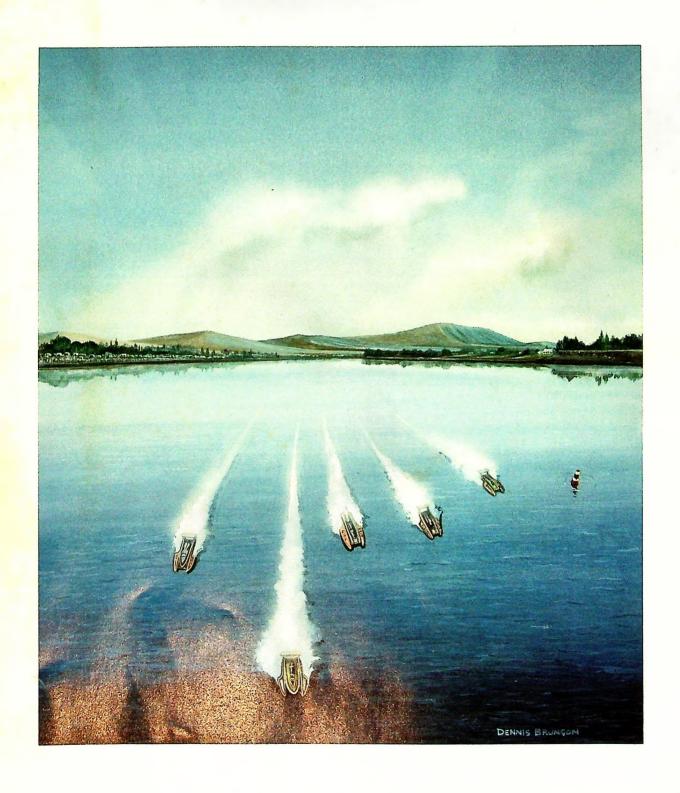
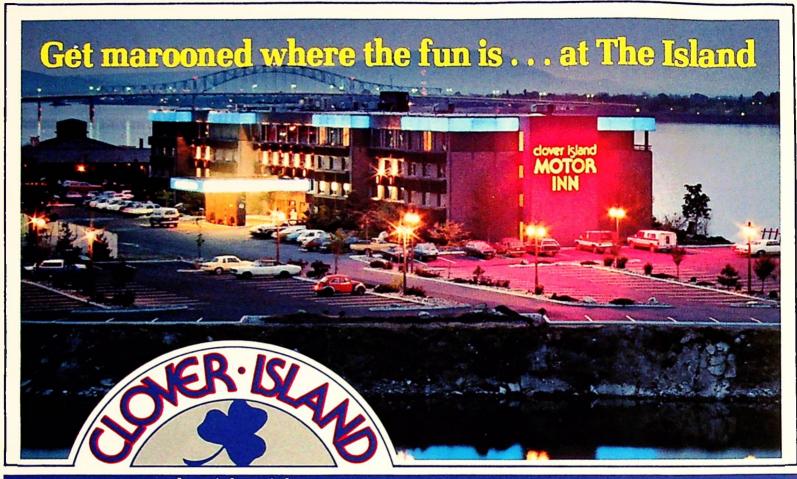
COLUMBIA CUP '83

TRI-CITIES, WASHINGTON





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For **Unlimited** Hydroplanes

Sunday, July 31

Tri-City

Water Follies

Presents

JULY 31

Columbia River

Tri-Cities, Washington

PASCO - KENNEWICK - RICHLAND

Testing and Qualifying - Thursday through Saturday

1983 COLUMBIA CUP SPONSORS:

Tri-Cities Savings & Loan Association and your Tri-Cities Union 76 Dealers.

Columbia Cup Schedule

11:30 a.m. Opening Ceremonies -

National Anthem

12 noon Heat 1-A

12:30 p.m. Heat 1-B

1:30 p.m. Heat 2-A

2:00 p.m. Heat 2-B

3:10 p.m. Water Follies Trophy Race

4:10 p.m. The Columbia Cup

Program - Editor: Mary Lynn Merriman; Interior Design & Production: Linda Andrews, Andrews Design, Inc.: Typesetting: Sheila Munro, The Type-Pros. Inc.

Production Staff: Julie Clark, Helen Maurer, Lia Osborn, Rich Buel.

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Jon Osterberg, Redmond: Bill Osborne, Seattle: Marlin's Photography, Richland.

