

ATOMIC CUP

1971

Tri-City Water Follies



Mooney



THE TRI-CITIES EXPAND AND BEAUTIFY

Above, the new river-front business home of the Port of Kennewick.
Below, downtown beautification in Pasco by Yakima Federal Savings and Loan Association.

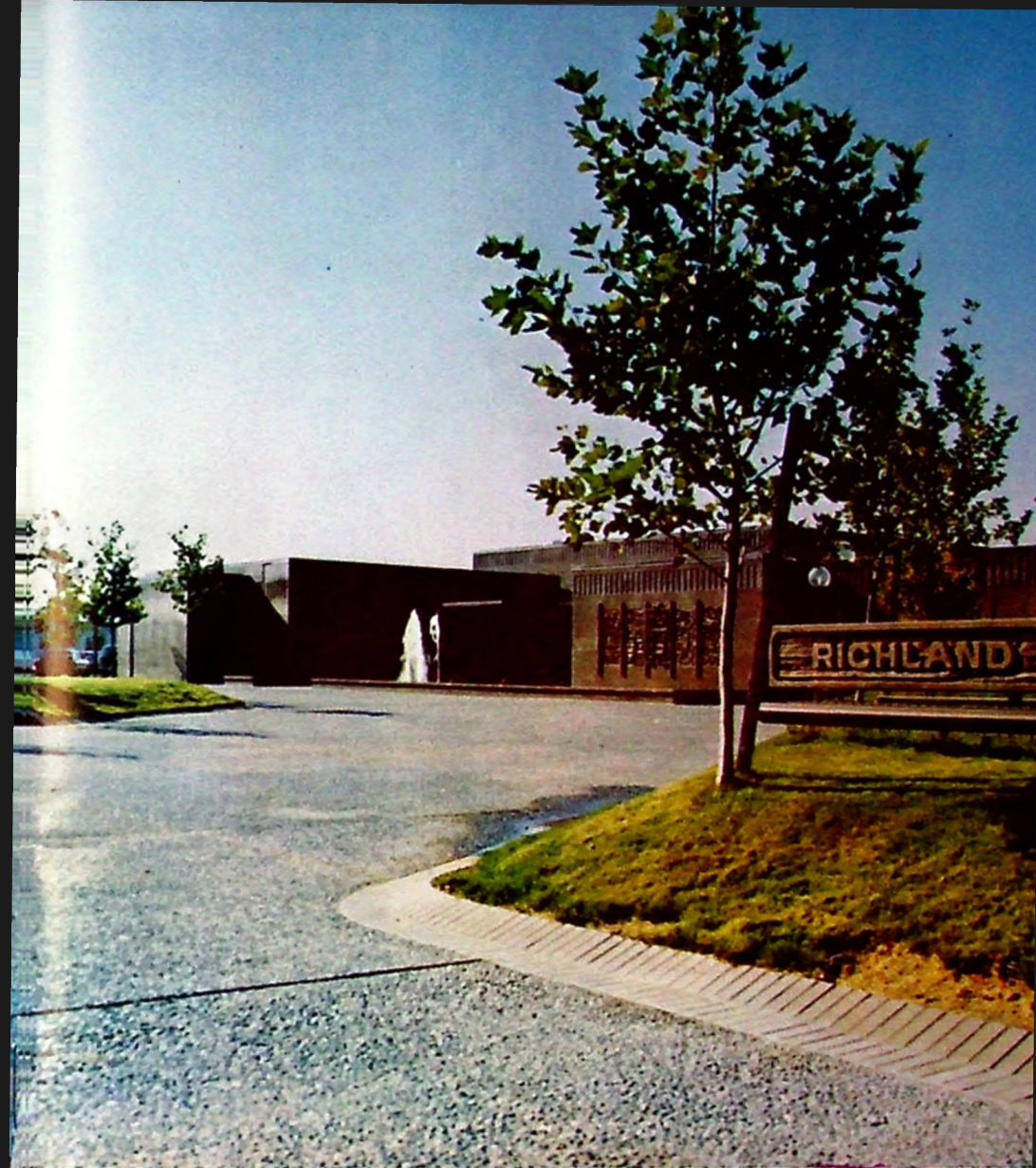


TRI-CITIES AND THEIR PRIDE IN SCHOOLS

Above, the new Kamiakin High School of Kennewick.
Below, Sacajawea School in Richland.



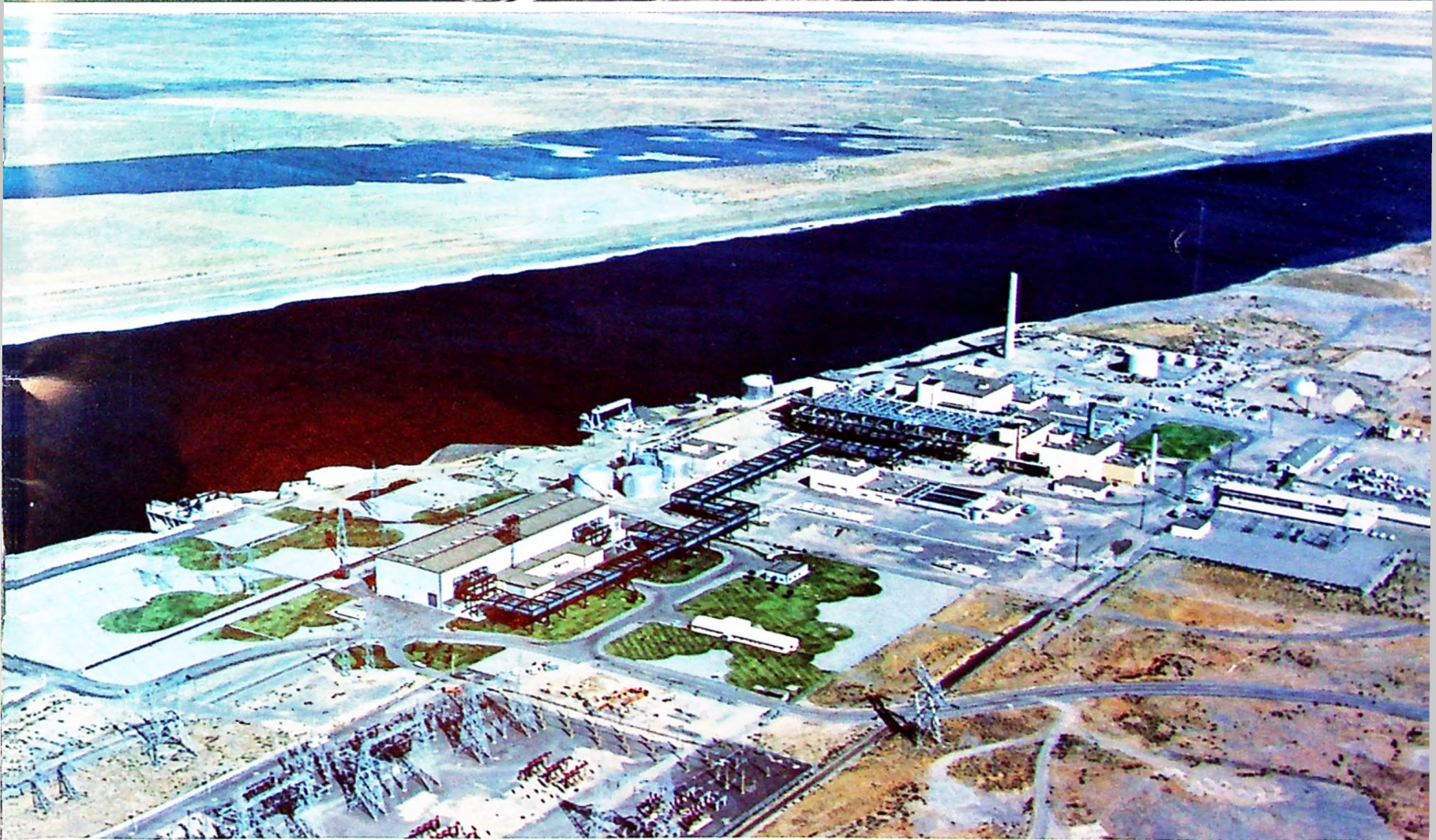
CONTRACTORS AT THE HANFORD ATOMIC PROJECT
WADCO, a subsidiary of Westinghouse Electric Corporation, has responsibility for the Fast Flux Test Facility at Hanford.
Below is the expanding complex of Battelle Northwest.



THE MILLION DOLLAR RICHLAND
Opened in October, 1970, with a 105,000 v



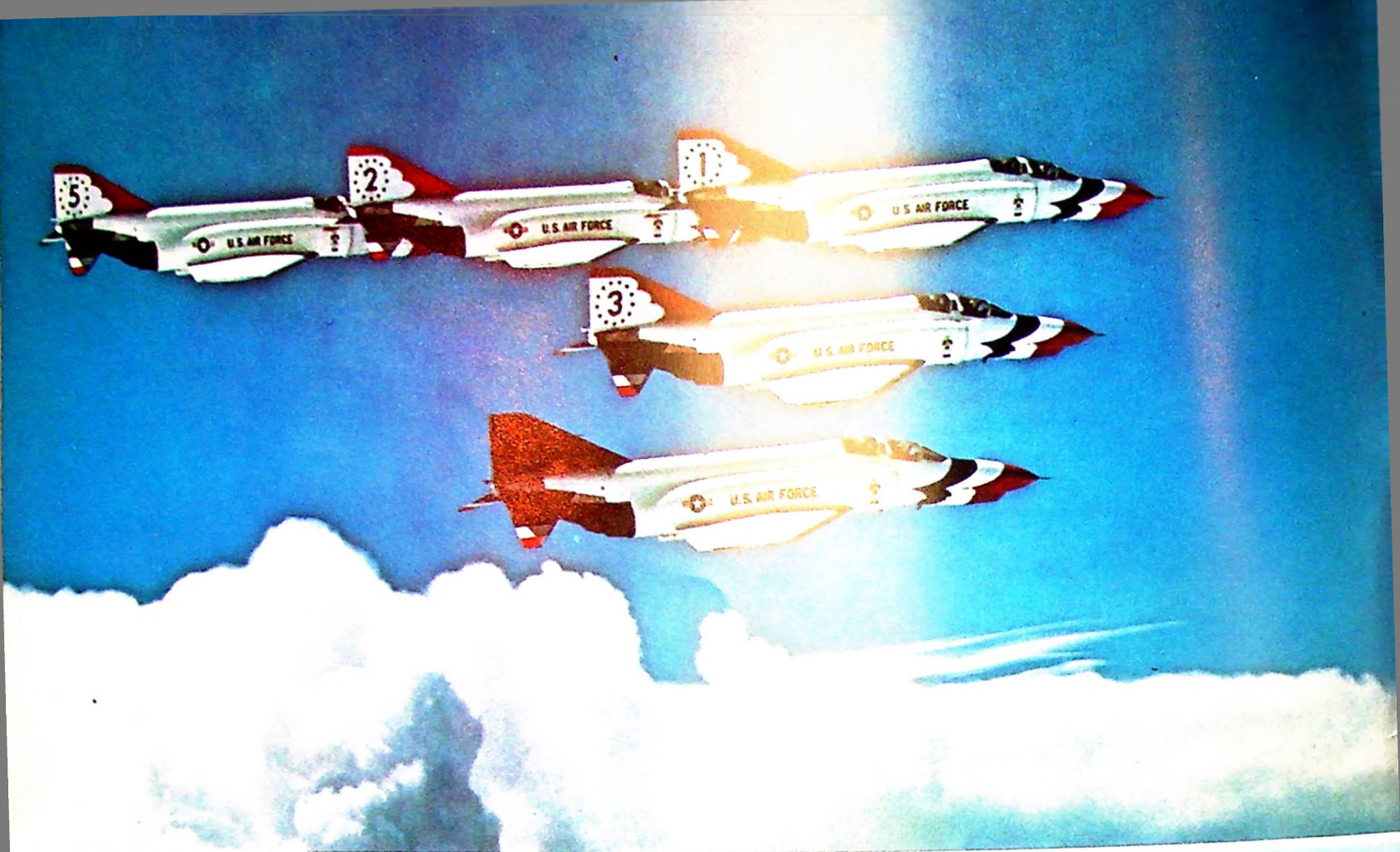
RICHLAND, WASHINGTON -- THE CITY THE ATOM BUILT
 Above, the new \$5-million Kadlec Methodist Hospital.
 Below, looking over the Hanford House towards the Federal Building.



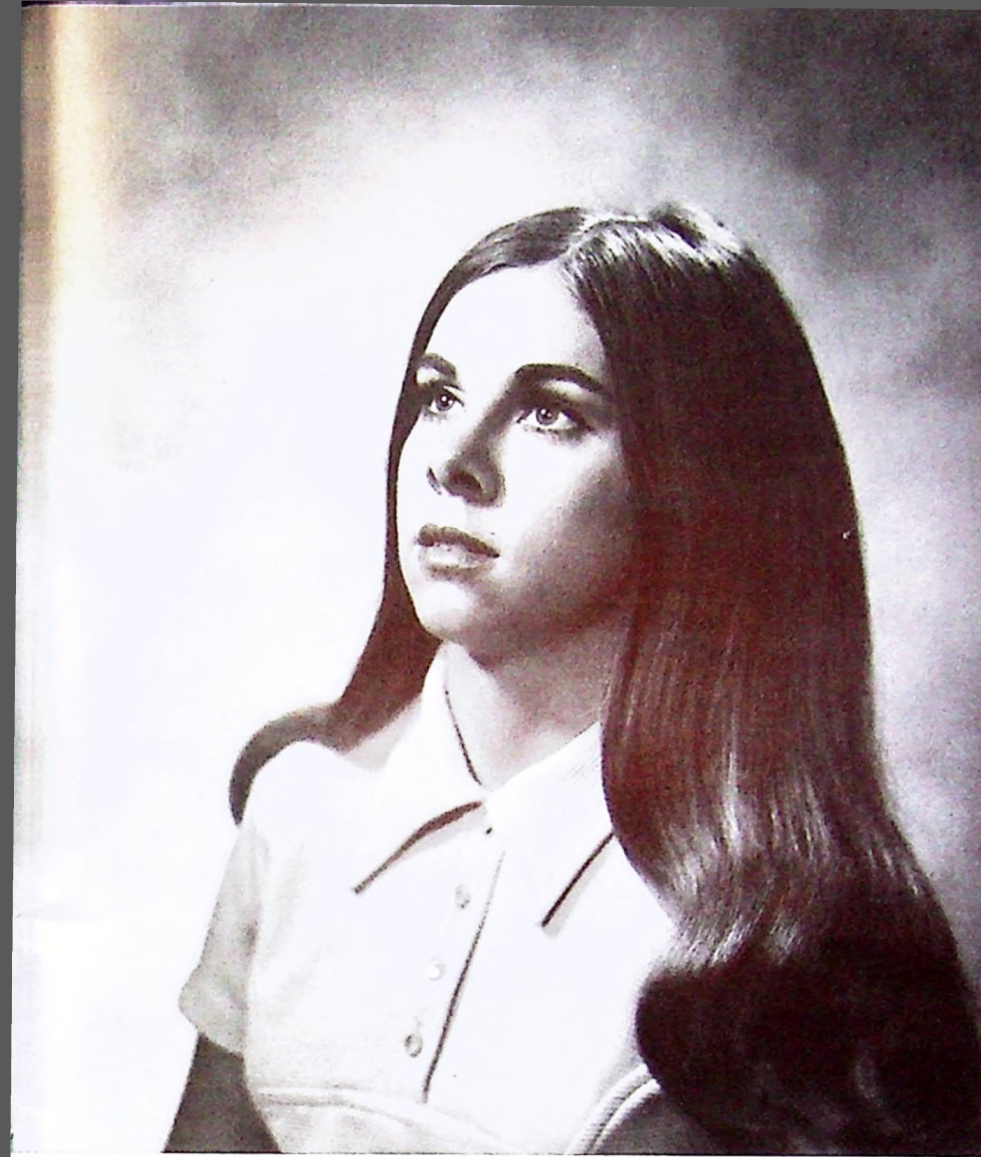
TWO STYLES OF ELECTRIC POWER GENERATION

Above, the hydro power of Wanapum Dam.

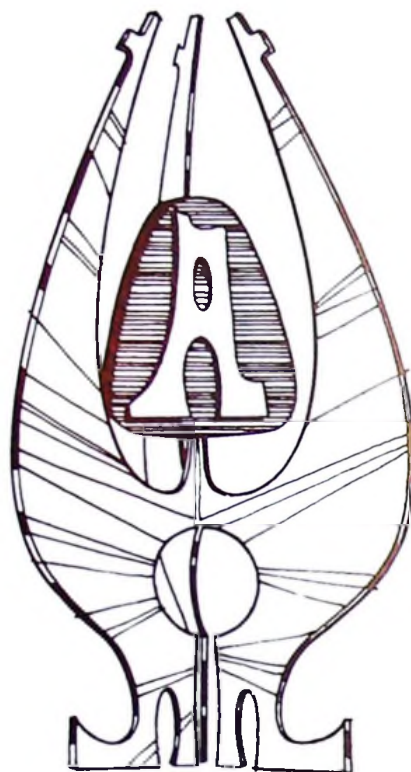
Below, nuclear generation and the much-discussed N-Reactor at the Hanford Plant.



