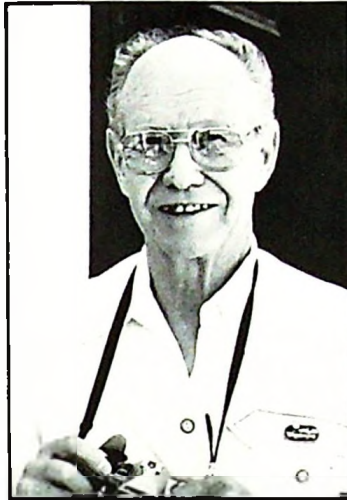
Tri-Cities

Water Follies PEOPLE

Many thanks to a few of those who have played an important part in staging the 1982 Tri-City Water Follies and Columbia Cup.



Bob Merriman
Grand Parade



Ralph Smith
Photographer



Everett Goodwin, left, and Henry Stevens
Richland Kiwanis Club, Parking



Betty Walker, left, and Sue Metully
Sisu Women's Club, Ticket Distribution



Lynn Desrosier
Air Show



Sue Watkins
Casino Night



Dick Peterson
Kennewick Kiwanis, Program Sales



Doug Tilson, left, and Todd Eggers
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Columbia Cup COMMITTEE LIST

Columbia Cup: Bill Wilcoxson, race chairman; Dick Alvis, assistant race chairman; Cal Washam, course chairman; Keith Brutzman, assistant course chairman.

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

Official Clock Maintenance: John Allan.

Official Barge: Tom Brutzman.

Dive Master: Glen Washam; assistant dive master, Tom Halverson.

Patrol Boats: Ron Pearson, chairman.

Rescue Sled Mechanic: Marv Johnson.

Search & Rescue Personnel: Dick & Sylvia Alvis, Rich Ban, Cindy Black, Jeff Bold, Kathy Brutzman, Keith A. Brutzman, Patty Clay, Hayes Cooper, Steve Ferguson, Lee Ford, Greg Galpin, Tom & Linda Halverson, Jim Harless, Karen & Ron Harris, Darrel & Sandy Hatley, Karl Kiichle, Roger & Wilma Lemon, Ray Mandigo, Ernest McColley, Dennis & Gaylene McLean, Linda Montgomery, Dana & Laurie Mueller, Karl Pearson, Wally Quast, Frank & Pam Raine, Skip & Pat Robinson, Doug Rosenoff, Bob & Maryann Spurck, Barbara K. Vandine, Cal & Sue Washam, Glen & Janice Washam, Lloyd G. Washam, Phil & Tracy Webb, Bill & Joanne Wilcoxson, Scott & Kathy Winsor.

Pit Area: Todd Eggers, pit boss; Doug Tillson, assistant pit boss; Jerry Shiley, Frank Schricker, Jerry Bates, Ken McMenamin, Jed Shiley, Vic Mahan, Dale Hanson, Jim Kerth.

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

U.S. Coast Guard: Commanding Officer CWO Richard J. Highstreet; Executive Officer, CPO Bill Weaver; Operations Officer, BM1 Thomas Thompson; Lieutenant Commander, Dennis Godfrey, Patrol Commander.

Coast Guard Auxiliary: Division 9 Captain and Operations Officer, Bob Shannon; Assistant Operations Officer, Del Brown; Flotilla Commander, Flotilla #95, Jim Martell.

Admission Gates: Ron Hue, chairman; Keith Curtis, Pasco-Kennewick Rotary Club; Dick Rhodes, Search & Rescue Club; Bob Berger, Shrine Dirty Dozen; Glen Reeder, Pasco Lions Club; Dave Ferguson, Pasco Jaycees; Hank Krueger, Parents without Partners; Optomist Club; Hanford High Booster Club; Pasco-Kennewick American Legion Baseball Team; National Guard Auxiliary.

Booster Button Sales: Jan Greenwell, Judy Mosebar, Chapter EL, P.E.O.; Helen Hyland, Chapter GF, P.E.O.; Martha Brown, Chapter GZ, P.E.O.; Billie Simmons, Pasco Emblem Club.

Clean Up: Rick Schmidtke, chairman.

Columbia Center Mall Sales: Helen Mitchell, Chapter AQ, P.E.O.

Communications: Brian Nielson, Dick Yeager, Tri-City Amateur Radio Club.

Concessions: Steve Osborne, chairman.

First Aid: Tom Throndsen, American Red Cross, coordinator.

Franklin County Viewing Area: Chuck Keltch, chairman; Ron Grant, assistant chairman.

Hospitality: Dean Mitchell, chairman.

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

Parking: Everett Goodwin, Henry Stevens, Richland Kiwanis; Alyce Duval, Women in Construction; Richland Demolay, Franklin County Parking.

Photographer: Ralph Smith.

Pit Booth Sales: Dave Dickerson.

Pit Tours: Joe Jarrell, chairman; Heather McCombe, assistant chairman.

Pit Tour Guides: Randy Jarrell, Darren Deonigl, Scott Davis, John Hancock, John Orthman, Erlan Leitz, Rick Jennings, Brian Johnson, Rob Conners, Al Sharp, Lincoln Loney, John Getty, Matt Kreiter, Randy Wilmoth, Steve Ilten, Brian Smith, John Steach, John Drueher, Brenda Vanderpool, Pam Simpson, Patricia Sawyer, Andy McDonald, Jacki Wyatt, Bob Staples, Suzan Seidel, Pam Jarrell, Eve Stein, April Jarrell, Stefan Xandero, Glenda Wallace, Patrick Arbogast, Don Farnsworth.

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

Program Distribution: Dick Petersen, Kennewick Kiwanis; Ray Pfeuger, Russ Wiseman, Pasco Kiwanis.

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

WATER FOLLIES EVENTS

Air Show: Lynn Desrosiers, chairman; Mike Berriochoa, Blue Angels coordinator.

Allied Arts Sidewalk Show: Kay Hess, chairman.

Autocross: Ted Fitzsimmons, Steve Giamberadini.

Basketball Tournament: Paul Whitemarsh, Mike Guajardo.

Bicycle Classic: Jim Ruhoff, chairman.

Bicycle Motocross: Dale Dutt, chairman.

Casino Night: Sue Watkins, chairman.

Chess Tournament: Peter Dessauls, Al Miller.

Christian Sing-a-long: Joan Souza, chairman.

Civic Club Luncheon: Ken Maurer, coordinator.

Darting Tournament: Cliff Larson, chairman.

Tri-Cities Amateur Golf Tournament: Perry Williams.

Jr. Golf Association State Championship: Joan Teats, chairman.

Handball Tournament: John Hardy, Tri-City Athletic Club.

Kiddies Parade: Karen Coulson, Pasco Parks & Recreation Department.

Life, Be In It. A Day in the Park - One Reel Vaudeville Show: Paul Whitemarsh, Pasco Parks & Recreation Department.

Miss Tri-Cities Pageant: Dorothy Schoepach, pageant director; Dorothy Epperson, hostess chairman; Diane Lundgren, production director.

Model Airplane Fun Fly: George Vargo, chairman.

Model Hydroplane Races: Robert Brackett, chairman.

Mountain Fresh Regatta: Mike McGuire, chairman.

Magnificent Mutt Show: Bob Hillman, Benton-Franklin Human Society.

Pancake Feed: Kennewick Exchange Club.

Grand Parade: Robert Merriman, chairman.

Shoreline Run: Mike Cleavenger, Richland Police Department, Exchange Club of Richland.

Soccer Tournament: Octavio R. DoValle, Columbia Basin Soccer Assn.

Square Dance: Virginia Bauer, Prairie Shufflers.

Style Show, Miss Tri-Cities Contestants: Dorothy Schoepach, chairman.

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

Tennis Tournament: Paul Whitemarsh, Pasco Parks & Recreation Dept.; Dunning Ray Insurance.

Waiter's Day Race: Bob Creamer, Black Angus Restaurant.

Water Ski Show & Novice Ski Jump: Water Ski Club.

Wine Festival: Coke Roth, chairman.

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MISS TRI-CITIES CANDIDATES

1982 Miss Tri-Cities Pageant

Friday, July 23 □ 7:30 p.m., Columbia High School Auditorium, Richland

PHOTOGRAPHS BY MARLIN'S PHOTOGRAPHERS



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There's Still A Muncey On the Atlas Team



The Muncey tradition continues on the Atlas Van Lines team with Fran Muncey campaigning the U-00 - but it goes even further than that. This year there's another member of the Muncey family on the Atlas team - 11-year-old Ed Muncey, the son of the late Bill Muncey. Ed (referred to as Edward by Mrs. Muncey and the crew) received a pair of blue and white Atlas Van Lines crew overalls from driver Chip Hanauer and the rest of the crew before the Gold Cup in June, making Ed an "Official" member of the team.

According to Hanauer, "If we didn't think a lot of him, he wouldn't be around. He's a very independent little guy, very mature for his age, a guy who doesn't require much attention."

Ed got to know the boat routine intimately during the year he and his mother escorted his dad around the country to the various race sites.

"My dad taught me a lot about boats," Ed said. "When I was eight, he started me on little boats, ski boats and 16-footers, showing me how to make turns and take straightaways. I've always been

around boats 'cause I always was around him."

Last year, Ed was to every race stop on the circuit, except the last one in Mexico.

"Every race except Acapulco," he recalled, pausing for a moment, and then adding, softly, "I'm glad I didn't go."

It was at that race that an accident claimed the life of his father.

Ed says he never would consider racing unlimited hydros for the simple reason "it's too dangerous," but being a crew member is a different story altogether.

Before he received his "official crew uniform" he had been asking for white pants and a white shirt - just something on which he could have his mother stitch decals.

He got, from the Atlas Van Lines crew, something better. □

Information from:

Lynn Henning
The Detroit News
Saturday, June 26, 1982

Columbia Cup World Records

The Columbia Cup course holds two world speed records:

Competition 2½ mile lap, 133.730 set by Bill Muncey in the Atlas Van Lines, 1980. (No records were set in 1981, but this mark originally set in 1980 on the same course, and was tied in 1981 by Bill Muncey in the Atlas Van Lines).

Competition 12½ mile heat on a 2½ mile course, 128.571, by Atlas Van Lines, 1980. □

Boat Designers' Box Score (1971-1981)

	WINS
Ron Jones	57
Jim Lucero	25
Fred Dube/Bill Cantrell	8
Dave Knowlen	4
Ed Karelsen	2
Les Staudacher	2
Total Races:	98

COMING ATTRACTIONS

Franklin County Centennial
(1883-1983)

City of Pasco Centennial
(1884-1984)



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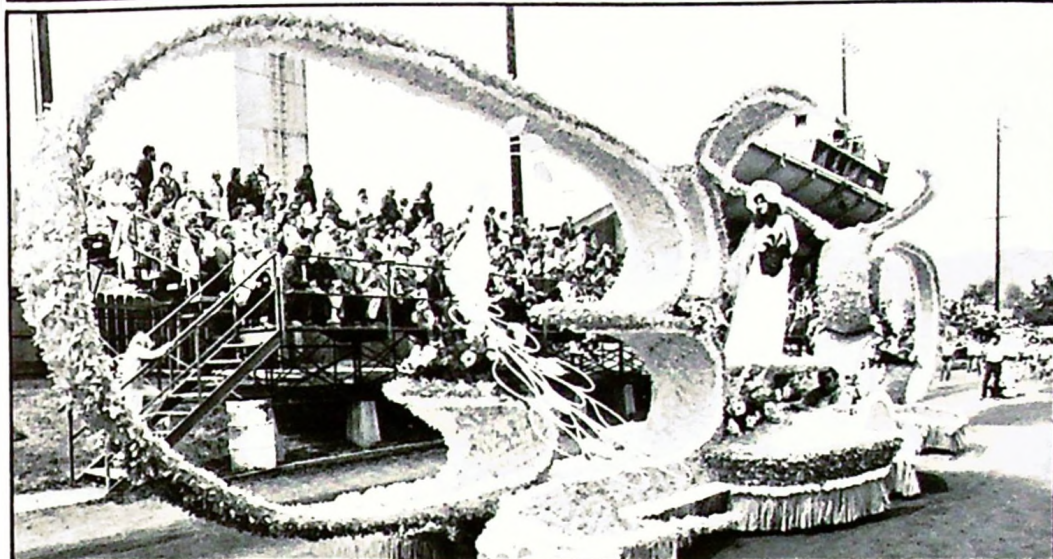
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The 1982 Tri-City Water Follies parade float, "Sunshine Sonata" will represent the Tri-Cities in more than 12 parades throughout the Northwest this year. And, as with previous Water Follies floats, the 1982 version has walked away with top honors in every parade it has entered so far this season.