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

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1983 Columbia Cup Prize Money — \$85,000

Up to \$85,000 could be awarded to competitors in the 1983 Tri-City Water Follies Columbia Cup for unlimited hydroplanes. The exact prize money awarded will not be determined until the performance of all the boats

competing is known.

The money awarded for the final heat alone is \$35,000, but the boats start earning prize money beginning on Thursday during qualifying. During qualifying (on Thursday and Friday only), a possible \$1.250 will be awarded each day to the six fastest qualifiers. In addition, the fastest boat overall on these two days will earn \$300 more, followed by \$200 for the boat with the second fastest qualifying time over the two-day period.

On race day, if a boat which qualified at 95 mph makes a legal start in one of the preliminary heats, it is awarded \$3,000 (up from \$2,000 last year). If a boat completes all six laps of its first preliminary heat, it will receive \$500 and an additional \$1,000 if it finishes a subsequent qualifying heat. During the Tri-City Water Follies Cup. \$2,000 will be awarded.

The winner of the Columbia Cup will capture \$11,900.

If a boat were to make a clean-sweep of the Columbia Cup this year, the team could earn as much as \$17.500. How? During qualifying, if a boat has the fastest time on Thursday, it earns \$400: if that boat returns to the waters on Friday and increases its speed, it is eligible for qualifying money again that day, a possible \$400. If its overall qualifying time is the fastest recorded on both Thursday and Friday, the boat earns another \$300. The boat could earn \$3,000 by making a legal start. and if it completes both of its heats, it would earn \$1,500. Then, if it goes on to capture the Columbia Cup. it takes home \$11.900.

Prize Money Charts

Qualifying (Thursday and Friday)

Fastest Time	\$ 400
Second Fastest	300
Third Fastest	225
Fourth Fastest	175
Fifth Fastest	150
	\$1.250 each day

Overall Qualifying

	_	_		
Fastest	time		8	300
Second	Fastest			200

Columbia Cup Final Heat

TOTAL	\$35,000
Sixth Place	2.100
Fifth Place	2.800
Fourth Place	4.200
Third Place	5.600
Second Place	8.400
First Place	\$11.900
(12 boat field)	

WATER FUN IN THE TRI-CITY SUN



The 1983 Miss Tri-Cities candidates enjoy an afternoon around the Blue Gem pool at the home of Chuck and Carol Keltch, Pasco.

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1983 SCHEDULE OF EVENTS

1983 Water Follies & Columbia Cup

Friday, July 15

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

Wednesday, July 20

Columbia Cup '83 Carnival. Operating through Wednesday, July 27, 6-11 p.m. weeknights: 12 noon - 11 p.m. weekends in Columbia Park.

Thursday, July 21

Columbia Cup High School Girls Basketball Tournament. Through Saturday, July 23. Pasco High School, Stevens Jr. High.

Columbia Cup High School Boys Basketball Tournament. Through Saturday, July 23. Pasco High School.

Friday, July 22

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

"Zion" Musical Play. Also Saturday, July 23 and Monday July 25. 8-10 p.m.. Hanford High School Auditorium.

3rd Annual Water Follies Dart Tournament. Through Sunday, July 24, 7:30 p.m. (7/23) - 10:00 p.m. (7/25). Rivershore Motor Inn. Richland.

Tri-Cities Amateur Golf Tournament. Through Sunday, July 24. Tri-City golf courses. \$40 entry fee.

Dunning-Ray Columbia Cup Tennis Tournament. Through Wednesday, July 27. Pasco tennis courts. Entries must be received by July 15.

Saturday, July 23

11

6th Annual Columbia Cup Shoreline Run. 7:30 a.m., starting at George Washington Way, in front of Bananas Restaurant. 6.2 mile and 2 mile runs. \$6.50 advance registration. \$8 day of run.

Water Ski Show & Novice Ski Jump Tournament. 8 a.m., Jumping: 1 p.m., Ski Show. Columbia Park.

Tri-City Water Follies Grand Parade. 11 a.m., starting at Jadwin Avenue in front of the Federal Building in Richland.

All American Mutt Show. Registration beginning at 10 a.m., Memorial Park, Pasco.

Cavalcade of Drums. 7:30 p.m., Edgar Brown Memorial Stadium, Pasco. Tickets: General Admission. Advance Sale - \$3; day of show — \$4. Children (6-12) \$2 (5 and under free).