THE WATER FOLLIES -- ACTION IN THE AIR AND ON WATER
 Above, the U.S. Air Force Thunderbirds, Water Follies Air Show attraction.
 Below, the raising of the "Bud," Atomic Cup, 1970.



MISS TRI-CITIES -- JULIE COLE OF RICHLAND
Second Runner-up in the 1971 Miss Washington Pageant



"A" IS FOR ATOMIC CUP
"A" IS FOR AUTOMOBILE

the best place to buy an auto is the Tri-Cities

Tri-City New Car Dealers Association

LORNE BANGERT FORD

Richland

BOB & FLOYD'S MAZDA

Kennewick

JERRY HORROBIN FORD

Pasco

JIM LAHTINEN BUICK

Pasco

OSBORNE CHEVROLET

Pasco

OVERTURF MOTORS

Kennewick

TRI-CITY DODGE

DESERT TOYOTA

Kennewick

LESKOVAR LINCOLN-MERCURY

Kennewick

SANDVIG MOTORS

Kennewick

STROMME MOTORS

Pasco

TRI-CITY DATSUN

Kennewick

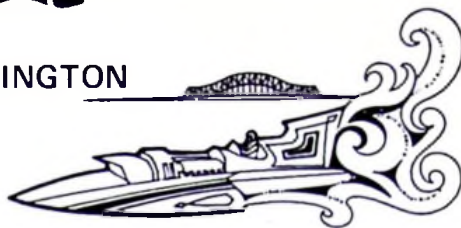
WEBB CHRYSLER-PLYMOUTH

Kennewick

TRI-CITY WATER FOLLIES

SCHEDULE OF EVENTS — 1971

PASCO - KENNEWICK - RICHLAND, WASHINGTON



Friday, July 16

Miss Tri-Cities Pageant, 8 p.m.
Kennewick H. S. Auditorium

Carnival Opening Night
Columbia Park

Saturday, July 17

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

Cavalcade of Marching Drums, 7 p.m.
Drum and Bugle Corps Competition
Pasco High School Stadium

Sunday, July 18

The West Unlimited, 7:30 p.m.
A Western Show
Outdoor Stage, Columbia Park

Monday, July 19

Stars and Stripes Unlimited, 8:30 p.m.
A Patriotic Show
Outdoor Stage, Columbia Park

WEST COAST SHOWS
CARNIVAL AND
CONCESSION ROW DAILY
Columbia Park

Tuesday, July 20

Water Follies Air Show, 3 p.m.
Featuring USAF Thunderbirds
Stunt Flying - Aerobatics - Aircraft Displays
Tri-Cities Airport, Pasco

Neptune's Dancers, 8:45 p.m.
A Dance Review
Outdoor Stage, Columbia Park

Wednesday, July 21

Water Follies Swim Meet, 6 p.m.
Prout Memorial Pool, Richland

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

Thursday, July 22-24

Atomic Cup Qualifying
Atomic Cup Course, Columbia Park

Thursday, July 22

Artside Out 9 a.m. - 9 p.m.
Allied Arts Sidewalk Show
Richland

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

Friday, July 23

Artside Out, 9 a.m. - 9 p.m.
Allied Arts Sidewalk Show
Richland

Kiddies Parade, 7 p.m.
Columbia Park

Bands Unlimited, 8 p.m.
Battle of the Bands
Outdoor Stage, Columbia Park

Saturday, July 24

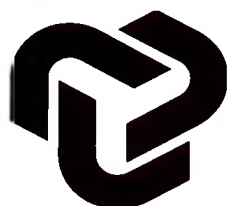
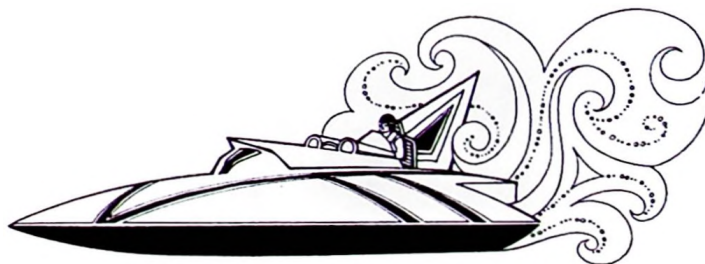
Grand Water Follies Parade, 10 a.m.
Columbia Park

July 17-24

Tri-City Catfish Derby
Daily Weigh-In, 7:30 p.m.
Camp Kiwanis, Columbia Park

6th Annual ATOMIC CUP

For Unlimited Hydroplanes
Sunday, July 25 - 12 Noon
Columbia Park



Sherwood & Roberts Inc

A unit of GAC Corporation

MORTGAGE LOANS - FINANCING - REAL ESTATE - INSURANCE - INVESTMENTS

RICHLAND
1303 Geo. Wash. Way
Phone 943-3111

PASCO
1804 W. Lewis
Phone 547-3343

KENNEWICK
809 Vineyard Drive
Phone 586-1181



JAYNE ROGERS
KENNEWICK
Age 17
Talent—Baton-Dance Routine



SHELLEY CARLSON
PASCO
Age 18
Talent—Piano "The Battle Hymn of the Republic"



MARCIA THOMPSON
RICHLAND
Age 19
Talent—Piano "Mac Arthur Park"

Who Will Be Miss Tri-Cities?



JUDY VAN BUREN
PASCO
Age 17
Talent—Jazz Dance



NITA LEHELTL
KENNEWICK
Age 18
Talent—Sing "I Don't Know How to Love Him"



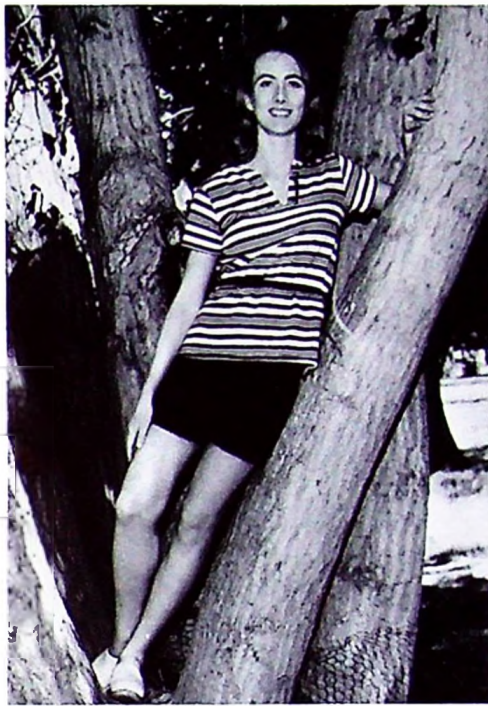
PATRICIA HOWARD
KENNEWICK
Age 18
Talent—Dance "MASH"



DIAN BOWMAN
BURBANK

Age 18

Talent—Song and Dance Routine



LESLIE SMITH
PASCO

Age 18

Talent—Oboe and Dance



TERRY JUDY
KENNEWICK

Age 17

Talent—Uneven Parallel Bars & Floor Exercise

Miss Tri - Cities Pageant

FRIDAY, JULY 16, 1971 — KENNEWICK HIGH SCHOOL AUDITORIUM



PANDORA FERRANTI
RICHLAND

Age 18

Talent—Flute "Somewhere My Love"

Executive Director Iris J. Lohman
Production Director Terri Johanson
Pageant Chairman Carol Stancik
Contestant Charm & Poise Sherry Houstin
Pageant Ticket Chairman Betty Hinckley
Judges Chairman Barbara Hatfield
Stage Set Chairman Letha Blythe
Publicity Kathy Paine
Stage Band Steve Carver
Master of Ceremonies Robert Hatfield
Mistress of Ceremonies Iris J. Lohman
Royalty Reception Barbara Hatfield
Queen's Luncheon Terri Johanson
Sponsor Kennewick Jr. Women's Club



DEBI FULGHAM
PASCO

Age 19

Talent—Ballet "Copelia"

TRI-CITY WATER FOLLIES **AND** **ATOMIC CUP**

a community event you can bank on



TRI-CITY CLEARING HOUSE ASSOCIATION

SEATTLE FIRST NATIONAL BANK

KENNEWICK BRANCH

138 Vista Way

RICHLAND BRANCH

507 Knight

PASCO BRANCH

350 W. Lewis

COLUMBIA CENTER NATIONAL BANK

1000 Columbia Center
Kennewick, Washington

WASHINGTON MUTUAL SAVINGS BANK

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Kennewick, Washington

OLD NATIONAL BANK

KENNEWICK OFFICE

303 W. First

RICHLAND OFFICE

711 Jadwin

PASCO OFFICE

202 North 10th

NATIONAL BANK OF COMMERCE

KENNEWICK OFFICE

23 West Kennewick Ave.

RICHLAND OFFICE

711 Jadwin

PEOPLES NATIONAL BANK

203 North 4th
Pasco

MEMBERS F.D.I.C.



THE TRI-CITY WATER FOLLIES PRESENTS

The Cavalcade Of Marching Drums

DRUM AND BUGLE CORPS COMPETITION

SATURDAY, JULY 17, 1971

7:00 p.m. Edgar Brown Memorial Stadium, Pasco

PARTICIPATING CORPS		ESTIMATED SCORE	ACTUAL SCORE	POSITION
HAWKS	Portland, Oregon			
RANGERS	Pendleton, Oregon			
FLAMINGOS	Salem, Oregon			
CASCADES	Seattle, Wash.			
IMPERIAL CADETS	Portland, Oregon			
TITANS	Bremerton, Wash.			
PERCUSSION-NAUT PATRIOTS	Spokane, Wash.			
SENTINELS	Bellevue, Wash.			
COLUMBIANS	Tri-Cities, Wash.			
GOLDEN SKYLINERS	Great Falls, Mont.			
ROYAL LANCERS	Portland, Oregon			

WELCOME BACK COLUMBIANS

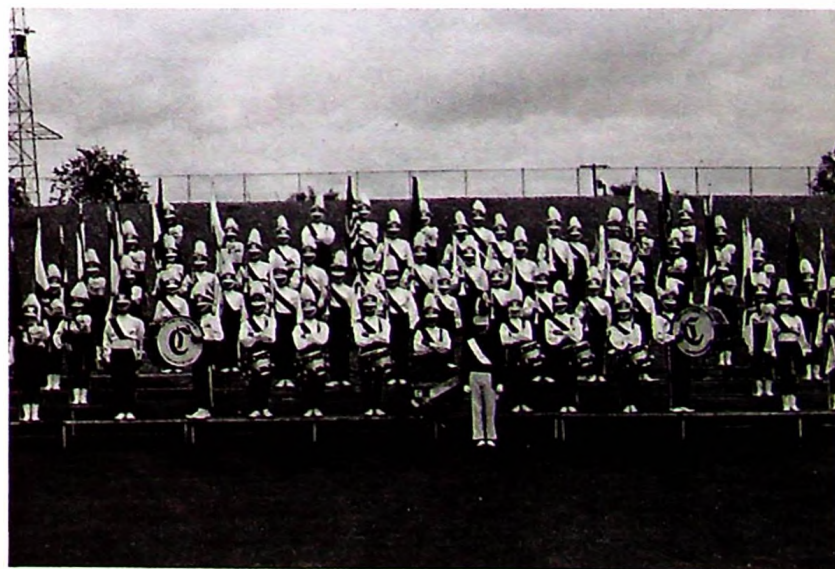
After a two year absence from competition, the Tri-City Columbians will be back in action at the Water Follies Cavalcade of Drums.

The Corps did not compete in 1969 or '70 and was reorganized in July of last year. In February, 1971, the new Columbians placed first in the "B" Class at the Setaoma Sound-off in Portland.

The Columbians were organized in the 1930's, was disbanded during World War II and then revived in 1955.

The Columbians participated in the American Legion Nationals in 1961 at Denver; placed 5th in 1962 American Legion Nationals in Las Vegas; a 7th in Seattle at the VFW Nationals in 1963; were Washington State Drum and Bugle Corps Champions in 1964; and placed 10th in Portland at the American Legion Nationals in 1965.

Director Vic Mahan
 Business Manager Bob Welsh
 Ass't. Business Mgr. Frank Anderson
 Music Director Bill Welsh



Columbia Center's Got it!



... "It's The Place To Be".

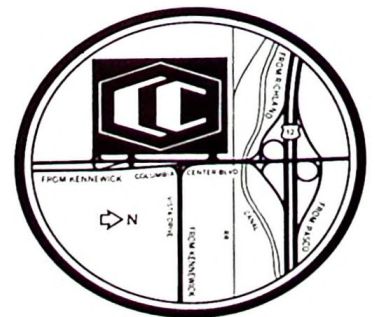
A completely enclosed "city-of-the-future" with 60 stores and two major department stores under one roof completely climate controlled to a comfortable 72 degrees through the coldest winters and the hottest summers. Whether you live in the Columbia Basin or you're just visiting . . . drop in at Columbia Center.

HOURS

MON. thru FRI. 10 am to 9 pm

SATURDAYS 10 am to 7 pm

SUNDAYS 12:30 pm to 5:30 pm



"A SHOPPERS PARADISE IN THE HEART OF THE TRI-CITIES" . . .

Cavalcade of drums

Judging

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

Marching and Manuevering

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

Drumming and Bugling

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

General Effect

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



The Titans

Organized by Dave Rasmussen in October of 1968, the 44 member corps captured the "C" Division Championship in 1969.

Enlarged to 68 members, the youthful music makers brought home the 1970 Northwest "B" Division Championship.

This year there are 88 turquoise-trimmed Titans in new cadet-style uniforms and playing new instruments. They will sponsor the northwest championship show at Port Angeles during the Labor Day weekend and a swing through southern California is on the schedule for August.

The corps members come from five school districts in Kitsap County, which surround Bremerton, home of Puget Sound Naval Shipyard and the USS Missouri.

Sponsors include an active Boosters club, East Bremerton American Legion Post 68, Fred Needham VFW Post 2669 of Port Orchard.

Executive director is Dave Rasmussen; assistant director Harry Dedoyard; Drum Major, Tom Burritt; color guard captain, Jeane Rasmussen. Instructors include Duane Smalley, Bugles; Assistant Drum Director, John Rice; Lynn Davis, Drums; Dan Anderson, M&M and color guard; Charles Ormsby, color guard.

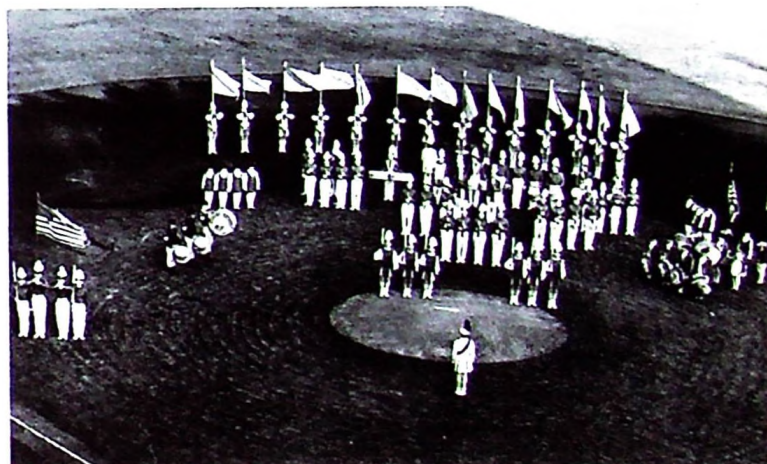
performing. This is a "build up" category with points being added to a Corps' score. Written comments to the Corps are made by the judge on his score sheet.

Penalties

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

1971 CAVALCADE OF DRUMS

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



The Percussion-Naut Patriots

Formed in 1961 as a 7 member percussion ensemble the Percussion-Naut Patriots have today a membership of 95.

The presentation of its theme "The Panorama of Percussion in America" utilized sub-units of brass, fifes and color guard appropriately uniformed in its exhibition.

Last summer they made a 25 day European Tour. The highlight of the tour was the participation in the Swiss National Drum Festival, where the corps was honored and decorated by the Swiss Government.

The Corps recently received one of its most significant awards. It was named recipient of the George Washington Honor Medal Award by the Freedoms Foundation of Valley Forge, Pennsylvania.

The Patriots have expanded their format to include Drum and Bugle Corps competition this year.

