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COLUMBIA CUP '85

TRI-CITIES, WASHINGTON



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20th
ANNIVERSARY
EDITION

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Follies



Tri-City Water Follies Presents

**Sunday
July 28, 1985
Columbia River**



Budweiser
COLUMBIA CUP
For Unlimited Hydroplanes

**Racing at 12 Noon
Tri-Cities, Wash.**

Pasco - Kennewick - Richland

20TH ANNIVERSARY

Testing and Qualifying: Thursday through Saturday

Program: Editor: Mary Lynn Merri-
man; Interior Design & Production:
Linda Andrews, Andrews Design, Inc.;
Typesetting: Mary Jochen, The Type-
Pros; Production Staff: Julie Clark,
Doreen Bruhn, Karen Miller. Cover Illus-
tration: Whynotgraphics. Production
Supervision: Ken Maurer, The Maurer
Bogart Co. Printing: General Printing.
Photography: Ralph Smith, Pasco; Jon
Osterberg, Redmond; Marlin's Photog-
raphy, Richland; Bill Osborne, Seattle.

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

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City Water Follies absolutely prohibited with-
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Follies.

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 Budweiser
Columbia Cup

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Tri-Cities Savings & Loan
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& Chevron USA Inc.

1985 Columbia Cup Prize Money — \$110,000

The total money for the 1985
Columbia Cup will be \$110,000 - up
\$25,000 over the 1984 prize money
awarded.

The boats that compete in the final
Columbia Cup heat will divide final
heat money of \$42,500 but the boats
will start collecting money long
before that.

During qualifying on Thursday
and Friday, a total of \$6,500 (\$3,250
each day) will be awarded to the six
fastest boats according to their quali-
fying speed. If a boat runs on
Thursday and receives qualifying
money, it must increase its speed on

the second day in order to receive
second day qualifying dollars.

After qualifying is complete, an
additional \$42,500 will be divided
equally among qualified boats.

Prize Money Distribution Qualifying (Thursday & Friday only)

Fastest Time	\$1,105
Second Fastest	780
Third Fastest	550
Fourth Fastest	390
Fifth Fastest	225
Sixth Fastest	200
<hr/>	
\$3,250 each day	

Columbia Cup Final Heat

First Place	\$14,450
Second Place	10,200
Third Place	7,225
Fourth Place	5,100
Fifth Place	2,975
Sixth Place	2,550
<hr/>	
\$42,500	

Water Follies Trophy Race

\$2,000 - 3 or more boats	
First Place	41,200
Second Place	600
Third Place	200
<hr/>	
\$2,000	

Hail Columbia.

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

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85 SCHEDULE OF EVENTS



June 28

Tri-Cities Style Show. 7 p.m., Columbia Center Mall, featuring Tri-Cities Contestants.

July 1, June 30

Buick Tri-Cities International Air Show. 1 p.m., Tri-Cities Airport, Pasco, featuring the U.S. Air Force Thunderbird demonstration team.

July 4

Bowl Baseball Tournament. Through Sunday, July 7. No sundown daily, LaPierre Baseball Field, Rancho Reatta, Walla Walla. Teams from Redmond, Kirkland, Spokane, Boise, Oakland, California, and Kennewick will compete in this day tournament. \$2.50 General Admission, \$25 Tournament Pass.

July 6

Annual Tri-City Talent Search. Pasco High Auditorium. \$6 for students, \$4 for students, \$15 Family. Talent competition for drama, singers, dancers, comedians and musicians.

July 12

Tri-Cities Scholarship Pageant. 7:30 p.m., Richland High School Auditorium.

Tri-Cities Columbia Cup Girls Basketball Tournament. Through Sunday, July 14. Tournament begins 2 p.m. July 12 and 7 p.m. July 14 at Pasco High School. \$1 General Admission all floor.

July 17

Water Follies Talent Show. 7:30 p.m., Richland High School Auditorium. General Admission \$4. Tickets sold in advance and at the door.

Columbia Cup Carnival. Through Thursday, July 25, at 6 p.m., Columbia Park, Kennewick. Enjoy the thrill of the rides and the excitement of the Midway at this year's Columbia Cup Carnival. P.O.P. admission—pay-one-price admission at the gate and ride all the rides you want!

July 19

Columbia Cup Boys Basketball Tournament. Through Sunday, July 21. Begins 2 p.m. July 19 and ends 6 p.m. July 21 at Richland High School. \$1 General Admission at the door.

Follies Dart Tournament. Through Sunday, July 21. Shore Motor Inn, Richland.

Coronation of Praise. Through Sunday, July 21, 7 p.m., Columbia Park.

Columbia Cup Racquetball Tournament. Through Sunday, July 21. Friday, all day Saturday, until 3 p.m. Sunday. Tri-City Club. Entry Fee \$13 for first event, \$8 for second event.

Tri-Cities Amateur Golf Championship. Through Sunday, July 21. Canyon Lakes, Pasco Municipal, Sham Na Pum courses. Four red golfers from throughout the west will be participating in the annual tournament. Open to all amateurs with established handicaps. Divisions include Men's, Senior Men's, Women's and Junior's. Deadline for entry is July 16.

July 19

King-Ray Columbia Cup Tennis Tournament. Adult division from July 19-21 starting at 8 a.m. July 19 at CBC and Pasco Tennis Courts. Junior division from July 22-24 starting at 8 a.m. July 22 at CBC and Pasco High Tennis Courts. \$8 and \$10 entry fee for adults, \$6 and \$8 entry fee for juniors.

July 20

City Water Follies Grand Parade. 11 a.m., Pasco.

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

Columbia Cup IV Chess Tournament. Through Sunday, July 21. Saturday, Harry Kramer Center, Richland. Pre-Registration (before July 18) \$20, General registration \$25, Junior Registration \$15 before July 18, \$20 after.

Columbia Cup Shoreline Run. 7:30 a.m., starting at George Washington Way, in front of the Red Robin Restaurant. 10 K and 5 mile runs. \$6.50 Advance Registration, \$8 Day of Run.

Wheelchair Basketball. 7 p.m., Stevens Jr. High School, Pasco. Game against Tri-Cities McDonalds with half the proceeds going to the Ronald McDonald House in Spokane: half to Columbia Basin Disabilities Unlimited. Admission by donation.

Sand Drags. Through Sunday, July 21. 9 a.m. - 6 p.m., Horn Rapids O.R.V. Park, 3 1/2 miles from Richland on Hwy. 240. Two full days of Sand Drags with the N.W. Sand Assn. and the Pacific N.W. Fourwheel Drive Assn. Tech & Registration 6 a.m. to 9 a.m. Saturday and Sunday. \$5 per person, under 12 and over 63 free.

Sunday, July 21

Stuart Anderson's Black Angus Waiter's Day Race. 10 a.m., Bonneville Street next to Black Angus in Pasco. \$45 entry fee per team.

Columbia Cup Autocross. 9:00 a.m. to 4:30 p.m. WPPSS Parking Lot, 3040 George Washington Way, Richland. Entry fee \$10.

Wednesday, July 24

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

Colt League Sectional Tournament. Through Saturday, July 27. 7:30 p.m. Wednesday, Richland High School Baseball field, Richland. Teams from local areas, Spokane, Seattle, South Seattle and Walla Walla. Adults \$2.50 and students \$1.00.

Thursday, July 25

All Civic Club Luncheon. 12 noon, Red Lion Motor Inn, Pasco. \$6.50 per person, please call the Water Follies office for reservations.

Columbia Cup Qualifying. Through Saturday, July 27. 9 a.m. - 5 p.m., Columbia Park. The fastest racing boats in the world will try to qualify for the Columbia Cup on Sunday.

Columbia Cup Pit Tours. Through Saturday, July 27. 9 a.m. - 5 p.m., Columbia Park. See the hydroplanes up close during a guided tour of the working pits. Admission, Columbia Cup Booster Button.

Richland Stake Childrens Theatre. Through Saturday, July 27. 7:30 p.m., Chief Joseph Jr. High, Richland. A cast of mainly children perform the original Broadway version of "Snow White and the Seven Dwarfs." Admission, \$2 adults, and \$1 child.

Friday, July 26

Sidewalk Art Show '85. Through Saturday, July 27. 9 a.m. - 9 p.m., Howard Amon Park.

7th Annual Water Follies Square Dance Weekend. Through Saturday, July 27. 8 - 11 p.m. each night, Shufflers Shanty, 717 N. Irving, Kennewick. \$6 per couple. Tickets available at the door.

Monte Carlo Nite. Through Saturday, July 27. 6 p.m. to Midnight on Friday; 4 p.m. to Midnight on Saturday. Parish Center, St. Patrick's Church in Pasco. Free admission. There will be blackjack, craps, 4-5-6, etc.; proceeds to St. Patrick's School.

Saturday, July 27

Radio Control Unlimited Columbia Cup. 8 a.m. to 4 p.m., Columbia Park Lagoon.

Columbia Cup Volleyball Tournament. 8 a.m. - 5 p.m., Tri-City Court Club & Health Studio. \$48 per co-ed six player volleyball team.

Benton-Franklin BMX (Bicycle Moto-Cross) Double Points Race. Sign-up at 4:30 - 6:00 p.m., Race at 6:30 p.m., Benton Franklin County Fairgrounds. No charge for spectators.

1985 Water Follies Fun Fly. 9 a.m. - 4 p.m. Rosadell Nutley R/C Model Airplane Field in Finley, Haney and Erickson Roads. No charge for spectators.

Sunday, July 28

1985 Budweiser Columbia Cup for Unlimited Hydroplanes. 12 noon, Columbia Park. 20th consecutive year of unlimited racing in the Tri-Cities.

Sunday, September 1

Water To Wind Team Pentathlon. 8:00 a.m. - 4:30 p.m., Columbia Park. Team relay with five events: one mile swim, 8 mile run, 31 mile bike ride, 12 mile canoe, 9 mile sailboat.

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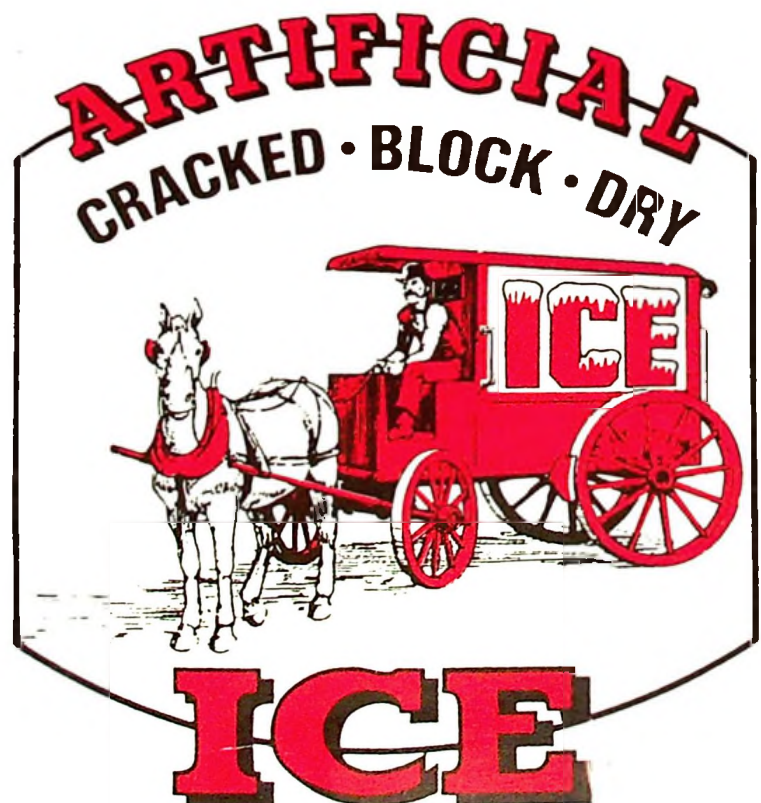


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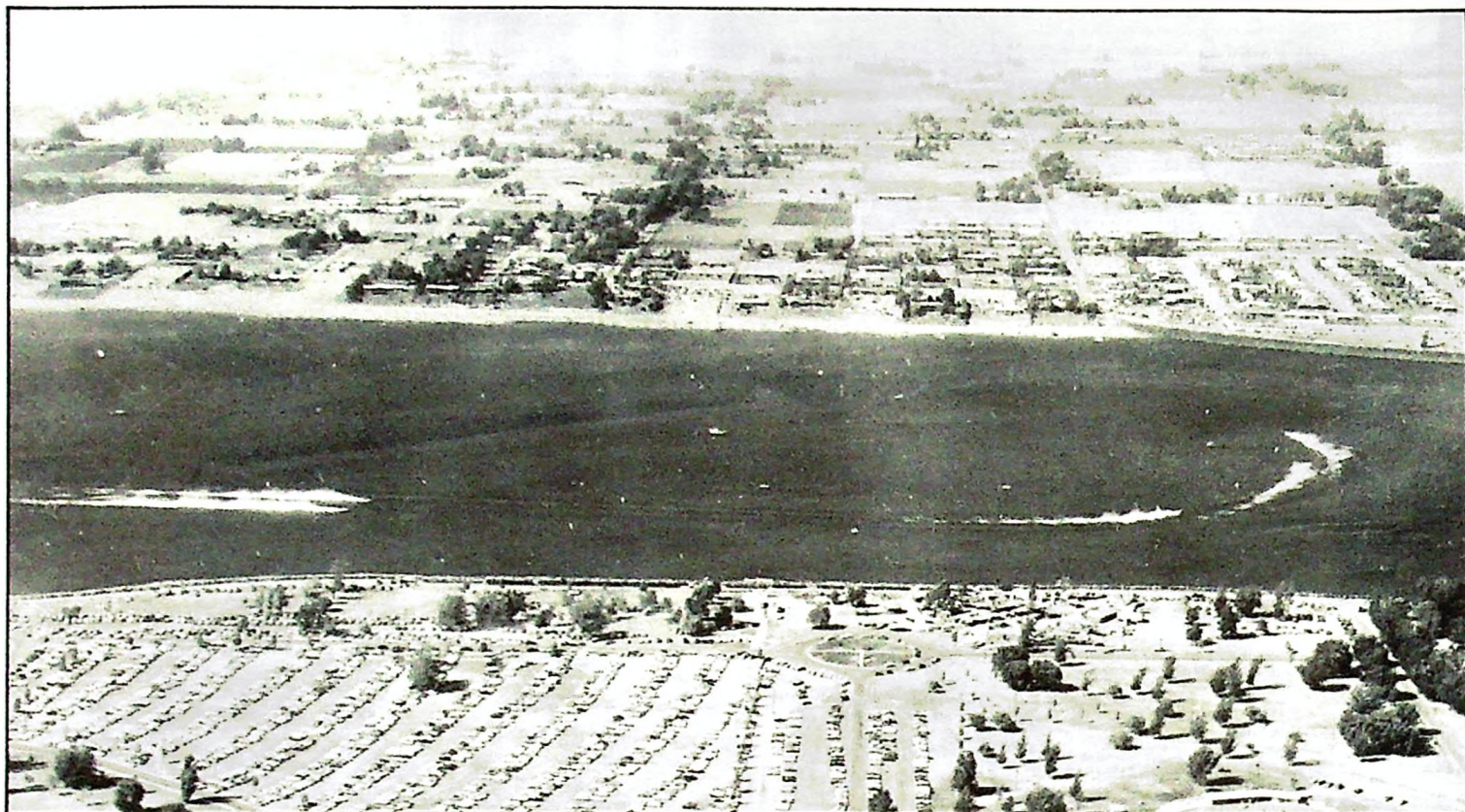
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PHOTO BY MARLIN'S PHOTO

20 YEARS AGO:



20 Years of Unlimited Racing

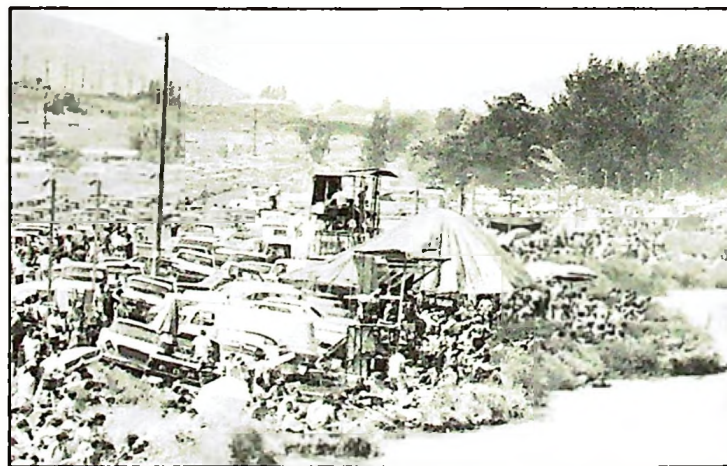
PHOTOS BY RALPH SMITH

Every July for the past 20 years, the Tri-Cities has been the site of the fastest racing boats in the world competing on an oval course in the middle of the Columbia River. And, with the arrival of the big unlimited hydroplanes come white-water roostertails, the roar of powerful engines and people... lots of people. The unlimited races have been held in pouring rain and scorching heat, neither of which have deterred the spirit of the event.

Water Follies itself is over 35 years old. It has had several names and various program formats. Limited hydroplanes raced in the earlier days, but the hotel rooms weren't being filled and the area was not attracting regional media attention. An article in the Tri-City Herald hinted that Water Follies needed a "star attraction" to showcase the "unlimited" potential of the area. The fastest racing boats in the world, the unlimiteds, were the answer.

In 1966, the efforts of the Water Follies produced the first unlimited hydroplane race on the Columbia River. Twelve boats vied for a purse of \$22,000. And, a Tri-City Herald headline following the race on Monday, July 25, stated "...60,000 People Mark the First Atomic Cup."

During the 20 years that the unlimiteds have raced in the Tri-Cities, the festival has grown to the third largest in the Northwest, behind only Seattle and Portland. Water Follies is the largest fund raising event each year for community organizations. The hydroplane races top all convention or hotel use activities throughout the year. All available rooms are traditionally filled for at least two days. Boat race weekend is the third largest grocery shopping week of the year; it's the third largest week for gasoline sales behind only Memorial Day and Labor Day. It's an "economic shot-in-the-arm" to the Tri-Cities area. And, it brings this area an untold amount of positive national publicity.



Most of these people had never seen an unlimited hydroplane race before. But, they found their way to the 1966 Atomic Cup. And they brought with them all the equipment needed to enjoy the race which included umbrellas, shade parachutes and scaffolding. At the first race, traffic authorities would allow only one vehicle entrance to Columbia Park and that was from the West by way of the Richland "Y". Every car had to make the four-mile trek down the narrow road to the main parking lot in the ball field. Bumper-to-bumper traffic crept along, hour after hour with many cars boiling over in the summer heat. The traffic was still lined up two hours after the race had begun. Use of the park's main entrance could not be used because authorities thought traffic would back up on the freeway.