Columbia Cup Soccer Invitational. Through Sunday, July 24. Qualifying on Saturday, finals on Sunday, Hanford High School soccer fields, Richland.

Water Follies Square Dance Special. Through Sunday, July 24, 8-11 p.m., Saturday; 2-5 p.m., Sunday. Prairie Shufflers Shanty. Kennewick.

2nd Annual Columbia Cup Open Chess Tournament. Through Sunday, July 24. Registration beginning at 8 a.m., play starting at 10 a.m., Harry Kramer Center, Richland.

2nd Annual Water Follies Wheelchair Basketball. 7-9 p.m., Kamiakin High School, \$2.50 admission.

Sunday, July 24

Columbia Cup '83 Autocross. 9 a.m., 3000 block of George Washington Way, Richland - WPPSS main parking lot.

2nd Annual Stuart Anderson's Black Angus Waiter's Day Race. 10 a.m.-2 p.m., Bonneville Street next to Black Angus in Pasco. \$40 per four-member team.

Wednesday, July 27

Water Follies Kiddies Parade. 1-2:30 p.m., Memorial Park, Pasco. \$2 per entrant.

Tri-City Water Follies Talent Show. 8 p.m., Richland High School Auditorium. \$3.50 per person.

"Celebration of Praise." Musicians and singers concert. 7-8 p.m., Columbia Park Amphitheater.

Thursday, July 28

Columbia Cup Qualifying. Through Saturday, July 30. Columbia Park. All boats must qualify at 95 mph to be eligible to compete in the Columbia Cup. Pits open for tours of the unlimited boats.

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

Friday, July 29

Allied Arts Sidewalk Art Show '83. Through Saturday, July 30. 9 a.m.-8 p.m., Howard Amon Park, Richland.

Columbia Cup Double Points BMX Race. Through Sunday, July 31. Friday - 6:30 p.m.; Saturday - 1 p.m.: Sunday -10 a.m. Tri-Cities BMX Race Track. Kennewick side of new bridge.

Saturday, July 30

Water Follies R/C Fun Fly Contest. 9 a.m.-5 p.m., Vista Field, Kennewick.

R/C Unlimiteds' Columbia Cup. 8:30 a.m.-4:00 p.m.. Columbia Park Lagoon.

Sunday, July 31

Columbia Cup for Unlimited Hydroplanes. Racing begins at 12 noon, Columbia Cup Course, Columbia River. Tickets: General Admission, Advance Sale, 86 - under 12 years of age free. General admission, day of race, 88. Bleacher seating \$12. Special Parking \$5. Anchor Permits \$10.

Awards Banquet. 7 p.m. no-host cocktails, 8 p.m., dinner. Red Lion Motor Inn. Pasco. Tickets - \$15.

Friday, August 5

Northwest Wine Festival & Seminar. Seminar on Friday, Wine Tasting Festival on Saturday. Seminar - \$50-\$60. Wine Tasting Festival - \$25. Festival at 7 p.m., Pasco Red Lion Motor Inn.

Sponsors of the 1983 Columbia Cup

The Independent Dealers in the Tri-Cities Marketing Union 76 Products



Pictured left to right: George Reece, H & T Fuel Co., Pasco; Al Gustafson, Big Al's Columbia Center 76, Kennewick; Buzz Matson, Matson's 76, Kennewick; and, Bill Bailey, Bill Bailey's Columbia Park 76, Richland.