Director Howard A. Robbins
Brass and M.&M. Instructor Robert Spevacek
Assistant Brass Instructor Lee Shaak
Drill Instructor Sgt. James McNeal, USAF Ret.
Color Guard Instructor Marianne Herman
Percussion Instructor Howard A. Robbins
Fife Instructor Zina Hannibal
Drum Major Vicki Krewson
Corps Commander Mike Klassen
Musical Arrangers Ken Norman & Tommy Todd

WIN **where it counts**

Weekend specials and loss-leaders
may kick up a big rooster-tail,
but they don't get you across
the finish line any further ahead.
Rely on our everyday Gold

Shield Discount Prices to save
you every cent that's safe to
save. And to save you where it
counts - in the total at the
bottom of the tape!

the food people

Resources



The Flamingos

The Flamingo Drum and Bugle Corps is sponsored by the Salem Elks Lodge No. 336, the Breakfast Optomist Club of Salem and the American Legion Post 136 of Salem. It has grown to be one of the largest corps on the West Coast.

The membership has boys and girls ranging in age from 10 to 20 years with a total number of 124 members. Their personnel have an "A" Division Corps, three color-guards and a Cadet Corps within their ranks.

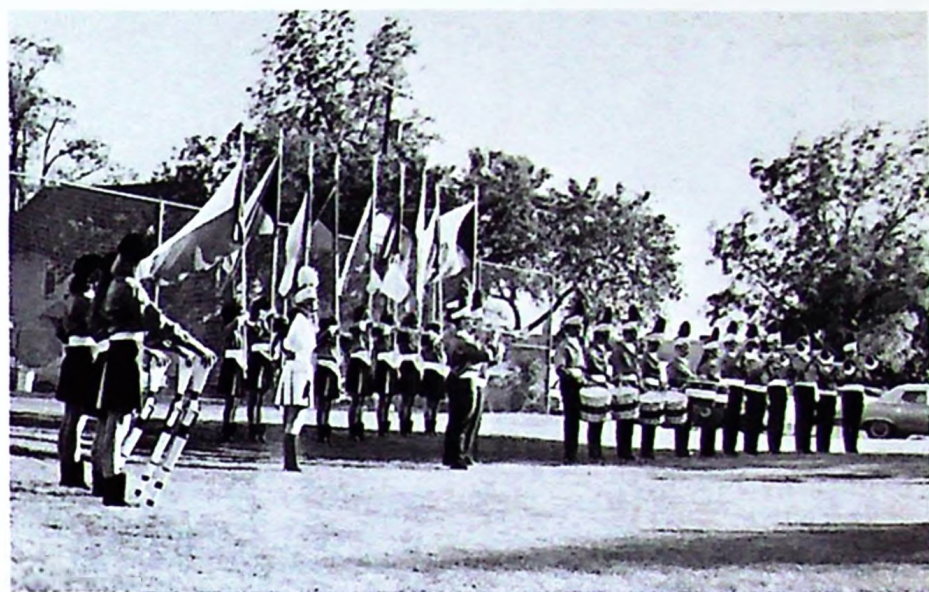
They have completed a very busy year competing in all three western states and Canada. Their desire this year is to represent the community and the State of Oregon at the American National Convention in Houston, Texas.

Drum Major	Pancho Hernandez
Color Guard Commanders	Mary Thompson, Flodine Lee
Director	Courtney Jones
Assistant Director	Roger Scott
Cadet Corps Director	Dan Nelson
Asst. Cadet Corps Director	Hadley Loveall
Bugle Arranger and Instructor	Mike Duffy
Drum Arranger and Instructor	Steve Lawrence
Drill Arranger and Instructor	Lorin Grinolds
Asst. Bugle Instructor	Larry Graves
Asst. Drum Instructor	Larry Norton
Cadet Drum Instructor	Herb Brennan
Asst. Drill Instructors	Richard Kibbey, Steve Ostrin
Color Guard Instructors	Shannon Graves, Sue Nieswander, Lorna Norton



The Cascades

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



Rangers

The Rangers were organized late in 1963 by the late Lee Allen and have been participating in contests and parades in the Northwest since that time.

The Corps members represent the communities of Pendleton, Hermiston, and Athena, in Umatilla County, Oregon. The Corps members range in age from 10 to 20 years.

It is the corps' intention to enter every contest in the Northwest this year.

The Rangers are sponsored by their parents and many service clubs and organizations throughout Umatilla County. The drill was written by Phil Madden and the music was arranged by Dave Barduhn.

Corps Director	Ted White
Color Guard Director	Tedde Holcomb
Drum Major & Color Guard Commander	Sue McMillan
Chairman, Board of Governors	Jerry Haines



The Hawks

The Hawks Drum and Bugle Corps is from Portland, Oregon, and Vancouver, Wash.

Last year, along with two other Northwest Corps, they qualified in the eliminations for the finals of the American Legion National Championships.

This year, over 50 per cent of the members are new. New drills and new music are being used.

In August, the Corps will compete in Casper, Wyoming, against the Troopers and complete a two week tour in California, competing in both the Southern and Northern California circuits.

Sponsors are the State of Oregon V.F.W.; Smith-Reynolds American Legion Post 14, Vancouver; Communications Workers of America, Portland, and the Hawks Booster Club.

Drum Major	Martha Belmore, Rosemary Leong
Music Director & Bugle Instructor	Gary Jensen
Drum Instructor	Marty Havlicek
M&M Director	Al Young

Power For The Nation Through Nuclear Energy

Just a year ago, WADCO, a subsidiary of the Westinghouse Electric Corporation, assumed management of the FFTF Project and of the Hanford Engineering Development Laboratory for the USAEC.

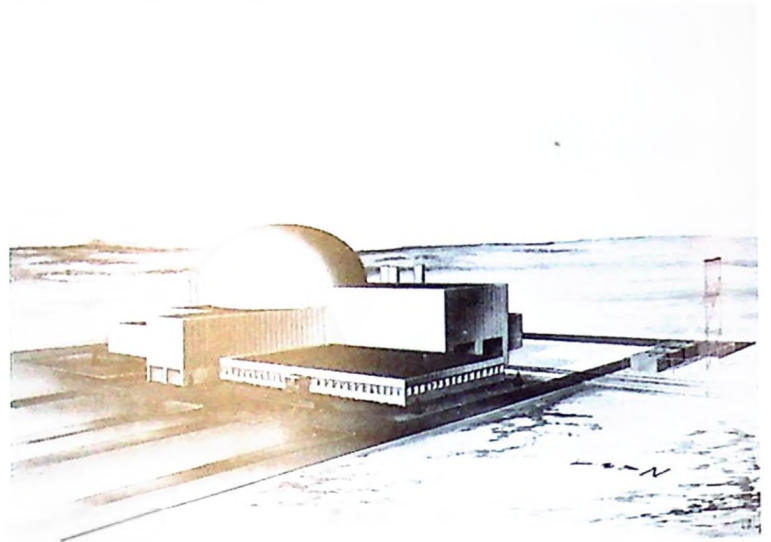
Within that year, WADCO has moved into a new administration building, and construction is proceeding well on both the Fast Flux Test Facility and on the High Temperature Sodium Test Facility.

These key links in the development of Liquid Metal Fast Breeder Reactors will assure that the growing demands for electrical power can be met; they assure the Tri-Cities an important role in developing this national resource.



a subsidiary of Westinghouse Electric Corporation

Fast Flux Test Facility

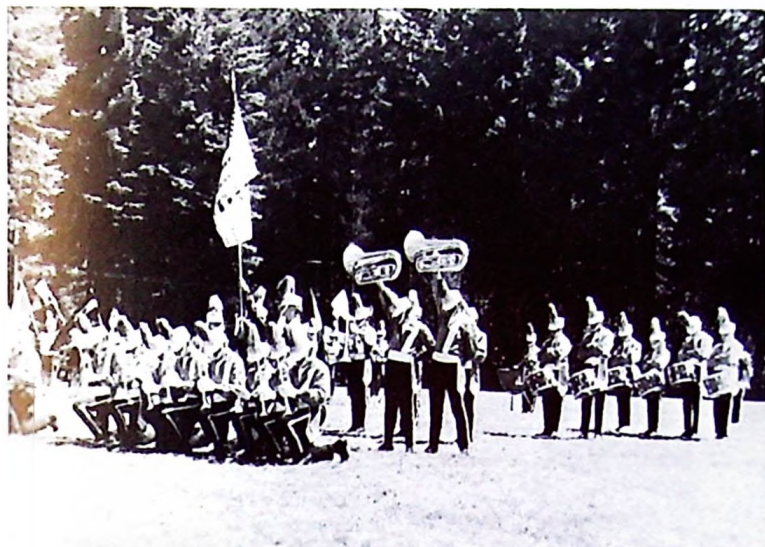


Administration Building



High Temperature Sodium Facility





Imperial Cadets

The Imperial Cadets Drum and Bugle Corps of Portland, is entering its 5th year of Drum Corps Competition. This colorful Corps with some 70 members made the "A" Class early in 1970.

The Corps is sponsored by V.F.W. Post 1442, American Legion Post 146, Cootie Pup Tent No. 1, and Lake Oswego Elks.

Drum Major	Sharon Wirfs
Color Guard Commander	Barbara Keyland
Music Director	Mebla Worth
Bugle Instructors	Chuck Banaka & Jay Kiddle
Drum Instructor	Don Worth
Drill Instructor	Earl England
Color Guard Instructors	Sue & Judy Schindele
M&M Assistant	Sgt. Major Bud Brubaker
Corps Director	Jack Gibson
Business Manager	Bayard West

ROYAL LANCERS

The Royal Lancers of Portland, Oregon, are proud to participate in this year's Cavalcade of Drums.

Formed in 1964, the Royal Lancers have been six-times Oregon State Champions and are always a top contender. The Lancers this year have tackled a difficult and entertaining new show. Young in terms of playing and marching experience, the Corps has used its tradition of excellent discipline and desire to steadily improve with each show. Later this summer the Royal Lancers will tour California, including an appearance in the Anaheim Kingsmen Invitational contest.

The horn music was written by John Maschiocci and Steve Abrams; the drum score by Roger Allen and Bob Buck; the drill by Bruce Plumb.

Executive Director	Bruce Plumb
Corps Director	Mike Eastly
Assistant Director	Pat Frank
Business Manager	Frank Smith
Quartermaster	Joe Jodoin
Secretary-Treasurer	Anne Smith
Booster President	Mary Helen Plumb
Corporate President	Jim Strickland
M&M	Bruce Plumb, Ted Plumb, Sherry Mumper, Pat Frank
Horns	John Maschiocci, Phillis Butler
Drums	Roger Allen, Steve Robertson
Drum Major	Larry Plumb
Color Guard Commander	Karen Billmeyer
Color Guard Captain	Debbie Duff



The Sentinels

The Sentinels Drum and Bugle Corps was formed in 1966 and has grown to be one of the largest and most colorful drum and bugle corps in the Northwest. In addition to playing members, the corps includes an all-girl color guard and rifle squad, cape twirlers and majorettes. Their distinctive Spanish-style uniforms are unique in the Northwest.

Parade honors include first place awards in such major parades as the Wenatchee Apple Blossom, Daffodil, Seattle Seafair and the Portland Rose Festival Parades.

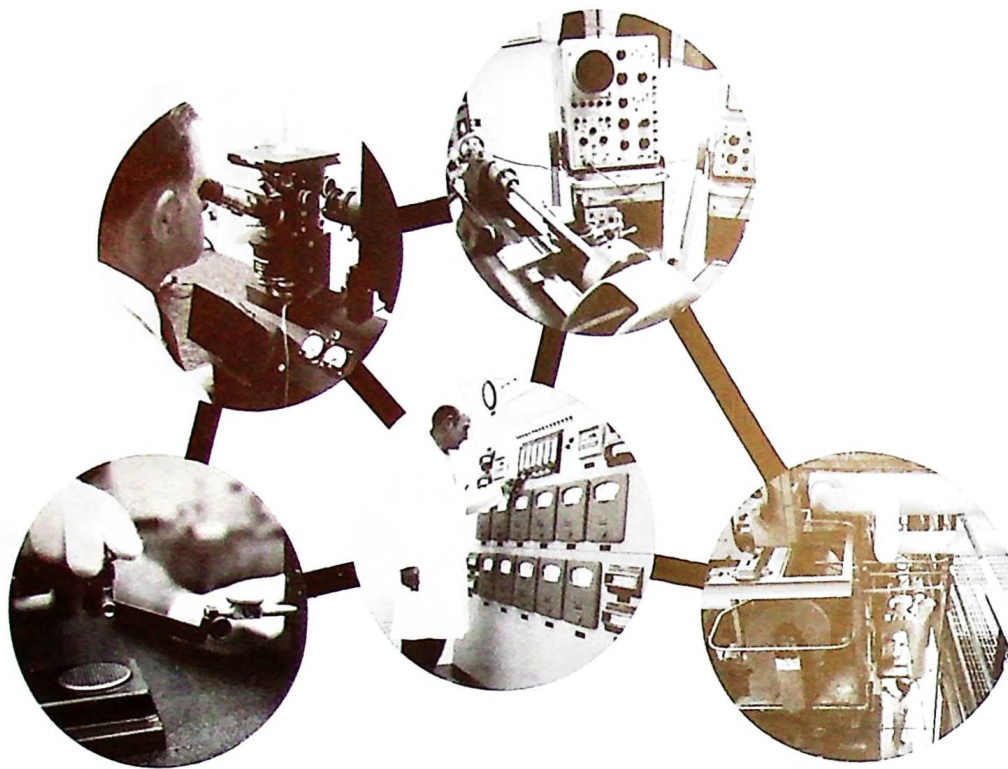
The Sentinels are one of the most travelled drum and bugle corps. Their travels have taken them to California, twice, for performances at Disneyland and Cal-Expo.; to the East Coast for participation in the World Open and VFW Nationals, and the Heritage Day parade in Salem, Mass. Last year the Sentinels performed at the famous Calgary Stampede, participating in 3 parades and 4 grandstand performances for a total of well over 1 million spectators.

In 1971 the Sentinels will build their summer tour around a trip to Milwaukee and Chicago area and then on to the Calgary Stampede for a return performance.

The Sentinels are the Official Greater Seattle Drum and Bugle Corps. They are sponsored by Greater Seattle, Inc., Bellevue Kiwanis, Veterans of Foreign Wars Post 2995, Cascade American Legion Post 99, Seattle Eagles Arie No. 1, and Lake Hills Jaycees.

Corps Manager	Jim McCormick
Corps Director	Paul Gibbs
Asst. Corps Director	Boggie Bogart
Administrative Director	Lloyd Novakowski
Music Director	Tim Chambers
Horn Instructor	Dave Olson
Drum Instructor	Lynn Whetstine
Color Guard Instructor	Linda Chambers
Drum Major	Gail Hurlburt





Jersey Nuclear — your new neighbor — is maturing fast.

Our Tri-Cities employees welcome you to the Water Follies; we hope all of you, from near and far, have a happy, festive time.

We're proud to grow with the area. And we're here, with *energy*, to stay.

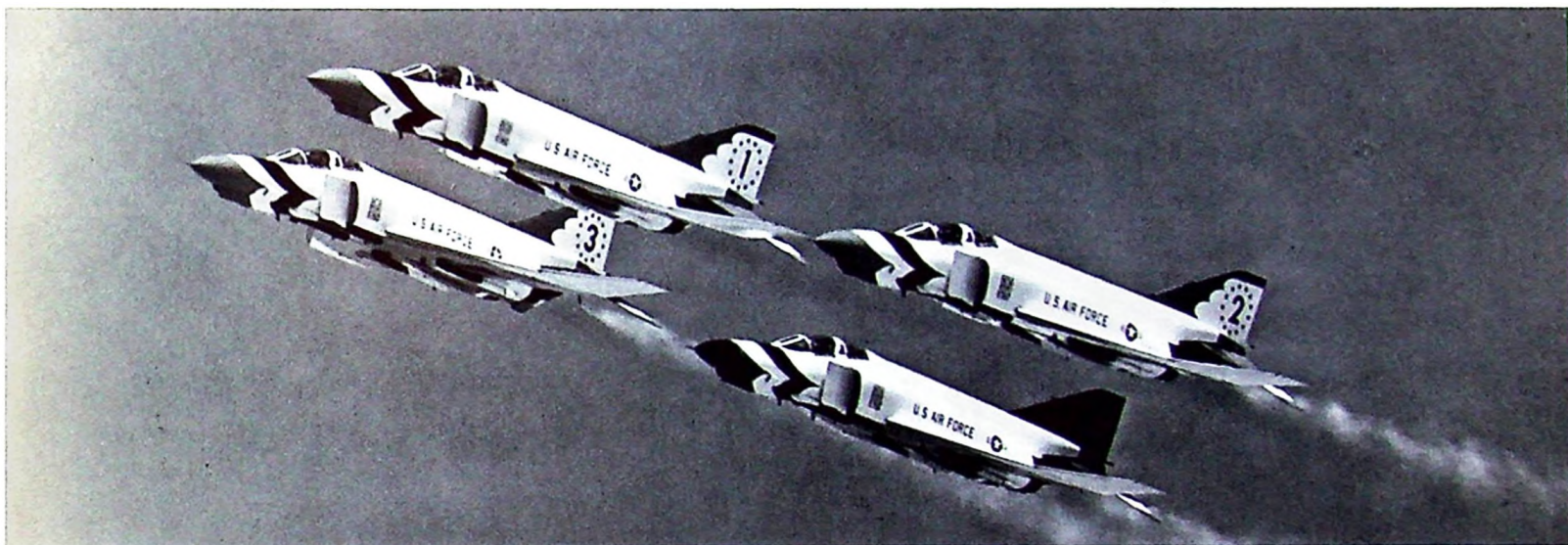
Richland Operation: 2101 Horn Rapids Road, Richland, Washington 99352
Headquarters: 777 - 106th Avenue N.E., Bellevue, Washington 98004

Jersey Nuclear

TRI-CITY WATER FOLLIES

AIR SHOW

TUESDAY, JULY 20, 1971 - 3 P.M. - TRI-CITIES AIRPORT, PASCO



THE USAF THUNDERBIRDS

AIR SHOW LINEUP OF EVENTS

1:30 p.m. — Air Show Warmup

Cliff Howard, Dianne and Chuck Driskell, Aerobatics

Static Displays open for inspection

Larry Blumer's P-38 "Scrapiron IV"

Mike Loening and his P-51

Frank Geelan — T-6 Aerobatics

Chuck Driskell — "How Not To Fly"

Cliff Howard — in "T-Minus II," Aerobatics and
Inverted Ribbon Cut

Skip Volk — Modified Chipmunk Aerobatics

United States Air Force Thunderbirds, Jet Aerial
Demonstration Team

3:00 p.m. — Opening Ceremonies

including Air National Guard Fly-By and Skydivers
Antique Fly-By

Dave Rahm — The Flying Professor, and his Bucker
Jungmeister

Glider Demonstration — Rudi Alleman, Richland

Lanny Boone and Harry Eyerley — Dual Pitts Special
Aerobatics

8:00 p.m. — Show Closed, airport opened for departure of
aircraft

THIS YEAR A FULL-SCALE AIR SHOW

The Water Follies Air Show presents a line-up of aerial talent which cannot be topped in even the largest air shows in the United States — all on a Tuesday afternoon!