In its debut at the Wenatchee Apple Blossom Parade, the float was awarded the Community Sweepstakes. In both the Spokane Lilac Parade and the Moses Lake parade, it received first place in the Community A Division. In the Portland Torchlight Parade, the float captured the Non-Commercial Sweepstakes.

The warmth of the Tri-City sunshine and the elegance of peacocks combine with gracefully carved circles to give "Sunshine Sonata" a classic look. Miss Tri-Cities, Nancy Ford, rides the float.

The prize winning float will make its local debut during the Water Follies Grand Parade on July 24 in Pasco.

Parade coordinators are Chuck and Carol Keltch, Pasco. The float was designed by Rod and Linda Lewison, Royal City. Expenses of the float are paid by the Tri-City Water Follies Association. The float is used to publicize the community and the annual Water Follies festival. □

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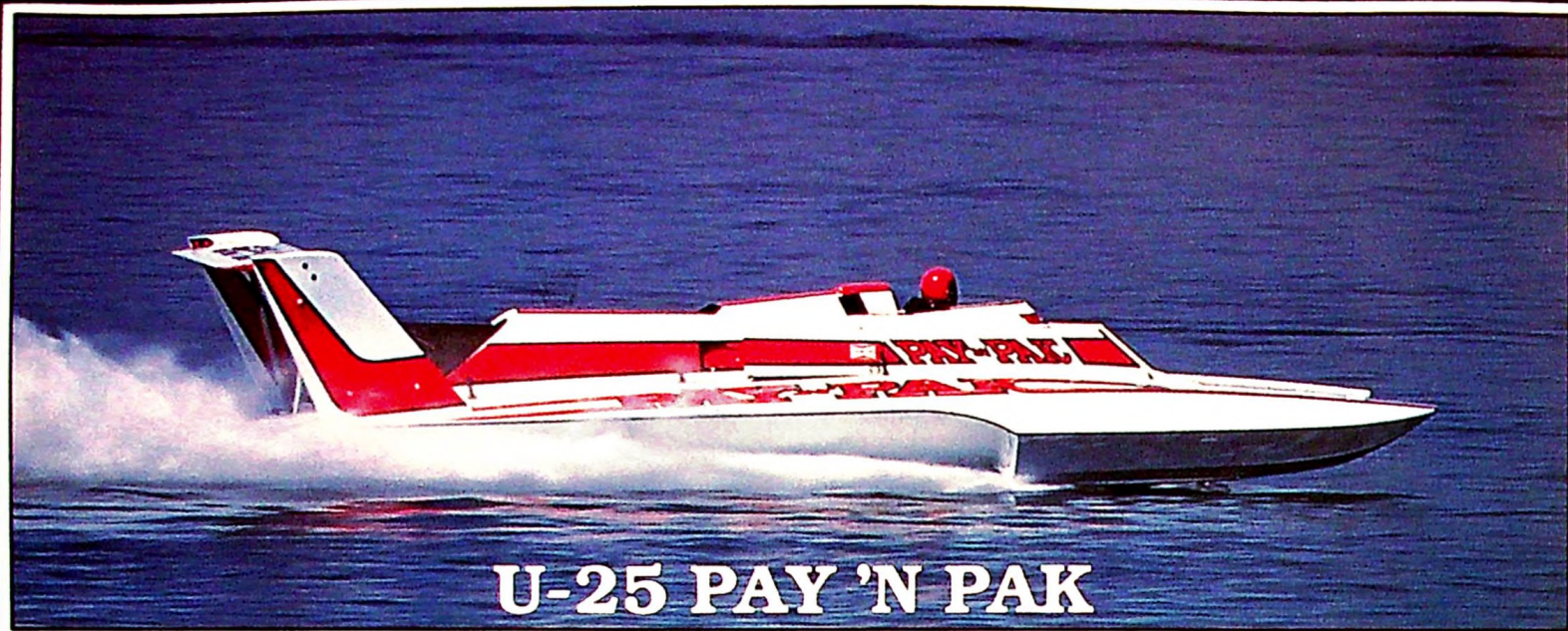
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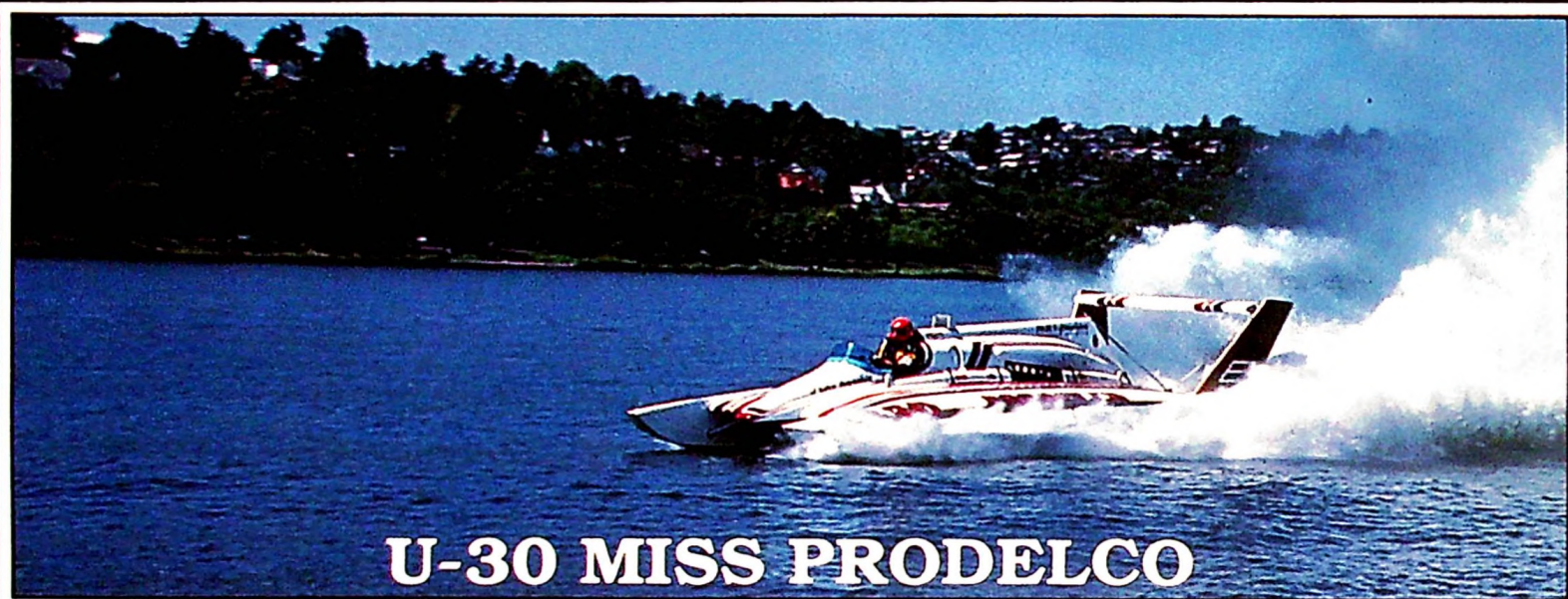
1982 COLUMBIA CUP