These are four of the five hydro race founders who made the trek to the World Championship race in Lake Tahoe in 1965 to see what hydroplane racing was all about. At the race, the five chartered, measured and photographed all of the facilities necessary to put on an unlimited event. The first Tri-Cities race was patterned after what they saw at Lake Tahoe. It was not an expensive trip—each of the five put in \$100 of their own money and got \$14 back when they settled up at the Oregon border on the return home. From left, Jack Hamann, first race chairman; Mark Pence, 1965 Water Follies President; Keith Bowers, pit chairman for the first race; Ken Maurer, Executive Secretary of the Water Follies Association. The fifth member was Wally Reid, who in 1966 owned Radio KORD in the Tri-Cities and now operates a radio station in California.



Other 20-year Tri-Cities unlimited hydroplane workers include, from left, John Allan, clock maintenance; Ralph Smith, photographer; Bob Welsh, Cavalcade of Drums; Doug Tillson, pits; and Tom Brutzman, barge.



The sedate, orderly and well-mannered crowd that filled the bleacher seating section at the first Atomic Cup race.

Bob Gilliam attempts to start the Tri-City Sun at the Gold Cup in Seattle.

In 1965, investigations began on bringing unlimited hydroplane racing to the Tri-Cities. What better way to catch the attention of the unlimited people than to sponsor a boat! So, for a very small amount of money, the Tri-City Water Follies sponsored the "Tri-City Sun,"

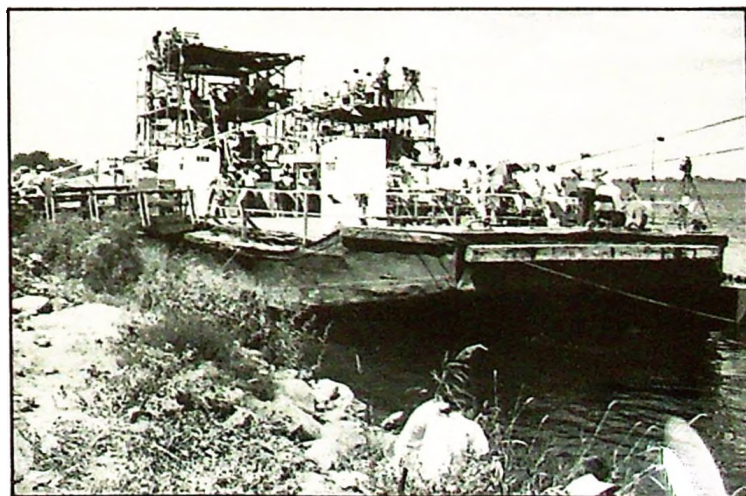


owned and driven by Bob Gilliam of Seattle. The boat made only a few appearances including the Lake Tahoe World Championships and the Gold Cup in Seattle. But, it wasn't competitive. In fact, it hardly turned a lap.

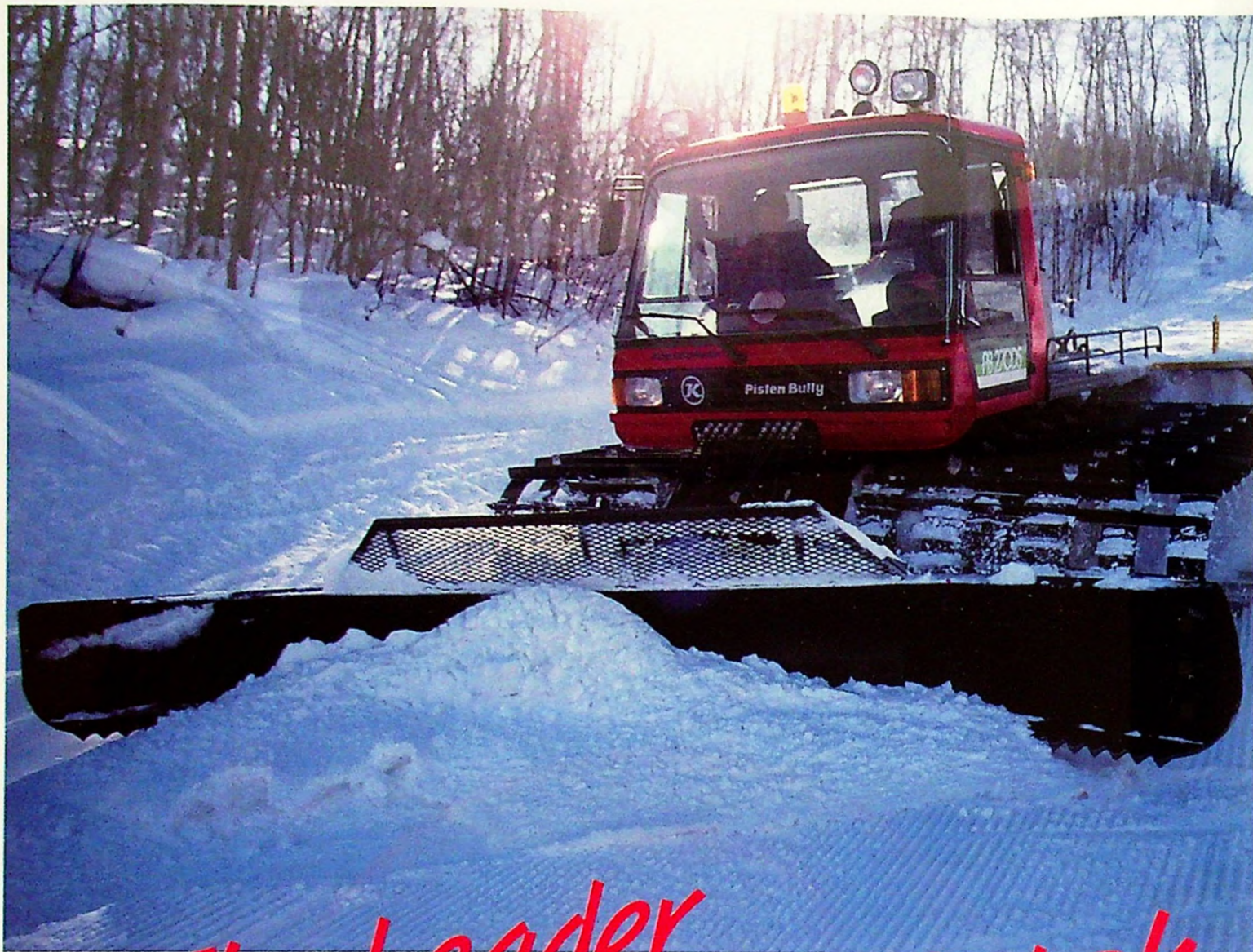
In 1966, with the Tri-Cities already on the race circuit, it was decided to continue the sponsorship of a boat. This time it was the U-37, Miss Tri-Cities, owned by Bob Gilliam and driven by Bob Miller of Everett. Sponsorship money was provided on behalf of the Tri-Cities by the Tri-City Nuclear Industrial Council. The boat, which was the former Slo-Mo-Shun V and winner of two Gold Cups, was well past its prime and did virtually nothing under Tri-Cities sponsorship. The full energies of the Tri-Cities community was then put behind sponsoring the races and boat sponsorship was dropped after 1966.



The photo made the news wire and was carried in dozens of newspapers throughout the United States. Sharon Hahn models "hydro hairdo" featuring a small hydro with the hair done in a "roostertail effect." Jolene Carl, right, Tri-City hair stylist, did the creating which was a very effective publicity gimmick used to promote the Tri-Cities' first unlimited race.



In 1966, the official barge was a barge! A Columbia River barge was anchored in place and scaffolding placed on it for the official tower and camera platforms for media. But, barges sometimes move up and down with the action of the water. And, camera platforms are not supposed to move! So, in later years, the "official barge" terminology remains, but it now consists of scaffolding placed on dry land.



*The Leader
From Start To Finish*



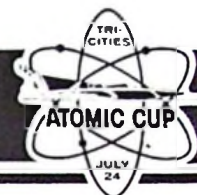
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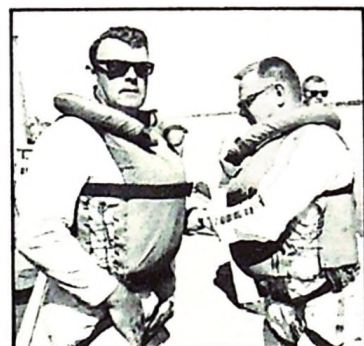
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20 YEARS AGO:

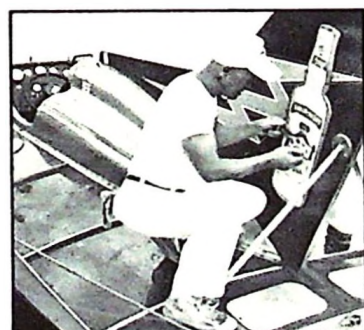


Bernie Little, left, Lakeland, Fla., owner of the Miss Budweiser, chats with Bill Sterett, owner-driver of the Chrysler Crew. Little's boat won the 1966 Atomic Cup, the first unlimited race ever held in the Tri-Cities. He is also the only owner who has had a boat entered in all 20 races held in the Tri-Cities.



Many people had the desire to ride in an unlimited hydroplane. And, it was possible in 1966 because the U-50 Savair's Probe from Detroit, Michigan, had two seats.

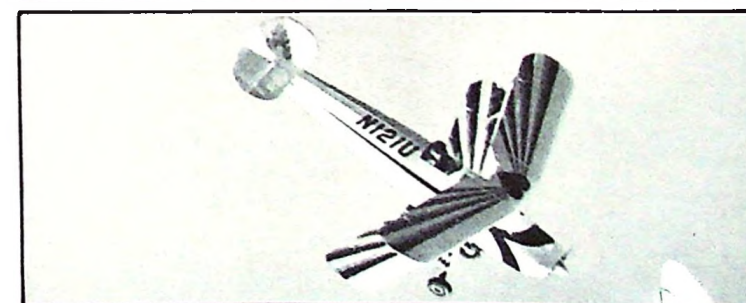
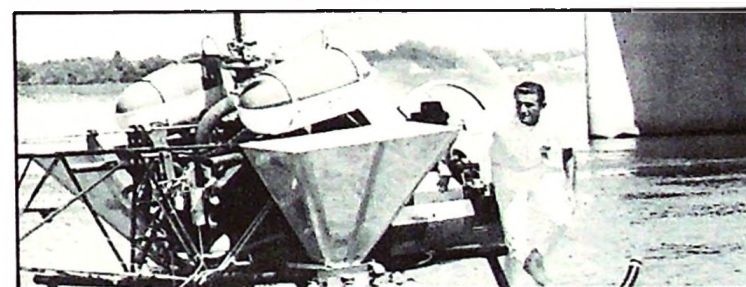
Jack Hamann, left, Pasco, gets ready for a ride as driver Red Loomis checks his safety gear. Ralph Smith, right, chief photographer for the Tri-City Herald in 1966, also took a ride. The two seats in the "Probe" can be seen. Today, because of insurance and liability restrictions, there are no two-seat unlimited hydroplanes.



The Sunday Bottle-on-the-Tail Flap. At the first unlimited race in the Tri-Cities, state liquor control people took exception to the replica of a liquor bottle on the tail of the "Smirnoff!" It was OK to have the bottle on the boat through Saturday, but not on Sunday. You see, this was before liquor-by-the-drink was available in the State of Washington on Sundays. "You can't advertise liquor on Sunday," they said. So, for the Sunday race, the replica of the bottle was taken off. And Lee Schoenith, Detroit, owner of the boat, holds the "A-1 Steak Sauce" replica that replaced it. The same distributor handled both the vodka and the sauce, making the substitution the easiest way to get around this 1966 dilemma.

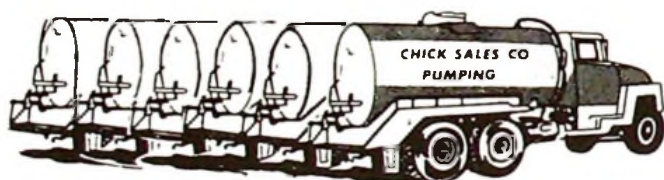


Bill Brow, driver of the winning Miss Budweiser, accepts the "Atomic Cup" trophy from Miss Tri-Cities Chyrl McKinnis, after winning the Tri-Cities first unlimited race. Brow received a "slightly radioactive" trophy. A small pellet of Cobalt 60 was irradiated in a Hanford Reactor, encased in plaster and affixed to the trophy. Race promoters were quick to point out that the trophy was absolutely "safe" and the small amount of radiation given off is not harmful. The trophy, which featured a hydroplane with a 14-inch "roostertail" mounted on a slab of solid mahogany, was designed by Fred Saunier, Battelle Memorial Institute, Columbus, Ohio.



From the cockpit of an unlimited hydroplane to the cockpit of a stunt plane, it was a busy day for Mira Slovák, driver of the Harrah's Tahoe Miss. Mira drove the U-3 in the first heat, then jumped into a helicopter for the ride to the airport where he took off in his stunt plane to fly an aerobatic routine for race spectators. He is now a Continental Airlines pilot living in Ojai, Calif.

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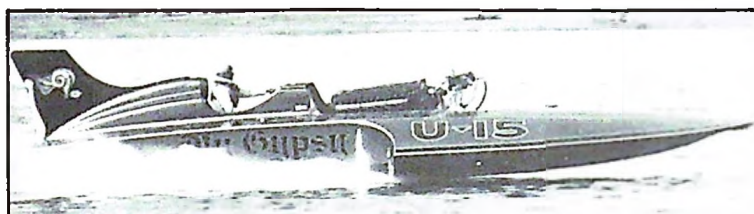
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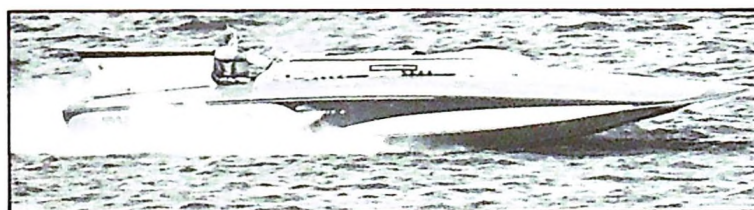
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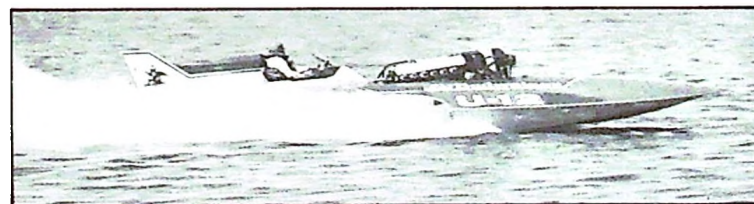
1966 UNLIMITEDS



MY GYPSY, owned and driven by Jim Ranger who now lives in Belvedere, Calif.



MISS CHRYSLER CREW, owned and driven by Bill Sterett, Owensboro, powered by 2 in-line Chrysler automotive engines.



Winner of the first Tri-Cities race, the MISS BUDWEISER, driven by the late Bill Brow.



S-Bill, owned by Bill Schuyler of California, driven by Bill Muncey.



Community-owned MISS MADISON driven by Jim McCormick, Owensboro, Ky.



The Contestants, Boats and Drivers— Tri-Cities Atomic Cup July 24, 1966

		Driver	Owner
U-3	Tahoe Miss	Mira Slovak	Bill Harrah
U-6	Miss Madison	Jim McCormick	City of Madison
U-10	Savair's Mist	Walt Kade	Mike Wolfbauer
U-12	Miss Budweiser	Bill Brow	Bernie Little
U-15	My Gypsy	Jim Ranger	Jim Ranger
U-19	Wayfarer's Club Lady	Bob Fendler	Bob Fendler
U-21	S Bill	Bill Muncey	Bill Schuyler
U-37	Miss Tri-Cities	Bob Miller	Bob Gilliam
U-50	Savair's Probe	Red Loomis	Mike Wolfbauer
U-77	Miss Chrysler Crew	Bill Sterett, Sr.	Bill Sterett, Sr.
U-80	Smirnoff	Bill Cantrell	Lee Schoenith
U-88	Hilton Hy-Per-Lube	Bob Gilliam	Bob Gilliam

1966 DRIVERS



Jim McCormick, upper left, driver of the Miss Madison.
Walt Kade, above, Detroit, Mich., driver of Savair's Mist.
Bill Sterett, Sr., left, driver of the Miss Chrysler Crew.

ATOMIC CUP									
NO.	NAME	DRIVER	SECTION	HEAT 1	HEAT 2	HEAT 3	HEAT 4	HEAT 5	HEAT 6
U-50	SAVAIR'S PROBE	RED LOOMIS	1	1:14.0					
U-10	SAVAIR'S MIST	WALTER KADE	2	1:14.0					
U-15	MY GYPSY	JIM RANGER	3	1:14.0					
U-21	WILLAR BELL	WILL MUNCEY	4	1:14.0					
U-19	WAYFARER'S CLUB LADY	BOB FENDLER	5	1:14.0					
U-80	SMIRNOFF	BOB CANTRELL	6	1:14.0					
U-37	MISS TRI-CITIES	BOB MILLER	7	1:14.0					
U-3	TAMAR MISS	MIRA SLOVAK	8	1:14.0					
U-6	MISS MADISON	JIM MCCORMICK	9	1:14.0					
U-88	HILTON HY-PER-LUBE	BOB GILLIAM	10	1:14.0					
U-77	MISS CHRYSLER CREW	BILL STERETT, SR.	11	1:14.0					
U-12	MISS BUDWEISER	BILL BROW	12	1:14.0					
U-2	MISS US								

This was the official scoreboard as it appeared after the completion of the first heats in the Atomic Cup of July 24, 1966. As shown on the scoreboard, Miss Chrysler Crew, driven by Bill Sterett, had won Heat 1-A, averaging 106.635 mph; and Bill Brow in Miss Budweiser.

WATER FUN IN THE TRI-CITY SUN

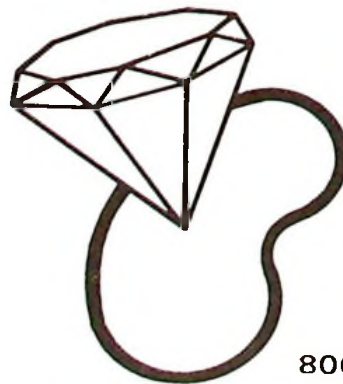


The Blue Gem Pool at the Red Lion Motor Inn in Pasco, the headquarters of this year's 20th annual Columbia Cup for Unlimited Hydroplanes.