It all began last year when the Water Follies present only one aerial attraction — the Blue Angels. The interest created the biggest traffic snarl ever seen in the Tri-Cities.

This year — with traffic patterns worked out — the Water Follies is presenting an expanded four-hour air show with the USAF Thunderbirds as a featured attraction.

Next year? Who knows? What would you like to see?



For A
Future
Unlimited



***INSURED
SAVINGS***



are better than ever

YOUR TRI-CITY SAVINGS & LOAN ASSOCIATIONS

First Federal
SAVINGS & LOAN
Kennewick
HOME OFFICE
WALLA WALLA

Walla Walla
FEDERAL SAVINGS & LOAN
Kennewick - Richland
HOME OFFICE
WALLA WALLA

Yakima Federal
SAVINGS & LOAN
Pasco - Richland
HOME OFFICE
YAKIMA

See You at the Water Follies

MEET THE THUNDERBIRDS



THE THUNDERBIRDS — Gibbs, Howard, Swalm, Jackson, Dwelle

LT COL TOM SWALM

commander/leader

From San Diego, California, LT COL SWALM received his B.S. Degree from the University of Oregon and a M.S. Degree from George Washington University. He flew 105 missions over North Vietnam and holds the Distinguished Flying Cross, the Air Medal with 14 Oak Leaf Clusters, the Air Force Commendation Medal with two Oak Leaf Clusters, the Vietnam Commendation Medal, Combat Readiness Medal, and the Vietnam Service Medal with two Bronze Stars.

CAPT JOE HOWARD

right wing

From Ahoskie, North Carolina, CAPT HOWARD was commissioned in 1962 after earning a B.S. Degree in Mechanical Engineering from N. C. State University. He flew 322 missions in Southeast Asia, 69 over North Vietnam. His decorations include the Silver Star, Distinguished Flying Cross, Air Medal with 18 Oak Leaf Clusters, Purple Heart, Distinguished Unit Citation, Air Force Outstanding Unit Award, Vietnam Service Medal with four Bronze Stars, and the Vietnamese Campaign Medal.

CAPT STEVE DWELLE

solo

From Visalia, California, CAPT DWELLE received a B.A. Degree from San Francisco State. He flew 195 missions in Southeast Asia, logging over 300 combat hours. He holds the Distinguished Flying Cross, Air Medal with eight Oak Leaf Clusters, Combat Readiness Medal, Vietnamese Cross of Gallantry with Palm, and Vietnamese Service and Campaign Medals.

MAJ BOB JACKSON

left wing

From Tacoma, Washington, MAJ JACKSON received his B.S. Degree from the University of Washington. He flew 343 missions in Southeast Asia and holds the Distinguished Flying Cross, the Air Medal with eleven Oak Leaf Clusters, the Air Force Commendation Medal, the Presidential Unit Citation with one Oak Leaf Cluster, and the Vietnam Service Medal with three Bronze Stars.

CAPT TOM GIBBS

slot

From Loveland, Colorado, CAPT GIBBS received his B.A. Degree from Oklahoma University. He flew 120 missions over North Vietnam and holds the Silver Star, Distinguished Flying Cross with one Oak Leaf Cluster, the Air Medal with 15 Oak Leaf Clusters, and the Air Force Commendation Medal.

MISSION AND HISTORY

The United States Air Force Thunderbirds were activated in May 1953, to "promote better understanding and appreciation of air power and to assist with the effective advancement of our national objectives." A unit of the Tactical Air Command, the team's mission is one of peace and good will.

Modern military aircraft are highly complex. In the hands of unskilled operators, they are ineffective instruments. Today, our air strength must be capable of worldwide application in a matter of hours especially in Southeast Asia. The Thunderbirds typify pilot skill and group mobility continually, to our people at home and around the world as well. When they deploy, they move as a highly mobile, nearly self-sustaining task group which includes a full complement of ground personnel. Every man

is a selected professional airman dedicated to the successful accomplishment of the team's responsibilities and mission.

The team started at Luke Air Force Base, Arizona, in Republic F-84G Thunderjets and later F-84F Thunderstreaks. In 1956, they moved to Nellis Air Force Base, Nevada, and the North American F-100C Super Sabre. After a brief period in the Republic F-105B Thunderchief in 1964, the team returned to the North American F-100D until 1968. In 1969, the team changed to the McDonnell Douglas F-4E Phantom II.

In their 18-year history, the Thunderbirds have performed in more than 40 countries of the Free World, before more than 85 million spectators. They have been received by the heads of foreign and U.S. governments, and have personally greeted millions of people . . . truly America's "Ambassadors in Blue."

THE CHALLENGE.

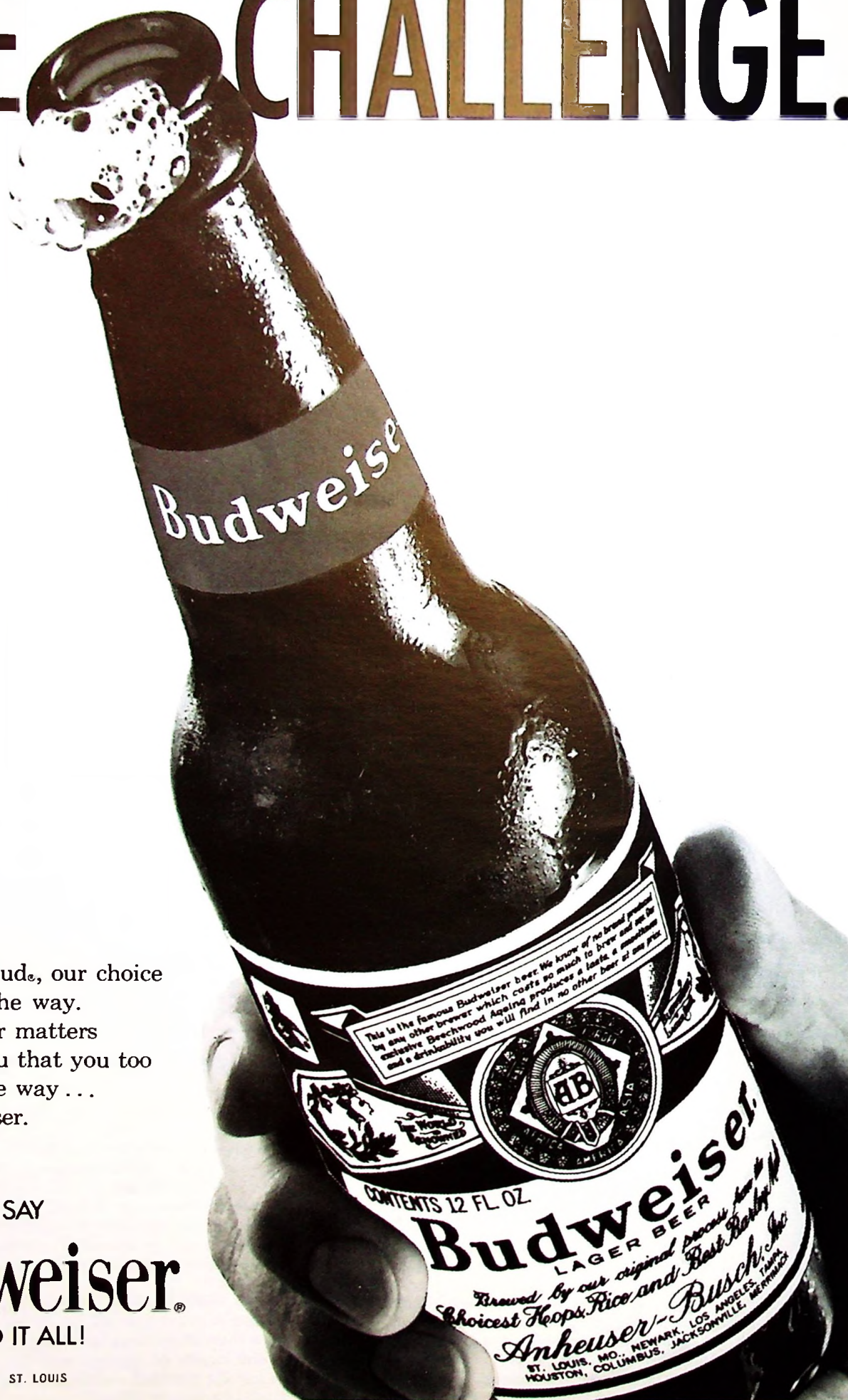
In brewing Budweiser, our choice is to go all the way. We hope beer matters enough to you that you too will go all the way ... with Budweiser.

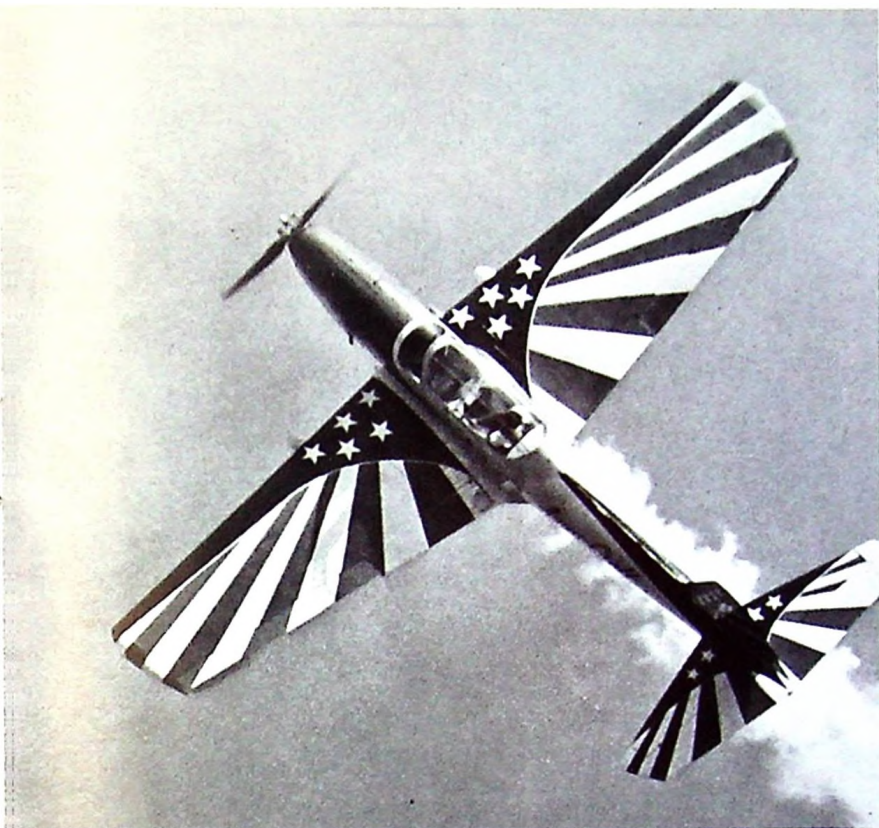
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Skip Volk

Robert (Skip) Volk of Newport Beach, Calif., is a water ski champion, a hot boat driver and a stunt flyer. He won the Pacific Coast water ski championships twice, won the Western Divisional Championships as a hot boat driver and then went on to boat manufacturing and aerobatic flying.

His plane, a DeHavilland Chipmunk, was a military trainer for the Canadian Government. Completely modified for low level aerobatics, the engine develops 260 HP at 3400 RPM's. The plane is now worth \$35,000. Early this year he added a new \$16,000 Pitts Special aerobatic biplane to his hangar.

Skip will also put on a demonstration of aerobatics during the Atomic Cup unlimited race July 25.



Dave Rahm

Dave, and his wife Jill, are no strangers to the Tri-Cities area. He served as professor of geology at Washington State University and is presently on the faculty at Western Washington College in Bellingham. He uses his flying capabilities to study geological formations in the Cascades by aerial surveys.

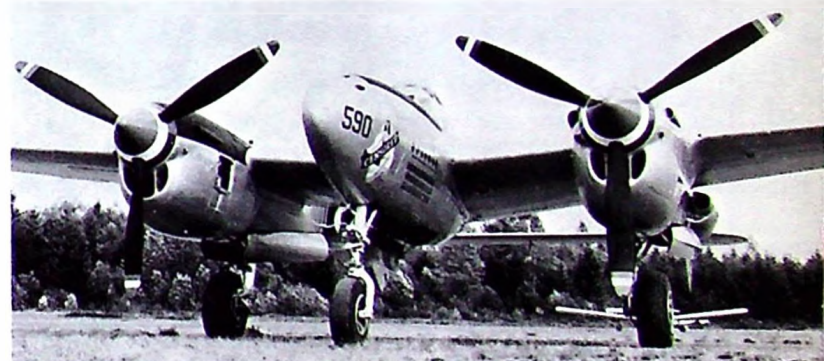
Many may recognize his airplane as the Bucker Jungmeister which Mira Slovak, a former unlimited hydroplane driver, flew at the Water Follies a few years ago.



Lanny Boone

Lanny flew the opening performance for the National Air Race Championships in Reno last year. His plane is a Pitts Special. It is capable of doing 180 MPH and will turn up to 3400 RPM. The plane will stand stresses of a G-force up to 10-plus and 5-minus.

Lanny has three years of Pitts flying and racing. He will team with Harry Eyerley in a dual Pitts Special routine during the air show. He is 42 years old, has 4,000 hours of flying time and is a dry cleaner from North Bend, Oregon.



Larry Blumer's W-WII P-38 "Scrapiron IV"

Larry is known as the "Fastest Ace in WWII." Although he is now a building contractor in Puyallup, in August, 1944, as a Captain in the Air Corps, he shot down five German fighters in one short 15 minute period — a record that will probably never be broken.

He has restored his P-38 to match exactly the plane he flew over Europe in 1944. Ward Clemmo will be flying the plane in the Air Show.