1982 COLUMBIA CUP



U-25 PAY 'N PAK

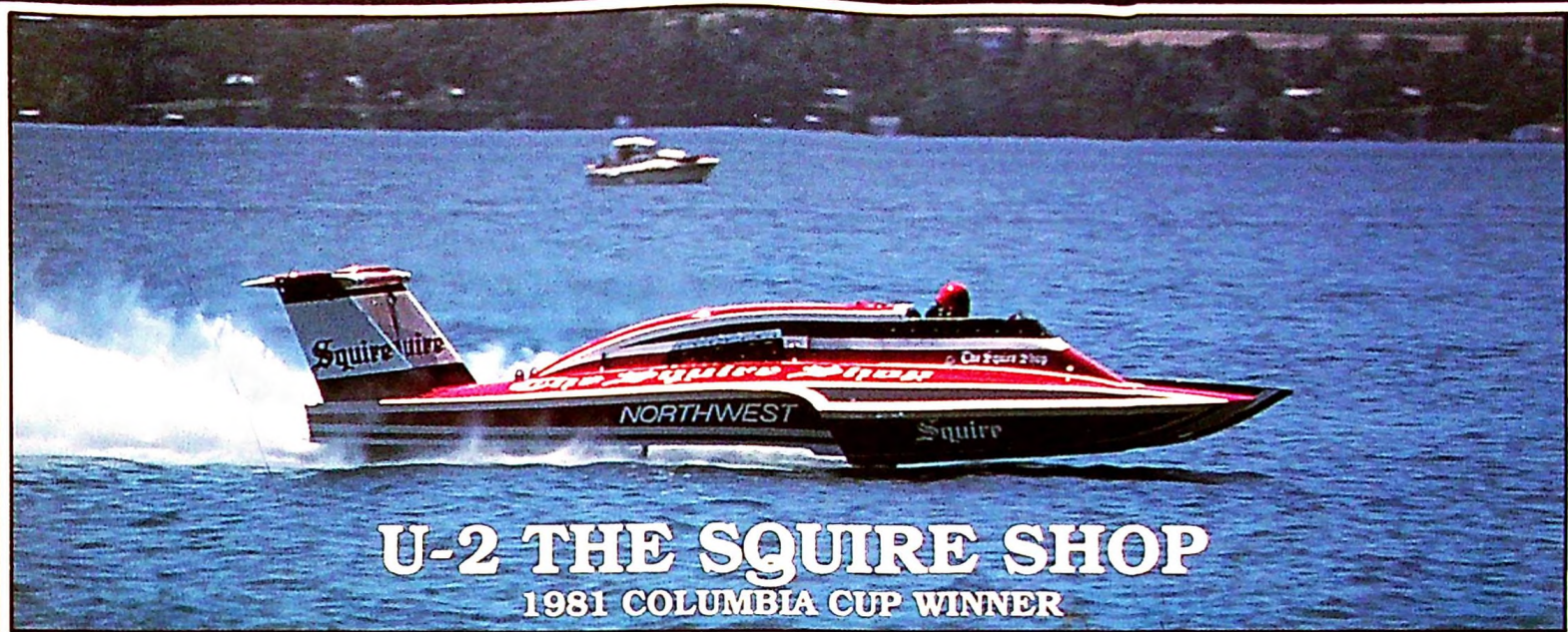


U-30 MISS PRODELCO



U-6 MISS MADISON

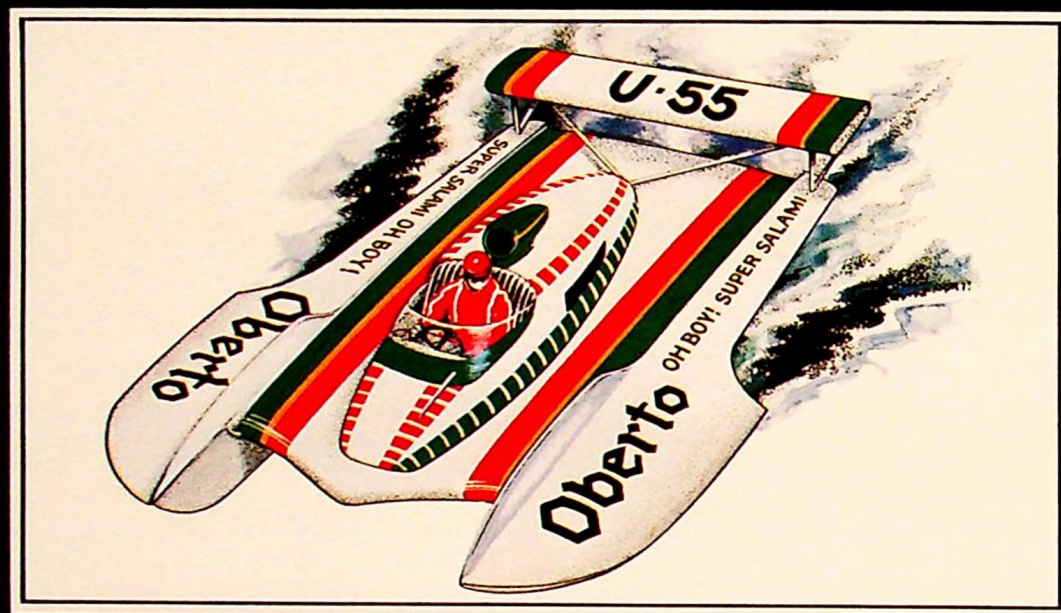
1982 COLUMBIA CUP



1982 COLUMBIA CUP



U-17 MISS TEMPUS



U-29 MISS ROCK

1982 COLUMBIA CUP



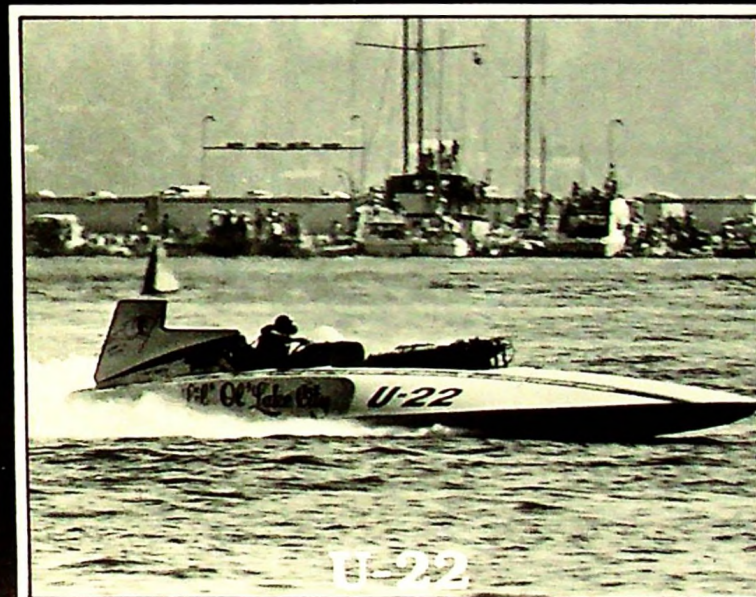
**U-5 MISS MACHINE
ROCK BAND**



**U-19 ARONOW
UNLIMITED**



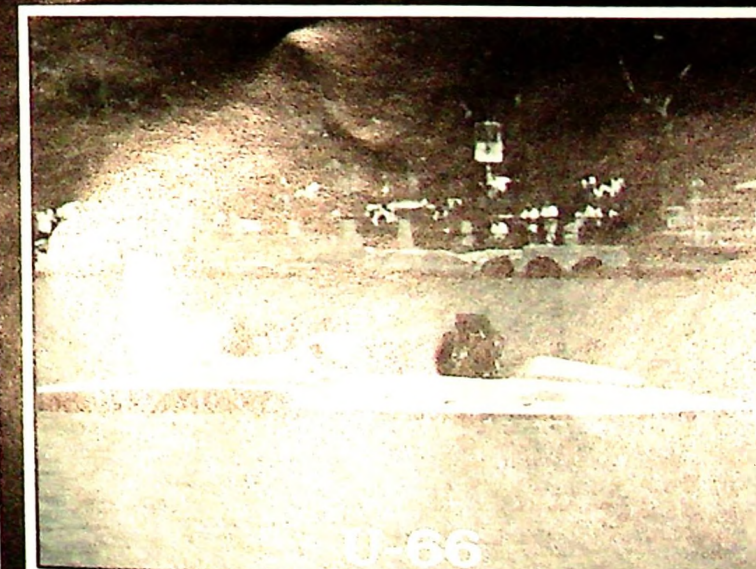
U-21 KWWW



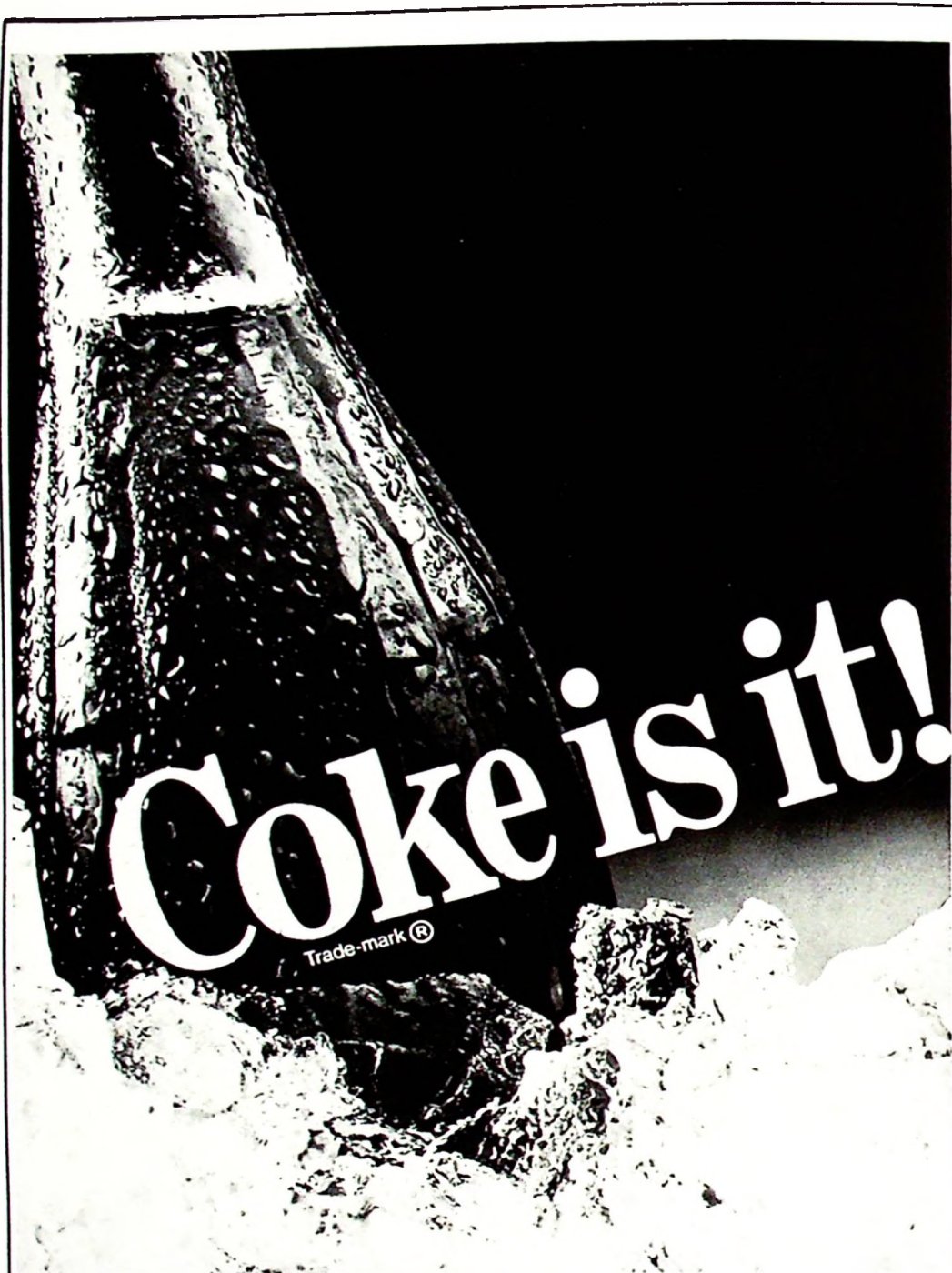
U-22



U-52 DESIGN 360



U-66



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Coca-Cola Bottling Company of the Tri-Cities

Owners' Career

Victories (1946-1981)

OWNER	WINS
Bernie Little	40
* Bill Muncey	29
Joe & Lee Schoenith	27
Ole Bardahl	27
Dave Heerensperger	24
* Willard Rhodes	18
* Bill Waggoner	12
George Simon	12
* Walt & *Roy Dossin	11
* Horace Dodge, Jr.	9
* Henry & Edgar Kaiser	9
* Bill Harrah	8
* Stan Sayres	7
J. Gordan Thompson	7
* Guy Lombardo	6
* Jack Schafer, Sr.	6
Milo & Glen Stoen	6
Leslie Rosenberg	4
* Stan Dollar	3
* Albin Fallon	3
Bill Boeing, Jr.	3
* Chuck Thompson	3
* Herb Mendelson & Shirley Mendleson McDonald ...	3
Miss Madison, Inc.	3
Bob Steil	3
Joe Mascari	2
Jim Herrington	2
Jim Ranger	2
Ernie Wilson	1
Ed Gregory & *Ed Schoenherr ...	1
Bud Saile	1
Sam DuPont	1
Bill Sterett, Sr.	1
Bob Fendler	1
Bill Bennett & Bill Pennington ...	1
Kelth Towbridge	1
U-8, Inc.	1

Total Races: 296

* Deceased

Sponsors' Career Victories

SPONSOR	WINS
Anheuser-Busch/Budweiser Beer (1966-1981)	40
Atlas Van Lines (1971-1981)	37*
Bardahl Manufacturing Corp. (1958-1968)	27
Pay 'N Pak Corp./Eagle Electric (1968-1975)	24
City of Madison, Indiana (1965-1971)	3
The Squire Shop (1979-1981)	3
Circus Circus Casinos (1979)	1
Captran Resorts (1981)	1
Oh Boy! Oberto (1981)	1

* The ATLAS VAN LINES sponsorship total of 37 victories represents the combined winnings of two separate owner-ships. The Joe Schoenith/ATLAS VAN LINES team won 8 races in 1971-72. The Bill Muncey/ATLAS VAN LINES organization won 29 races in 1976-77-78-79-80-81. □

Can the '82 season top the '81 season when 25 national and 5 world records were broken? If the early races are any indication, when the unlimited hydroplanes reach the Tri-Cities to race on one of the fastest unlimited courses in the world, they'll be running smoother and faster than ever. Already this year, in the first four races of the season, there have been four different winners!

Miss Budweiser, U-1, comes to the Tri-Cities vying for its third straight national championship. During the 1981 season, Miss Bud claimed 21 out of its 23 heats (completing 22 of 23 it entered) and took top honors in six out of eight races. Miss Bud gets its power from Rolls Royce Griffon engines, the only boat on the unlimited circuit with the Griffon power. The boat is programmed for a lower gear ratio and moderate rpm's, and utilizes larger propellers to make best use of the extra power. The Bud is a cabover design which features unique step sponsons, offset engine and gear box for better cornering, and a lower center of gravity.

The **U-00 Atlas Van Lines** is back in '82 with a completely new boat after the old hull, built in 1977, was destroyed in an accident that claimed the life of its owner-driver, Bill Muncey. The new boat was built in 100 days by team manager Jim Lucero, who had doubled work-shifts in order to get the boat ready for the Miami season opener. The new boat will again be powered by the Rolls Royce Merlin for the '82 season, but the Atlas camp is looking at going to the Griffon for '83. When building the new boat, Lucero made new aerodynamic changes in the hull, and coupled with some innovations made on the Merlin, the Atlas team expects the boat to be very competitive in 1982.

The reigning Columbia Cup Champion, **U-2 The Squire Shop**, will arrive at the Tri-Cities with a remodeled boat after it was damaged and sank during the World Championship in Acapulco. The boat enters the '82 season with a new bottom and stringers. The boat will be slightly lighter than the 1981 version that won the Columbia Cup, including "Bud type" sponsons. The U-2 will also have a new driver, Tom D'Eath.

Built originally as the Lauterbach Special, the **U-5** will run this year in the Tri-Cities as the **Miss Machine Rock Band**. The boat has also run here as Candyman and Team 5. Last year on the eastern swing, the boat ran as Gilmore Chevrolet Special after picking up auto racing backer Jim Gilmore as a sponsor.

The **U-6 Miss Madison** underwent major repairs this winter after the boat sustained "extensive damage to the deck on both sponsons, the bottom plate and the side plate on the left spon-

son, the skid fin and other portions of the left side" during the World Championship in Acapulco. Last year, the community-owned Miss Madison, which ran here as Frank Kenney Toyota, placed second in the national highpoint standings. It won the consistency battle crossing the finish line in all 23 heats it entered! That's the first perfect year for the Madison team since the late '60s, and the first perfect season for a turbocharged boat. The boat will campaign as Rich Plan Food Service on the eastern swing of the circuit this year. Behind the wheel of the Miss Madison will be Tom Sheehy.

The **U-8** journeyman hull that captured fourth in the 1981 national standings will race this year as **Miss Executone**. The original hull of the U-8 was built for the first turbine boat on the unlimited circuit, but was later changed to Rolls Merlin power. The U-8 maintained a perfect start/finish record last year until the next to the last heat of that year. This consistency helped give the boat its high national standing. Its highest finish was a second place in the 1981 Detroit race. This year the boat has a new driver, George Johnson.

Chuck Hickling is preparing a new tunnel boat, but it will not be ready for the Columbia Cup, so the old hull, the **U-17 Tempus** will be racing here again. Tempus was entirely hand-built by Hickling over a span of five years, thus the name Tempus, which means time. If the boat does well in the early part of the season, appearances at the late-season races are probable.

The **U-19 Aronow Unlimited** tunnel hull made its racing debut at the '81 Columbia Cup. The automotive-powered tunnel hull has had arneson outdrives installed on it. Last year it completed Heat 1-C of the Tri-Cities' race with a time of 101.329. It did not finish its second heat.

The **U-21** was formerly the Century 21 and was designed by Don Sooy in Renton. The boat is very light, weighing under 4,500 pounds.