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The New Enclosed Cockpit Miss Budweiser

In 1983 Miss Budweiser owner Bernie Little commissioned the designer/builder team of Ron Jones and the Miss Budweiser crew to design a new hull. The result is a boat that is safe, fast, revolutionary and making its debut in 1985.

The most visible addition to the new hull is the first-of-its-kind enclosed cockpit. The capsule provides Miss Budweiser driver Jim Kropfeld with a survivable environment in the event of an accident. The bubble canopy is similar in design to the type used in the F-16 fighter planes. Research has proven that the 5/8 inch plexiglas one piece construction can withstand 6,500 pounds of pressure at 200 miles per hour. The bubble was vacuum formed without problems in optics (distortions), a potential problem because of thickness.

The tear-drop shaped pod is so strong it could be placed in the bottom of the sponsons. The frames and walls of the cockpit are of honeycomb aluminum with double wall thickness... like a box within a box... built in a mold.

The issues of condensation and heat were eliminated with a defogging system and air conditioning. In addition, an air supply system has been incorporated in the event the boat remained upside down in the water. Latches on both the bubble and a trap door under the seat can be utilized for rapid removal of the driver. A standard 5-point race car harness will strap the driver in the cockpit.

The new Miss Budweiser is also slightly shorter than her predecessor (29' versus 29' 6"), lower in profile, wider and sleeker with all excess "fat" trimmed. In racing trim, the boat weighs 6,300 pounds versus the 7,000 pounds of the previous boat.

The construction techniques used in building the new boat were far more akin to aerospace than marine technology. The center portion of the hull is built of aerospace quality aluminum honeycomb sandwich panels, specially designed aluminum alloy extrusion, and bonded with epoxy adhesive systems. The only wood used in the hull is the decking of the center section which is 6mm 5 ply African mahogany plywood, overlaid with fiberglass bonded with epoxy resin.

A radical departure in construction techniques was in the area of the sponsons and rear non-trip sides. For the first time, each outer section of the hull was molded in one continuous unit. The materials used were an aerospace fiberglass fabric, having the spe-



Jenny Chenoweth christens the new Miss Budweiser. Looking on are, left, crew chief Jeff Neff, and right, driver Jim Kropfeld.

until used. To cure this type of system, a special oven had to be constructed and each laminate cured at temperatures near 250 degrees F, and each part placed in a vacuum bag during the curing process.

The lines of the sponsons have been altered to provide better lift characteristics while cornering and have been provided with much larger non-tripping chines to enable the hull to handle the roughest of courses. The chines (canted sides on a hull to prevent water piling up and "tripping" a hull upside down) have been lowered in an angle from the previous hull, thus allowing a smoother transition upon entering the turns while eliminating the chance of rolling over. Spray rails have been added to the chines of the sponson surfaces to provide a driver transition from being water-borne to air-borne.

The rudder on the new boat is located to the right of the transom, a significant change. According to builder Jones, the rudder located far to the right of the center provides a more equally balanced system of drag forces.

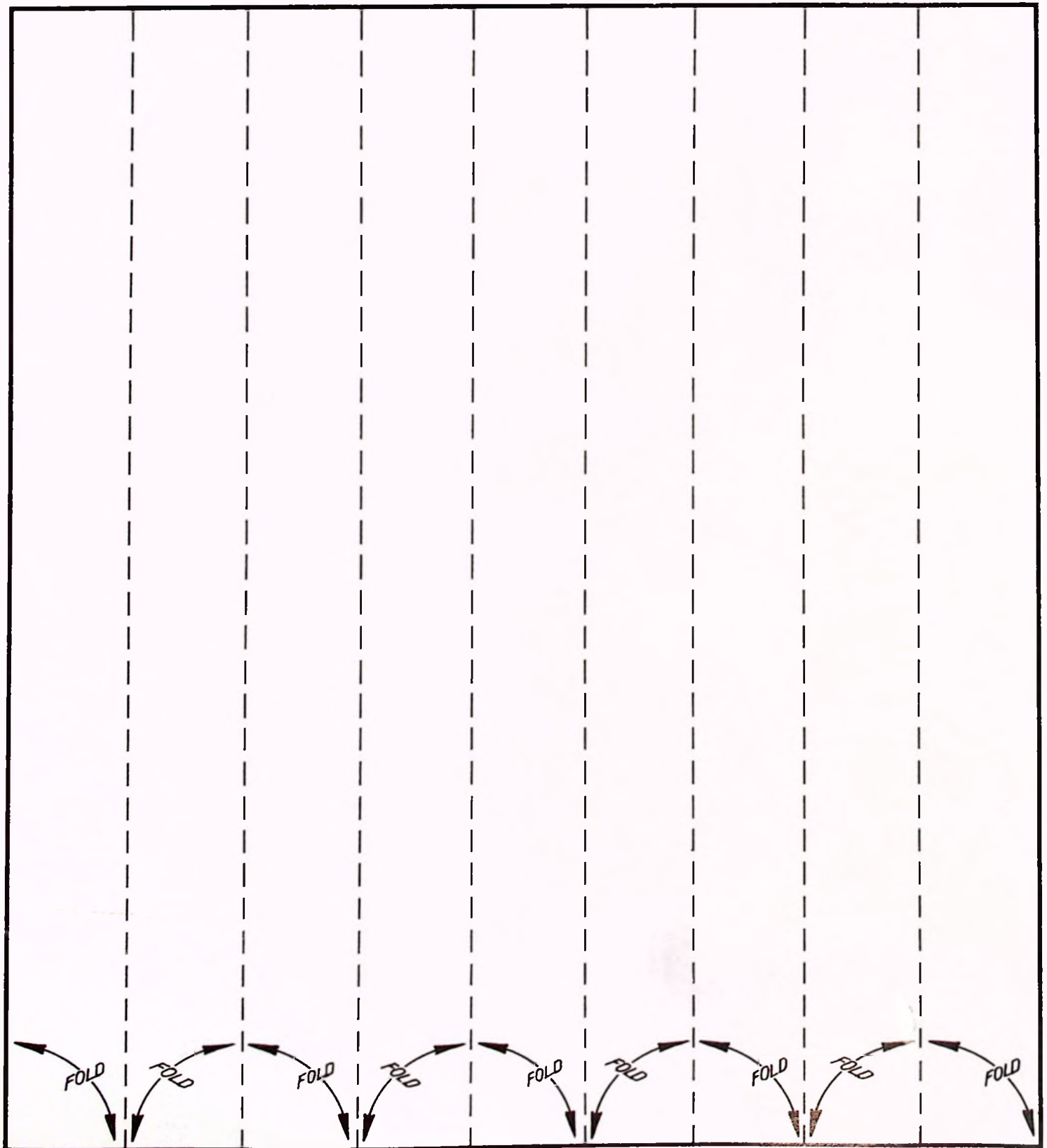
The new Miss Budweiser also features the addition of a cunard - a structural wing up front - with adjustable flaps. The cunard was added to give driver Kropfeld aid in wheeling the boat through the turns more efficiently. Also new to this hull is a larger delta-shaped rear wing which will overlap

The new boat will again use the Rolls-Royce Griffon engines with a few modifications made over the winter: the carburator, blower drive system and water alcohol system have all been modified. These changes will see the Miss Budweiser accelerating faster to high rpm's.



Budweiser crew member...

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Official Clock Maintenance: John Allen.

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

Course Surveyor: Bob Grow, Grow Engineering.

Dive Master: Paul Purdy.

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Pit Area: Vic Mahan, Pit Boss; Doug Tillson, Assistant Pit Boss; Jerry Bates, Todd Eggers, Doc Gander, Bruce Hamrick, Ron Kwis, Red McClain, Bruce Meyers.

Pit Office: Dori Bostick, Dianne Herigstad, Mary Meyers, Donnee Sue Twining.

Pit Tower: Ken McMenamin, Karen Brutzman.

Credentials Trailer: Marilyn Vandiver.

First Aid: L. Michael McGowen, Interim Exec. Dir., Benton Franklin County Red Cross; Donnie Sylvester, First Aid Coordinator; Mike Tusky, First Aid Co-Coordinator, Franklin County; Bob Broyles, First Aid Co-Coordinator, Benton County.

Franklin County Viewing: Chuck & Carol Keltch, Chairmen; Neil Stephens.

Hospitality: Dean Mitchell, Chairman.

Parade Float: Carol Keltch, Coordinator; Fred & Chris Ackerman, Chairmen.

Parking: Robert Ramirez, Richland Kiwanis; Alyce Duval, Women in Construction; Richland Demolay, Franklin County Parking

Concessions: Steve Osborne.

Press & Publicity: Kirk Williamson.

Program Distribution: Dick Petersen, Tom Maravilla, Gerald Berges, Kennewick Kiwanis; Russ Wiseman, Howard Giles, Pasco Kiwanis Club.

Photographer: Ralph Smith.

Pit Booth Sales: Dave Dickerson.

Pit Tours: Joe Jarrell, Chairman; Heather McCombe, Assistant Chairman; Randy Peterson, Kory Flankel, Todd Ofsthun, Chris Cole, Jody Moore, Carla Caudill, Mike Wilson, Jay Wilson, John Dreher, LeRoy Whitney, Sandy Whitney, Jerry Whitney, John Orthmann, April Jarrell, Kim Coscia, Evy Stein, Tammy Sullivan, Lloyd Reitz, James V. Kaye, Rob Price, Stephan Xaudaro, Vince Xaudaro, Char Ash, Brian Smith, Matt Kreller, Laurie Cushing, Kendall Hulling, Hershel Griggs, Heidi Hancock, Wayne Dahlum, Erian Leitz, Kline Welsh, Jim Hausske, John Getty, Paul Getty, Mack McInturf, Matt Meyer, Trish Dorman, Wally Whitney, Rob Conner, John Hancock, Randy Jarrell, Suzy Seidel, Carol Cornwell, Randy Piert, Amy Doman, Jeff Hollingshead, Tim Fischer, Pat Arbogast, Eric Burke.

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

U.S. Coast Guard: Officer in Charge, BMC Tom Thompson; Exec. Petty Officer, BM1 Mark Simonson; Lieutenant Commander Dennis Godfrey, Patrol Commander.

Coast Guard Auxiliary: Division 9 Captain, Terry Tate; Division 9 Vice Captain, Jim Martell; Division 9 Operations Officer, Dick Thomas.

Admission Gates: Ron Hue, Chuck Hudon, Keith Bowers, John Mosteller, Benton County, Chuck & Carol Keltch, Franklin

Glen Reeder, Pasco Lions Club; Curt Paine, Pasco Jaycees; Kennewick Legion Baseball; Connie Mack Baseball; Dust Twirlers.

Booster Button Sales: Phyllis Snuggs, Judy Mosebar, Chapter EL P.E.O.; Doris Terril, Chapter ED P.E.O.; Dixie Jones, Sue Durham, Kamiakin Band Boosters; Chapter GF P.E.O.

Clean Up: Rick Schmidtke, Chairman; Wire Nuts, Franklin County.

Columbia Center Mall Sales: Judy Carlson, Chapter AQ P.E.O.; Air Show Sales, Florence Hopkins, Chapter GZ P.E.O.

Communications: Brian Nielson, Dick Yeager, Steve Collins, Harold Lines, Ron Strait, Tri-City Amateur Radio Club.

WATER FOLLIES EVENTS

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

Allied Arts Sidewalk Show: Connie Fastabend, Chairman, Allied Arts Association.

Autocross: Chris Whitley, Chairman.

Baseball Tournament: Ed Potoshnik, Chairman.

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

Bicycle Moto-Cross: Linda Dutt, Chairman.

Celebration of Praise: Joan Souza, Chairman.

Chess Tournament: Peter Dessauls, Chairman, Tri-City Chess Club.

Children's Theatre: Nellie Ostler, Chairman, Richland Stake LDS Church.

Civic Club Luncheon: Ken Maurer, Coordinator.

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

Golf Tournament: Perry Williams, Chairman, Tri-City Country Club.

Grand Parade: Bob Merriman, Chairman, Brad Upton, Jack Beaujon, Rick Thompson.

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

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

Miss Tri-Cities Style Show: Dorothy Schoepach, Chairman.

Model Airplane Fun Fly: Fred Fisher, Chairman, Tri-City R/C Modelers.

Model Hydroplane Races: Bob Brackett, Chairman, Radio Controlled Unlimiteds.

Monte Carlo Nite: Marleen Hottell, Chairman, St. Patrick's Church.

Racquetball Tournament: Stan Johnson, Steve Wallenfels, Chairmen, Tri-City Court Club.

Rowing Regatta: Kevin Veleke, Chairman, Tri-City Cougar Club.

Sand Drags: Jack & Zana Griffith, Chairmen.

Sectional Tournament: Alan Lowe, Chairman, Richland Bombers baseball team.

Shoreline Run: Dave Lewis, Chairman, Richland Exchange Club, Richland Police.

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

Talent Search: Regina Bell, Chairman.

Talent Show: Judi A. Clark, Co-Chairman; Carol Crabtree, Co-Chairman; Tri-City Assn. of Professional Mortgage Women.

Team Pentathlon: Bill Mahoney, Chairman.

Tennis Tournament: Paul Whitmarsh, Chairman, Pasco Parks & Recreation Department; Dunning-Ray Insurance Agency.

Volleyball Tournament: Tri-City Court Club.

Walter's Day Race: Bob Creamer, Chairman, Black Angus Restaurant, Pasco.

Water Ski Jump & Ski Show: Clark Warner, Chairman, Tri City Water Ski Club.

Water Skiing & Bobsled: Marilyn Marks, Chairman, Pasco



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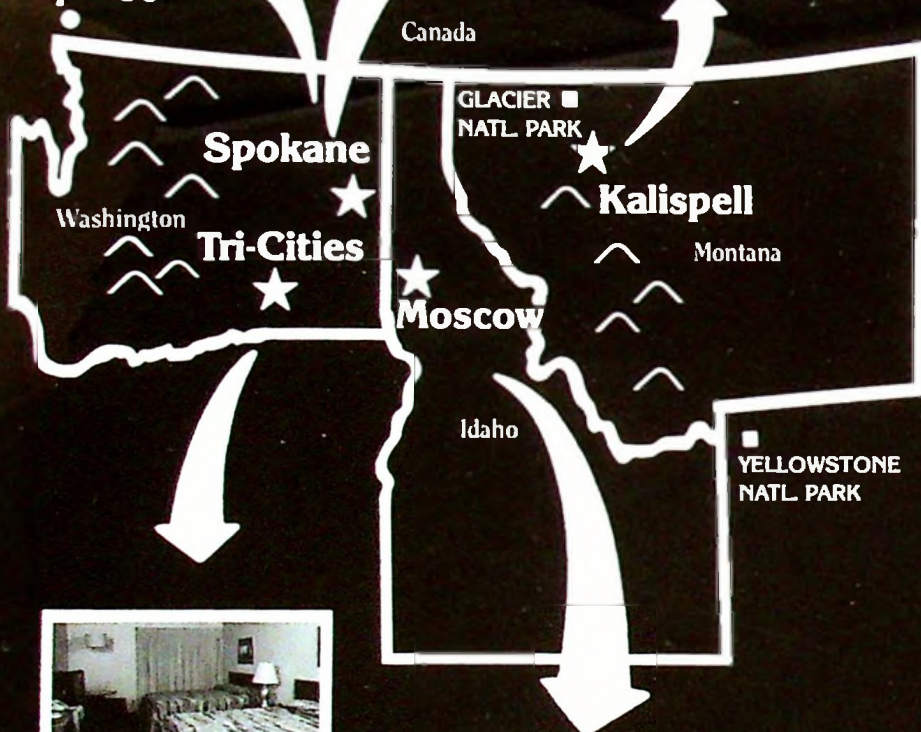
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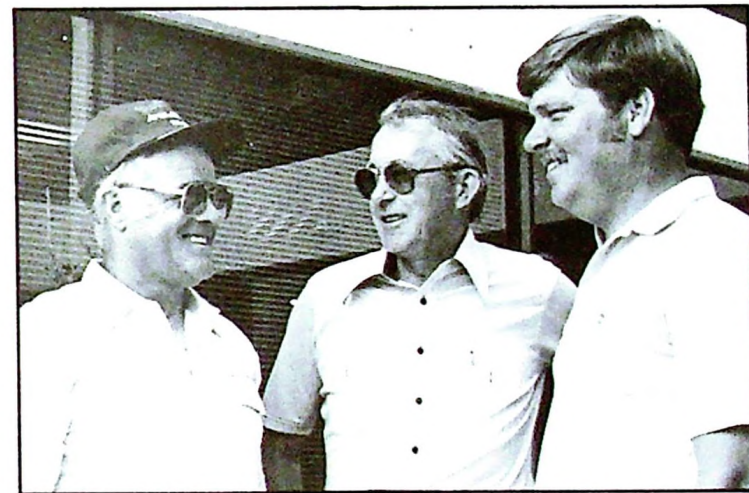
Dick Hone and Mike Berriochoa
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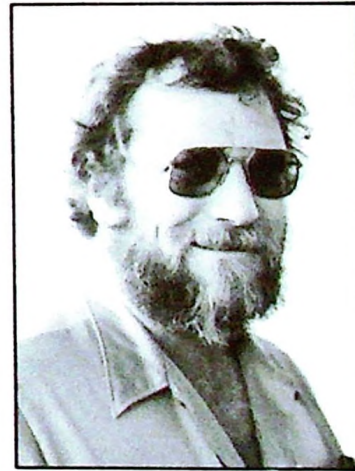
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1985 MISS TRI-CITIES PAGEANT

Friday, July 12 • 7:30 p.m. • Richland High School Auditorium

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Susan Allmendinger
PASCO



Lynette Baer
RICHLAND



Lynn Bancroft
PASCO



Debra Hazenberg
KENNEWICK



Christy Northey
KENNEWICK



Sharon MacGettigan
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Brenda Nelson
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Franki Petragallo
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Sharon MacGettigan
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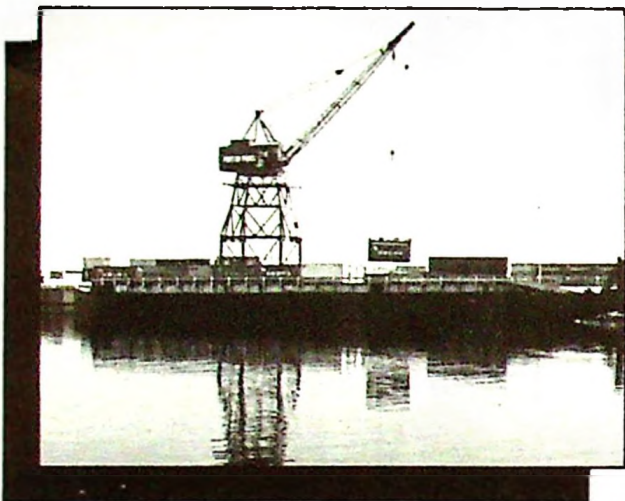


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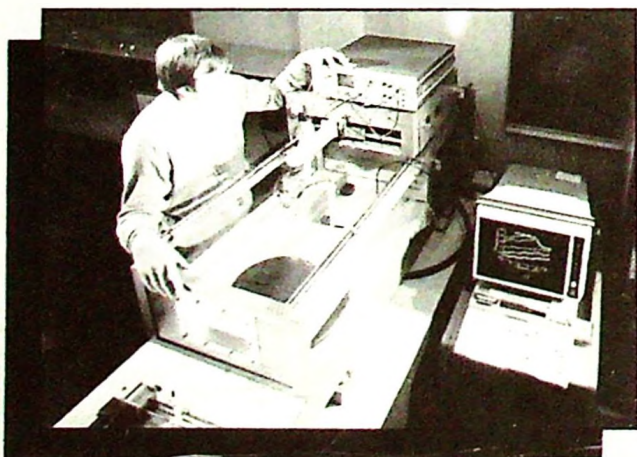
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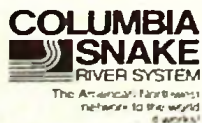


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Tri-Cities, Washington — A Good Place To Be

Agriculture - Washington's Breadbasket

The Snake and Yakima Rivers join the mighty Columbia River at the Tri-Cities. Water from these rivers has converted this sunny, arid region, much of which was once a desert, into one of the world's most productive agricultural areas. Benton and Franklin Counties alone have over 1.2 million acres of cropland of which 400,000 acres are irrigated. The Columbia Basin Project to the north of the Tri-Cities, provides an additional one-half million acres of very productive irrigated land. The locally grown "Washington Apple" is famous throughout the world while the "Washington Potato" sets industry standards for quality.