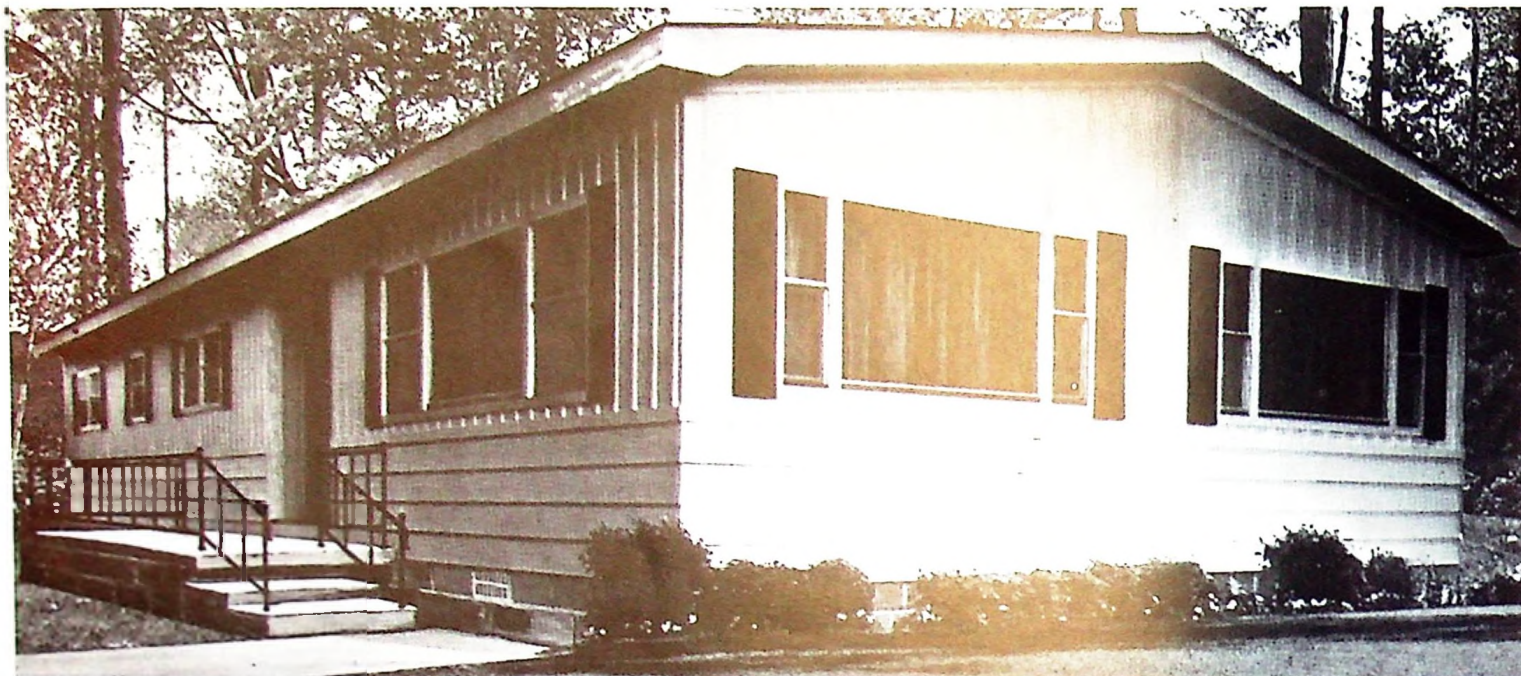
Mike Loening and His P-51

Mike Loening, a big game outfitter and guide from Boise, was the national unlimited air race champion for 1970.

His plane is a North American F-51D Mustang. It will reach speeds in excess of 400 miles per hour in unlimited racing around an 8½ mile pylon course. Loening placed second in the national air races in Reno last year and went on to the national championships.

Loening has over 13,000 hours of flying time.

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Cliff Howard and "T-Minus II"

Cliff Howard from Seattle is an international aerobatic personality. He is a pilot of some 20 years with a background of 10 years in aerobatic flying.

His plane, T-Minus II, is especially designed, custom-built and a product of Cliff's own handiwork.

His program includes outside Cuban eights, the famous "Lomcevak" and his climatic "Inverted Ribbon Cut," in which he cuts a ribbon held between two poles on the ground with the tail of his plane while flying upside down.

He has thrilled millions of air show spectators and championship airshows throughout North America.



Harry Eyerley

Eyerly started out racing outboards and 23 years later took up aerobatics. He learned aerobatics from a book and by "doing" — some days he says he may take professional instruction!

He flies a Pitt Special, the design that currently holds the U.S. National Aerobatic championship. It will climb 2,400 feet per minute right side up; 2,000 feet per minute, upside down.

Harry is a Volkswagen dealer from Salem, Oregon.



Frank Geelan

Flying his big yellow T-6, an Advanced Trainer of WWII vintage, Frank Geelan puts on an aerobatic performance that makes the airplane do everything it was not designed to do. His performance includes many maneuvers (such as lomcevak, vertical snap rolls into an uncontrolled tumble) that have been classed as "impossible" by the designer of the plane and by many test pilots.

Frank is a gas pipeline contractor from Aloha, Oregon.

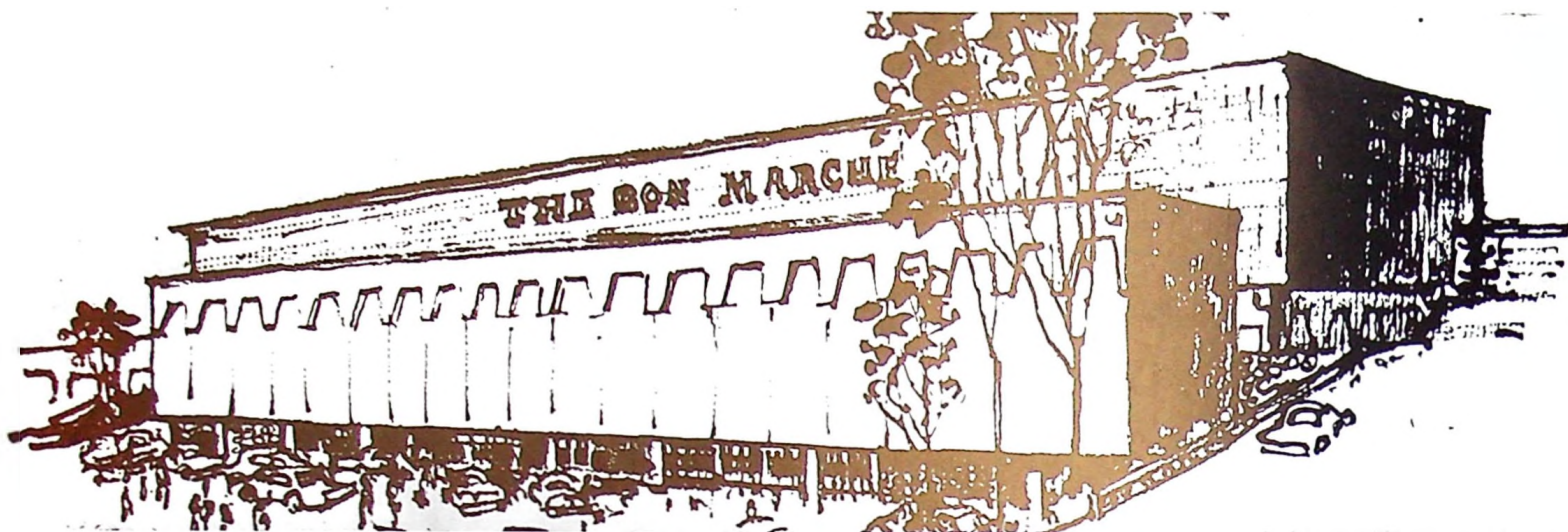


Dianne and Chuck Driskell

Dianne and Chuck are the only husband and wife aerobatic team in the Northwest.

Dianne learned aerobatics only two years ago. Last year she flew the major air shows of the Northwest.

Chuck has flown aerobatics since 1966. His clown act, "How Not To Fly," has been a major attraction at Northwest airshows in the Northwest including four years at Abbotsford.



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TRI-CITY WATER FOLLIES

PRESENTS THE 6th ANNUAL

ATOMIC CUP

FOR UNLIMITED HYDROPLANES

SCHEDULE OF RACING EVENTS

Thursday through Saturday, July 22-24

Qualifying and Speed Trials

Sunday, July 25 - Tri-Cities Atomic Cup

11:45 a.m. Opening Ceremonies
National Anthem

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

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

12:45 p.m. Sky Diving Exhibition
Thunderbird Sport Parachute Club

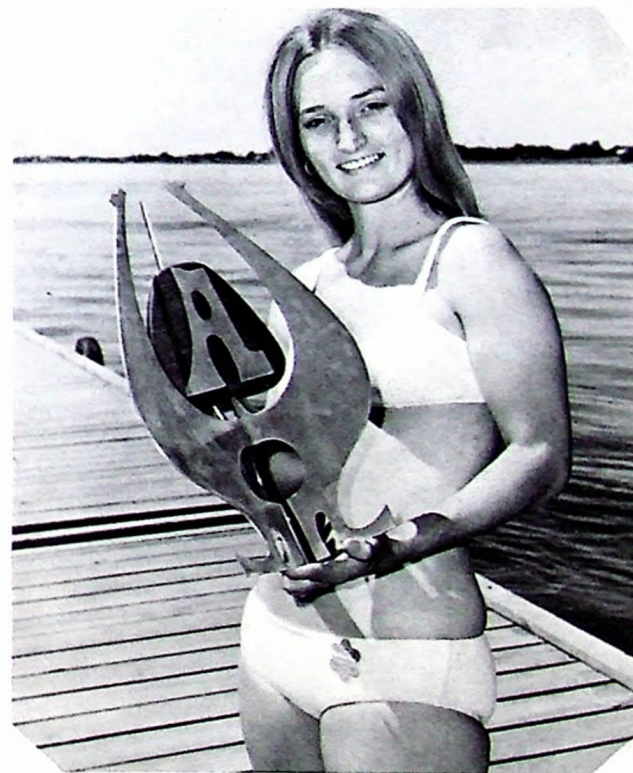
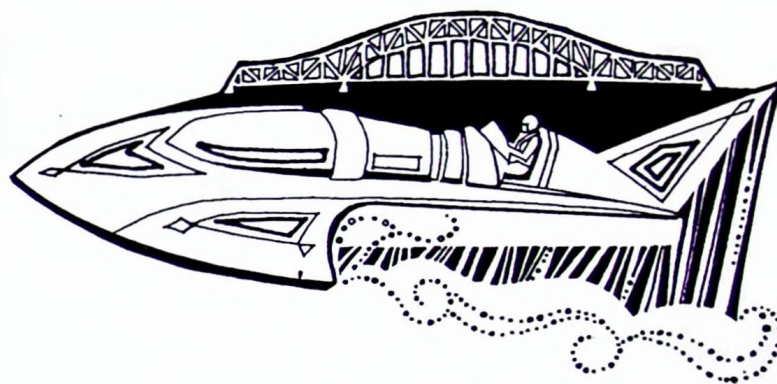
1:30 p.m. Heat 2-A . . . Elimination

2:00 p.m. Heat 2-B . . . Elimination

2:15 p.m. Aerobatic Flying Exhibition
Skip Volk, Newport Beach, California

2:30 p.m. Semi-Feature Race

3:00 p.m. Tri-Cities Atomic Cup
FINAL HEAT



The Atomic Cup Trophy

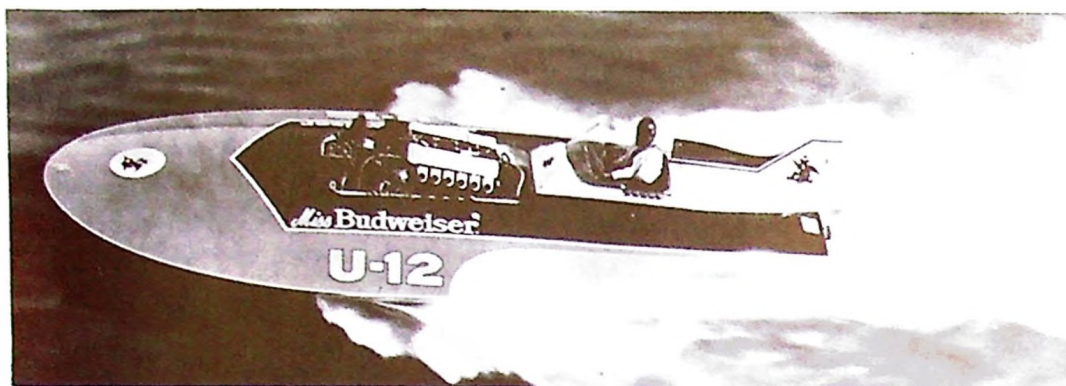
Nicki Deal holds the 1971 trophy that will go to the winner of the sixth annual Atomic Cup.

This year's version was designed and sculpted out of brass by Lewis McCord, chairman of the division of performing arts at Columbia Basin College in Pasco.

THE PROGRAM:

Editor, Ken Maurer. Cover Illustrator, Joan Mootry. Interior Design and Layout, Ginger Harmon; Photography, Ralph Worsham, Tri-City Herald; Battelle-Northwest Photography Unit; Corps of Engineers, Walla Walla; Bureau of Reclamation; George Gerber; Ralph Smith; Day's Studio, Kennewick. Production Supervision, Advance Advertising, Inc. Printing, Pischel Yearbooks, Inc., Pasco.

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



U-1 MISS BUDWEISER

Owner	Hydros, Inc.	Length	30 feet
Designer	Karelsen	Width	13 feet, 2 inches
Engine	Rolls	Weight	7,000 lbs.
		Colors	Red, Gold, White



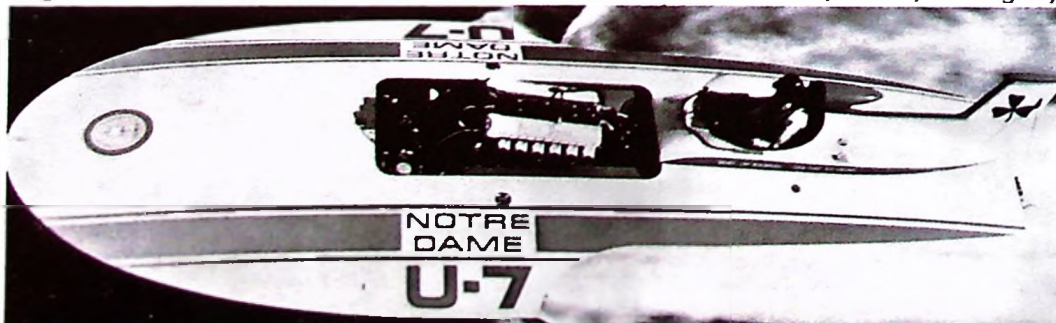
U-6 MISS MADISON, Gold Cup Winner

Owner	City of Madison	Length	30 feet
Designer	Staudacher	Width	12 feet
Engine	Allison	Weight	6,000 lbs.
		Colors	Yellow, White, Mahogany



U-4 SMYTHE SMOOTHER MOVER

Owner	Bob Murphy	Length	30 feet
Designer-builder	Staudacher	Width	12 feet
Engine	Rolls	Weight	7,000 lbs.
		Colors	Blue, White, Mahogany



U-7 NOTRE DAME

Owner	U-7, Inc.	Length	30 feet
Designer	Karelsen	Width	13 feet, 2 inches
Engine	Rolls	Weight	6,000 lbs.
		Colors	Blue and White



DEAN CHENOWETH

Driver



JIM McCORMICK

Driver



BOB MILLER

Driver



BILLY STERETT

Driver



BILL SCHUMACHER
Driver



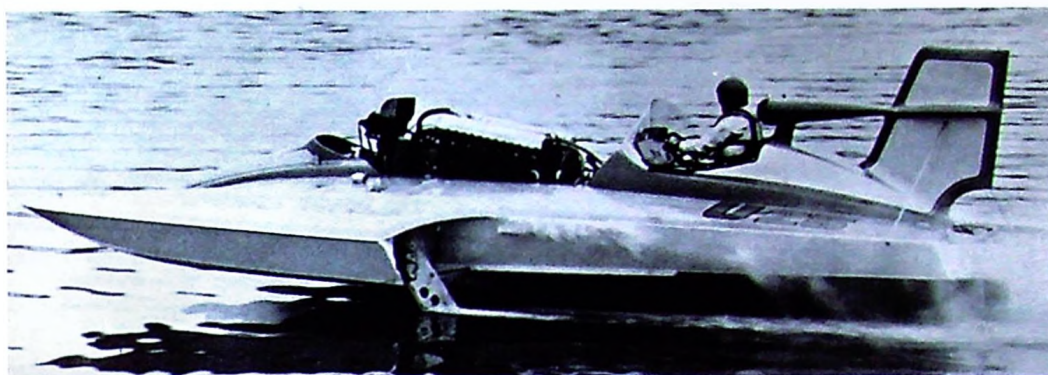
LEIF BORGENSEN
Driver



BILL MUNCEY
Driver

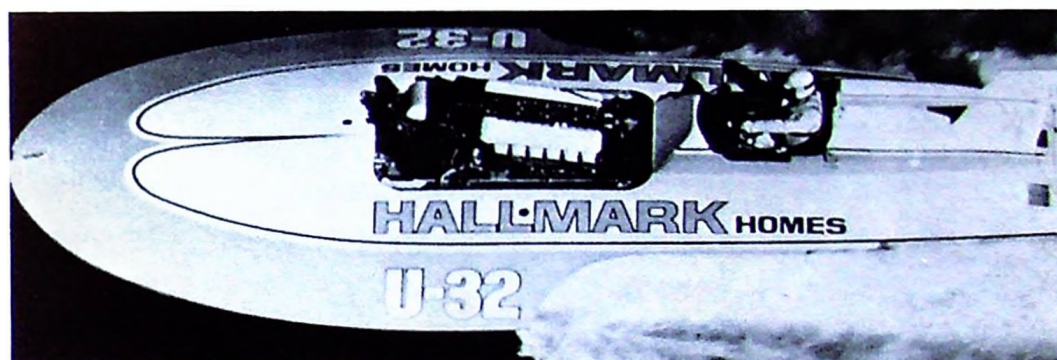


RON LARSEN
Driver of Lincoln's
Thrift Special



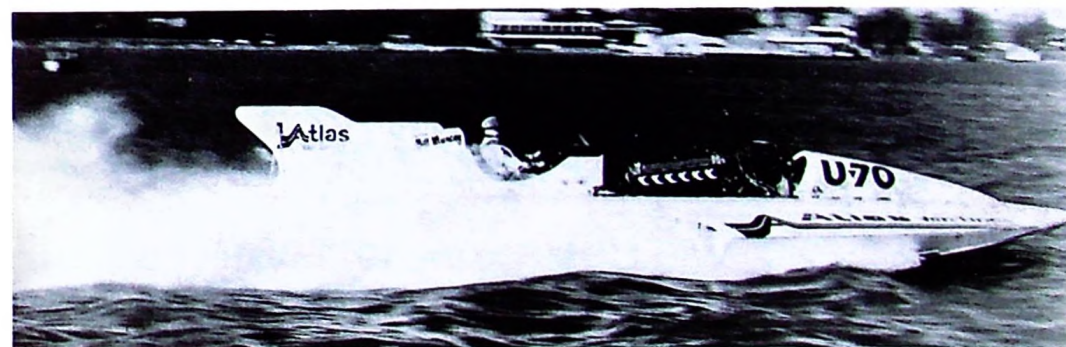
U-25 PRIDE OF PAY 'N PAK

Owner	Dave Heerensperger	Length	28 feet, 6 inches
Designer-builder	Jones	Width	12 feet, 5 inches
Engine	Rolls	Weight	6,000 lbs.
		Colors	Orange and Gold