The 1982 season marks the silver anniversary of the **U-22** which started racing 25 years ago. The U-22 was built as Breathless II, and made its last appearance in the Tri-Cities in 1979 as Tad Dean's U-22. The black and yellow boat raced in 1980 in San Diego. In preparing the boat for its silver anniversary season, it will have new sponsons, an outboard skid fin, and the Arnason hooked up.

The **U-25 Pay 'N Pak** team captured its first unlimited hydroplane victory using turbine power earlier this year at the Thunder in the Park race at Sagehen State Park in New York. During the winter, the boat underwent some minor

U-1 Miss Budweiser

Owner: Bernie Little
Driver: Dean Chenoweth
Designer & Builder: Ron Jones
Built: 1980
Power Plant: Rolls Royce Griffon

U-00 Atlas Van Lines

Owner: Fran Muncey
Driver: Chip Hanauer
Designer & Builder: Jim Lucero
Built: 1982
Power Plant: Rolls Royce Merlin

U-2 The Squire Shop

Owner: Bob Steil
Driver: Tom D'Eath
Designer: Dave Knowlen
Builder: Norm Berg
Built: 1979
Power Plant: Rolls Royce Merlin

U-5 Miss Machine Rock Band

Owners: Terry Turner & John Dickerson
Driver: Terry Turner
Designer & Builder: Henry Lauterbach
Built: 1975
Power Plant: Twin Chevy 454's

U-6 Miss Madison

Owner: City of Madison, Inc.
Driver: Ron Snyder
Designer & Builder: Jim Lucero
Built: 1973
Power Plant: Turbocharged Allison

U-8 Miss Executone

Owners: Jerry Lovell, Jurgen Sauerland & Bill Wurster
Driver: George Johnson
Designer & Builder: Ron Jones
Built: 1966
Power Plant: Rolls Royce Merlin

U-17 Tempus

Owner: Chuck Hickling
Driver: Bob Herring
Designer & Builder: Chuck Hickling
Built: 1978
Power Plant: Rolls Royce Merlin

Owner: Jack Boules
Driver: Mitch Evans
Designer: Don Sooy
Built: 1977
Power Plant: Allison



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refinements and changes designed to make driver John Walters' ride better. The Pak team is also preparing a duplicate back-up boat in case the Number 1 Pak turbine runs into problems. This boat was built alongside the new Atlas in Jim Lucero's shop.

Bob Miller's **U-29 Miss Rock** raced for several years as Lincoln Thrift's 7¼ Special. It was the first hydro to use the current turbocharging system on the Allison engine. Bob Miller purchased the boat in 1978 and has been its sole driver since 1979. This winter the team acquired a substantial portion of the Savair (Probe) Allison equipment. In addition, Miller performed major surgery on a number of the Allison banks this winter. The major task was to replace damaged or melted cylinder liners with new liners. This type of repair work is a first among unlimited personnel. The boat will be using standard Allisons instead of turbos.

The U-3 Thousand Trails, formerly owned by Tri-Citian Ken Thompson, was purchased earlier this year by Still & Associates and will run as **U-30 Miss Prodelco**. Miss Prodelco was originally designed as a cabover in 1974. In 1975, it was purchased by Bernie Little, converted to conventional style, and raced as Miss Budweiser which captured the 1977 national championship. Thompson purchased the boat in 1979 and raced it for three years. In 1981, the boat was reconverted to its original cabover design and equipped with new Ron Jones composite-type sponsons. For this year, the boat underwent a series of hull and decking modifications.

Entering its 10th racing season, the **U-44 Kawaguchi Travel** was built by Bob Gilliam in 1972. It has raced as Oh Boy! Oberto and Dr. Toyota. The boat

will make its first 1982 appearance in the Tri-Cities and will participate in the remainder of the circuit. Driver of the boat will be Will Muncey, son of the late Bill Muncey.

The **U-52 Design 360** plans to start the '82 season in the Tri-Cities and will run on the west coast only. The deck will be refiberglassed and a new bottom is being put on.

One of the new boats on the circuit is the **U-55 Oh Boy! Oberto**, which will make its debut during the Columbia Cup. The boat is designed and built by Ed Karelsen, and owned by Fred Leland. It is 28½' long and 14½' wide, and is all aluminum except for the deck. The boat is said to be very light and will be powered by a Rolls Merlin.

Built by Les Staudacher in 1970, the **U-66** first ran in 1971 as Miss Timex. Since then it has run as Columbia Clipper, Just-a-Pest III, Elliott Dog Ration and Whatcomb Lady.

U-96 Miss KYYX, and its woman driver Brenda Jones, made its debut race last year during the Columbia Cup. During the winter months, a completely new type of turbo set-up was installed. The new set-up involves the use of a carburetor instead of fuel injection. Gone are the Hillborne Plenums, and in their place are the standard Allison intake manifolds. The fuel (AV gas, not methanol) is introduced upstream of the turbos, which means that the fuel-air mixture is compressed by the turbos and then delivered to the cylinders by the stock Allison manifolds. The principal reason for the experiment is the desire to achieve high manifold pressure, yet avoid the "meltdowns" so typical of the normal turbocharged Allison set-up. □

U-22

Owner: Tim Donery
Driver: Tom Martin
Designer: Judson-Pacific-Murphy Co.
Builder: Harold Nybank
Built: 1957
Power Plant: Allison

U-25 Pay 'N Pak

Owner: Dave Heerensperger
Driver: John Walters
Designer & Builder: Jim Lucero
Built: 1980
Power Plant: Turbine

U-29 Miss Rock

Owner & Driver: Bob Miller
Designer: Jim Lucero
Builder: Fred Wickens
Built: 1970
Power Plant: Turbocharged Allison

U-30 Miss Prodelco

Owner: John Still
Driver: Steve Reynolds
Designer & Builder: Ron Jones
Built: 1976
Power Plant: Rolls Royce Merlin

U-44 Kawaguchi Travel

Owners: J.W. Dreeves & Virg Fox
Driver: Will Muncey
Designer & Builder: Bob Gilliam
Built: 1972
Power Plant: Allison

U-52 Design 360

Owner: Dave Jaeger
Driver: Jerry Hopp
Power Plant: Turbocharged Allison

U-55 Oh Boy! Oberto

Owner: Fred Leland
Driver: Scott Pierce
Designer & Builder: Ed Karelsen
Built: 1982
Power Plant: Rolls Royce Merlin

U-66

Owner: Robert Warner
Driver: Tom Martin
Designer & Builder: Les Staudacher
Built: 1970
Power Plant: Allison

U-96 Miss KYYX

Owner: Pat O'Day
Driver: Brenda Jones
Designer: Les Staudacher
Built: 1974
Power Plant: Turbocharged Allison

The Columbia Cup: 16 Years of Winners

1981	Chip Hanauer	THE SQUIRE SHOP	120.968
1980	Bill Muncey	ATLAS VAN LINES	128.571
1979	Bill Muncey	ATLAS VAN LINES	121.011
1978	Ron Synder	MISS BUDWEISER	109.462
1977	Bill Muncey	ATLAS VAN LINES	112.383
A.P.B.A. GOLD CUP			
1976	Bill Muncey	ATLAS VAN LINES	109.141
1975	George Henley	PAY 'N PAK	107.185
A.P.B.A. GOLD CUP			
1974	George Henley	PAY 'N PAK	110.276
WORLD CHAMPIONSHIP			
1973	Dean Chenoweth	MISS BUDWEISER	107.752
A.P.B.A. GOLD CUP			
1972	Bill Muncey	ATLAS VAN LINES	108.000
1971	Jim McCormick	MISS MADISON	98.564
1970	Tommy Fults	PAY 'N PAK 'LIL BUZZARD	98.169
1969	Dean Chenoweth	MYR'S SPECIAL	100.496
1968	Warner Gardner	MISS EAGLE ELECTRIC	102.687
1967	Billy Schumacher	MISS BARDAHL	101.161
1966	Bill Brow	MISS BUDWEISER	94.936

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Dean Chenoweth is back as the defending National Champion, seeking his third consecutive crown. He is now the winningest active driver in the sport with four national championships, four Gold Cup wins and one world title. Chenoweth enters his 14th year of unlimited competition after winning six of eight races in 1981. He was recently inducted into the Florida Sports Hall of Fame. Chenoweth has also driven Myr's Special, Smirnoff and Notre Dame. Appropriately, he is a Budweiser distributor in Tallahassee, Fla.



Tom D'Eath returns to driving unlimiteds this year after being absent from the sport for six years. D'Eath drove the last two George Simon Miss U.S. hulls from 1973 to 1976. During that time, he won the Gar Wood race in 1975 and the Gold Cup in 1976. His Gold Cup win marked the first victory by a cabover in the Gold Cup. He is also one of two men to win a race using turbocharged Allison power and was the first to turn a lap of 120 mph in competition on Seattle's 2½ mile course.



Mitch Evans is driver of the U-21 and has five years experience in the limited racing class. Last year, he finished third in the nation in the 7-litre Division I category. A marine operator, Evans has tried unsuccessfully for two years to qualify the U-21. Improvements to the hull this past winter should give him a better shot at finally breaking into the unlimited class.

Chip Hanauer was named the new driver of the 1982 Atlas Van Lines. Hanauer, who drove The Squire Shop for four years, including the 1981 win on the Columbia River, entered the unlimiteds as one of its youngest drivers. Hanauer's introduction to competitive boat racing was in the limited ranks where he captured numerous championship titles in



A-stock hydros, 145-cubic inch, 98-cubic inch, 280-cubic inch and 5-litre classes. He earned his first unlimited ride driving Tad Dean's U-22 in 1976. Hanauer is a 1976 honors graduate from Washington State University. His father, Stan, built the turbines used in the Pay 'N Pak to form the sport's only father-son combination.

Bob Herring will be the 1982 driver of the U-17 Tempus. He operates a boat and engine shop for hi-performance boating. He has driven racing boats for 30 years in the outboard events, and is a veteran tunnel boat driver.



Jerry Hopp is a newcomer to the world of unlimiteds, but drove in the limiteds. He was to pilot the U-52 in 1981, but mechanical problems kept the boat from racing.

George Johnson will be behind the wheel of the U-8. He debuted at Acapulco in Bill Wurster's U-44 picking up a second place finish in the Governor's Cup race. A veteran offshore racer, Johnson has spent the off season driving limited class 280s preparing for the Thunderboat campaign. He recently became one of the U-8's owners.



Brenda Jones made her unlimited racing debut last year at the Columbia Cup, becoming the first woman driver to qualify in modern times. Her 1981 season proved frustrating when mechanical problems kept the boat sidelined at several races. During the off season, she has been driving limiteds.



Tom Martin started racing in the limiteds in Miami's Orange Bowl Regatta, and has since gained experience in all classes of the smaller hydros as well as the unlimiteds. Some of the boats he has driven include Shakey's Special and Sunny Jim. In 1981, Martin drove the Miss Rent-It Shops to a 10th place finish in the high point standings.

Bob Miller is the owner-driver of the U-29 team, which has campaigned the Western circuit the past several seasons. Miller plans to race the entire circuit this year with a "Miss Rock" program featuring sponsorship by radio stations in each metropolitan race site. Miller changed his U-29 from turbo to stock Allison over the winter in an attempt to conserve equipment. He entered the sport in 1959 racing in his Miss Everett. Bob's rides have included: Miss Everett, Berryessa Belle, Fascination I, Savairs Probe, Smoother Mover, Vagabond, Miss Vernors, Elliott Dog Ration, The Squire Shop, Ms. Everett and Atlas Van Lines.



Will Muncey has been named the driver of the U-44 for 1982. Muncey, son of the late Bill Muncey, has been racing the 280s for the past six years. This year will be his first in the unlimited division. He is currently associated with Boat-racing Magazine.



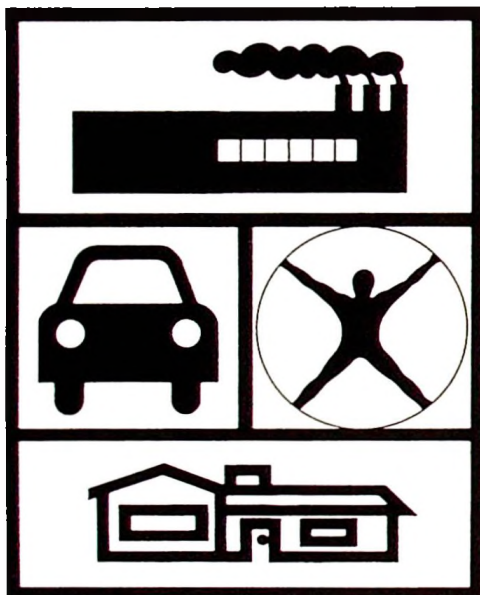
Scott Pierce enters his second racing season behind the wheel of the new U-55 Oh Boy! Oberto. Last year, the 27-year-old guided the U-8 to a fourth place spot in the national high point standings, and captured Co-Rookie of the Year honors. His highest finish last year was a win at the Guerreco Governor's Cup in Acapulco.