To Market - The Easy Way

Washington State is known as "America's Pacific Gateway." The Tri-Cities is ideally located to process and forward agricultural commodities grown in Eastern Washington and elsewhere in the inland Pacific Northwest through this gateway. Products flow from the Tri-Cities to deepwater ports that serve the Pacific Rim countries and the rest of the world. Agriculture is the largest industry in the State of Washington and the materials to support agricultural activity in the form of fuel, agricultural chemicals and machinery flow all directions through the Tri-Cities.

Manufacturing - Variety Abounds

The Tri-Cities is home for a wide variety of industrial activities. The food processing industry in the region utilizes nearly 4000 employees to process a portion of the agricultural products grown locally. Production and distribution of agricultural chemicals and fertilizer combines with manufacturing of fuel for energy production to employ over 6000 chemical workers.

Industrial activity in the Tri-Cities is not limited to food processing, chemical production, energy research and

high technology. A wide variety of small to medium sized industries produce a multitude of products here including such diverse items as packaging equipment, golf club shafts and farm machinery.

Advanced Technology - A Key to Opportunity

High technology is not new to the Tri-Cities which is the home of the Battelle Pacific Northwest Laboratories and a center for energy research. Over 9000 engineers, scientists and highly skilled professional and technical workers live and work in the Tri-Cities. Production of electronic components, circuit boards, computer hardware and software plus state of the art electronic medical diagnostic instruments is helping the Tri-Cities to become better known in the world of electronics and high technology.

Energy and R&D - The Necessary Ingredients

Energy research is big business in the Tri-Cities with 13,500 people employed at the 570 square mile Hanford site operated by the Department of Energy. The Fast Flux Test Facility (FFTF) at the DOE Hanford site is the most modern facility in the world for development of breeder reactor technology. The privately operated Battelle Northwest Laboratory complex employs over 2800 in providing research, development and testing services to both private sector clients and governmental entities.

Tourism - It's Easy to See Why

Tourism is a thriving business for many cities in the State of Washington and the Tri-Cities is no exception. Over 225 sunny days per year, unlimited access to recreational waters, many fine golf courses plus some of the finest upland game bird and waterfowl hunting areas in the world attract tourists to this area.

The Washington wine industry cen-

ters around the Tri-Cities and winery tours are a leading tourist attraction. In addition to the Columbia Cup Unlimited Hydroplane Races, events such as the Tri-Cities Northwest Wine Festival, the Benton-Franklin County Fair and Rodeo, NASCAR auto racing and parimutual horse racing attract visitors to this area.

Sharing the Wealth - An Attitude

Tri-Citians are proud of these riches and want the world to know that this is a great place to live, to play— and to do business. They want others to share in the opportunities of the region and they want the region to continue to grow and prosper.

Attraction of new industry is highly competitive in today's market and Tri-Citians have gotten together to make sure their voice is heard. The new Tri-City Industrial Development Council, or "TRIDEC," will serve as a focal point for industrial development activities in the Tri-Cities. Supported and endorsed by all of the public and private organizations, this group will play a critical role in letting the rest of the world know about the many fine assets and opportunities offered by the region.

Going the Same Direction

Governor Gardner's TEAM WASHINGTON plan is an aggressive and successful state-wide economic development program. TRIDEC functions as a member of TEAM WASHINGTON on behalf of the Tri-Cities. Marketing activities, trade shows, advertising, international visits and more are occurring at both the state and the local level. A recent delegation to Washington from eight large Japanese banks as part of the TEAM WASHINGTON effort was hosted locally by TRIDEC.

This is only the beginning of what promises to be a positive, unified Tri-Cities approach to sharing the assets and, maybe most important of all, the Tri-Cities "can do" spirit of support for progress.

STAR

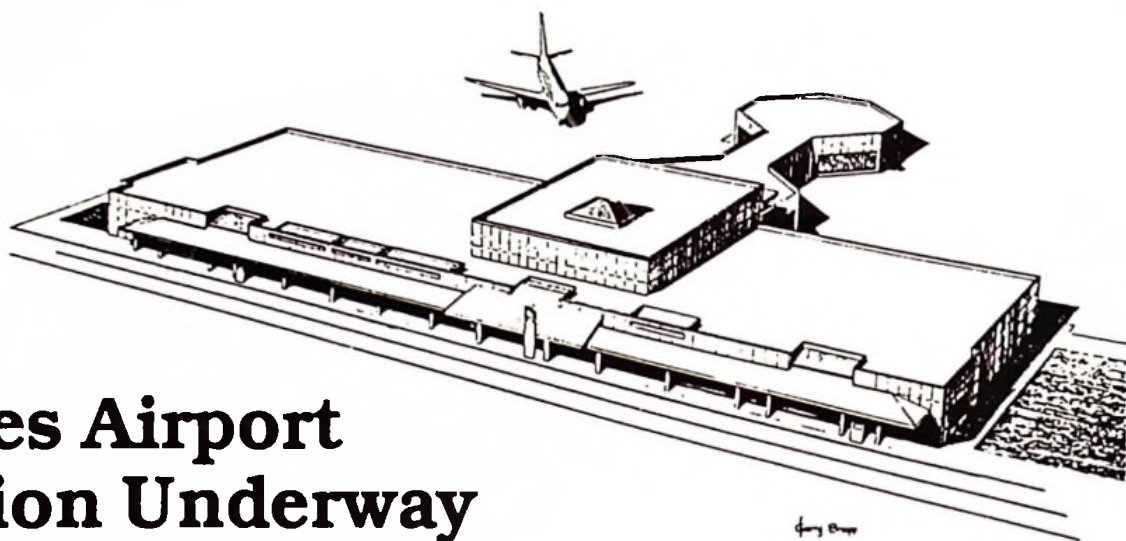


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Tri-Cities Airport Expansion Underway

An expansion project, which will double the size of the existing facility, is underway at the Tri-Cities Regional Airport in Pasco. It is the largest capital project ever undertaken by the Port of Pasco.

When complete, the airport facility will be expanded from approximately 25,000 square feet to over 58,000 square feet. The expanded terminal will include an airplane boarding concourse which will extend east

from the main lobby. The concourse will accommodate additional aircraft and provide expanded space for passenger boarding, waiting and arriving.

Also included in the expansion is a totally automated and enclosed baggage claim area, an increase in the restaurant/lounge area with the addition of a meeting room, room for four airlines in a special passenger ticketing area and room for up to five

rental car companies.

The revamping of the airport parking area, which was Phase I of the project, was completed in June 1985. The new paid parking area includes space for 194 vehicles in the short term area, 644 long term parking spaces, plus additional space for rental cars, corporate parking and airport employees.

The entire project is slated to be complete in June 1986.



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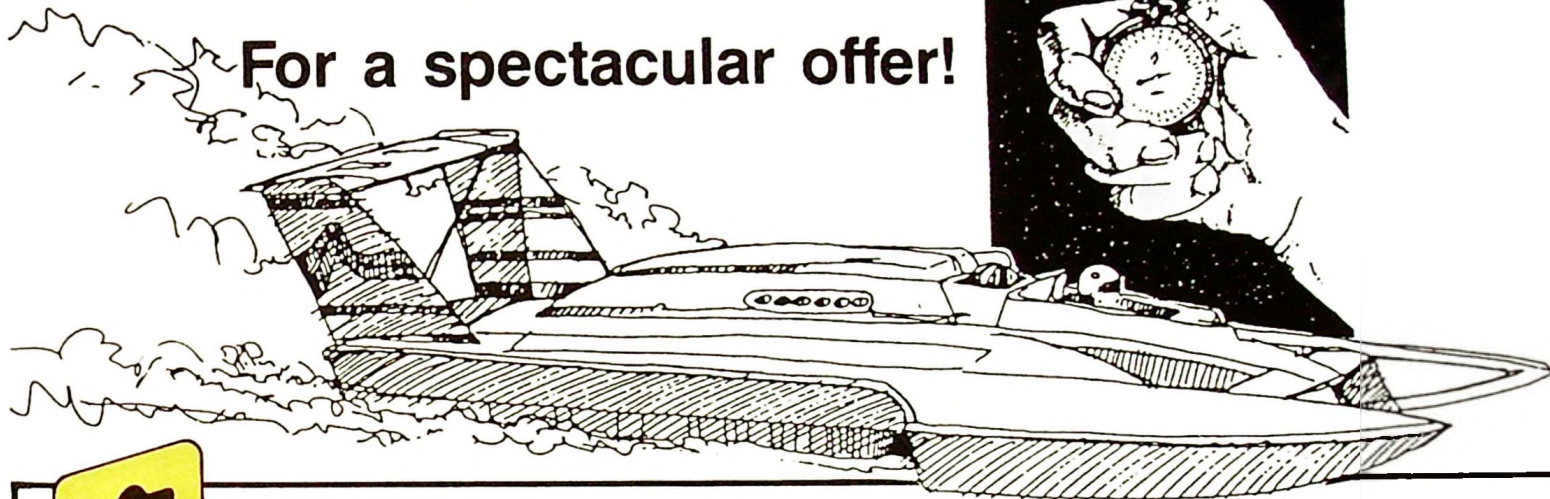
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COLUMBIA CUP

TRI-CITIES, WA · JULY 28

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COLUMBIA CUP

TRI-CITIES, WA · JULY 28



Tri-Cities Regional Airport

Expanding to Better Serve the Entire Columbia Basin



Increased convenience and comfort. That's what the people of the Columbia Basin will find when they use the Tri-Cities Regional Airport after the completion of the terminal expansion and modernization now underway.

When finished, the enlarged terminal will include increased area for passenger boarding, waiting and arrival; a totally automated and enclosed baggage claim area; room for four airlines in a ticketing area; and, an increased restaurant and lounge area.

The entire expansion/modernization program, which is the largest capital project ever undertaken by the Port of Pasco, will be complete in the summer of 1986.

PORT OF PASCO COMMISSIONERS

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Vice President - A. Richard Banks

Secretary - James W. Rogers

GENERAL MANAGER, PORT OF PASCO

Paul L. Vick

AIRPORT MANAGER

James L. Morasch

ASSISTANT AIRPORT MANAGER

Ronald Foraker



Chip Hanauer / Atlas Capture Third Straight Gold Cup

Chip Hanauer, driving the turbine-powered Atlas Van Lines, captured a third consecutive Gold Cup on July 29 in the Tri-Cities. Kicking a steering wheel with his knee through the turns and using an engine that he called "whimpy," Hanauer became the only person to win the Gold Cup three straight times and the first to drive a turbine-powered boat to a Gold Cup victory.

Hanauer won with an average speed of 130.175 mph, which was the fastest final heat average of the 10 race circuit.

The Squire Shop, driven by Mickey Remund, lead the final heat from a perfect start, but went dead in the water on the third lap. That opened the door to Hanauer for another Gold Cup victory. Second place went to George Johnson in the Miss Executone with 116.618 mph, and third went to Milner Irvin in the Renault. The Squire Shop was awarded fourth place and Miss Tosti Asti, driven by Steve Reynolds, fifth. The Miss Budweiser driven by Jim Kropfeld took sixth place.

It was a week of fast racing on the Columbia River. A total of 11 records fell in the world, Tri-Cities and Gold Cup record categories.



Chip Hanauer, driver of the turbine-powered Atlas Van Lines, accepts his third straight Gold Cup trophy during the awards banquet which followed the race.

**We take pride in our association
with the Tri-Cities and offer
our congratulations to Water Follies.**



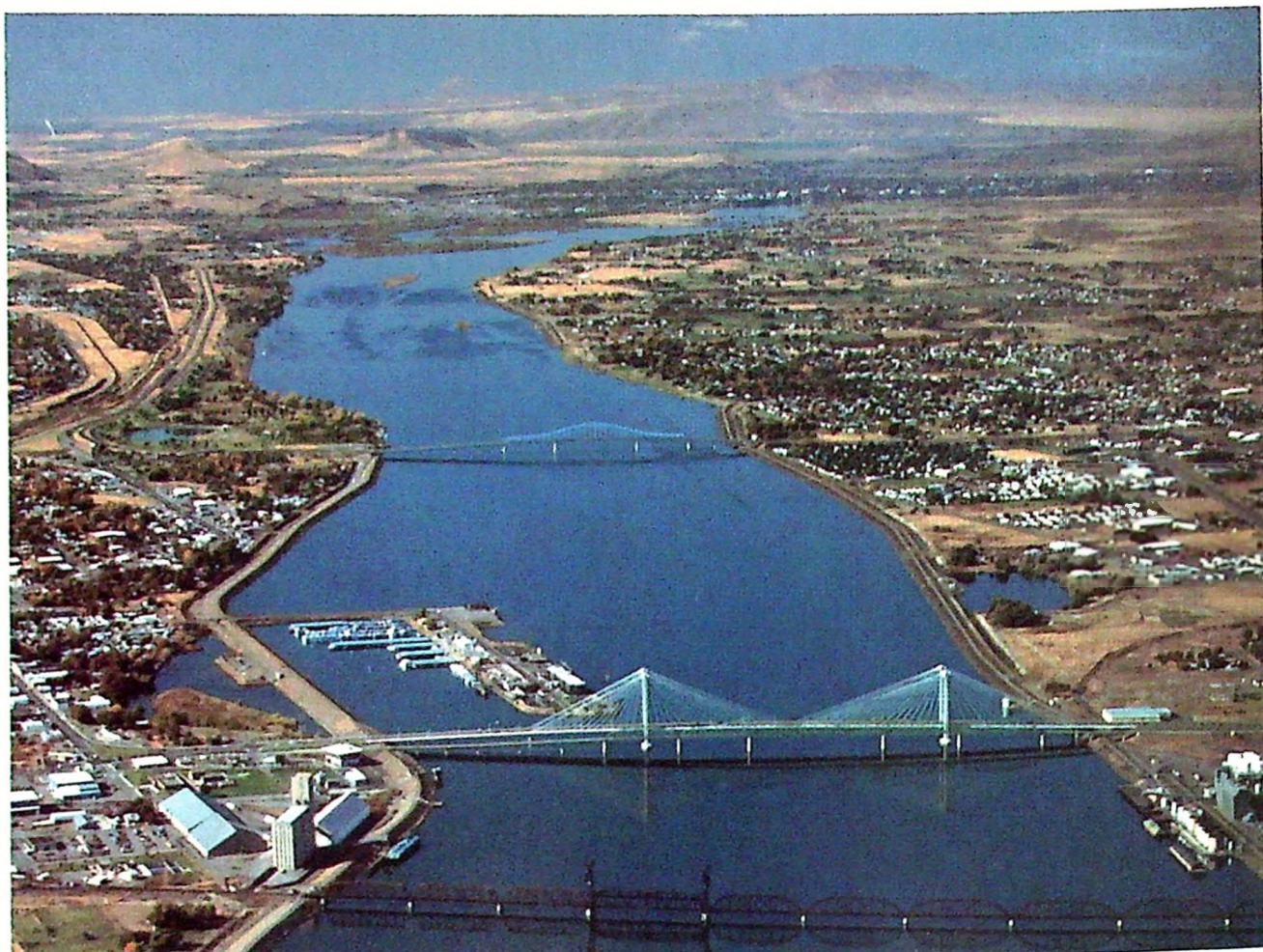
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1985 UNLIMITEDS



U-1 Miss Budweiser

Driver: Jim Kropfeld
Owner: Bernie Little
Crew Chief: Jeff Neff
Built: 1985
Builder: Ron Jones
Power Plant: Rolls-Royce Griffon

The defending National Champion comes to the Tri-Cities with an all-new boat that features a completely enclosed cockpit, designed by Ron Jones and the **Miss Budweiser** crew. It will be the first time a driver has been completely enclosed in the hull. The driver capsule is designed to provide the driver with a survivable environment and includes a 30-minute air supply. Latches on both the capsule and a trap door under the seat can be utilized for rapid removal of the driver.

Additionally, the hull features newly designed sponsons and a rear non-trip plus a more efficient aerodynamic design.

Last year the Miss Budweiser team captured its seventh national high point championship.



Driver **Jim Kropfeld** returns to the driver seat of the Miss Budweiser, after claiming his first national championship in the unlimited division last year. He adds that to a list of other racing achievements in a racing career that began in 1962. He is the only driver in the sport to win 10 of his first 22 races. Kropfeld was elected to the Hall of Champions in the limited ranks in 1975 and 1978 and in the Unlimited Division in 1984.



Bernie Little, owner of the Miss Budweiser, is in his 23rd unlimited season and is the sport's winningest owner. He also has compiled a record number of Gold Cup titles along with the 1981 world championship. A member of the Florida Sports Hall of Fame and the Unlimited Hall of Fame, Little has campaigned both unlimited and off-shore boats. He was the first recipient of the Gar Wood Award for service to the sport.