U-32 HALLMARK HOMES

Owner	Tony Mulherin	Length	30 feet
Designer	Karelsen	Width	13 feet, 2 inches
Engine	Rolls	Weight	7,000 lbs.
		Colors	Red, White, Black



U-71 ATLAS VAN LINES I

Owner	Gale Enterprises	Length	32 feet
Designer	Schoenith	Width	12 feet, 6 inches
Engine	Rolls	Weight	7,000 lbs.
		Colors	White, Red, Blue



U-75 MISS TIMEX

Owner	Gordon Deneau	Length	30 feet
Designer	Staudacher	Width	13 feet, 2 inches
Engine	Allison	Weight	6,500 lbs.
		Colors	Red, White

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U-88 FASCINATION I

Owner	Bob Gilliam	Length	30 feet
Designer	Gilliam	Width	12 feet
Engine	Rolls	Weight	7,000 lbs.
		Colors	Orange and White



BOB GILLIAM

Driver

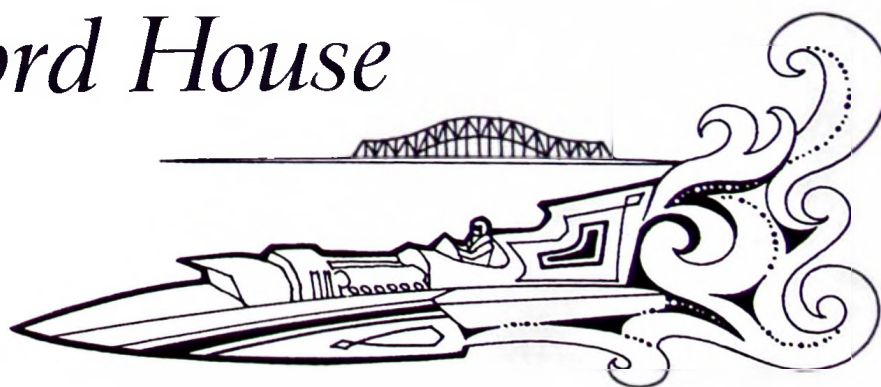
U-29 LINCOLN THRIFT SPECIAL

Owner	Fendler-Rand	Length	28 feet, 6 inches
Engine	Allison	Width	12 feet, 8 inches
Designer	Wickens	Weight	6,000 lbs.
		Colors	Green, White, Red

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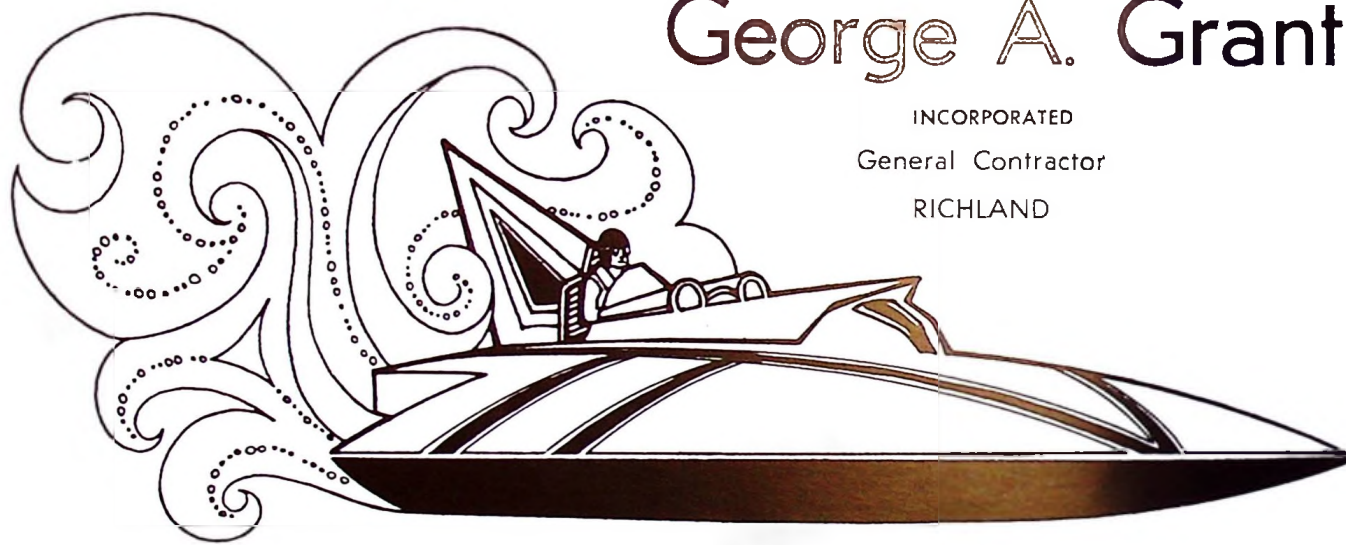
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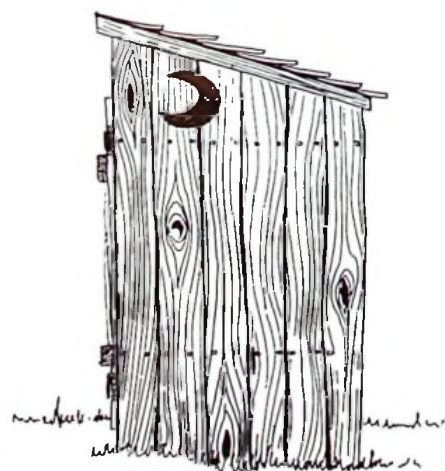
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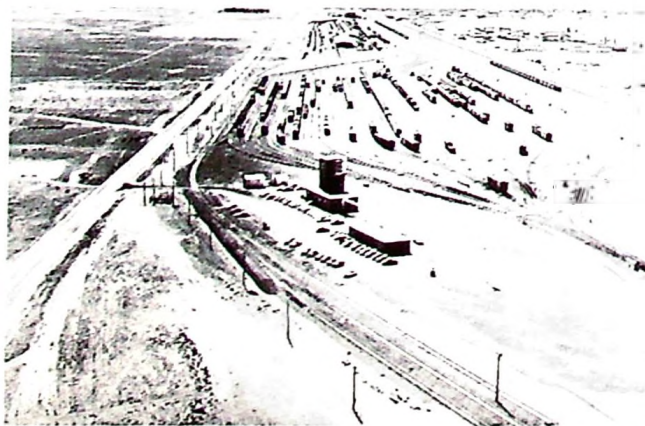
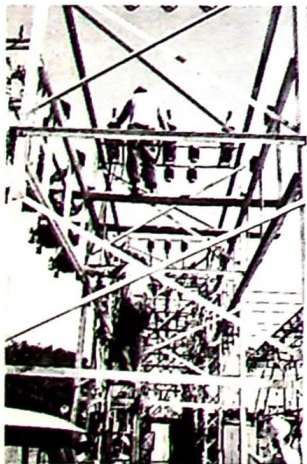
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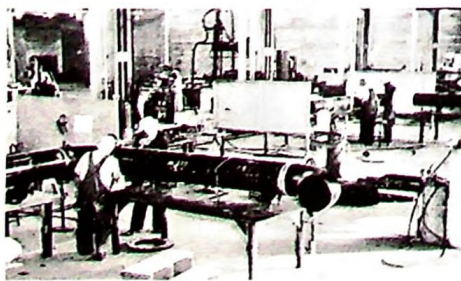


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Mrs. Iris Lohman
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Grand Parade Marv Bailie
Cavalcade of Drums Bob Welsh
Western Night Show Prairie Shufflers
Patriotic Show Jayne's Patriots
Neptune's Dancers Revue Mrs. Etta Hacker
Swim Meet Atomic Dolphins Swim Team - Bob Schenter
Talent Show Sacajawea Jr. Women's Club
Special Events Mrs. Paul (Mickey) Foos
Kiddies Parade Pasco Lions Club - Bill Warren
Battle of the Bands Mrs. Mickey Foos, Mrs. Ron (Jo) Brodzinski
4-Wheel Drive Rally Peak Putters Jeep Club - Ivan Krueger
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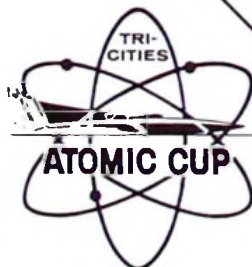
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APBA POINT SCORING
(Points awarded for each heat)

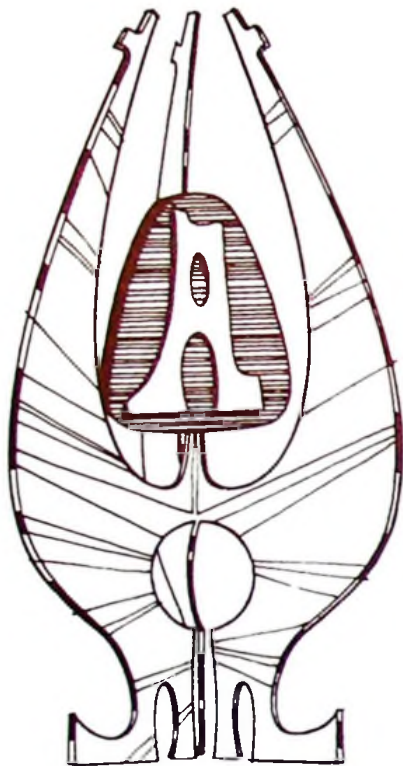
1—400
2—300
3—225

4—169
5—127
6—95

HEAT 1-A					HEAT 1-B					HEAT 1-C				
No.	Boat	Fin.	Spd.	Pts.	No.	Boat	Fin.	Spd.	Pts.	No.	Boat	Fin.	Spd.	Pts.

HEAT 2-A					HEAT 2-B					HEAT 2-C				
No.	Boat	Fin.	Spd.	Pts.	No.	Boat	Fin.	Spd.	Pts.	No.	Boat	Fin.	Spd.	Pts.

FINAL HEAT										TOTAL			FINAL
No.	Boat	Driver	Cum. Pts.	Fin.	Points	Speed	Pts.	Time	Pos.				



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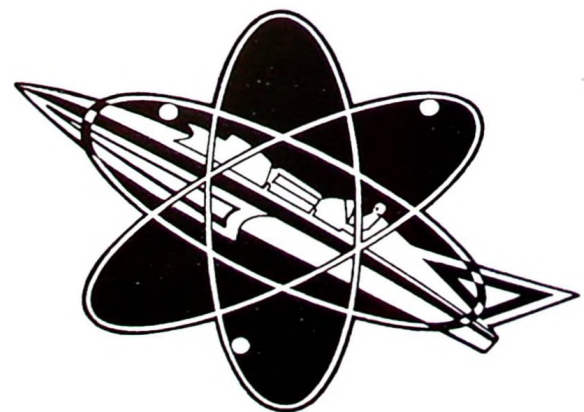
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1970 NATIONAL CHAMPIONSHIP UNLIMITED HYDROPLANE POINT STANDINGS

POS.	BOAT	POINT TOTAL	POS.	BOAT	POINT TOTAL
1.	MISS BUDWEISER	7,244	10.	SMYTHE SMOOTHER MOVER	1,563
2.	NOTRE DAME	6,840	11.	TOTUM TRAILER SALES	1,381
3.	MYR'S SHEET METAL	6,740	12.	VAN'S PX	1,159
4.	MISS OWENSBORO	6,059	13.	MISS BUDWEISER II	1,052
5.	PARCO O RING MISS	4,421	14.	MAVERICK	681
6.	MISS MADISON	3,940	15.	MISS U.S.	675
7.	PRIDE OF PAY 'N PAK	3,326	16.	ATLAS VAN LINES I	630
8.	PAY 'N PAK LIL BUZZARD	3,177	17.	FASCINATION	300
9.	ATLAS VAN LINES II	1,913			

DRIVER HIGH POINT STANDINGS - 1970

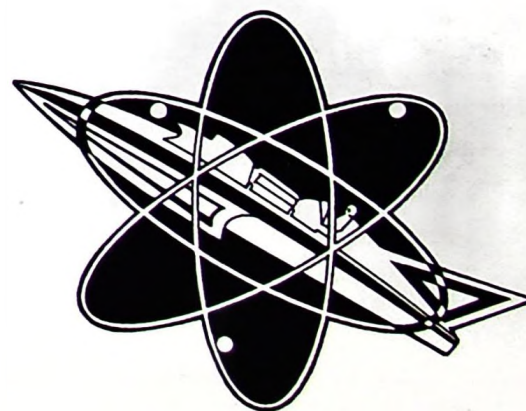
Position	Driver	Point Totals	Position	Driver	Point Totals
1.	Dean Chenoweth (Budweiser)	7,244	10.	Bob Gilliam (Fascination, Atlas)	1,688
2.	Leif Borgersen (N. Dame)	6,840	11.	George Henley (Burien)	1,563
3.	Bill Muncey (Myr's)	6,740	12.	Mickey Remund (Van's)	1,159
4.	Billy Sterett (Owensboro, Budweiser II)	4,565	13.	Norm Evans (Totum)	996
5.	Billy Schumacher (Parco)	4,421	14.	Red Hamilton (Maverick)	681
6.	Jim McCormick (Madison)	3,940	15.	Dave Walther (U.S.)	675
7.	Tommy Fults (Pay 'N Pak)	3,621	16.	Walter Kade (Totum)	385
8.	Terry Sterett (Owensboro, Atlas II)	2,940	17.	Bob Miller (Atlas, Smythe)	48
9.	Ron Larsen (Atlas, Pay 'N Pak)	2,932			

TRI-CITY ATOMIC CUP WINNERS

	DRIVER	OWNER	
1970 PAY 'N PACK LIL BUZZARD	Tom Fults	Dave Heerensperger	98.148 MPH
1969 MYR'S SPECIAL	Dean Chenoweth	Joe Schoenith	100.547 MPH
1968 MISS EAGLE ELECTRIC	Warner Gardner	Dave Heerensperger	102.913 MPH
1967 MISS BARDAHL	Billy Schumacher	Ole Bardahl	101.237 MPH
1966 MISS BUDWEISER	Bill Brow	Bernard Little	95.0 MPH
	Race Record —	102.913 MPH	Miss Eagle Electric, 1968
	Heat Record —	106.635 MPH	Miss Eagle Electric, 1968
	Lap Record —	110.294 MPH	Atlas Van Lines, 1969

World Mile Straightaway Records of the Past

DATE	LOCATION	BOAT	DRIVER	SPEED
4-16-62	Lake Guntersville, Ala.	Miss U. S. I	Roy Duby	200.419
2-15-60	Lake Washington, Wash.	Miss Thriftway	Bill Muncey	192.001
11-30-57	Lake Washington, Wash.	Hawaii Kai III	Jack Regas	187.627
11-01-57	Pictou, Ontario, Canada	Miss Supertest II	Art Asbury	184.494
7-07-52	Lake Washington, Wash.	Slo Mo Shun IV	Stan Sayres	178.497
6-25-50	Lake Washington, Wash.	Slo Mo Shun IV	Stan Sayres	160.323
8-19-39	Lake Coniston, Scotland	Bluebird II	Sir Malcom Campbell	141.74
8-17-39	Lake Halliwill, England	Bluebird II	Sir Malcolm Campbell	130.90
9-02-37	Lake Locarno, Switz.	Bluebird II	Sir Malcolm Campbell	129.50
9-20-32	Detroit, Michigan	Miss America X	Garfield A. Wood	124.915
8-18-32	Loch Lomond, Scotland	Miss England III	Kaye Don	119.81
2-14-32	Miami, Florida	Miss America X	Garfield A. Wood	111.72
7-09-31	Italy	Miss England II	Kaye Don	110.22
4-24-31	Buenos Aires, Argentina	Miss England II	Kaye Don	103.49
4-16-31	Miami, Florida	Miss America IX	Garfield A. Wood	103.07
3-60-31	Miami, Florida	Miss America IX	Garfield A. Wood	102.256
6-13-30	Lake Windermere, Eng.	Miss England II	Sir Henry Seagrave	98.72
3-03-29	Detroit, Michigan	Miss America VII	Garfield A. Wood	93.123



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THE UNLIMITED PEOPLE

BUDDY BYERS, Unlimited Commission Chairman

Byers is the first chairman of the Unlimited Commission to have started a racing career in outboard race boats and pursued it through the fastest of limited classes, on to enviable unlimited accomplishments and a preparatory career as a race official.