Steve Reynolds is back driving unlimiteds in 1982, this year behind the wheel of the Miss Prodelco. He doubles as the team's manager. Reynolds, a former Vietnam helicopter crew chief, drove in the 225 limited class between 1975 and 1978. He drove the Miss Circus Circus unlimited from 1978 to 1980. Last year, he jumped into the driver's seat of the Capitan Resorts boat late in the season.



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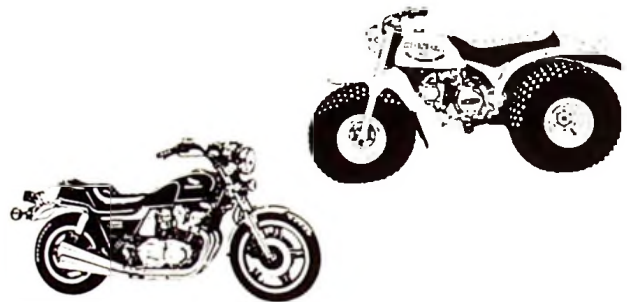
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Race.**

OWNERS & DRIVERS

Ron Snyder is both a driver and an unlimited referee. He was the unlimited Rookie of the Year in 1976 aboard the Miss Madison, and drove the Miss Budweiser in 1978, capturing the Columbia Cup. Snyder began officiating during the 1979



season and has served as a referee for the past three seasons. He saw action in 1981 as driver of Captran Resorts and Kentuckiana Paving. Earlier this year, he jumped aboard the Miss Madison during the Detroit Gold Cup.

Terry Turner is an accomplished driver in the limited class, collecting numerous regional and divisional titles. In addition to being the 1973 national champion in the 2.5 litre division. In 1970, he was voted Region 12 Rookie of the Year in the 280s, and he was voted into the Marine Hall of Champions in 1975.



John Walters earned Co-Rookie of the Year honors last year while driving the turbine Pay 'N Pak. He set a world's record on Evansville's 2-mile course in the Pak. Prior to his unlimited driving career, Walters served as a member of the Atlas Van Lines' crew. He was also closely involved in the construction of the Pak. Walters picked up his first unlimited victory, both for himself and for a turbine-powered boat, during the second race of the season in New York.



OWNERS & OTHERS

Rick Bowles is the owner of the U-21. The boat enters its sixth year with a hull that's been converted to Allison power from automotive power. He plans to campaign the boat on the west coast only.

John Dickerson is co-owner of the U-5, which will race here as Miss Machine Rock Band. Team 5 plans to campaign the entire thunderboat circuit in a quest to re-establish automotive power as an alternative to turbine and aircraft power plants.

Tim Donery is the owner of the U-22, the boat that is celebrating its 25th Silver Anniversary this year. Donery, who started in the unlimiteds as a sponsor and crew member, moved into a part owner of the boat, and is now the boat's full owner.



J.W. Dreewes is the vice president of Rent-It Shops, Inc., which sponsored the U-15 here last year. This year, Dreewes became a co-owner by purchasing the U-44 unlimited from Bill Wurster.



Virg Fox, the other co-owner of the U-44, is the president of Rent-It Shops, Inc. He got involved in unlimited hydroplane racing last year by sponsoring the U-15. In June, he purchased the U-44 from Bill Wurster.



O.H. Frisbie is the chairman of the board of Atlas Van Lines, and enters his 15th season as sponsor of the U-00 Atlas Van Lines. He was named the Sportsman of the Year in 1981 and recently announced his company's commitment to unlimited racing. He is a member of the Unlimited Racing Commission.



Dave Heerensperger is chairman of the board of the Pay 'N Pak stores, and owner of the turbine Pay 'N Pak U-25. Heerensperger is called the most innovative owner in the sport's history, whose dedication and creativity has resulted in 25 career victories, three national championships, and two APBA Gold Cups. Credited for introducing stabilizer tailfins, rear-mounted engines and trimaran hulls, Heerensperger continues his ways by campaigning the revolutionary turbine powered cabover.



Chuck Hickling is a veteran thunderboat driver who now operates the Tempus team from his Bellevue home. He constructed the U-17, which has campaigned with success the past few years, by himself. He is currently in the process of constructing a new tunnel-craft, but does not expect it to be ready for the Columbia Cup.



Bob Hughes represents the community of Madison, Ind., on the circuit as team manager of the world's only community-owned hydroplane. The U-6 Miss Madison is owned, maintained and campaigned by a private corporation comprised of the community's residents. Hughes is a member of the Unlimited Racing Commission and has been active in thunderboat racing for more than 15 years.



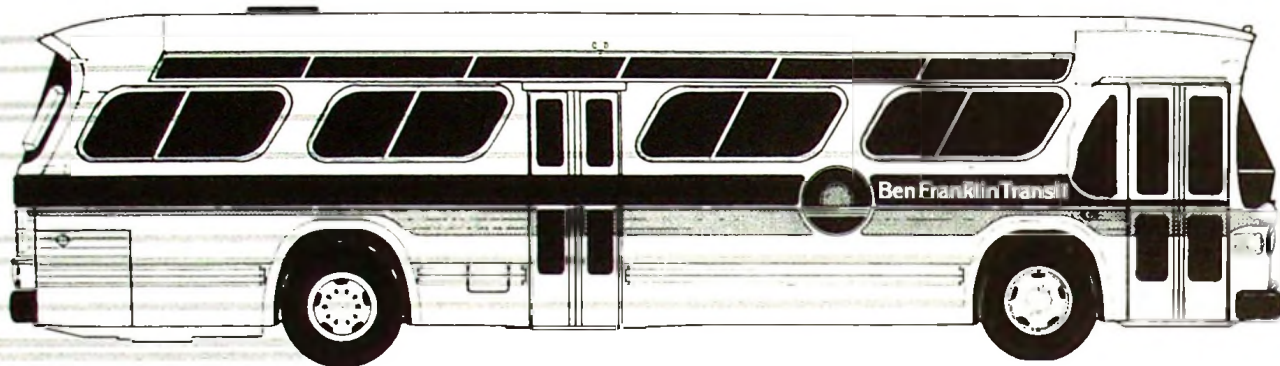
Fred Leland is the owner and co-builder of the new U-55. He has had a career as a driver and is now expanding into the role of owner and co-builder. With engines he has built, Leland has raced limited class hydros in the Northwest for the last 10 years. He also drove Bob Miller's U-29 in the final races of the 1978 season, finishing every heat he started.



Bernie Little, owner of the U-1 Miss Budweiser, is the sport's winningest owner with over 40 career victories in 19 years of competition. He enters the '82 season with six national championships, a world championship, and five APBA Gold Cups. He is a member of the Florida Sports Hall of Fame and holds the longest continuous contract with a sponsor, Anheuser-Busch. He is the lone owner to campaign both unlimited and off-shore power boats.



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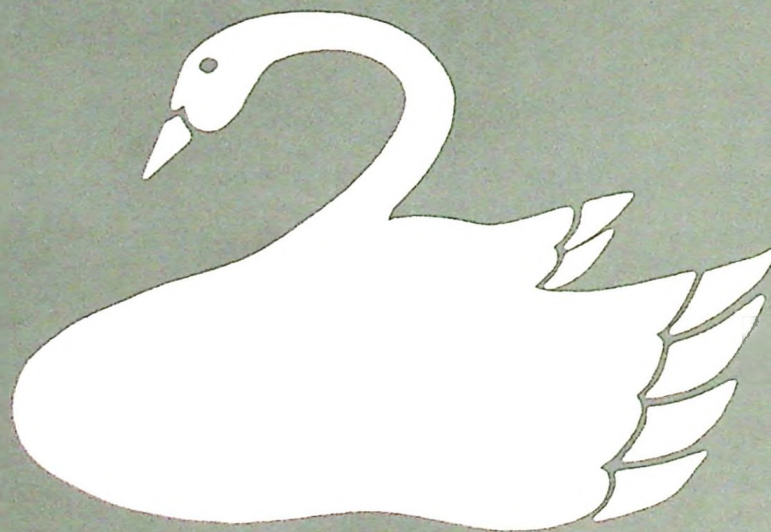
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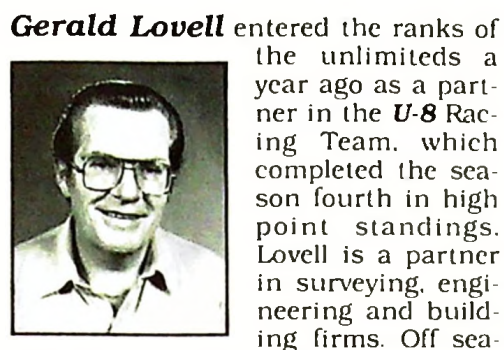
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*Thank You,
Warren Luke*

OWNERS & DRIVERS



Gerald Lovell entered the ranks of the unlimiteds a year ago as a partner in the **U-8 Racing Team**, which completed the season fourth in high point standings. Lovell is a partner in surveying, engineering and building firms. Off season plans for the U-8 included major innovations on the hull.

Fran Muncey is continuing her late husband's commitment to the sport of unlimited racing by campaigning the **U-00 Atlas Van Lines Team**. She is currently president of Bill Muncey Industries, Inc. In 1981 she received the J. Lee Schoenith Award. As president of Bill Muncey Industries, Fran has amassed five Gold Cups, four national and one world championship.



Pat O'Day is the owner of the **U-96 Miss KYYX** which started its unlimited campaign in the Tri-Cities last year. O'Day is the owner of O'Day Broadcasting of Washington and KYYX-FM. He plans to campaign the boat on the full circuit this year.

Jurgen Sauerland became one of the co-owners of the **U-8 Racing Team** last year which had purchased the former U-95 turbine hydroplane from Chuck King. Future plans for the team include a new hull for 1983.



Bob Steil is president of The Squire Shops, Inc., which has campaigned the **U-2** for six years. Last year, Steil's boat captured the Columbia Cup trophy and finished fifth in the high point race. A member of the Unlimited Racing



Commission, Steil has received numerous awards and accolades as both boat owner and race sponsor.

John Still is one of the new owners in the world of unlimited racing, after purchasing Ken Thompson's U-3. His boat will campaign as **U-30 Miss Prodelco**. Still is president of Still and Associates, an international aerospace marketing firm. He also directs the Prodelco Company, which manufactures commercial/industrial fire annunciating and security systems. His third enterprise is John Still Productions, which provides television production services to a wide variety of clients.

Bill Wurster is a seasoned owner and driver, and president of **U-8, Inc.** He began racing outboards in 1960 and got his first ride in an unlimited in 1972 aboard Valu-Mart. He campaigned several seasons with Oh Boy! Oberto.



Tri-City Water Follies Past Presidents and Race Chairmen

Past Presidents

1966 - Clif LaHue
1967 - Jerry Horrobin
1968 - George Grant
1969 - Bruce Glenn
1970 - Dr. Orval Patchett
1971 - Dr. Orval Patchett
1972 - Dave Dickerson
1973 - Dave Dickerson
1974 - Jerry Eerkes
1975 - Jerry Eerkes
1976 - Chuck Keltch
1977 - Chuck Keltch
1978 - Ken Thompson
1979 - Keith Bowers
1980 - Jack Robson
1981 - Jack Robson

Past Race Chairmen

1967-68 - Jack Hamann
1969-72 - Don Cooper
1973-78 - Ken Thompson
1979 - Bill Wilcoxson
1980 - Dick Pew
1981 - Dick Pew

1982 Race Schedule

June 6 - Champion Spark Plug Regatta
Miami, Florida; Marine Stadium

June 13 - Thunder in the Park
Sampson State Park; New York

June 27 - Stroh's-APBA Gold Cup
Detroit, Michigan; Detroit River

July 4 - Indiana Governor's Cup
Madison, Indiana; Ohio River

July 11 - Thunder on the Ohio
Evansville, Indiana; Ohio River

August 1 - Columbia Cup
Tri-Cities, Washington; Columbia River

August 8 - Sea Galley-SeaFair
Seattle, Washington; Lake Washington

September 19 - Circus Circus Thunderboat Regatta
San Diego, California; Mission Bay

October 3 - Budweiser Bluebonnet Classic
Houston, Texas

October 17 - Acapulco World Cup
Acapulco, Mexico

1981 Columbia Cup Program Receives Honor

The 1981 Tri-City Water Follies Columbia Cup Race Program has been placed in the permanent Printed Sample Library of the Consolidated Paper Company of Chicago, Ill. The 1981 program was printed on paper produced by this company.