Jeff Neff was made crew chief of the Miss Budweiser team in mid-season 1984. He has been a member of the team for seven years. He also has worked on the Bill Muncey limited boats and the Miss U.S. team. Neff attended Shoreline Community College and the University of Washington where he majored in engineering and was a driving force in the development of the enclosed capsule.

U-2 Squire Shop

Driver: Tom D'Eath
Owner: Bob Steil
Crew Chief: Jim Harvey
Built: 1982
Builder: Jim Lucero
Power Plant: Rolls-Royce Griffon

The boat that wound up the 1984 season in second place in the national high point championship standings, will be joining the 1985 circuit at the Tri-Cities. This will be the second year that this hull will race under the U-2 designation. It won the National Championship in both 1982 and 1983 under the Atlas Van Lines flag.



Tom D'Eath rejoins **The Squire Shop** team as its driver after spending a year behind the wheel of the Lite All-Star boat in 1984. D'Eath drove the Squire Shop in 1982 and 1983 and has four career wins including two with the Squire Shop. In 1976 he won the Gold Cup while driving the Miss U.S. He is a veteran of many classes of boats, and in the off-season builds hulls and engines for limited classes. He earned national championships in the 1978, 1979, and 1980 Grand Prix International Division and has also competed in the USAD mini-Indy and Super Vee car racing series.



Owner **Bob Steil** is president of the Squire Shops, a chain of retail men's sportswear stores in Oregon, Washington and Montana. Steil has campaigned as unlimited since 1977. Dur-

ing his involvement in unlimited racing, he has received recognition from the Unlimited Racing Commission as "Race Sponsor of the Year."



One of the most experienced crew chiefs in the business is **Jim Harvey**, chief wrench of the Squire team. Harvey joined the Squire team in 1984 and that year was awarded the URC Crew Chief of the Year Award. The Squire crew was also named Crew of the Year. He was previously the crew chief for the Atlas Van Lines team that won national championships in 1982 and 1983. He has also served on the crews of the Circus Circus and Miss Timex.

U-4 Oh Boy! Oberto

Driver: Jerry Hopp
Owner: Bill McFadden
Crew Chief: Al Thoreson
Built: 1974
Builder: Les Staudacher
Power Plant: Turbo-charged Allison

With the addition of a year-long sponsor, the U-4 **Oh Boy! Oberto** team plans to run the entire 1985 circuit. Last year the team (which ran as the U-20 and here as the KZOK Machine Rock Band) entered the circuit at Evansville and then made every race, finishing every heat that it started. Because of this record, the team received the URC's Outstanding Achievement Award.

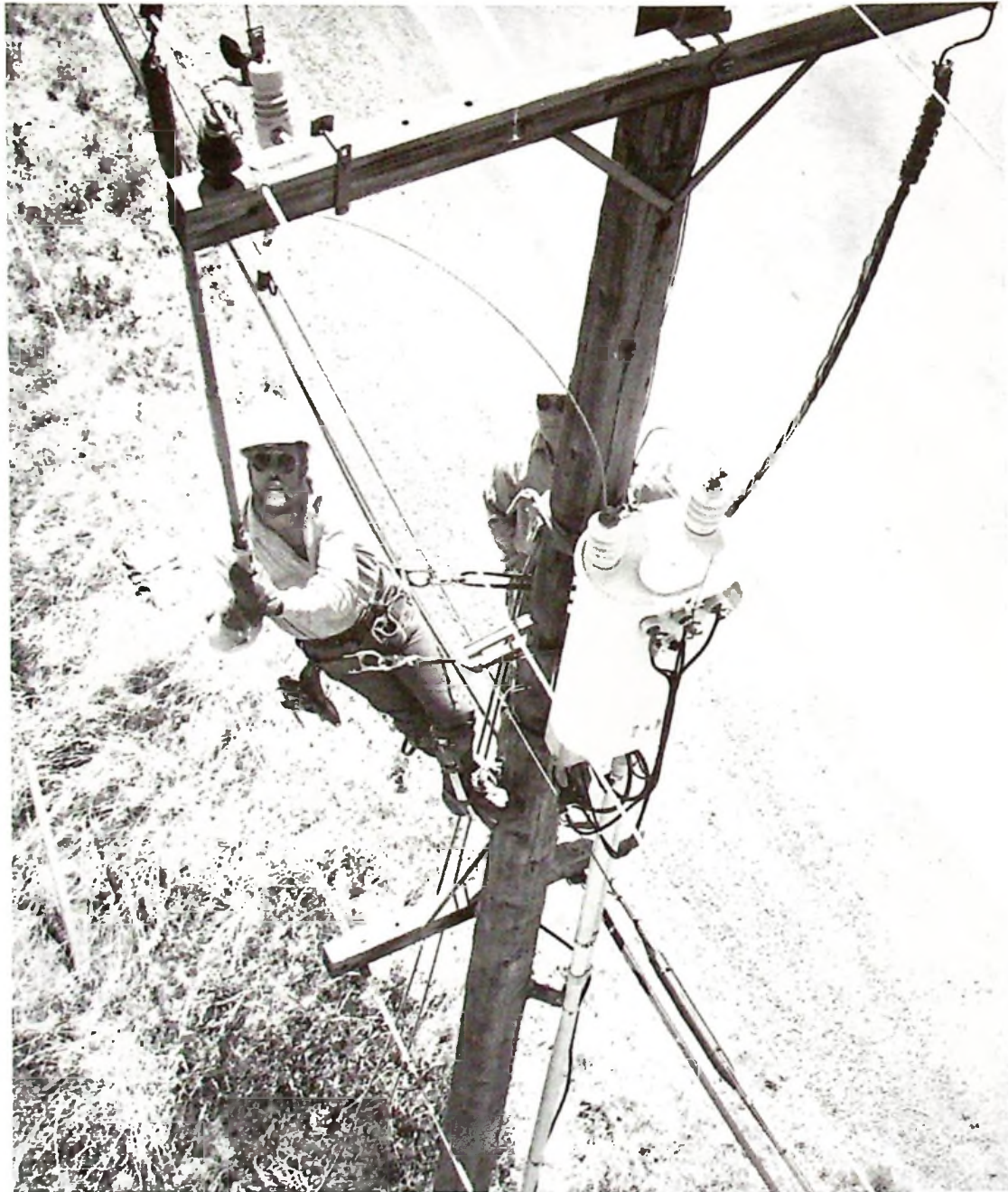


Jerry Hopp joined the McFadden team in 1984 after driving the U-52 in 1981 and 1982 and the U-29 in 1983. Hopp began driving outboards in 1961 and compiled an impressive record with the 145 class, including claiming the 1983 high point championship and several speed records for that class.



Owner of the U-4 is **Bill McFadden**, a Seattle tire distributor. McFadden first became interested in unlimited hydroplanes while on helicopter duty with the U.S. Navy in the late 1950s.

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1985 UNLIMITEDS



He entered boat racing in 1979 with the purchase of a limited, and moved into the unlimited classification in 1984.



During his 32 years in the sport, crew chief **Al Thoreson** has served as owner, driver, mechanic and crew chief. Thoreson developed the turbo-charged system that proved reliable over the last season.

U-5 Frank Kenney Toyota/Volvo

Driver: Leif Borgersen
Owner: Jerry Kenney
Crew Chief: Fred Wright
Built: 1984
Builder: Jon Staudacher
Power Plant: Turbo-charged Allison

The 1985 U-5 entry sports a new wing, new sponsons and a new driver. The crew has done extensive work on the sponsons and hull during the winter, including completely redesigning the deck on the right side to assist the hull aerodynamics. Last year the boat raced only in the Tri-Cities and Seattle. This year the schedule was upped to include Miami, Syracuse, Tri-Cities and Seattle with additional races possible. Last year, the new hull qualified at better than 120 mph.

A veteran driver returns to the sport to take over the helm of the U-5. **Leif Borgersen**, started his racing career driving outboards at the age of 10. He worked his way through the limited inboard ranks and joined the unlimited circuit in 1967 as a crew member for the Notre Dame. He moved into the driver's seat of the Notre Dame in 1969 and 1970, and drove the Hallmark Homes in 1971. He was also the pilot of the first turbine-powered unlimited, the U-95. Borgersen returns to driving an unlimited after a 10 year absence.

Jerry Kenney, owner of the U-5, started sponsoring unlimited hydroplanes in 1978, and moved into the ranks of ownership last year. Before becoming the owner, he sponsored the



Miss Madison team in some of its Western swing races.

Fred Wright is crew chief of the U-5 team. He began racing in 1961 with his main interest in 225s and Seven-Litre hydros. He got involved with the unlimiteds in 1969 as a member of the Notre Dame crew and was crew chief of the Hallmark Homes in 1971. He has been a self-employed machinist for the last 13 years.

U-6 American Speedy Printing

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

The **American Speedy Printing** returns for its second season with the Miss Madison racing team and the team is hopeful of getting its usually reliable engines on track for the 1985 season. The team added Holset Turbochargers to the Allison engines this year, which are the same turbochargers used by the Roger Penske Indy Car Team. Last year the team finished the season seventh in the national championship standings.



The **American Speedy Printing** will be driven by an unlimited rookie, **Andy Coker**. Coker brings a wealth of boat racing experience to the team. He started racing in the stock out-

board division in 1958, and since then has seat-time in a number of fast hulls from the Mod U and Champ Boats of the OPC division to the Five-(280), Six- and Seven-Litre hydros of the unlimited inboard division. He is presently an inboard commissioner and holds the Five-Litre straightaway record.



Bob Hughes, a resident of Madison, Ind., is the City of Madison's representative of the team. Hughes has been active in unlimited racing for more than 15 years and was named Sportsman

of the Year in 1983 by the URC. He is president of Clifty Engineering. **Charlie Groom** will be the crew chief of the U-6 team. He has been a member of the Miss Madison racing team for the last eight years. He is a member of the Board of Directors of Miss Madison and lives in Madison.

U-8 Miss Executone Telephones

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

The **Miss Executone** team started the 1985 unlimited season strong with a win at the first race of the season (Miami). It was the first win for the U-8 team and its sponsor. The team entered the season with a bevy of new Rolls-Royce Merlin engines and spent the off-season building engines and testing the boat. Last year the boat finished the season third in the national high point championship and set a new 60 mile record in the Tri-Cities Gold Cup where it finished second.



Scott Pierce will be behind the wheel of the U-8. Pierce, the son of former unlimited owner Laird Pierce, has driven the Budweiser Light, Tempus and The Gilmore Special. He was Co-Rookie of the Year in 1981. In the Five-Litre inboard class, he won five consecutive high point championships in Division 12.



Bill Wurster is now the sole owner of the Miss Executone, having bought-out the two co-owners in the off-season. Wurster has been associated with power boat racing for more than 21 years, starting in the stock outboard ranks. He drove unlimiteds from 1972 through 1978. Since then he has owned and operated such teams as Oh Boy! Oberto, and Dr. Toyota.



Crew chief **Dan Heye** is in his fourth year as crew chief of the Executone. He started with the Circus team. In 1981 he won the URC Crew Chief of the Year award for his effort with the Oh Boy! Oberto hull. He holds a chemistry degree from the University of Washington.

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U-9 Boatracing Magazine

Driver: Wil Muncey, Jr.
Owner: Wil & Debi Muncey
Crew Chief: Jeff Kahler
Builder: John Buhl
Power Plant: Turbo-charged Allison

The U-9 team joined the fleet of unlimited hydroplanes in Syracuse, and plans to race the rest of the circuit under the sponsorship of **Boatracing Magazine**.

The U-9 is a 31', pickle-fork cab-over hull that was built by John Buhl. The hull is constructed of plywood and aluminum. The boat is powered by a turbo-charged Allison. In racing trim it weighs 7,000 pounds.



The U-9's driver and co-owner is **Wil Muncey, Jr.** Muncey began boat racing at age 8. Now at 32, he has nine years of 5-litre hydroplane racing behind him. He began unlimited racing with the U-43 in 1982. He is also publisher of Boatracing Magazine.



Co-owner is **Debi Muncey**. Her first involvement in boatracing was in 1982 when she served as administrator for the U-43 Racing Team. For the U-9, she also serves as Director of Administration.



Jeff Kahler is the crew chief of the U-9, a position he assumed mid-season last year. Under his direction, the team has been working to increase and enhance the performance of the Allison engines. Specifically, the super-charged Allison aircraft engines have been modified so that they will perform with turbocharging. With an anticipated horsepower increase of no less than 500 per engine. As a contingency, should any problems develop with the turbocharged program, the team will carry a supercharged powerplant that employed.

U-17 Tempus

Driver: TBA
Owner: Chuck Hickling
Crew Chief: Larry Gillespe
Builder: Chuck Hickling
Built: 1985
Power Plant: Rolls-Royce Merlin



The second of **Chuck Hickling's** home-built boats will make its racing debut during this year's Columbia Cup. Hickling has been building the boat over the past three years. It is a tunnel boat configuration which will run with Rolls-Royce power and a traditional driveshaft and rudder. The team runs without sponsorship. Hickling names his boats "**Tempus**" because that is the latin word for "time." His wife Mel picked the name because Hickling spends so much time building his boats.

Hickling is a retired shipwright and a veteran thunderboat driver. He began his driving career in 1957, driving the Miss Seattle, and has driven a number of boats until retirement in 1979. He loaned his boat to the Budweiser team in 1980 to help them finish the season and win their national championship.

Crew chief of the U-17 team is **Larry Gillespe**.

U-22 Cellular One

Driver: Todd Yarling
Owner: Jim Sedam
Crew Chief: Kenny Washer
Built: 1984
Builder: Jon Staudacher
Power Plant: Stock Allison

The U-22 team finished the 1984 season fourth in the national high point race with a season-long consistent performance. The team broke the world speed record for a super-charged Allison-powered unlimited with a 124 mph run. During the off-season the U-22 underwent several small changes in the hull while the crew continued its hunt for additional horsepower out of the stock Allison engines, without losing its consistency.

The boat will race during the 1985 season as the **Cellular One**, Risley's Express and Eagle Snacks.



has been for Jim Sedam all of his unlimited racing career. He was Rookie of the Year his first season and last year was voted the most improved driver by the URC.



Owner **Jim Sedam** is entering his third year as an owner in the sport of unlimited racing. He sponsored unlimiteds for four years before buying his own boat.

The U-22 team has a new crew chief, **Kenny Washer**. He has 10 years of experience working on unlimiteds and is an accomplished engine mechanic specializing in Allison and turbine jet engine repair. He has worked with Graham Heath and Bill Cantrell.

U-100

Driver: Mitch Evans
Owner: Fred Leland
Built: 1982
Builder: Ed Karelsen
Power Plant: Rolls-Royce Merlin

The hull of the **U-100** made its debut here in 1982 and raced here last year as the Oh Boy! Oberto (U-40). The boat was designed and built by Ed Karelsen and is 28½ feet long and 14½ feet wide. It is all aluminum except for the deck, which makes the boat very light.

Driver of the U-100 will be **Mitch Evans**. Evans has several years experience in the limited racing classes and in 1981 finished third in the nation in the 7-litre Division I category. He has previously driven the U-21 (Island Security Systems), but made the switch this year to the U-100.



U-100 owner is **Fred Leland**, who first qualified an unlimited driver in the late 1970s as driver of B Miller's boat. He acquired the Karelsen hull in 1981 and ran the entire circuit in 1982. Last season he also ran a hull that was powered by a 2,500 cubic inch Packard P engine.



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1985 UNLIMITEDS



U-711 Miss 7-Eleven

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

The turbine-powered **Miss 7-Eleven** ran last year as the Miss Tosti Asti and in eight races last year qualified in the top three. In Houston, the team captured the World Championship. During the off-season, the crew developed new cowls for the hull and built a new driver's capsule which puts Reynolds much lower in the boat. Additionally, the team will run custom-built forged propellers.

The 1985 sponsor of the boat is The Southland Corporation (7-Eleven), the world's largest operator and franchiser of convenience stores and the nation's sixth largest retailer.

The U-711 driver is **Steve Reynolds** who drove in the 225 limited class between 1975 and 1978. In 1978 he became the driver of the Miss Circus Circus unlimited and in 1979 and 1980 drove it to second and third in high point races, respectively. He drove the Miss Prodelco for part of the 1982 season.



Steve Woomer is owner of the U-711. In 1983 he purchased the entire hydroplane operation formerly owned by Dave Heerensperger. In 1984 he was honored as Owner of the Year for his accomplishments and contributions to the sport.



Crew Chief is **Jerry Verheul**. He has had a long time interest in boat racing, but up until three years ago he primarily ran a drag racing operation that won numerous national championships. In 1982 Verheul became crew chief for the Prodelco team and also worked on the automotive-powered Aronow.



U-00 Miller American

Driver: Chip Hanauer
Owner: Jim Lucero/Fran Muncey
Crew Chief: Jim Lucero
Built: 1984
Builder: Jim Lucero
Power Plant: T-55 Lycoming
 Turbine L-11

Last year the Lucero/Muncey/Hanauer team (running as Atlas Van Lines) came to the Tri-Cities with a new boat and a new turbine engine... and, walked away with their third consecutive APBA Gold Cup. While here, they set a passle of records, including the fastest lap ever run by an unlimited at 145.867 mph during qualifying. The team turned the fastest lap at nearly all of the events where it competed.

The **Miller American** camp will use the Lycoming T-55 L-11 engines, while the other turbine camps will be using the T-55 L-7 engines. The L-11 version is said to be more powerful than the L-7 variation.

Chip Hanauer enters his fourth season as pilot of the Lucero-Muncey team hull. He has become the winningest active driver in the sport, with 13 victories (including his three straight Gold



Cups). He began his driving career at the age of nine driving outboards and moved through limited ranks and into the unlimiteds. A Washington State University graduate, he was inducted into the APBA Hall of Champions in 1983.



Fran Muncey is in her fourth year as owner of the team and has controlling interest in Lucero-Muncey Racing. She has been listed as owner since 1976 when her husband, the late Bill Muncey, formed Bill Muncey Industries. Since Bill's death, she has made the commitment to the continuation of the team.



Crew chief and co-owner is **Jim Lucero**, the sport's most successful crew chief. He's been responsible for a number of winning teams including the Pay 'n Pak and Atlas. Lucero developed the turbine powered Pay 'n Pak that debuted in 1980 here in the Tri-Cities.