He started racing outboards at the age of 16 near his Columbus, Ohio home. This grew into the Byers famous Chrysler Queen and Miss DeSoto hydroplanes.

Buddy is best known for his driving job aboard Miss Madison in the 1964-65 season, when he finished second in the nation in high points and won the Dixie Cup.

Signed to drive Harrah's Tahoe Miss in 1966, he suffered serious injuries in a limited hydroplane race and retired as a driver. Since that time he has served as driver's representative.

When former chairman Lee Schoenith retired in 1969, Byers was a unanimous choice to replace him in the position.

In addition to his unlimited laurels, Byers was 7 litre hydro national champion from 1957 through 1961. He is an auto dealer in Columbus, Ohio.

BERNIE LITTLE, Owner, Miss Budweiser

They laughed when Bernie Little brought his first unlimited, Tempo, to the races in 1963. They don't snicker anymore. Little's Miss Budweiser is the terror of the roostertail crowd and reigns supreme as Gold Cup and National Champion at the outset of the 1971 campaign.

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

In 1970 Miss Budweiser won four out of seven races, including the Gold Cup and nailed down the national title on the last day of the season. She repeated that performance in 1970. Little is an officer in a number of corporations, all allied with sales work. His hobbies, other than boating, are tennis and flying.

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

BILL MUNCEY, Driver, Atlas Van Lines

Not an old codger as drivers go, Bill Muncey surely must have problems remembering all the boat races he's won — because his name is engraved on more trophies than Gar Wood's.

In a career that covers 16 years, Muncey has won four APBA Gold Cups, three national championships, four President's Cups, and practically every race that's been held in the nation.

Last year, as driver for Myr's Special, he won the President's Cup, Kentucky Governor's Cup and Horace E. Dodge Memorial in back-to-back order. He finished third in national high points.

In his past are many, many trophies won with Miss Thriftway, Miss Century 21, Notre Dame, Miss U.S., \$ Bill and Such Crust.

A sales executive with Atlas Van Lines, Muncey travels the nation in the off-season conducting sales seminars and other programs.

BILL NEWTON, Unlimited Referee

Sometimes Bill Newton must surely feel his business is refereeing unlimited hydroplane races and his hobby is prowling the halls of the Pentagon in Washington searching for business for the Huck Mfg. Co.

Bill's job is as a sales engineer for Huck, major manufacturer of fastening devices located at Detroit, Michigan. From June through September, however, Newton camps out along lake and river shores across the United States and sleeps much of the time in airplane seats.

He begins 1971 with his 85th unlimited race and sixth year as the only unlimited referee in the sport. Why does he travel thousands of miles, bake under a blistering sun, make thorny decisions and put up with all of the tensions and frustrations associated with being an arbiter?

"I wouldn't trade places with anyone. This sport keeps me sharp, alert and fresh for my own business. It's the perfect escape. To say I love it isn't strong enough," smiles the ex-Michigan State blocking back and infielder.

A native of Detroit, Bill has been active in water sports since his outboard driving days starting in 1934. He graduated from the buzzbombs to inboards, then to officiating, with his first unlimited stint coming in 1951. He lives in Towson, Maryland.



Little

Muncey

Deneau

Schoenith

GORDEON DENEAU, Owner, Miss Timex

Deneau owned his first unlimited back in 1956 when he purchased the former Miss Cadillac from Bud Saile and re-named it What a Pickle, for a Detroit food manufacturer.

Several years later, he purchased the former Miss Lumberville and re-named it first Coe-Z-Miss and later Miss Michigan.

Four years ago, he was team manager for Miss Wickman for a short time.

This year he bought a new hull and named it Miss Timex.

J. LEE SCHOENITH, Owner, Atlas Van Lines

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

In his 11 years as commissioner, Schoenith:

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

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

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

- transformed an amateur sport into a professional pursuit.

Prior to his resignation last year, Schoenith did more to change water racing than any other man and the sport will benefit for years from his efforts.

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



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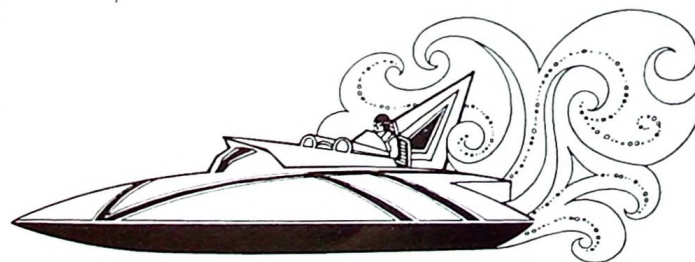


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SHIRLEY MENDELSON McDonald, Owner, Notre Dame

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

Mr. Mendelson originally raced Chris Craft cruisers. These crafts won many trophies, and this served to whet Shirley's competitive desire.

In 1935, Mr. Mendelson's unlimited Notre Dame won the President's Cup. Two years later, a second Notre Dame annexed the APBA Gold Cup, richest prize of them all, then again won the President's Cup.

Despite her abiding love for tennis, 1935 delighted Shirley and was ever green in her memory.

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

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

Slender in her white coveralls and pork-pie hat, Shirley is a familiar and much-loved sight at unlimited races. Quietly and without fanfare she directs the Notre Dame team.

TONY MULHERIN, Owner, Hallmark Homes

Purchasing the two time Gold Cup champion Miss Bardahl early this year, Mulherin didn't wait long to impress his fellow owners with his desire to win. He hired a first rate driver and crew, started buying up equipment and announced he was coming into the sport to be a real competitor.

Those who knew him didn't wonder at this determination of a man who built a small company, based on about \$700 mustering out pay from the Air Force into a multi-million dollar corporation.

The men who raced motorcycles against Mulherin across the United States for several years were experienced with his compelling urge to win — a desire the thunderboaters will soon get to know. Mulherin loves speed — he sponsored Tiny Lund on the Nascar circuit for years — and he wants to win.

Tony is president of Hallmark homes in Augusta, Georgia.

LEIF BORGERSEN, Driver, Hallmark Homes

Few unlimited hydroplane drivers in history have enjoyed such promise but have been plagued with the ill fortune of Leif Borgersen.

Last year, as in his other two seasons as a thunderboat jockey, Borgersen seemed destined to win several races, only to be laid low by mechanical failure or competitive breaks. He managed a late charge which carried him to second place in national high point standings, his highest finish yet.

Rookie-of-the-year in 1969 aboard Notre Dame when he barely missed winning three races, Borgersen was replaced in that seat after last season, despite his high finish. He had little trouble locating a ride with the new Hallmark Homes entry of Tony Mulherin.

Leif raced as a youngster in outboard classes. At age 16, he graduated to inboard hydros, moving from the 280 class to 7 litre hydros. He was a mechanic and test driver for Notre Dame before an injury to driver Jack Regas gave him a shot at a full-time seat. He is from Seattle.

DAVE HEERENSBERGER, Owner, Pride of Pay 'N Pak

No man has been the innovator, the man in the forefront of a new concept in hydro design, the man willing to take the long chance for success that Dave Heerensberger has been.

After buying his first hydro in the early 1960's and re-naming it Miss Eagle Electric, he has owned a series of hulls, some successful and some which went down in the record books as noble attempts. Failure has found its match in Heerensberger, however. Each disappointment is met with a renewed resoluteness to succeed.

His best year to date was 1968 when Miss Eagle Electric won the Alabama Governor's Cup, President's Cup, and the Tri-Cities Atomic Cup. Last season, his Pay 'N Pak Lil Buzzard won the Tri-Cities Atomic Cup again.

Heerensberger was the first owner to try a trimaran hull arrangement. He spent thousands trying to perfect that hull. Next, he went to rear engine automotive power and spent more countless thousands on that concept before switching the configuration.

He approaches racing as he approaches his business interests, where he has taken a small chain of stores and turned them into one of the west's fastest growing, most successful groups. He is chairman of the board of Pay 'N Pak stores.



McDonald



Mulherin



Borgersen



Heerensberger



Cole

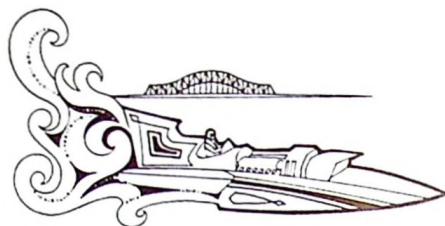
PHILE COLE, Hydroplanes Unlimited

Track announcer at almost every unlimited race in the United States for the past 10 years, Cole brings to racing fans the combined knowledge of the sport gained in a 20 year career as a sports writer, race organizer, crew executive, public address, radio and television broadcaster and leader in the unlimited scheme of things. He possesses an unmatched storehouse of facts, figures and interesting sidelights on the sport that keeps spectators interested throughout the long and hectic afternoon that surrounds a thunderboat race.

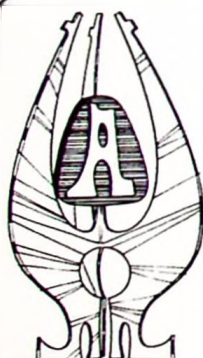
For the past five years, Cole has served as Executive Secretary to the Unlimited Racing Commission.

In his professional background are years of radio and newspaper reporting, four years as Administrative Assistant to a United States Congressman, and two years as a director of Harrah's, Nevada's largest gaming complex.

His many years before unlimited microphones, and his conduct of almost every awards banquet in the nation for a long period have earned him the title of "The Voice of Unlimited Racing" in the world today.



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JIM McCORMICK, Driver, Miss Madison

McCormick entered the sport in 1966 as driver of Miss Madison. Prior to that appointment he drove limited class hydros in the Ohio Valley.

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

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

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

His 1970 showing was one of his best. After a late start, due to a boat damaged in a highway accident, McCormick racked up several strong finishes in the latter part of the season. He is a mechanical contractor from Owensboro, Ky.

DEAN CHENOWETH, Driver, Miss Budweiser

When you're the APBA Unlimited National Champion, Gold Cup winner and winner of six races in two seasons, you might say you're without any new hills to climb.

Chenoweth has attained a life's ambition - driving the world's best hydroplane and winning the top trophy in the boating world.

The latest in a series of great midwest limited hydro drivers, he started as a 12 year old outboard driver for his Dad. By the time he was 14 he had won three outboard national crowns and was picked on the All American racing team. A national limited hydroplane champion a few years later, he campaigned with various classes until tapped to drive Smirnoff in 1968. He brought that new concept hydro along, winning two races in 1969 before shifting to the Miss Budweiser.

Last year he won the Tampa Suncoast Cup, Indiana Governor's Cup, Seattle Seafair and the APBA Gold Cup. He was also involved in a spectacular crash in the Tri-Cities, but recovered to win the next two races.

His hobby is flying, and he is in demand as a public speaker around his Ohio hometown, Xenia, where he is an auto dealer.

BOB FENDLER, Owner, Lincoln Thrift & Loan Assn.

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

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

He entered a new design concept in 1968, operating under the Atlas Van Lines aegis. The design didn't work out, though the boat showed exceptional straightaway speed. The former Wayfarer's Club Lady was put back into service as Atlas Van Lines in 1969 and gave an exceptional account of itself in the late season. Last year's boat wound up as the fourth best money winner on the thunderboat circuit.

His 1970 entry was a low profile hull powered by twin Chrysler hemis mounted in the rear of the boat. It was his latest attempt to bring national laurels to his sponsor.

BOB MURPHY, Owner, Smythe's Smoother Mover

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

Last year, he purchased the former Notre Dame and Miss Budweiser from Hydros, Inc.

Late in the 1970 season, he secured Smythe Moving Co. as a sponsor. That firm sponsored the blue and white speedster in the APBA Gold Cup and was so pleased with the results that it expanded the sponsorship activity into the 1971 season.

He is from Burien and is the owner of Burien Rug and Upholstery.



McCormick
Murphy



Chenoweth
Gilliam



Fendler
Miller



BOB GILLIAM, Owner, Fascination

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

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

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

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

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

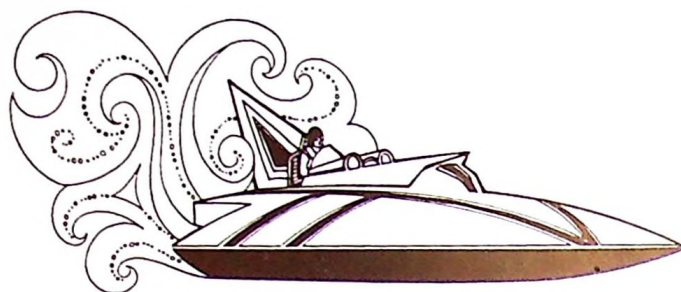
BOB MILLER, Driver, Smythe's Smoother Mover

First boat was former Gale IV, which Miller drove under several names such as Miss B&I, Cutie Radio, Miss Everett, U-Owe-Too, etc.

Later, he drove Fascination I for Bob Gilliam, then moved to the cockpit of the Berryessa Belle. In 1966 he drove Miss Tri-Cities in the western races.

Tapped by Mike Wolfbauer to helm Savair's Probe in 1967, Miller sped to an exciting third in the World Championship at Detroit, Michigan, and was fourth at the Tri-Cities Atomic Cup, Pasco, Washington. Drove Atlas Van Lines on the western circuit in 1968 and steered Savair's Probe in the 1969 Gold Cup.

Last year, he was tapped to drive Smythe's Smoother Mover in the APBA Gold Cup Race at San Diego. This led to his hiring full-time for the 1971 circuit. He is a machinist from Everett.



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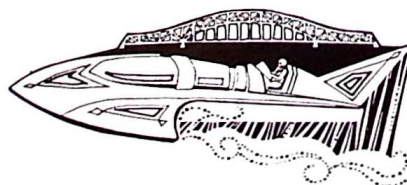
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Coast Guard Responsibilities

Without participation by the Coast Guard, it would be impossible to hold a regatta on the Columbia River, or any other navigable body of water. The Coast Guard must approve all plans and preparations made by regatta officials, and its men and vessels are always ready for the dual job of safeguarding people and enforcing rules and regulations.

It will again be the responsibility of Rear Admiral J. J. McClelland's Thirteenth Coast Guard District to provide protection and safety for the spectators and participants at the Sixth Annual Water Follies and Atomic Cup Race for unlimited hydroplanes. Representing Admiral McClelland as USCG Patrol Commander will be CWO B. J. Davis, Commanding Officer of Coast Guard Station, Kennewick, assisted by BMC C. A. Mootry as Deputy Patrol Commander. Under control of CWO Davis will be Coast Guard Cutter Blueberry and two patrol craft from Kennewick Station, two patrol craft from the Seattle based Boating Safety Detachment and numerous Coast Guard Auxiliary vessels manned by members of Walla Walla Flotilla 91, Yakima Flotilla 93, Hermiston Flotilla 94 and Tri-Cities Flotillas 95 and 98.

Due to the growing number of residents and visitors who own and operate boats on waters of this area, special regulations governing the regatta have been issued through Admiral McClelland's headquarters in Seattle. To meet this purpose, the chief functions of the Coast Guard are to maintain close communications control so that movements of men and boats will be safely conducted; to keep the racing area free of spectator craft, keep hydroplanes out of spectator craft area; to provide rescue and towing services as necessary.

The running of the 1970 Atomic Cup Race was briefly interrupted by Coast Guard participation in recovery of two fatalities from a boating accident. Again, later in the race, Miss Budweiser disintegrated and sunk on the downstream turn; Miss Budweiser was subsequently located and raised from the bottom of the Columbia River by a team of Water Follies divers and the Kennewick based Coast Guard Cutter BLUEBERRY.

Special Local Regulations

During the hours of 9 AM to 6 PM, PDT 16 18 July and 21 - 25 July 1971 that portion of the Columbia River from the Southern tip of Hydro Island to Interstate 395 Bridge at Kennewick, Washington will be restricted to general navigation.

The patrol of the above area on the date indicated will be under the direction of a designated Coast Guard Patrol Commander. He is empowered to enforce these Special regulations as well as all applicable laws and regulations of the United States which pertain to navigation and safety of life on navigable waters of the United States.