"The Library" is used by merchants, printers, designers and others across the country who want to see what is "new and exciting in print." The Columbia Cup program was selected, according to the letter received from Consolidated Paper Company, because it is "expertly printed and well designed. Indeed, an outstanding blend of quality graphics." □



Rolls Royce Griffon - The Rolls Royce Griffon engine, used only in the Miss Budweiser camp, packs an additional 1,000 to 1,200 horsepower. The Bud team packs eight spare engines on the road with eight more ready to go back home. □

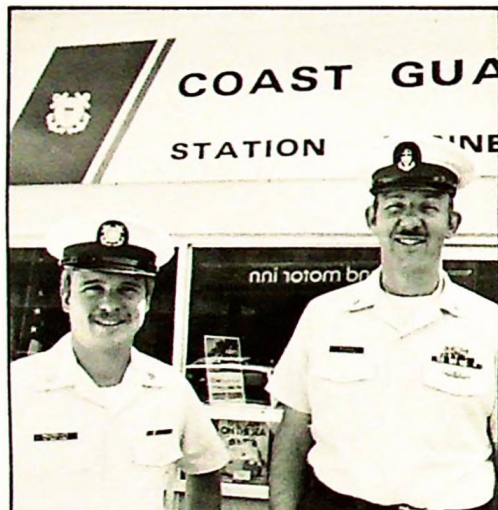
1981 Final National High Points

Boat Standings

1	Miss Budweiser	8700
2	Kenney Toyota	5746
3	Atlas Van Lines	5223
4	Oh Boy! Oberto	4834
5	Squire Shop	3425
6	Pay 'N Pak	3000
7	Captran Resorts	2606
8	Team Five	1650
9	Thousand Trails	1294
10	Miss Rent-It Shops	1067
11	Miss Kentuckiana Paving	1013
12	Tempus	677
13	Kawaguchi Travel	526
14	Aronow Unlimited	225
15	Circus Circus	225
16	Miss Rock	169
17	Don Campbell's	150
18	Miss KYYX	127
	KW3	DNQ
	Design 360	DNQ
	Miss O'Neil & Knudsen	DNQ
	U-77	W/D

Driver Standings

1	Dean Chenoweth	8700
2	Milner Irvin	5746
3	Bill Muncey	5223
4	Scott Pierce	4834
5	Chip Hanauer	3425
6	John Walters	3000
7	Terry Turner	1650
8	Ron Snyder	1567
9	Bobbie Howard	1407
10	Jack Schafer	1294
11	Tom Martin	1067
12	Bob Maschmedt	677
13	Steven Reynolds	645
14	George Johnson	413
15	Ron Armstrong	375
16	Buck Thornton	225
17	Bob Miller	169
18	Brenda Jones	127
19	Steve La Cava	113
	Al Letcher	0
	Mitch Evans	DNQ
	Jerry Hopp	DNQ



Coast Guard

The U.S. Coast Guard Station on Clover Island in Kennewick has provided much valuable assistance over the years to the running of the unlimited hydroplane races. The Coast Guard Station provides aids to navigation service over a wide area that includes from John Day Dam to North Richland on the Columbia; from the mouth of the Snake River to Lewiston; Lake Roosevelt, Lake Coeur d'Alene, Lake Pend Orielle and Ft. Peck Lake in Montana. The station is also responsible for search and rescue, boating safety and marine and environmental protection. Pictured are: left, MK1 Steve McLeanchen and CPO Bill Weaver. □



This year, the Columbia River will play host to two very different kinds of boat races: the 17th annual Columbia Cup for unlimited hydroplanes and, earlier this year, the first Columbia River Rowing Regatta.

The Rowing Regatta featured both men's and women's crew teams from Washington State University and Oregon State University.

The Columbia River is wide enough to allow 5 lanes of racing at one time, with excellent racing conditions. □

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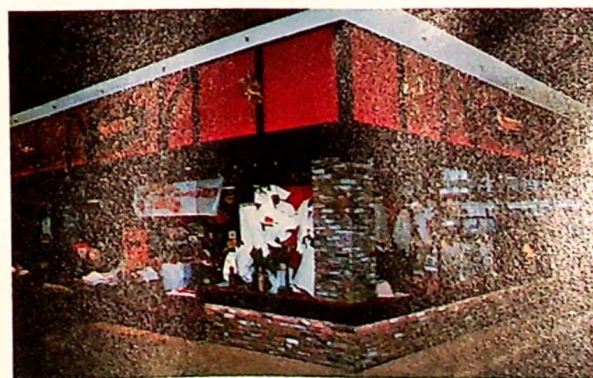
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1966-1982 Columbia Cup Course Unchanged

When Bill Brow captured the first unlimited hydroplane race on the Columbia River in 1966, his time around the 2½ mile course was 94.936. In 1980, Bill Muncey in his Atlas Van Lines won that year's race with a speed of 128.571 on exactly the same course.

Unlike most of the other unlimited courses in the United States which have been changed, shortened or altered throughout the years, the Tri-Cities' course is exactly as it was when it was first surveyed in 1966. By keeping the same course, it makes speed comparisons over the years exact, and shows just how the boats have increased in speed throughout the years.

When the Columbia Cup course is set for the 17th annual Columbia Cup, the same surveyor's charts that were used in 1966 will be used again. The course setters for the Columbia Cup are now so proficient that even the same anchors are used from year to year. Various marking systems are used so that divers can find the dozen huge anchors on the bottom of the Columbia in order to attach the racing buoys each year.

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

When the 1982 Columbia Cup is completed, there will have been seven Atomic Cups, three Gold Cups, one World Championship and six Columbia Cup races run over the same 2½ mile Columbia River course. □

Tri-Cities to Host Gold Cup in 1984

The Tri-Cities will again be the site of unlimited hydroplane racing's most prestigious race in 1984 - the Gold Cup.

The Tri-Cities hosted its first Gold Cup in 1973. It was won by Miss Budweiser with Dean Chenoweth at the wheel. Chenoweth had a winning speed of 99.043. The Gold Cup returned in 1975, this time George Henley driving the Pay 'N Pak captured the race with a final heat average speed of 108.921. During that race, Tom D'Eath, driving the Miss U.S., set a Gold Cup record that still stands: completing a 60 mile race on a 2½ mile course with a speed of 108.974.

The last time the Gold Cup was in the Tri-Cities was in 1977 when Bill Muncey, driving his Atlas Van Lines, walked away with the trophy with a speed of 111.822. □



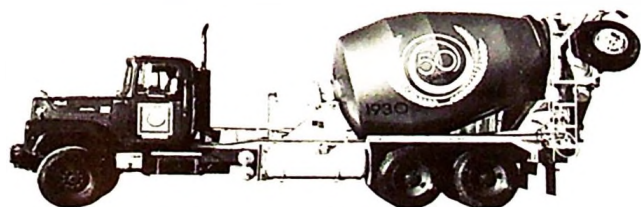
The Rescue Sleds

An innovative part of the Columbia Cup is the use of the rescue sleds that were built and designed in the Tri-Cities specifically for unlimited racing. The sleds carry divers, rescue personnel and fire-fighting equipment.

The sleds ride low in the water matching the height of the hull of an unlimited hydroplane. This low profile makes it easy for race personnel to step from the sleds onto the hydroplane to give quick emergency assistance as well as making it easier for the divers to get into the water quickly.

The sleds are also used before the race in handling buoys used in marking the Columbia Cup course. □

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Water Follies EVENTS

"It's More Than Just a Boat Race"

Nearly 40 events, the largest number in the festival's history, are scheduled as part of the 1982 Tri-City Water Follies festival.

The festival kicks off on Friday, July 23, and is climaxed on August 1 with the fastest racing boats in the world competing in the 17th annual Columbia Cup. But in between, there are 10 days filled with a variety of events ranging from parades to pets, from art to airplanes, from sporting events to sing-a-longs.

This year's festival includes 12 new events, too, including two bicycle races, a basketball tournament, a water ski and ski jump show and competition, a chess tournament, and the Mountain Fresh Regatta.

During Water Follies, the community comes alive with activities and events, many of which are offered free to the public, and many of which would not be possible without the support of the Water Follies Association.

Enjoy Water Follies 1982. This year's events are so varied that there's the proverbial "something for everyone."

The festival is the fastest boats in the world competing on one of the fastest courses in the world... and, it's so much more. □



Handball Tournament

The Four-Wall Handball Tournament is set for July 30 through August 1 at the Tri-City Athletic Club in Kennewick.

The competition, which draws participants from throughout the Northwest, will include four divisions: open singles, open doubles, B singles and B doubles.

Winners in each division receive cash prizes with all participants receiving a tournament T-Shirt.

The public is invited to watch the tournament which begins at 9 a.m. and continues into the evenings. There is no admission charge.



Shoreline Run

The fifth annual Columbia Cup Shoreline Run will begin again this year at 8 a.m. at Howard Amon Park in Richland on Saturday, July 24.

The 10 kilometer (6.2 mile) run will follow a course along the Columbia River and double back to the starting area.

There will be male and female divisions from under 12 to over 60.

Entry fee for the race is \$6 in advance and \$7 on race day. Following the race, medals and trophies will be awarded to division winners. All runners will receive the Columbia Cup Shoreline Run T-Shirt.

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

In addition to the race, there will be a Pancake/Sausage Breakfast going on at Howard Amon Park beginning at 7 a.m. until noon. The cost is \$2.50. The pancake feed is sponsored by both the Richland and Kennewick Exchange Clubs.



Christian Concert

"Jubilee with the Lord" is the title of the Christian Concert set for Wednesday, July 28, 7 p.m. until 9 p.m. at the amphitheater in Columbia Park.

The interdenominational concert will feature both individuals and groups from the Tri-Cities.

Among the performers will be Ray and Bobbi Wilson, of Kennewick, who have traveled throughout Oregon, California and Washington performing.

The concert is free and all are welcome.



Tennis

An annual event on the Tri-City Water Follies schedule of events is the Columbia Cup Tennis Tournament sponsored by Dunning-Ray Insurance and the Pasco Parks and Recreation Department. This year's tournament is scheduled for July 23-28.

The tournament is divided into adult and junior divisions. Adult play will begin on July 23 and the juniors are set to start on July 26.

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

The tournament will be played on courts at CBC and Pasco High School.

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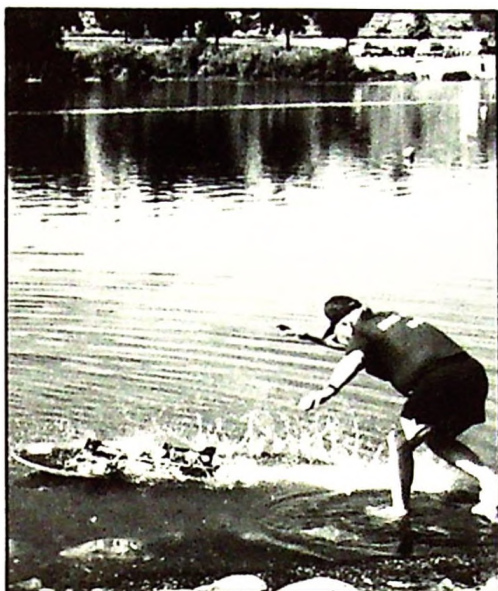
Past National Champion Drivers

1952-1981

YEAR/DRIVER/BOAT

- 1981 **Dean Chenoweth**
MISS BUDWEISER
- 1980 **Dean Chenoweth**
MISS BUDWEISER
- 1979 **Bill Muncey**
ATLAS VAN LINES
- 1978 **Bill Muncey**
ATLAS VAN LINES
- 1977 **Mickey Remund**
MISS BUDWEISER
- 1976 **Bill Muncey**
ATLAS VAN LINES
- 1975 **Billy Schumacher**
WEISFIELD'S
- 1974 **George Henley**
PAY 'N PAK
- 1973 **Mickey Remund**
PAY 'N PAK
- 1972 **Bill Muncey**
ATLAS VAN LINES (5th)
- 1971 **Dean Chenoweth**
MISS BUDWEISER (6th)
- 1970 **Dean Chenoweth**
MISS BUDWEISER (6th)
- 1969 **Bill Sterett, Sr.**
MISS BUDWEISER (6th)
- 1968 **Billy Schumacher**
MISS BARDAHL (5th)
- 1967 **Billy Schumacher**
MISS BARDAHL (5th)
- 1966 **Mira Slovak**
TAHOE MISS (3rd)
- 1965 **Ron Musson**
MISS BARDAHL (3rd)
- 1964 **Ron Musson**
MISS BARDAHL (3rd)
- 1963 **Bill Cantrell**
GALE V (3rd)
- 1962 **Bill Muncey**
MISS CENTURY 21
- 1961 **Bill Muncey**
MISS CENTURY 21
- 1960 **Bill Muncey**
MISS THRIFTWAY (3rd)
- 1959 **Bill Stead**
MAVERICK (1st)
- 1958 **Mira Slovak**
MISS BARDAHL
- 1957 **Jack Regas**
HAWAII KAI III
- 1956 **Russ Schlee**
SHANTY I
- 1955 **Lee Schoenith**
GALE V/WHA HOPPEN TOO
- 1954 **Lee Schoenith**
GALE V (1st)
- 1953 **Lee Schoenith**
GALE II
- 1952 **Chuck Thompson**
MISS PEPSI (2nd)

Water Follies EVENTS



Model Hydros

Have you ever wished that you could see the legendary Miss Bardahl race against the present day Miss Budweiser? During the Scale Unlimited Columbia Cup, set for Saturday, July 31, that's exactly what will be happening.