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U-1 MISS BUDWEISER
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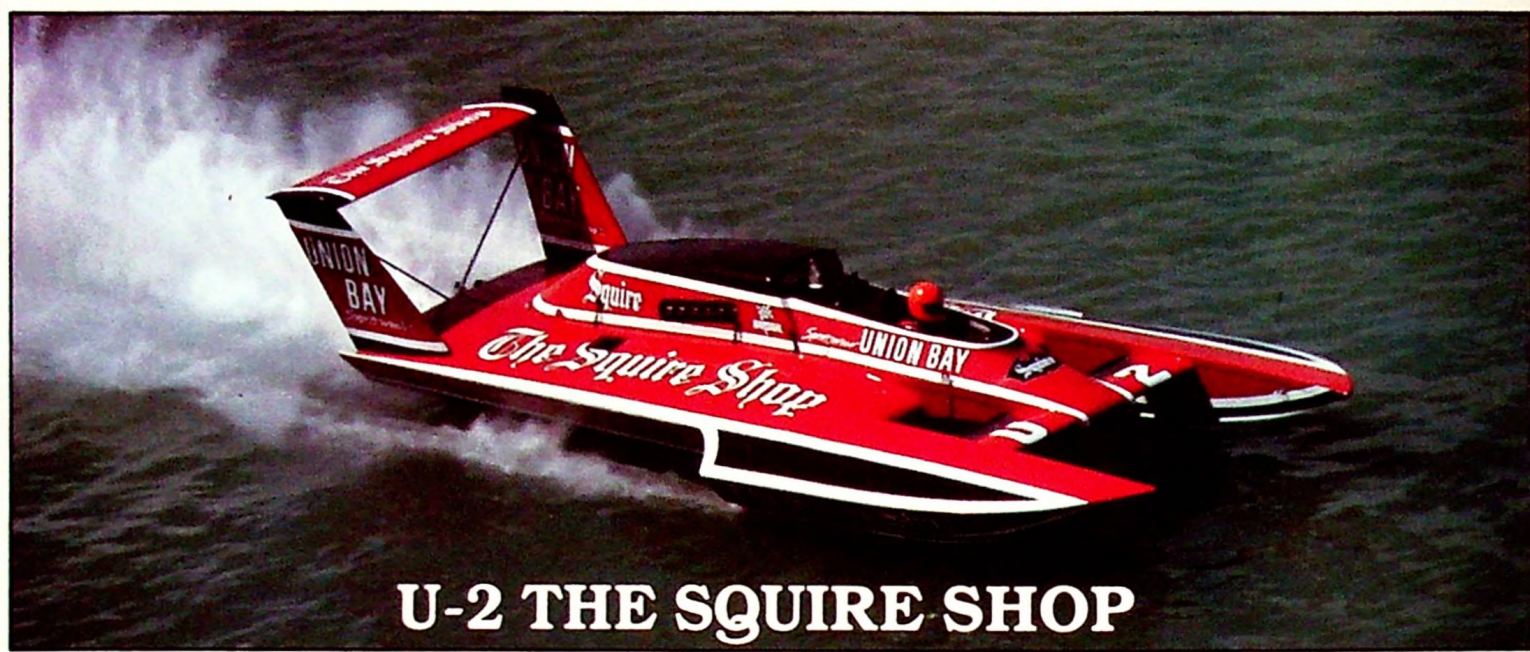


U-711 MISS 7-ELEVEN



U-00 MILLER AMERICAN

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U-2 THE SQUIRE SHOP



U-4 OH BOY! OBERTO



U-5 FRANK KENNEY TOYOTA/VOLVO

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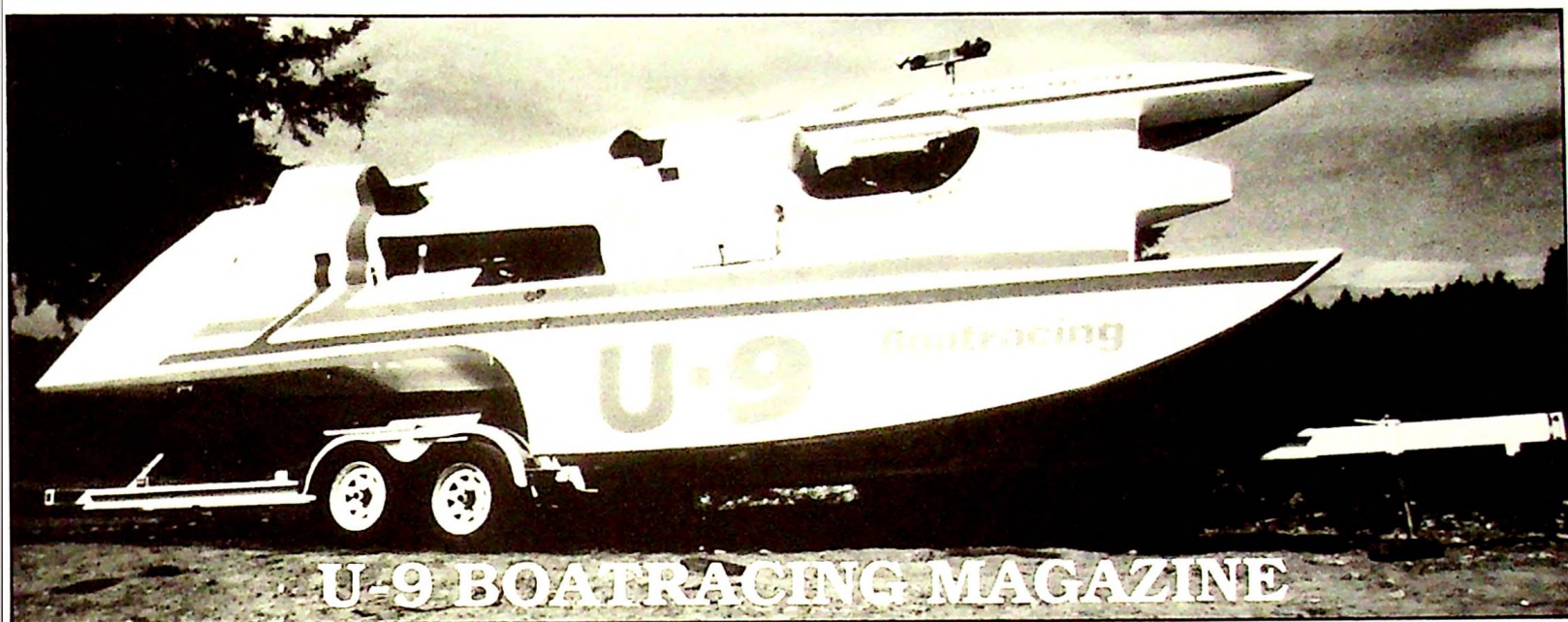


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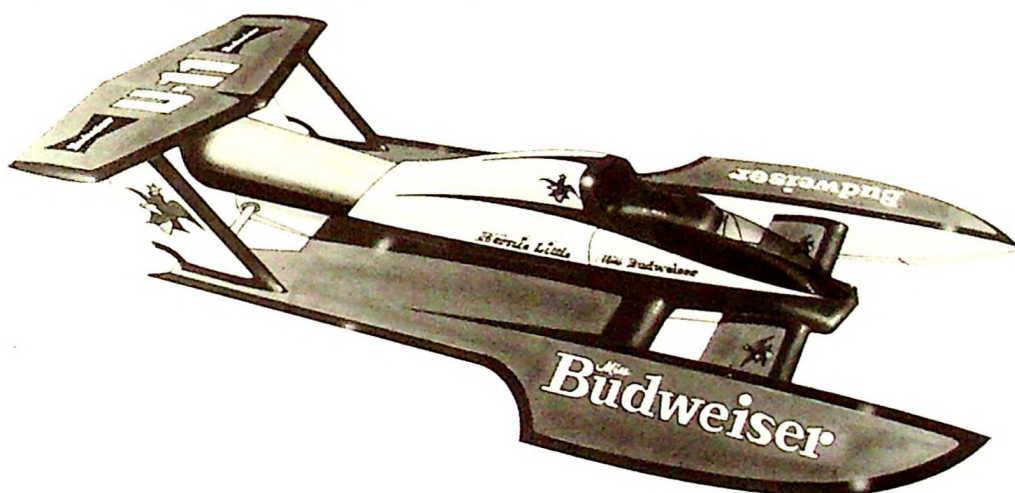


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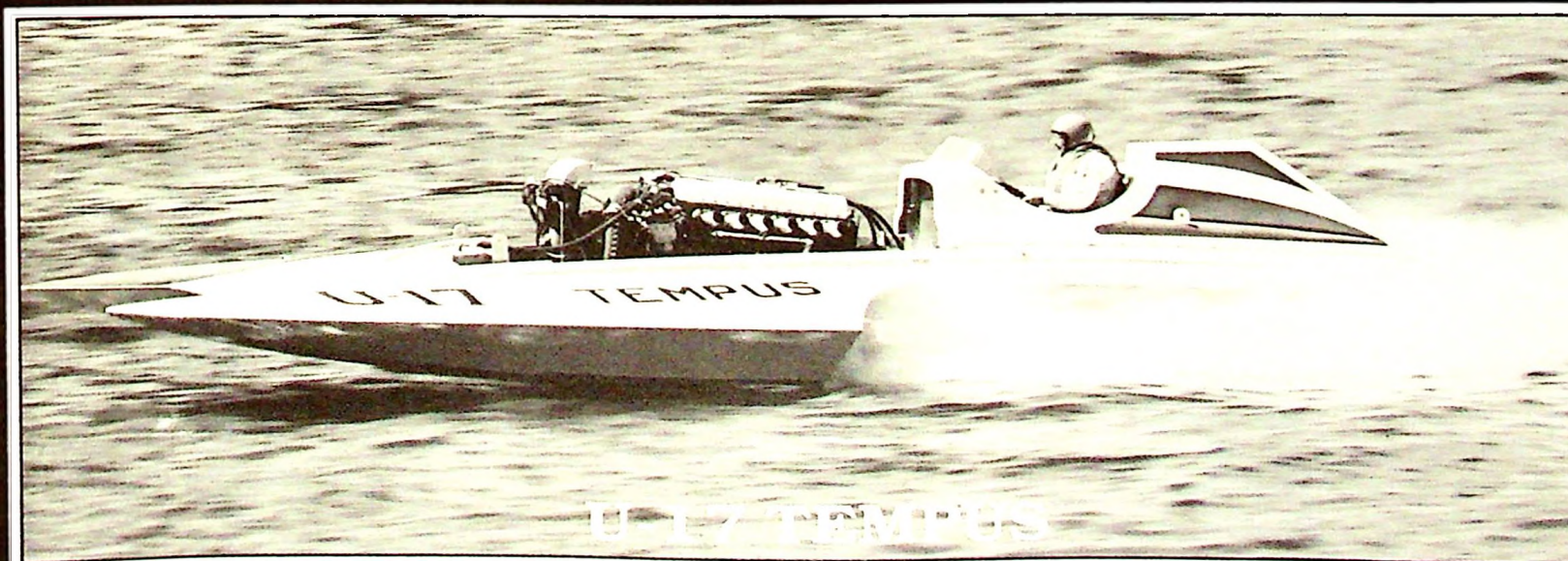
COLUMBIA CUP '85



U-9 BOATRACING MAGAZINE



U-11 MISS BUDWEISER II



U-17 TEMPUS

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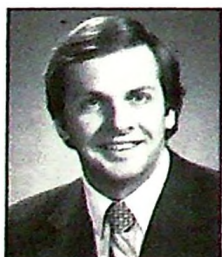
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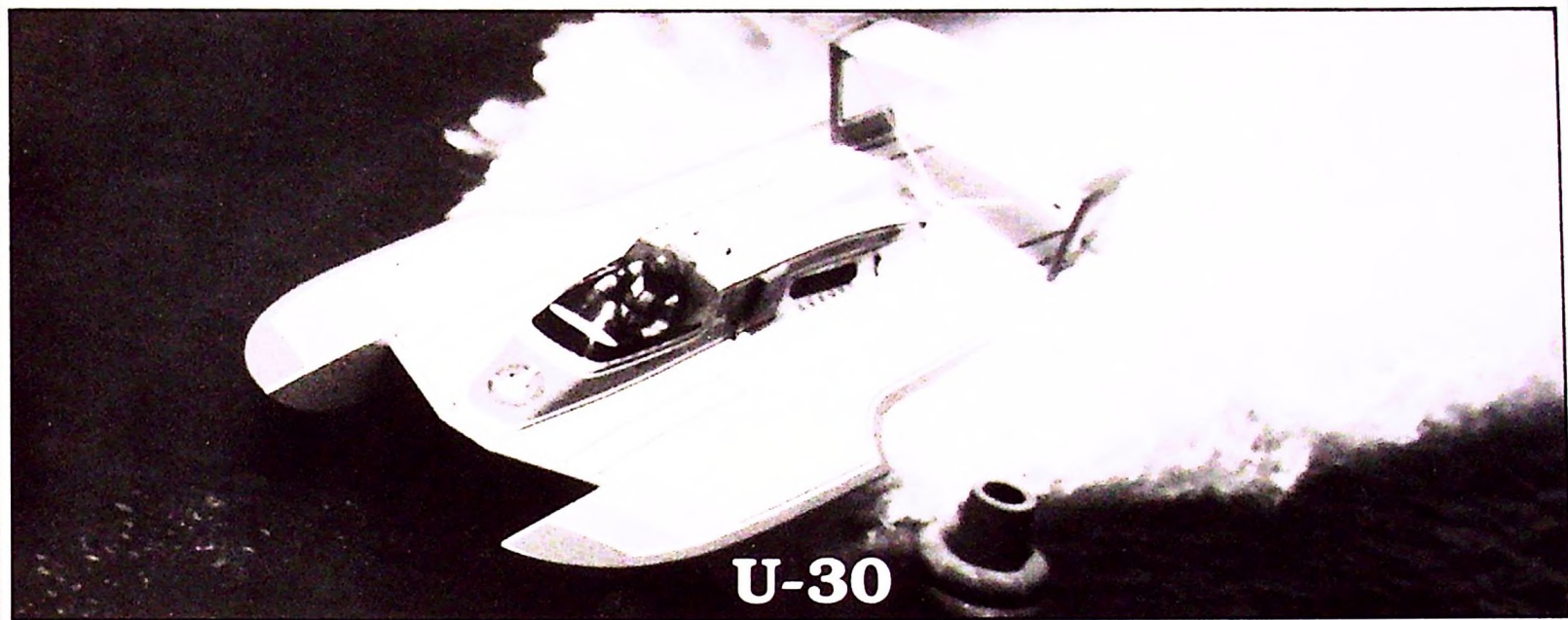
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U-30



U-100



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The Budweiser Whoosh

Bernie Little may be bringing more than one Miss Budweiser to the Tri-Cities to compete in the Columbia Cup. During the off-season, Little purchased the 1984 Jim Lucero turbine hull which ran in the Tri-Cities last year as the Miller Lite.

Under the guidance of crew chief Ron Brown, drastic changes were made to the boat. Modifications included the shortening of the sponsons by one foot, making the right sponson four inches wide and cutting out the aft section of the hull to put it into a "Space Boat" configuration. The turbine Miss Budweiser will also include an enclosed canopy for the driver. It will include an air supply system that will give the driver a 30-minute supply of air in the case of an accident. The driver will also wear an air conditioned suit, similar to those worn by the Formula One car drivers.

The cutout in the rear of the hull is almost as deep as the one between the sponsons in the front. The turbine will also utilize the new delta-shaped rear stabilizer like the new Griffon powered Budweiser. The turbine Bud will sport completely new cowls and air inlet system.

Last year the boat ran with General



Kent MacPhail.

Electric T-64 turbine engines, which Little acquired with the purchase of the boat. Little decided to switch to the Lycoming T-55 engines, which have been used on other turbine powered unlimiteds. He bought enough of these engines to outfit a small air force.

Kent MacPhail, long-time limited inboard driver, has been slated to drive the new turbine Miss Budweiser. MacPhail has extensive "seat time" in a number of Grand Prix inboards and currently holds the world straightaway record for that class at over 170 mph.

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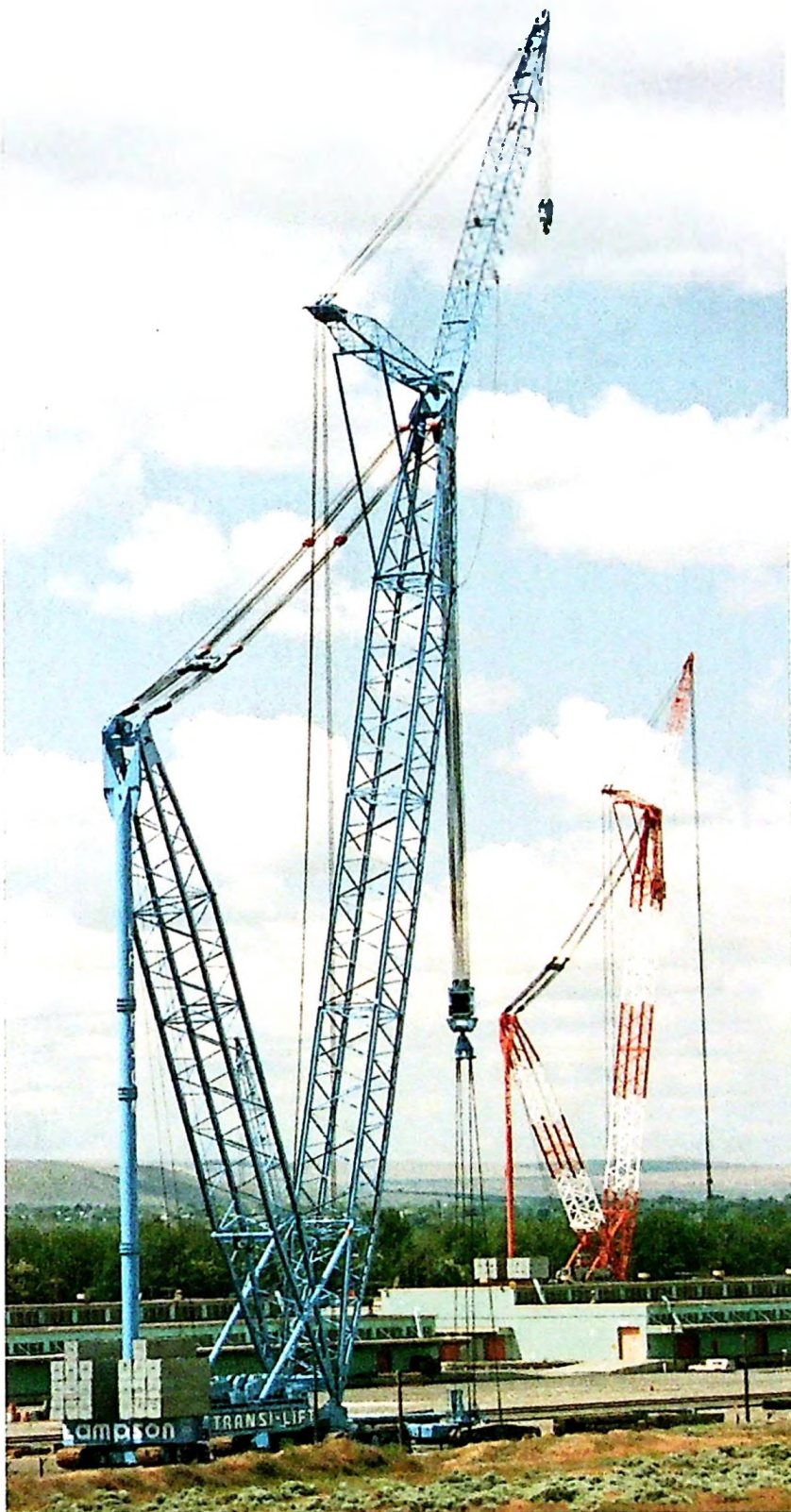


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Columbia Cup '85 Racing Rules

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

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

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

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

racing year.