The designated patrol commander is further empowered to forbid movement on the part of any vessel in waters immediately adjoining the restricted area immediately prior to, during and immediately after the boat races for such reasonable time as he may determine.

A succession of sharp, short signals by whistle or horn from the vessels patrolling the course under the direction of the United States Coast Guard Patrol Commander shall serve as a signal to stop. Vessels signalled shall stop and shall comply with the orders of the patrol vessel; failure to do so may result in expulsion from the area, or assessment of a civil penalty or both.

Penalties

Any person who shall operate any motorboat or any vessel in a reckless or negligent manner so as to endanger the life, limb, or property of any person shall be deemed guilty of a misdemeanor and on conviction thereof by any court of competent jurisdiction shall be punished by a fine not exceeding \$2,000, or by imprisonment for a term not exceeding one year, or by both such fine and imprisonment, at the discretion of the court, 46 U. S. Code 526m. For any violation of the Special Local Regulations promulgated herein, the penalties provided in 46 U. S. Code shall be incurred. These include a penalty of up to \$500 against the person in charge of the navigation of the vessel.

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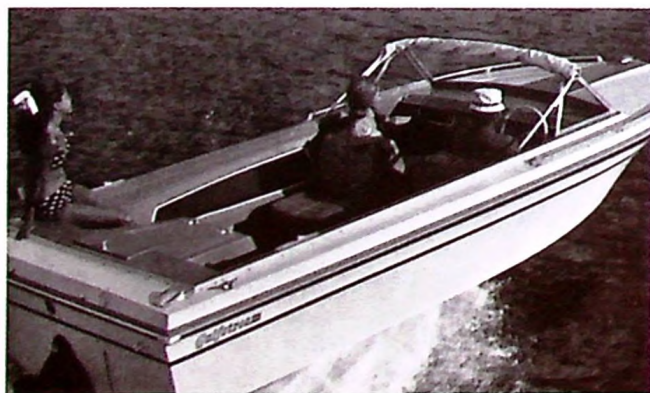


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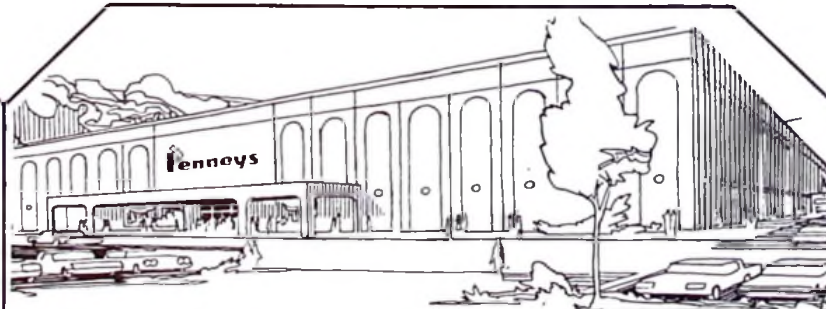
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The Water Follies in Action

Would you like to see air racing come to the Tri-Cities?

The subject is one of several under exploration by the Tri-City Water Follies. Dates under consideration would be late-May or early-June of 1972.

Just like in water racing, the "unlimiteds" are the fastest class in air racing. The planes consist of World War II fighter aircraft such as P-51's, P-38's, F8F Bearcats and Corsairs. These planes reach speeds at well over 400 mph on an 8½ mile closed pylon course.

Other air race classes include T-6's, an advanced World War II trainer; sport biplanes, mostly home-built from tested plans; and the Formula One midgets, small planes built for racing that hit speeds of over 200 miles an hour. There would also be a supporting air show.

Like many things, the determining factor on bringing air racing to the Tri-Cities will be the outlook for financing.

In an off-season venture this year, the Water Follies sponsored "Jazz Unlimited," a stage band competition for high school jazz groups from about the Northwest.

Also in the planning stage is Water Follies sponsorship of an annual sports awards banquet to honor athletes and teams of the expanding Southeastern Washington area. The banquet would be held in late-January or February of 1972.

Time the Boats Yourself

If your watch has a second hand you may figure the average speed for one lap by checking the time it takes a boat to circle the course and return to a given point and referring to the speed table below.

For 2½-Statute-Mile Course

Min.	Sec.	M.P.H.	Min.	Sec.	M. P.H.			
1	04—	140.625	1	18—	115.380	1	32—	97.933
1	05—	138.462	1	19—	113.924	1	33—	96.774
1	06—	136.364	1	20—	112.500	1	34—	95.745
1	07—	134.328	1	21—	111.111	1	35—	94.737
1	08—	132.352	1	22—	109.706	1	36—	93.750
1	09—	130.435	1	23—	108.434	1	37—	92.784
1	10—	128.571	1	24—	107.143	1	38—	91.837
1	11—	126.761	1	25—	105.882	1	39—	90.909
1	12—	125.000	1	26—	104.651	1	40—	90.000
1	13—	123.288	1	27—	103.448	1	41—	98.109
1	14—	121.622	1	28—	102.273	1	42—	88.235
1	15—	120.000	1	29—	101.124	1	43—	87.379
1	16—	118.421	1	30—	100.000	1	44—	86.538
1	17—	116.883	1	31—	98.908	1	45—	85.714

(Time is shown in minutes and seconds for one lap around the course)

ATOMIC CUP CASH AWARDS

1st Place Winner	\$4,500
2nd Place	3,200
3rd	2,200
4th	1,600
5th	1,100
6th	750
7th	550
8th	350
9th	250
10th	200
11th	175
12th	125

\$500 per boat for each legal starter



Four-Wheel Drive Rally

Columbia Point, July 17, 9 a.m.

Over a hundred vehicles from 88 Northwest clubs — the largest field ever — will take part in this annual Water Follies rally.

Events include:

Pole Bending Contest — Man and woman teams. Woman drives vehicle through three-pole course first; then man must back through the same course.

Drag Racing — 100-yard course, two-by-two elimination process until winner is chosen. Vehicles will be reaching speeds of up to 80 mph at the end of the drag course.

Main Obstacle Event — Two jeeps competing at the same time, over inner and outer course, with cross-over. Skill-driving through water and mud obstacles. One against-one elimination, with jeeps going through the course until a winner is named.

The meet is staged by the Tri-City Peak-Putters Jeep Club; Jerry Shiley, President; Gene Chappell, Vice President and Rally Chairman; Norma Harrington, Secretary-Treasurer.



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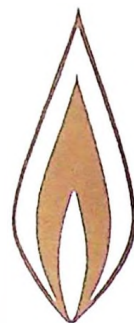
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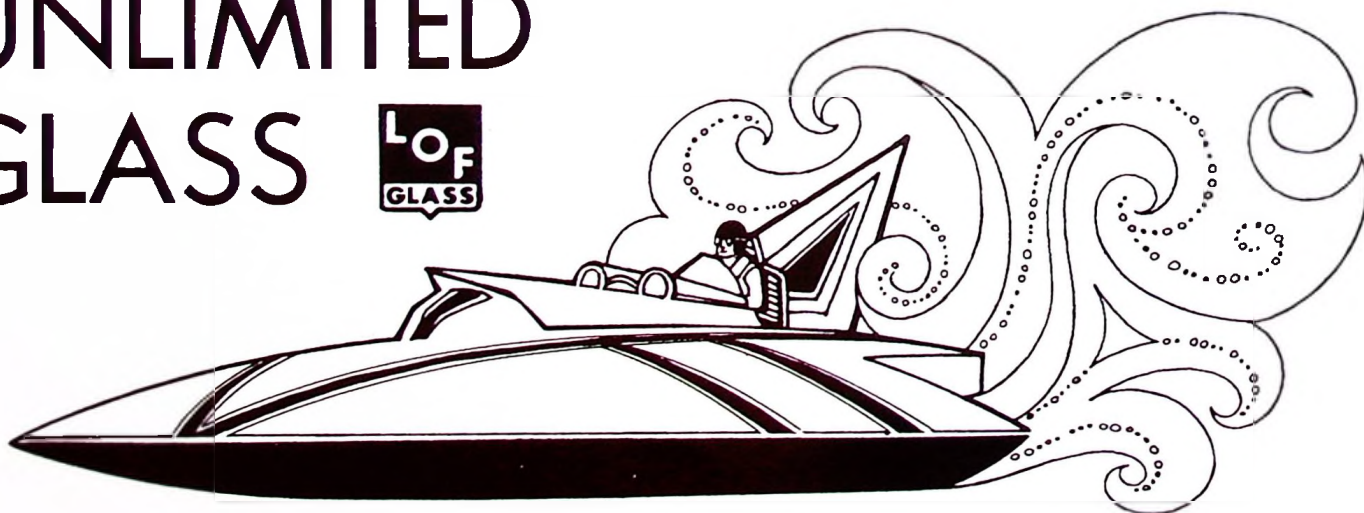
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THE UNLIMITEDS

WHAT THEY ARE — WHAT MAKES THEM GO

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

Hence, the name "Unlimited."

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

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

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

The Lee Schoenith-Bill Cantrell storehouse of racing knowledge now has four hulls campaigning on the circuit and has revamped a couple more. There are other, individually designed boats—but all are custom made. There is no assembly line here.

ENGINES MUST BE REVAMPED

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

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

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

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

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

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

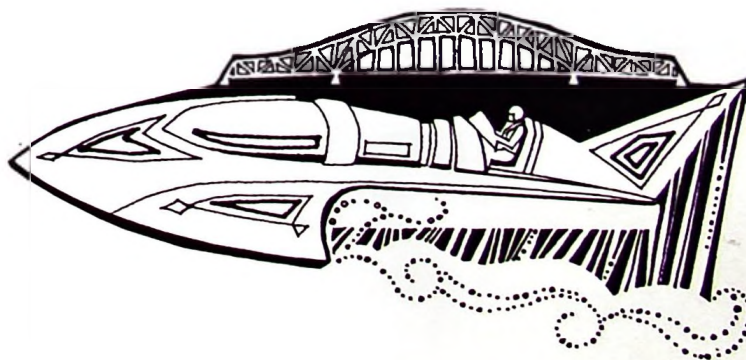
One fluke is constantly out of the water, throwing water skyward as it emerges from beneath the surface. This huge spray—75 feet in the air and 100 yards long—is called a "roostertail" and is one of the most colorful sights in the sporting world. It's also a fearsome weapon in the hands of an expert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

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

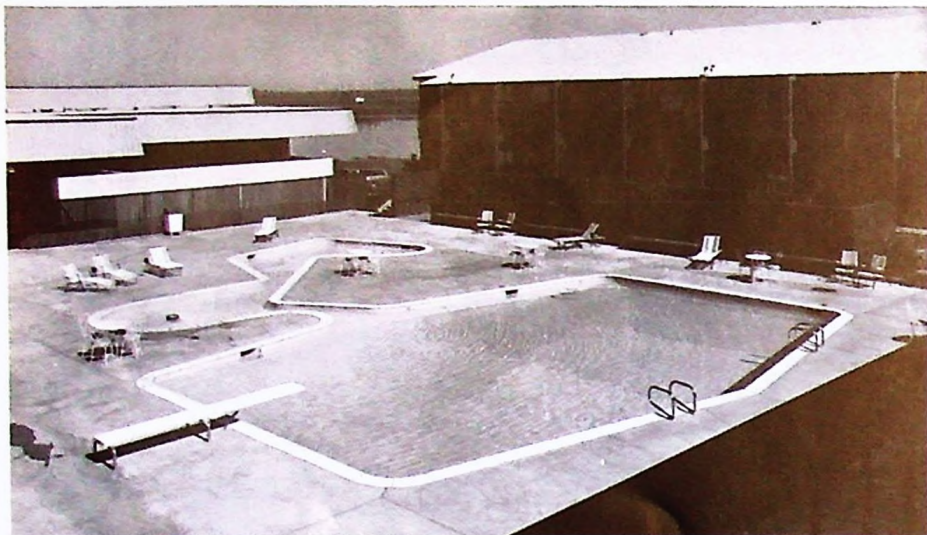
Hydroplane hulls are designed so that air pressure on top of the curved front deck keeps the boat down, while air pressure in a tunnel between the sponsons lifts it up. One compensates for the other in a properly balanced boat.

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

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



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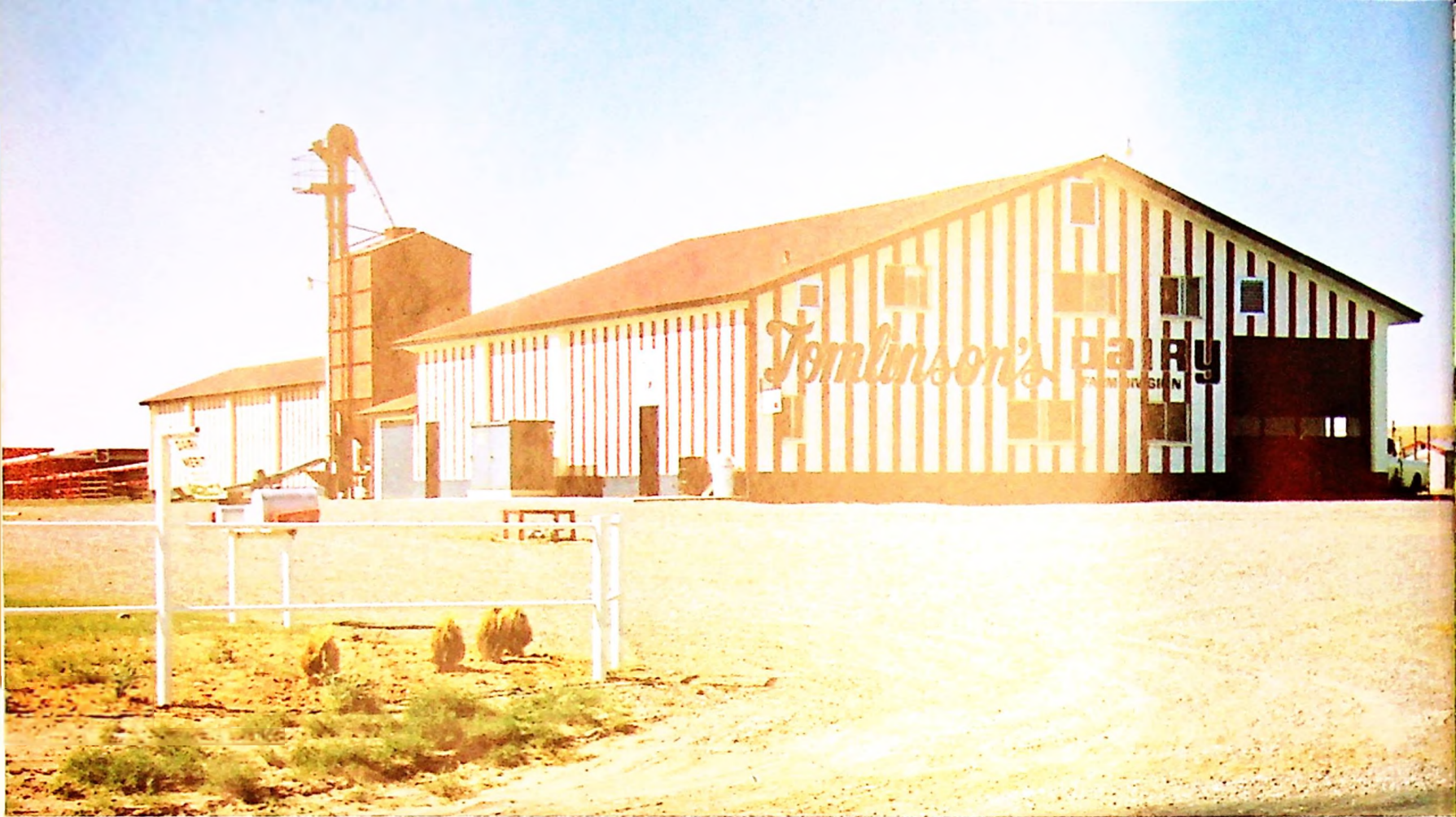
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THE UNCLUTTERED ENVIRONMENT -- TRI-CITIES STYLE

Rattlesnake Mountain, one of our favorite photo subjects, 3,581 feet high in a cloak of white.

Below, the White Bluffs of Hanford, formed during the Ice Age.



AN EXPANDING AGRICULTURAL -- RELATED ECONOMY

Above, Tomlinson's new ultra-modern dairy near Pasco.

Below, the new Cudahy Packing plant and the McGregor cattle feed lot.



BEETS AND BERRIES

Above, loading sugar beets in the Columbia Basin.
Below, those big, red, tasty strawberries of the Walla Walla area.



TRI-CITIES -- WHERE AGRICULTURE AND INDUSTRY MEET

Above, water transforms the desert, looking across the Columbia to the Hanford Atomic Project.

Below, the Columbia Basin project, a land that can grow anything.





WHERE THE GEESE AND THE ELK STILL ROAM

Above, an elk herd in the Blue Mountains.

Below, wild geese calling on Battelle.