The Radio Controlled Unlimiteds (R.C.U.) are 1/4 scale replicas of both past and present unlimiteds. Built completely by hand, they can reach speeds upwards of 60 mph.

Last year, a record number of 42 entries from all over Washington, Oregon, and California competed in the "miniature" Columbia Cup.

This year, competition begins at 8 a.m. at the Columbia Park Lagoon (located behind the unlimited pits) and continues until 3 p.m.

Spectators are encouraged to attend and see old favorites race against new favorites. There is no admission charge for spectators.

Bicycle Classic

One of this year's new events is the Columbia Cup Bicycle Classic, sponsored by the Echelon Cycling Club. The racing competition will take place on Sunday, July 25, behind the Tri-Cities Center in Kennewick.

The competition will be divided into both United States Cycling Federation (U.S.C.F.) Road Races and Novice Events. All races will take place on a 3.5 mile course. The length of each race will vary from up to 60 miles to 3.5 miles, depending upon the particular race division. There will be both men's and women's events and age groups from veterans (over 35 years) to 10-12 years.

Racing will take place from 8 a.m. until 3 p.m., with an awards presentation beginning at 3 p.m.

The public is invited and there is no charge for spectators.

Waiter's Day Race

The first annual Water Follies Waiter's Day Race will take place on Saturday, July 31, at 10 a.m. in Pasco.

When the gun goes off, the first member of each team will head for a table which will be set with a tray and four plastic champagne glasses. The contestants will each peel off the foil from the wine bottle, uncork the bottle and pour. The contestants will walk (run) down Bonneville Street through a number of obstacles to the finish near Memorial Park.

But crossing the finish line isn't all that counts. The winner is based on crossing the finish line first (50 percent) and the amount of liquid remaining in the glasses (50 percent)!

Sound like fun? Plan to see the Waiter's Day Race. The festivities begin near the Black Angus Restaurant in Pasco. There is no charge for spectators.

The event is sponsored by Stuart Anderson's Black Angus Restaurants, and the contestants will be real waiters from local restaurants.



Magnificent Mutt Show

The "Most Magnificent Mutt Show" will take place again this year on July 24 in Pasco's Memorial Park. Kids between the ages of 4 and 14 are invited to enter their dogs in the competition.

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

The program will also include demonstrations on how to train and show dogs. The Humane Society, the event's sponsor, will have its van at the show to provide information about pets and pet care.

The show will begin at approximately 2 p.m. There is no charge to either enter a dog or view the show. Everyone is invited to view the Tri-Cities' "Most Magnificent Mutts."



Wine Festival

For the third year, Tri-Citians will have an opportunity to sample some of the best regional wines during the Northwest Wine Festival on Saturday, July 24, from 4 p.m. to 7 p.m. at the Red Lion Motor Inn in Pasco.

Wineries from throughout the Northwest and Canada will be bringing their finest wines to be judged by a panel of wine writers, wine makers and experts in the wine industry, and also to be sampled by those attending.

In addition to the festival on Saturday, there will be a new Educational Wine Seminar held on Friday, July 23.

The event is sponsored by the Tri-Cities Visitor and Convention Bureau.

Bicycle Motocross

The first Columbia Cup Double Point Bicycle Motocross is set for July 30 (single point pre-race) and July 31 (Columbia Cup double point race) at the Tri-Cities' BMX Race Track in Kennewick.

Bicycle Motocross racing is conducted on a course which includes a starting hill, jumps, high banked corners, and obstacles. Racing classes are broken down by age (15 and under through 17) and experience (beginning, novice and expert).

This race is a special American Bicycle Association sanctioned race for which double the normal district points are awarded to the racers depending upon their finish. In addition, in accordance with ABA rules, a three-foot trophy will be awarded to the first place rider in each class with the first three riders receiving trophies.

Bicycle racers from Washington, Idaho, Montana and Oregon will be represented.

Racing will take place from 6:30-8:30 p.m. each day.

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Water Follies EVENTS



Model Airplanes

Ground-Bean Carry, Flour Bomb Drop and Hi-Lo Speed Trap are just some of the events that will be a part of the annual Water Follies Fun Fly for radio controlled model airplanes which will take place on Saturday, July 31.

Sponsored by the Tri-City R/C Modelers, the contest will start at 9 a.m. at Vista Field in Kennewick (behind K-Mart).

The model planes, which vary in weight from 1 pound to 10 pounds, are all powered with two cycle fuel burning engines. They are controlled with radios with a power output of .5 watts and a line of sight range. Prizes will be based on the pilot's skill in controlling the plane.

There is no charge to watch the Fun Fly which will continue into the afternoon.

Basketball Tournament

Sixteen basketball teams, made up of players who must have high school eligibility for the 1982-83 school year, will compete in the Pepsi Columbia Cup Basketball Tournament.

The double elimination format will feature teams from all over eastern Washington and Oregon, including Tri-City high schools.

Tournament play will take place at the Pasco High School gym. The tournament is co-sponsored by the Pepsi-Cola Bottling Company and the Pasco Parks and Recreation Department.

Chess Tournament

Another new event this year is the Columbia Cup Open Chess Tournament scheduled for July 24 and 25 at the Harry Kramer Center in Richland.

The tournament is a U.S.C.F. Grand Prix Event and is divided into four categories. There will be at least \$500 in cash prizes awarded.

The tournament will begin at 10 a.m. on Saturday and continue throughout the day, and at 9 a.m. on Sunday.

The event is sponsored by the Tri-City Chess Club and the Tri-City Water Follies Association.

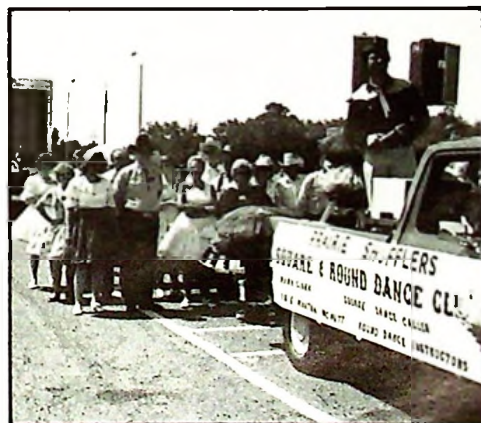
Soccer Tournament

The II Columbia Cup Soccer Invitational Tournament will take place on July 24-25 at the Hanford High School Soccer Complex in Richland.

Eight teams in both the men's division and the women's division will be competing. Four teams in each division will be from the Tri-Cities, with the other four from throughout the Northwest.

Tournament play will begin at 9 a.m. on Saturday with the finals set to take place on Sunday.

The public is invited to enjoy the tournament and there is no admission charge.



Square Dance

All Square Dancers are invited to the Fourth Annual Water Follies Square Dance, which will take place on Saturday, July 24, at 8 p.m. at the Prairie Shuffler's Shanty in Kennewick.

The caller for this dance will be Daryl Clendenin, recording artist and owner of Chinook Records of Portland, Ore. The level of dance will be Mainstream Q.S.

The Prairie Shufflers will also sponsor another dance on Saturday, July 31, also at the Shuffler's Shanty at 8 p.m. It will be called by Mark Clark of Olympia, Wash., who is a former full-time caller for the Shufflers. The level of the dance will be Plus 1 & 2.

The Shuffler's Shanty is located at 717 N. Irving in Kennewick.

Grand Parade

The 1982 Tri-City Water Follies Grand Parade will take place Saturday, July 24, in Pasco. The parade is set to begin at 11 a.m. near the Franklin County Courthouse, follow a route down Clark Street, pass by Memorial Park and disband at St. Patrick's Church.

Last year's parade was the largest in the history of the event, drawing over 65 entries. Floats and representatives came from communities throughout the Northwest.

The route is slightly altered from the course taken last year, but will again pass by Memorial Park. People are encouraged to watch the parade from this point. After the parade has been completed, an entire day of activities will take place in Memorial Park.

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

The parade will also be the local debut of the 1982 award winning Tri-City Water Follies Float, "Summertime Sonata." Miss Tri-Cities 1981-82, Nancy Ford, will ride the float, and it will be the first appearance of the new Miss Tri-Cities and her court, crowned the evening before at the Miss Tri-Cities Pageant.



Dart Tournament

The second annual Columbia Cup Thunderboat Open Dart Tournament is set for Friday, July 23, and continues through July 25 at the Rivershore Motel in Richland.

The competition will be divided into several categories which include blind draw doubles, mixed doubles, open doubles, mixed triples, four person doubles and singles.

All dart players are invited to participate in the competition. Entry fees are \$5 for blind draw doubles, \$10 for singles and \$5 for all other events.

The public is encouraged to attend and there is no charge for admission.

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Water Follies EVENTS



Kiddie's Parade

All children 12 and under are invited to participate in the Water Follies Kiddies' Parade to be held on July 28 at 1 p.m. in Memorial Park, Pasco.

The divisions for this parade are Bikes and Trikes (both individuals and groups), Pets, Things on Wheels, Walking and Marching Units. For all the divisions, participants pick their own theme.

The parade will form at Memorial Park and follow a route around the park. Following the parade, prizes will be awarded in the various divisions.

The parade is sponsored by the Pasco Parks and Recreation Department.

"Life. Be In It" Family Picnic and the Vaudeville Show

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

The day's activities are highlighted by two free performances by the "One Reel Vaudeville Show." This year the professional touring group will present a program called "Hide and Go... Sleuth!" It's an original musical comedy whodunnit, and the first performance will be at 1:30 p.m. following the parade. The second performance will be later that afternoon at 3:30 p.m.

When the troupe arrives in the Tri-Cities, you won't be able to miss them. They'll arrive in the "Theatremobile" which is decorated and equipped with unfolding stage platforms, curtain systems, sound, lights and trapdoors. When they arrive, out jumps the cast... the stage unfolds... and the cast puts on their make-up, right in front of everyone. When the performance begins, it's an hour of non-stop excitement and consistently genuine entertainment for the entire family.

Along with the vaudeville acts, there will be square dancing, fiddlers, and aerobic dancing demonstrations. Plus, at 4:30, Zane Casey's Little Big Band will be performing.

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

Amateur Golf Tournament

Four hundred golfers from throughout the West will be participating in the Tri-Cities Amateur Golf Tournament which will take place July 23 through July 25.

The tournament will be a 54 hole stroke play golf tournament, open to all amateurs with established handicaps. There will be a men's division, a senior men's division, a women's division and a junior division.

Play will take place on Tri-City courses. The event is sponsored by the Tri-City Am Organization.

Talent Show

You're invited to enjoy an evening of entertainment while trying to pick the "Best of the Best" again this year during the Water Follies Talent Show set for July 28 at 8 p.m. at the Richland High School Auditorium.

The show, which consists of local talent, will include dance, vocal, and instrumental as well as many other types of performances.

Tickets are \$3 for adults and \$2 for children 12 and under. Tickets are available at the door.

The event is sponsored by the Kennewick Junior Women's Club.



Sidewalk Art Show

More than 200 artists from throughout the West will display their work at the annual Allied Arts Association Sidewalk Show in Howard Amon Park, Richland, on Friday, July 30, and Saturday, July 31.

The show began over 30 years ago as an informal fun gathering of local artists. In 1975, it was opened to all artists and craftsmen and has grown to be eastern Washington's largest outdoor show. All items displayed are originals, created and produced by the artists. Items will include painting, sculpture, leather, macrame, ceramics, jewelry and other work in all media.

In addition to displays, demonstrations will be taking place during the two-day event.

The show is open from 9 a.m. to 9 p.m. on Friday; 9 a.m. to 8 p.m. on Saturday. There is no admission charge.



Columbia Cup '82 AIR FAIR

Co-sponsored by Columbia Air Fair Society.



The Blue Angels

Returning to again thrill the Tri-Cities are the U.S. Navy Blue Angels. The six jet demonstration team will be performing a complete program on both Saturday and Sunday.