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

To Qualify for the Columbia Cup

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

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

The Columbia Cup

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

The race will be stopped immediately if a driver enters the water, or if, in the

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

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



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Columbia River Rowing Regatta

Crews from five universities competed in the 4th annual Columbia River Rowing Regatta held April 27 in the Tri-Cities. Crews competing represented Oregon State, Washington State, the University of Oregon, University of Southern California and Gonzaga University.

Four of the Water Follies rescue sleds

were used during the event, as well as a new starting system devised with the assistance of Water Follies personnel.

The event was sponsored by Tri-Cities Beverage, Inc., Anheuser-Busch, the Washington State University Cougar Club, and the Tri-City Water Follies Association.

Past National Champion Drivers

1953-1984

YEAR/DRIVER/BOAT

- 1984 **Jim Kropfeld (6)***
MISS BUDWEISER
- 1983 **Chip Hanauer (3)**
ATLAS VAN LINES
- 1982 **Chip Hanauer (5)**
ATLAS VAN LINES
- 1981 **Dean Chenoweth (6)**
MISS BUDWEISER
- 1980 **Dean Chenoweth (5)**
MISS BUDWEISER
- 1979 **Bill Muncey (7)**
ATLAS VAN LINES
- 1978 **Bill Muncey (6)**
ATLAS VAN LINES
- 1977 **Mickey Remund (3)**
MISS BUDWEISER
- 1976 **Bill Muncey (5)**
ATLAS VAN LINES
- 1975 **Billy Schumacher (2)**
WEISFIELD'S
- 1974 **George Henley (7)**
PAY 'N PAK
- 1973 **Mickey Remund (4)**
PAY 'N PAK
- 1972 **Bill Muncey (6)**
ATLAS VAN LINES (5th)
- 1971 **Dean Chenoweth (2)**
MISS BUDWEISER (6th)
- 1970 **Dean Chenoweth (4)**
MISS BUDWEISER (6th)
- 1969 **Bill Sterett, Sr. (4)**
MISS BUDWEISER (6th)
- 1968 **Billy Schumacher (4)**
MISS BARDAHL (5th)
- 1967 **Billy Schumacher (6)**
MISS BARDAHL (5th)
- 1966 **Mira Slovak (4)**
TAHOE MISS (3rd)
- 1965 **Ron Musson (4)**
MISS BARDAHL (3rd)
- 1964 **Ron Musson (4)**
MISS BARDAHL (3rd)
- 1963 **Bill Cantrell (0)**
GALE V (3rd)
- 1962 **Bill Muncey (5)**
MISS CENTURY 21
- 1961 **Bill Muncey (4)**
MISS CENTURY 21
- 1960 **Bill Muncey (4)**
MISS THRIFTWAY (3rd)
- 1959 **Bill Stead (5)**
MAVERICK (1st)
- 1958 **Mira Slovak (3)**
MISS BARDAHL
- 1957 **Jack Regas (5)**
HAWAII KAI III
- 1956 **Russ Schlech (3)**
SHANTY I
- 1955 **Lee Schoenith (4)**
GALE V/WHA HOPPEN TOO
- 1954 **Lee Schoenith (4)**
GALE V (1st)
- 1953 **Lee Schoenith (1)**
GALE II

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1984 National Driver Championship Final Standings

Rank/Driver	No. Wins	Boat(s) Driven	Points
1 Jim Kropfeld	1	MISS BUDWEISER	
	2	RENAULT	9825
2 Mickey Remund	1	THE SQUIRE SHOP	6896
3 George Johnson	1	EXECUTONE	5013
4 Todd Yarling	1	CHET'S MUSIC SHOP/JOE	
		RICCI SPIRIT OF DETROIT	4839
5 Steve Reynolds	1	MISS TOSTI ASTI	
	2	MISS TOSTI ASTI (back-up hull)	4819
6 Chip Hanauer	1	ATLAS VAN LINES	4700
7 Milner Irvin	1	RENAULT	
	2	AMERICAN SPEEDY PRINTING	3907
8 Ron Snyder	1	AMERICAN SPEEDY PRINTING	3852
9 Jerry Hopp	1	MISS RABEN TIRE/MISS KARL	
		YARLING/MISS WATERBED	
		WORLD/KZOK MACHINE ROCK	
		BAND/U-TWENTY/RAMPAGE III	2587
10 Ron Armstrong	1	MODERN HARD CHROME/BOB	
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		HOUSTON GOLD CUP '85	2438
11 Tom D'Eath	1	LITE ALL STAR	
	2	LITE ALL STAR II	2007
12 Scott Pierce	1	TEAM VELOCITY/U-FORTY/	
		RISLEY'S EXPRESS/	
		OH BOY! OBERTO	1379
13 Earle Hall	1	FRANK KENNEY TOYOTA VOLVO	606

U-30 Domino's Pizza

A late entry into the 1985 Columbia Cup is the U-30 Domino's Pizza owned by Bob Gilliam of Seattle. The boat was built in 1979 by Norm Berg and ran as the Miss Circus-Circus and the Squire Shop. As the Squire Shop it claimed two Columbia Cup victories.

Owner Gilliam was one of the 12 drivers that raced in the first unlimited race held in the Tri-Cities in 1966. He re-enters the sport with the Columbia Cup and plans to run the rest of the 1985 circuit. He is currently building a new boat which he plans to race full circuit in 1986.

George Johnson is slated as tentative driver of the U-30. Johnson drove the Executone before joining the U-30 team. John started racing as an off-shore competitor and made his jump to the unlimiteds in 1981.

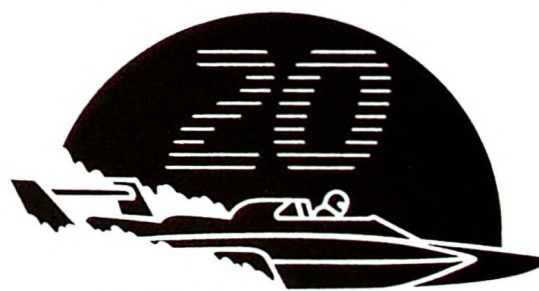
Gilliam also will drive the boat in some of the qualifying runs.

The boat will be painted red, white and blue. It is co-sponsored by Coca-Cola.



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The Flags and Signals

Even with the new Digital Start Clock, colored flags will still be used by Columbia Cup race officials as signals to the drivers on the course. The flags are displayed from the official barge which is stationed at the race starting line. Flags identical to those displayed on the official barge are also displayed by the boat stationed on the infield of the course.

AT THE START:

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

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

Black Flag: When a boat does not

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

AFTER THE START OF THE RACE

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

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

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

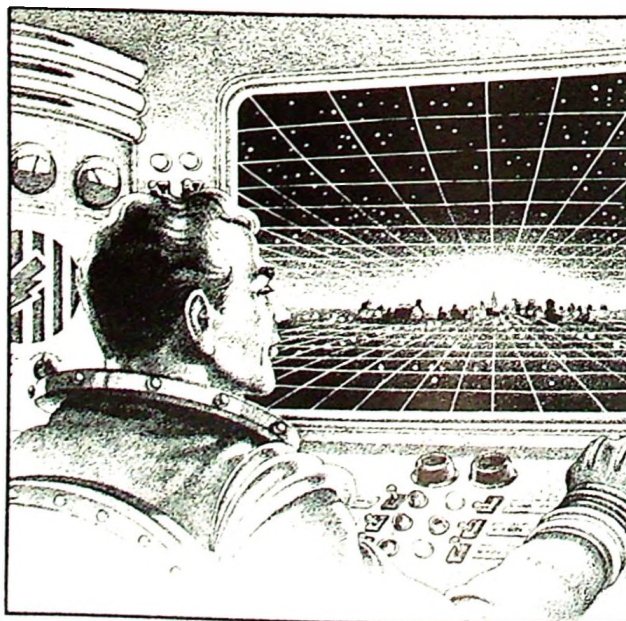
Checkered Flag: Displayed at the finish of the race to indicate to the boat passing the judges' stand that it has completed the race.



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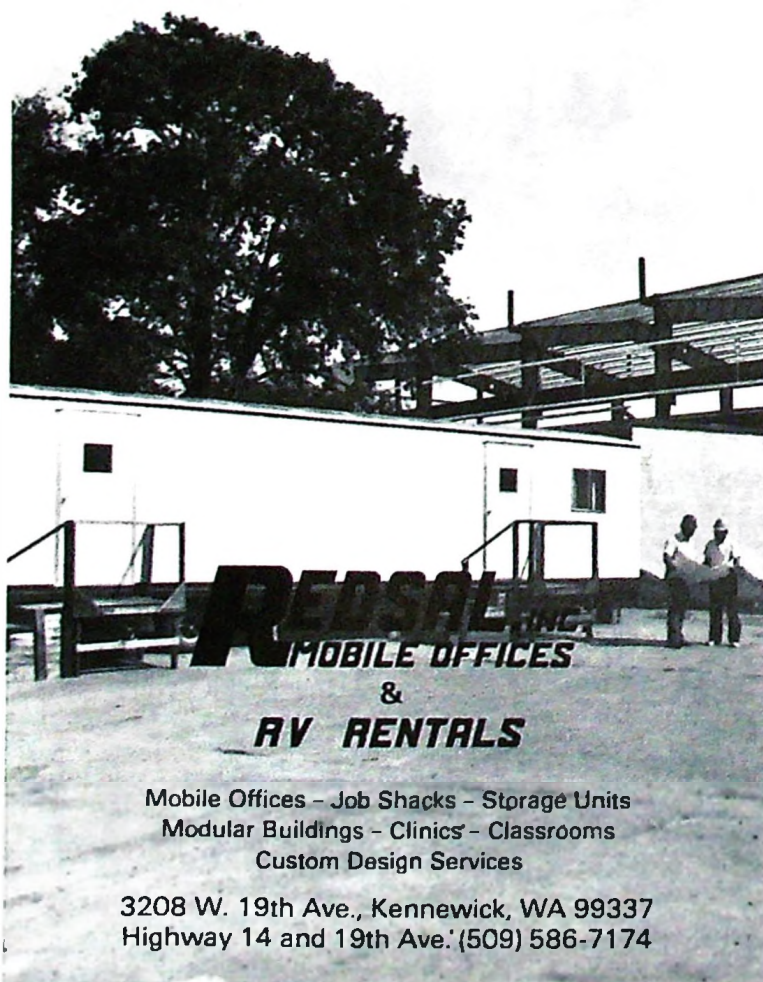
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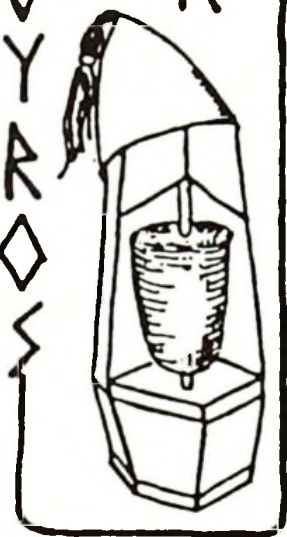
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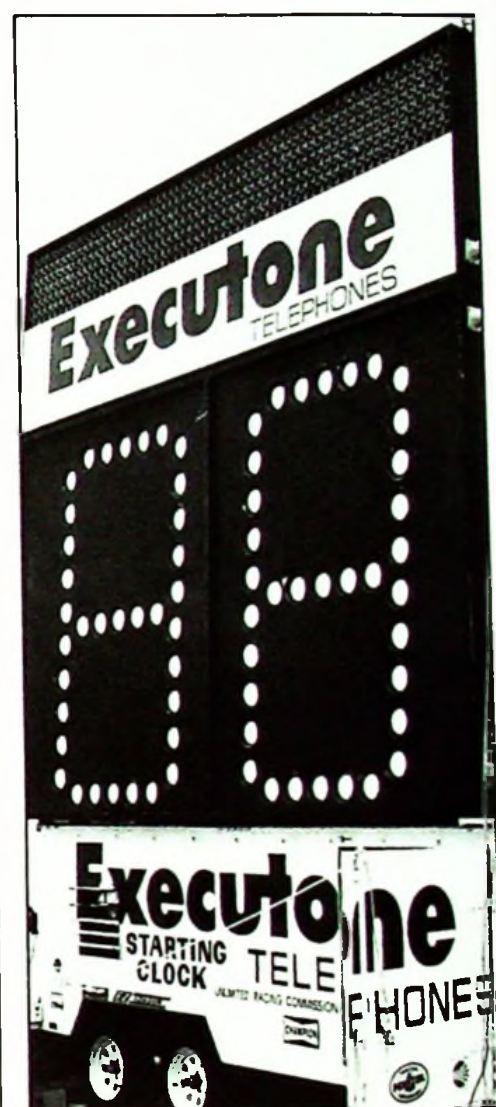


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TRI-CITIES 1985

The Starting Clock Goes Digital

The era of the pie-faced starting clock has ended. Now in its place, with the sponsorship of Executone, is a new digital system.

The digital clock will employ both blocks of light and seven foot high digital numbers to notify the starters about the time remaining until the start. At the start of the 5 minute gun, four blocks of light will show on the reader board at the top of the clock. At three minutes, three blocks of light will show, at two minutes, two blocks will show. With 60 seconds to go to the start, the two large digital numbers will begin counting down, giving the drivers the exact time by the second, to the start.



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Program "Explores" Law Enforcement

With the help of the Washington State Patrol, Tri-City area young people are having a chance to experience first-hand what law enforcement is all about.

As a part of a state-wide program, the area State Patrol sponsors an Explorer Post of the Boy Scouts of America. Seventeen young men and women, ages 14 to 20, are participating. During the program, the young people undergo special training that includes first aid, accident investigation and traffic control. After completion of this training, they are allowed to ride with a patrolman on duty.

Explorers are also able to attend one weekend of basic or advanced training at the Police Academy at no cost to them. The participants go through a scaled down version of police training, including physical and agility tests as if they were actual police cadets.

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The 1985 Festival: Something for Everyone!

Each year the Tri-City Water Follies community festival continues to grow. This year over 35 events are planned as part of the 10-day celebration. It will include everything from art to airplanes, from a parade to a waiter's day race. There will be events just to watch and events in which to participate.

The Water Follies festival has grown to be the third largest festival in the Northwest, behind only Seattle's Seafair and Portland's Rose Festival.

This year, the festival got off to an early start with the Budweiser Tri-Cities International Air Show on June 30, and, it culminates with the 20th annual unlimited hydroplane race on the Columbia River. And, in between, there are plenty of events for everyone. Many of the events are offered free to spectators; many could not take place without the support of the Water Follies Association.

Dart Tournament

The three-day Water Follies Dart Tournament, July 19-21, will draw dart players from throughout the Northwest competing for trophies and prize money totaling over \$3,000.

Up to 100 people are expected for the event which is open to any darter. The competition will include doubles, mixed doubles, singles and blind draw cricket events.

The tournament will take place at the Rivershore Motor Inn in Richland. Those wishing to compete in the tournament may sign up at the door. Spectators are invited; there is no charge for admission.

Kiddies Parade

Kids on bikes and trikes, with pets, on wheels of all varieties, walking and in marching units will all be a part of the annual Water Follies Kiddies Parade scheduled for Wednesday, July 24, at Memorial Park in Pasco.

The parade is open to all youth 12 years old and younger. The parade will follow a route around Memorial Park beginning at 1 p.m. Registration and check-in will be from 11 a.m. to 12 noon at the park. Entrants are encouraged to pick a costume theme and prizes will be awarded in each division.

This year, there will be no entry fee. Registration forms are available at the Pasco Parks and Recreation office.



R/C Hydros

While the "big boats" are testing on the Columbia River on Saturday, their "mini-counterparts" will be racing in the Columbia Park Lagoon.

The annual Radio Controlled Unlimited (RCU) Columbia Cup is scheduled for Saturday, July 27 and will run from 8 a.m. until 4 p.m.

The model hydros are 1/8 scale racing models of past and present unlimited hydroplanes. They average 44 to 46 inches in length, 18 to 22 inches in width, and weigh between 14 and 18 pounds. They are powered by engines up to .67 cu. in. that develop up to 4 horsepower at between 20,000 and 25,000 rpms. They can attain speeds approaching 60 mph on straight-aways and average 45 mph during a heat. Unlike the full-size unlimiteds which run counter-clockwise, the models run their course in a clockwise direction.

The public is invited to watch the RCU's race and to see if this year, the old Bardahl can top the Budweiser. Over 50 boats from Washington, Oregon and California are expected.

There is no charge for spectators.

Tennis Tournament

Two-hundred greater Tri-City area tennis players from under 10 years to over 60 years are expected for the annual Dunning-Ray Tennis Tournament. Tournament play will begin on July 19 for the adult division and July 22 for the junior division.

New this year are three adult novice classifications: B Division for any open player who has never won a tournament; C Division for all intermediate players; and D Division for all beginning players. There are a total of 40 divisions in the tournament including singles, doubles and mixed doubles. A player may enter a maximum of three events.

The tournament is sponsored by the Pasco Parks and Recreation Department and Dunning-Ray Insurance Agency of Pasco.

Basketball Tournaments

Both girls and boys high school basketball teams from throughout the Northwest will be competing in a tournament sponsored by the Pasco Parks and Recreation Department.

Sixteen teams are expected for each division.

The McDonald's Columbia Cup Girls Basketball Tournament will get underway July 12 and continue through July 14. The Pepsi Columbia Cup Boys Basketball Tournament will take place July 19-21. All tournament play will be at Pasco High School.

The public is invited to attend. An admission charge of \$1 will be collected at the door.

Chess Tournament

The Columbia Cup IV Chess Tournament, set for July 20-21, is expected to attract up to 100 players from throughout the Northwest and California. The two-day tournament will take place at the Harry Kramer Center in Richland.

The tournament will be divided into divisions for experts to beginners with both adult and junior classifications. A guaranteed cash prize of \$1,700 will be awarded.