The Blue Angels began their demonstration flying in 1946 to "demonstrate precision techniques of naval personnel and, if directed, to the public." Today, after 36 years, they accomplish essentially the same mission.

By presenting a faultless display of aerial artistry to what has now exceeded 152 million spectators, the Blue Angels seek to attract talented and qualified youth to join them in the U.S. Navy and Marine Corps. This is an important function in an all-volunteer naval force.

The Blue Angel team consists of 16 officers and 74 enlisted personnel. Seven of the officers are tactical jet pilots, four of whom fly in the diamond formation, and two as solo maximum performance demonstrators.

To prepare for a season of demonstration, the "Blues" move in January to their winter training home at the Naval Air Facility in California. Here, the pilots fly twice a day, seven days a week.

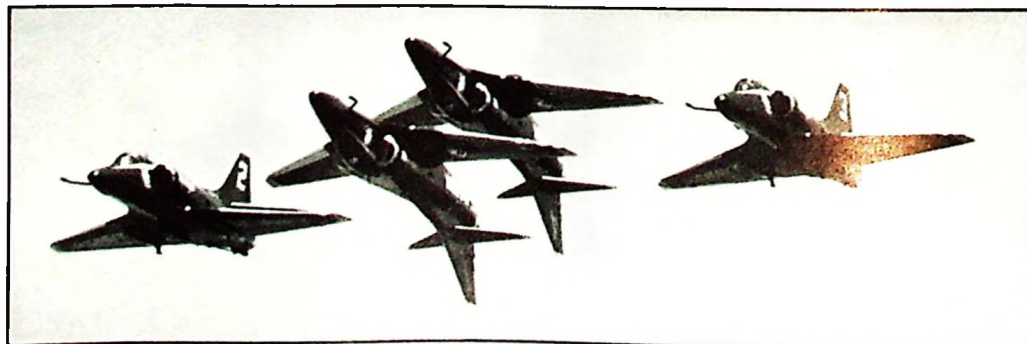
The basic airmanship required of a Blue Angel is taught to every Naval Aviator. As a student, the fledgling aviator learns loops, rolls, and formation flying. Once a naval officer receives his wings, he builds on and perfects these techniques in an operational squadron

aboard an aircraft carrier. A few seasoned aviators have the fortune to be assigned for a short time to mold those basic skills into the aerial ballet observed during a Blue Angels demonstration.

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

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

There have been fewer than 200 officers assigned to the Blue Angels. All members of the squadron spend two years as a demonstration pilot, then return to an operation assignment. □



**SATURDAY, AUGUST 14
&
SUNDAY, AUGUST 15**

Tri-Cities Airport, Pasco

Program Sequence

1 p.m. OPENING FLAG JUMP

Bob Hoover - P-51

U.S. Army Golden Knights

Joann Nottke

Frank Ranuio

Robert Nottke

Northern Knights

Bob Hoover - Shrike Commander

3 p.m. U.S. Navy "Blue Angels"

The 1982 Columbia Cup Air Fair again features a star-studded line up, including the return of the U.S. Navy Blue Angels.

This year's Air Show has been expanded to include two full air shows, one on Saturday, August 14, with the same show repeated on Sunday, August 15. The program will begin at 1 p.m. each day at the Tri-Cities Airport in Pasco.

In addition to the air show, seminars will be going on both days at the airport, including a program "On Weather" produced by the General Aviation Manufacturer's Association, and a program devoted to airplane engine operations and maintenance.

For the first time there will also be an on-going "Aviation Theatre Film Festival" which will be showing aviation films of interest to the general public. Also on the field will be a number of static aircraft displays. The seminars and theatre will begin at 9 a.m. both days and continue until noon.

The Columbia Cup Air Fair is the official Eastern Washington Air Show. □

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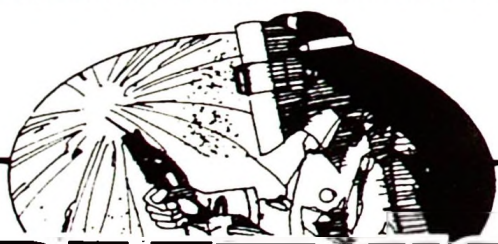




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Columbia Cup '82 AIR FAIR

U.S. Army Golden Knights



The "Golden Knights" are the U.S. Army's precision parachuting unit. The group is the Army's only official aerial demonstration unit, and its counterpart in other branches of the military is the Navy's Blue Angels.

The team will perform numerous maneuvers while in the air, including a baton pass, diamond track and various formations. Each jumper wears a smoke container attached to his foot that burns at 1,400 degrees Fahrenheit. Through the use of the red smoke, spectators are able to observe the free-fall maneuvers performed by the Knights. During the fall, the Knights reach

speeds of up to 180 miles per hour.

The Golden Knights consist of 62 men and women that have had at least 150 free-fall parachute jumps. Unlike their counterparts in the Blue Angels the Golden Knights are enlisted men and women that range from Private to Sergeant First Class.

Members of the Golden Knights currently hold 10 World Accuracy Landing records, as well as being National World Cup and World Relative-Work Champions. Since their inception in 1959, the team has produced 5 World Champions, 15 National Overall Champions, and 35 National Championship titles. □



Bob Hoover

Bob Hoover will again be performing twice during each Columbia Cup Air Show. His first performance will be in his P-51 Mustang. The P-51 played a vital role in the battle for Europe during World War II. Even with the emergence of the jet age, the prop-driven P-51 remained on duty following the war in overseas front-line defensive forces and with National Guard units at home. It was called back to combat duty in Korea.

Hoover will also perform in the Shrike Commander. The stock twin-engine

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Frank Ramulo

"Suspended Animation" is the title Frank Ramulo gives his flying act. It is said to be right out of the 1941 era and is graceful and precise. Frank flies a stock 1941 J-3 that he rebuilt a number of years ago. It has the standard 65 horsepower continental engine which has not been modified for aerobatics in any way. □



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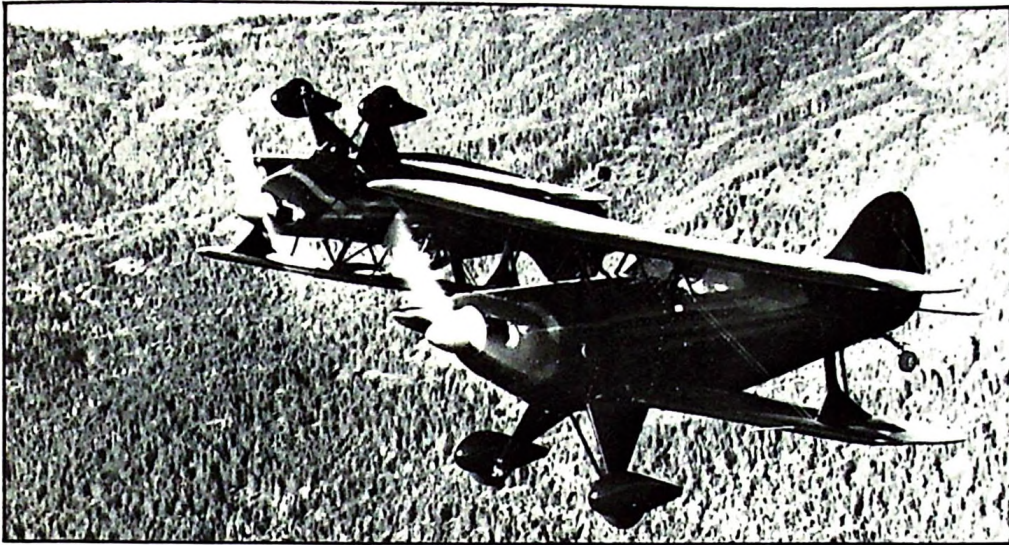
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Columbia Cup '82 AIR FAIR



The Northern Knights

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

Wolf has been flying aerobatics since he was 14. In 1976, he went to Jordan to

train and develop the "Royal Jordanian Falcons" aerobatic team for King Hussein. He is known for his exciting solo in which he flies inverted to cut a ribbon that's only 18 feet above the ground.

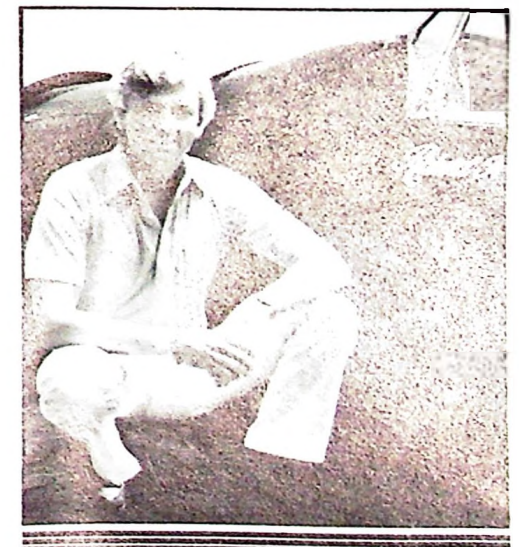
Soper has been flying as long as he can remember. He soloed on his 16th birthday and started mild aerobatics shortly thereafter. He and Wolf started S & S Aircraft, specializing in custom building and restoration of aircraft. □

Joann and Robert Nottke

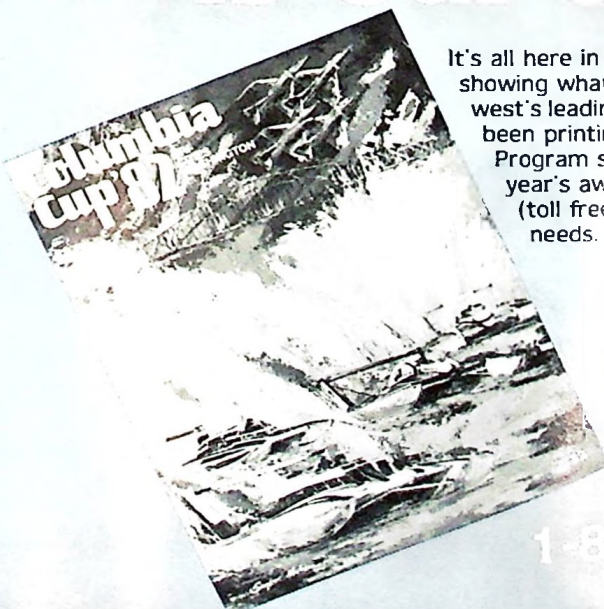
Joann Osterud Nottke and her husband, Robert Nottke, are both veteran pilots and air show performers. Each will perform a solo routine in the air show.

Joann's performance will mark the first time a woman has performed in the Columbia Cup Air Show. In her performance, she will be piloting a Stephens Akro, a mid-wing monoplane of tubular steel construction with wooden wings. Her routine will feature maneuvers which show the grace and speed of the aircraft, such as vertical figures and lomcevaks.

Robert will perform in a North American AT-6A, manufactured in May, 1941, and used as an advanced trainer during the second World War. In his routine, Robert will be demonstrating inverted flight, vertical rolls, Cuban eights, split S's and other related maneuvers. The smoke system and wing-tip smoke accent the path of the aircraft. □



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Communication. It's the key to the success of the Columbia Cup. And, at one time on race day, there are at least four different radio frequencies at work to keep things running smoothly, while helping to insure both boat driver and spectator safety.

Assisting in one aspect of the radio communication for the past 10 years has been the Tri-Cities Amateur Radio Club. The non-profit organization volunteers its time and equipment. The group has 3 people stationed on the official boats, 3 on the referee boats, and 20 on the patrol boats. In addition to the radios on the water, they have radios at the 9 first aid stations located on both sides of the river. Approximately 60 people are involved in the weekend of racing from the Tri-Cities Amateur Radio Club.



Three members of the Tri-City Amateur Radio Club who help each year with the Columbia Cup are, left to right, Dick Yeager, Brian Nielson, and Harold Lines.

Motorola, Inc., supplies approximately 15 radios on two other frequencies which are used by Water Follies personnel. These radios are used in the parking area, the admission gates, and in the hydroplane pits. Motorola often supplies radios directly from its factory for events such as the Water Follies.

The rescue sleds' radios are also on a separate radio frequency. □

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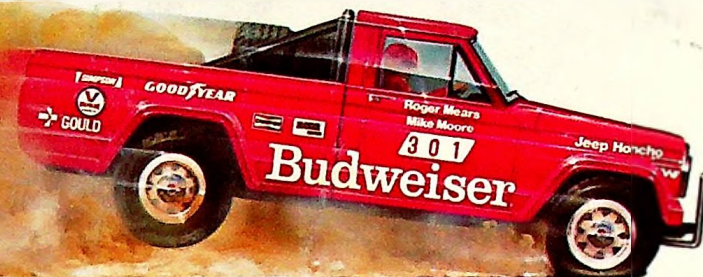
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