Chess players may sign up in advance or at the tournament beginning at 8 a.m. on Saturday.

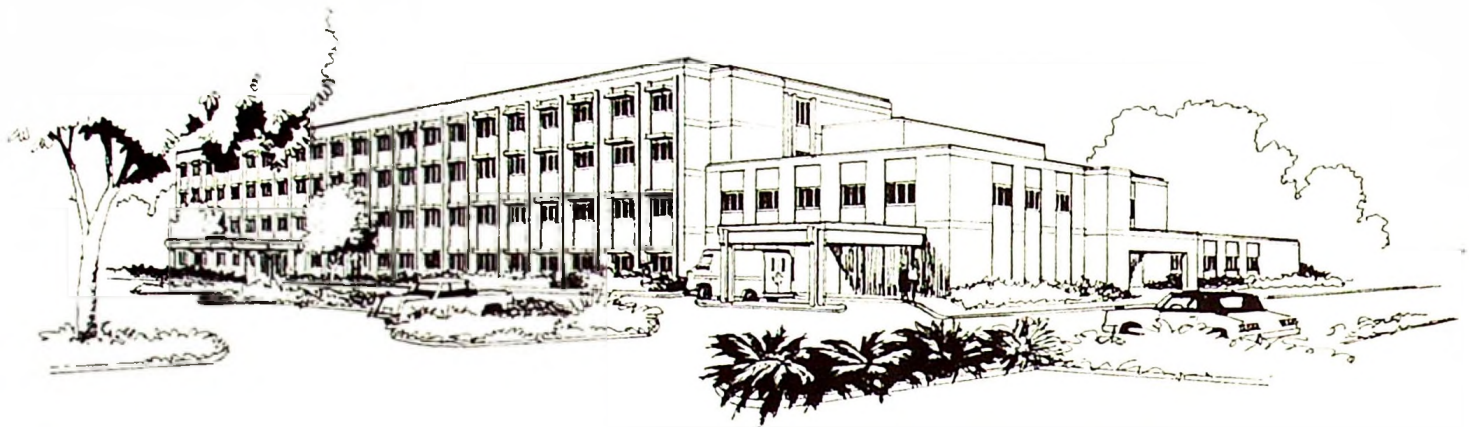


BMX Race

The Benton-Franklin Bicycle Motocross (BMX) Double Points race is scheduled for Saturday, July 27 at the Fairgrounds 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 and experience with classes for novice, advanced and expert racers. This year there will also be a Big Wheel Race for two to five year olds.

New racers are welcome with registration beginning at 4:30 p.m. Racing will begin at 6:30 p.m. There is no spectator charge; there is a charge for participants.



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Water Ski Show

The Tri-City Water Ski Club will hold its annual Water Ski Jump Tournament and Ski Show on July 20 beginning at 9 a.m. in Columbia Park.

The novice water ski jump will be from 9 a.m. until 1 p.m. At 1 p.m., the Water Ski Club will put on a two-hour water ski show that will feature barefoot skiing, kites, and more.

The show is free to the public. There is a \$10 entry fee for the novice ski jumping.

Autocross

The annual Columbia Cup Autocross will take place on Sunday, July 21, at the W.P.P.S.S. Parking Lot in Richland. The autocross will begin at 9 a.m. and continue until 4:30 p.m.

The autocross will be a timed run through a cone marked course. Each entrant will get three timed runs. Trophies are awarded in eight different classes of cars.

Up to 70 entries, with drivers aged 16 to 60, are expected to compete.

R/C Fun Fly

Ground-Bean Carry... Flour Bomb Drop... Hi-Lo Speed Trap... they're all part of the competition events during the Water Follies Fun Fly with Radio Controlled (R/C) model airplanes on July 27.

The full day of activities will begin at 9 a.m. at the Rosadell Nutley Field in Finley (Haney and Erickson Roads).

The model airplanes will be participating in competition events, and demonstration flying. During the competition, prizes will be awarded on the basis of a pilot's skill in controlling the plane.

In addition, spectators will have the chance to take their turn at flying a model airplane. For \$1, those wishing to fly a model airplane will be able to do so with the aid of a licensed flyer.

The public is invited. There is no charge.

Wheelchair Basketball

The 4th Annual Wheelchair Basketball Game is scheduled for Saturday, July 20, at Stevens Junior High in Pasco.

The basketball game will put a team from Tri-Cities McDonalds against a team from Columbia Basin Disabilities Unlimited.

The game will get underway at 7 p.m. and a donation will be collected at the door. Half of the proceeds of the event will go to the Ronald McDonald House in Spokane and the other half to the Columbia Basin Disabilities Unlimited.

Waiter's Day Race

Waiters from local restaurants will compete in the 4th annual Stuart Anderson's Black Angus Waiter's Day Race on Sunday, July 21. The race will begin at 10 a.m. The race will take place on an obstacle course between 18th and 20th on Bonneville street in Pasco.

When the gun goes off, the first member of each restaurant team will uncork a bottle of wine, pour its contents into four glasses on a tray and then walk/run through a two-block course. The course includes such maneuvers as going up and down stairs, around chairs, walking backward and more! But getting to the finish line does not guarantee a team victory. The winning team is determined equally on time and the amount of liquid remaining in the glasses of the four-person teams.

Up to 500 people are expected.



Sand Drags

A new event added to the Water Follies schedule is the Sand Drags set for July 20 and 21 at the Horn Rapids O.R.V. Park, three-and-a-half miles from Richland off Highway 240.

The event includes two full days of Sand Drags with the Northwest Sand Association and the Pacific Northwest Fourwheel Drive Association.

Tech and registration will get underway at 6 a.m. both days with the Sand Drags beginning at 9 a.m. Spectators are invited with a charge of \$5 per person. Children under 12 free.

Monte Carlo Nite

One of the events in this year's Water Follies schedule will be a Monte Carlo Nite designed to raise money for St. Patrick School.

Scheduled for Friday and Saturday, July 26 and 27, the event will include blackjack, 4-5-6, chuck-a-luck, wheel of fortune and more.

The event will begin at 6 p.m. on Friday and at 4 p.m. on Saturday.



Talent Show

Who will be the "1985 Best of the Best"? You'll have a chance to pick your winner during the annual Water Follies Talent Show on July 17 at 7:30 p.m. at the Richland High School Auditorium.

The amateur talent show is open to all ages and will feature up to 30 different performances. Divisions include junior and senior dance, junior and senior vocal and instrumental.

Trophies will be awarded and in addition, the "Best of the Best" winner will receive a \$50 Savings Bond.

Tickets are \$4 and are available at the door.

The show is sponsored by the Tri-Cities Association of Professional Mortgage Women.

Square Dance Weekend

The Water Follies Square Dance began as a one-evening dance, and has now grown to a two-evening Water Follies Square Dance Weekend.

On Friday, July 26, the dance will be called at Plus level and the Saturday evening dance, on July 27, will be Mainstream level. Both dances will be called by Jerry Jestin of Yuma, Arizona. All square dancers who dance at these levels are invited to attend. The cost will be \$6 per couple each evening.

Two general admission tickets to the Columbia Cup races will be offered as a door prize at the Saturday dance and ice cream sundaes will be served to dancers Saturday.

Both dances will begin at 8 p.m. at the Prairie Shufflers Shanty, 717 N. Irving, Kennewick.



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Express buses will depart Kennewick, Pasco and Richland on Raceday Sunday. You'll be expressed directly into Columbia Park or Franklin County viewing area just yards from the river. Buses will depart at the end of the last heat of the day.

Fare Information

A round-trip ticket costs just \$1.00. No one way tickets will be sold.

To guarantee your seat on the Raceday Express Bus, purchase your ticket in advance. Get your tickets at the Water Follies booth at Columbia Center or at Ben Franklin Transit offices, 3330 W. Court, Pasco.

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*Good Luck
Chip!*

New This Fall! Water To Wind

The first-ever "Water to Wind Team Relay" is scheduled for September 1. During the relay, seven-person teams will compete in five different events over a 61-mile course in the Tri-Cities.

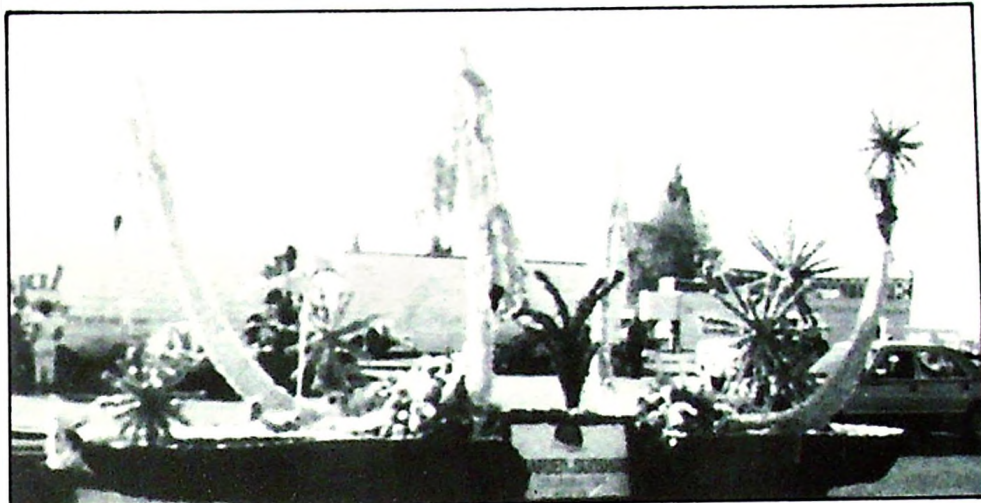
The events in the relay include a 1-mile swim, an 8-mile run, a 31-mile bicycle leg, 12-mile canoe, and sailboat for 9 miles.

The event is run on a circular course that begins in Columbia Park.

The Water to Wind Relay is open to persons age 15 or over. There are four divisions: open, co-ed (with at least 13 women members), women's and masters (team age must average 40 years, no person under 35). Grand prize for each of the seven persons on the winning team will be a trip to Hawaii!!

There will be a Triathlon for single entrants running concurrently with the five-event relay. The Triathlon, involving swimming, running and biking, will be run over the same course and will end after the third event.

Entries will be through August 17. For more information, call the Tri-City Water Follies Association at 509/547-2203.



"Garden of Sunshine" Float Publicizes Tri-Cities Area

The Tri-City Water Follies float, "Garden of Sunshine," is traveling to parades throughout the Northwest, representing the Tri-City community and publicizing the area's community festival.

In parades this year the float captured first in its division at the Moses Lake Spring Festival parade and third during the Spokane Lilac parade.

Miss Tri-Cities Monika Burnham rides the float.

The float was designed by Carol Keltch, Pasco. Parade coordinator is Fred Ackerman.

The float will make its local debut during the Water Follies Grand Parade in Pasco on July 20 at 11 a.m.

Expenses of the float are paid by the Tri-City Water Follies Association.

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The U.S. Air Force Thunderbirds headlined the Budweiser Tri-Cities International Air Show on June 30. The Thunderbirds performed precision maneuvers in the F-16 Fighting Falcon—the Air Force's newest fighter aircraft.

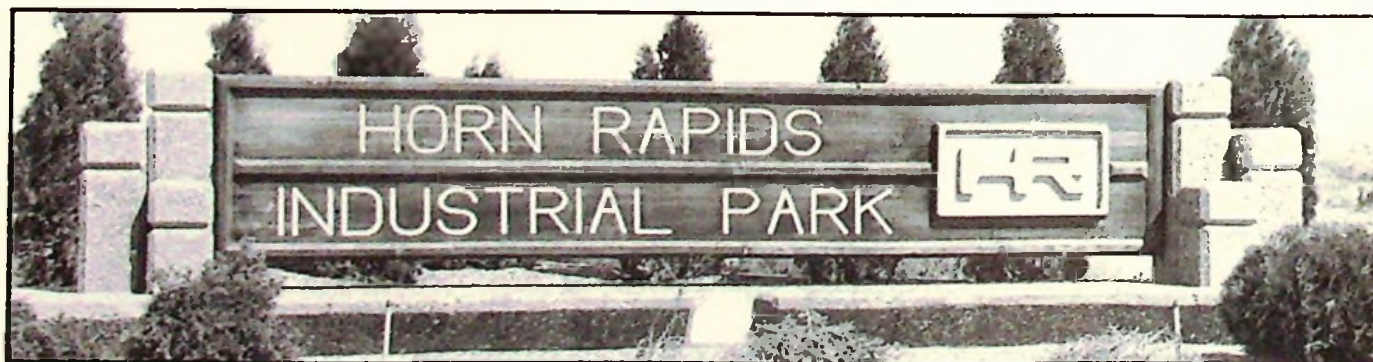
Also on the program were Julie Clark in a T-34; Jim Lasley, a Hollywood stunt pilot who performed a combination aerobatic/comedy routine; the Northern Knights aerobatic duo; Steve Wolf in his "Samson;" and Michael Wigen in a "Z-250," an unconventional aerobatic aircraft.

Many thanks to our 1985 Air Show sponsors: Tri-Cities Beverage and Anheuser-Busch, Inc., corporate sponsor; American Mobile Homes, sponsor of Michael Wigen; Rockwell Hanford Operations, sponsor of Julie Clark; Lewis Street Trailer Sales, sponsor of the Northern Knights; Chevron USA and Bergstroms Aircraft, Inc., sponsors of Steve Wolf; and, BCS Richland, show booster.



The Thunderbirds performed in the F-16 Fighting Falcons, the U.S. Air Force's newest fighter aircraft.

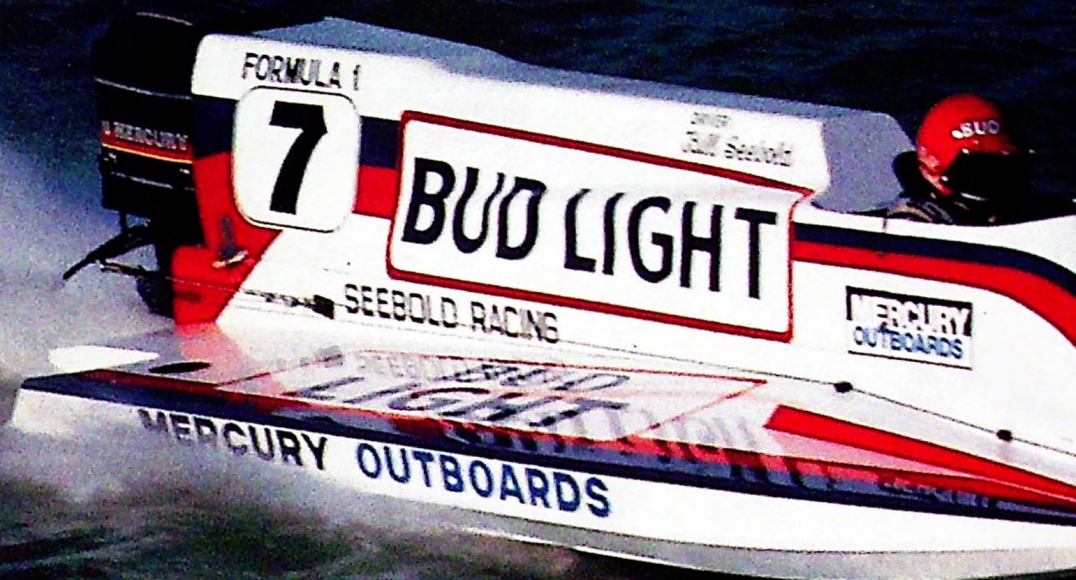
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Past Presidents

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

Past Race Chairmen

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

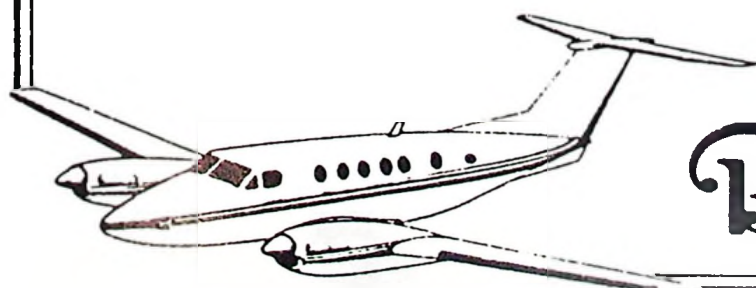
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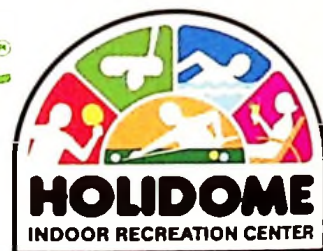
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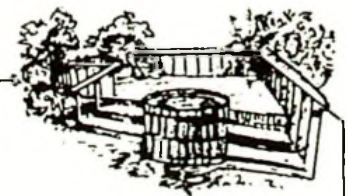
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1982	Tom D'Eath	THE SQUIRE SHOP	118.469
1981	Chip Hanauer	THE SQUIRE SHOP	121.457
1980	Bill Muncey	ATLAS VAN LINES	128.571
1979	Bill Muncey	ATLAS VAN LINES	121.011
1978	Ron Synder	MISS BUDWEISER	109.462
1977	Bill Muncey A.P.B.A. GOLD CUP	ATLAS VAN LINES	112.383
1976	Bill Muncey	ATLAS VAN LINES	109.141
1975	George Henley A.P.B.A. GOLD CUP	PAY 'N PAK	107.185
1974	George Henley WORLD CHAMPIONSHIP	PAY 'N PAK	110.276
1973	Dean Chenoweth A.P.B.A. GOLD CUP	MISS BUDWEISER	107.752
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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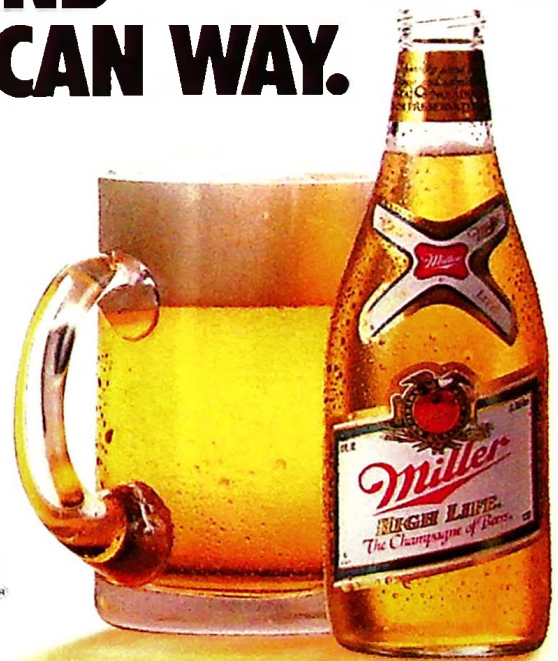
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