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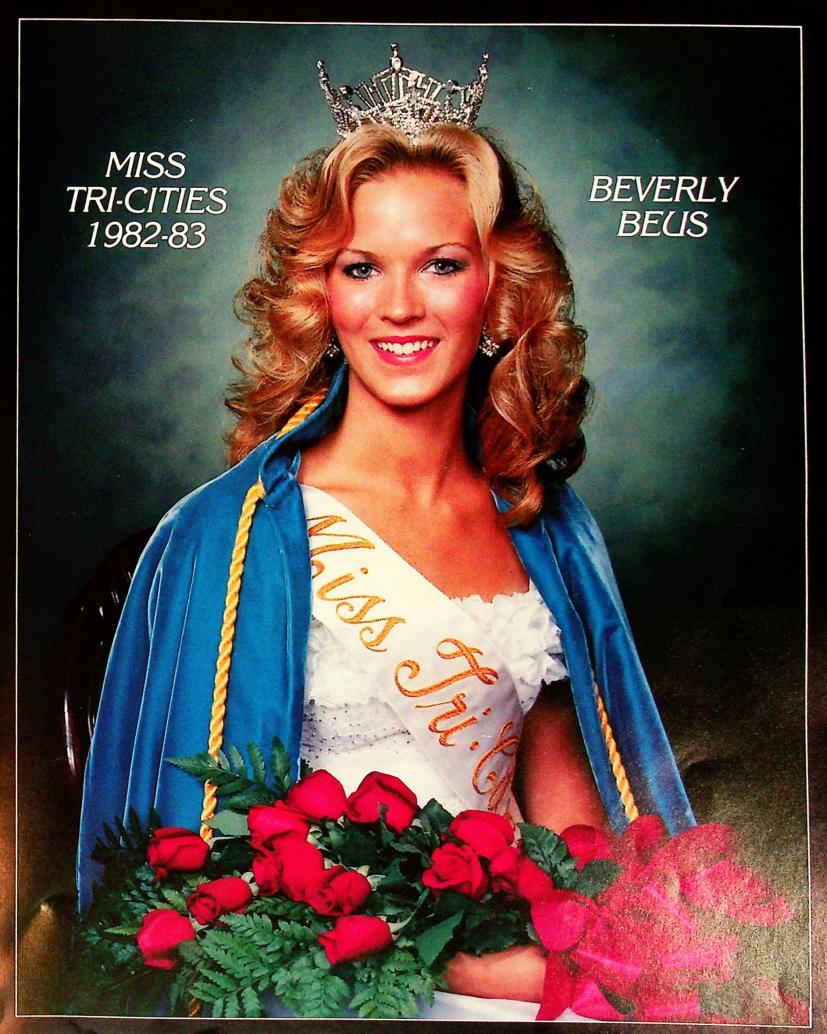
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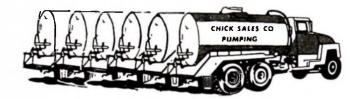
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17 Years of Unlimited Racing

By Fred Farley - URC Historian

Every year since 1966, unlimited hydroplanes have roostertailed around the super-swift Columbia River oval as the culmination of the Tri-City Water Follies celebration. During those 18 summers, the Columbia River pits have hosted new boats and old boats, the traditional, tricd-and-true boats, and revolutionary boats. The first race on the west coast swing of the unlimited circuit, the Tri-Cities has attracted so many boats that at times there was little room left in the pit area!

Atomic Cup '66 - Miss Budweiser. One of Bernie Little's earliest MISS BUDWEISER entries claimed the first Tri-Cities unlimited event. Handled by Bill Brow, MISS BUDWEISER won all three heats at an average speed of 94.936 mph over 11 other entries.

Atomic Cup '67 - Miss Bardahl. The last in a long, successful line of MISS BARDAHL hulls made it big in 1967 with Billy Schumacher at the wheel. Sporting a distinctly flatter profile than most boats of that era. the gold dragon came from behind in the final heat to outpoint Bill Sterett, Sr., in MISS CHRYSLER CREW.

Atomic Cup '68 - Miss Eagle Electric. For the third time in as many years, the Tri-Cities unlimited winner emerged victorious in all three heats. Warner Gardner wound up on top in Dave Heerensperger's MISS EAGLE ELECTRIC. a boat that had campaigned from 1962 to 1967 as \$ BILL and as an "also-ran." The screaming EAGLE set a 45-mile race record of 102.687, even though the driver had to hand operate the booster on the fuel pump during heat 2-A.

Atomic Cup '69 - Myr's Special. Dean Chenoweth in MYR'S SPECIAL claimed first prize in one of the most closely contested Tri-Cities regattas. Six heats were run with six different winners. Chenoweth and NOTRE DAME driver Leif Borgersen tied at the end of the contest on points, but because MYR'S SPECIAL had won the decisive final heat. Joe Schoenith's craft was given the victory nod.

Atomic Cup '70 - Pay 'N Pak 'Lil Buzzard. Dave Heerensperger became the first two-time winning owner of the Tri-Cities race when Tommy "Tucker" Fults pushed PAY 'N PAK'S 'LIL BUZZARD to victory over 10 other boats at an average speed of 98.169. 'LIL BUZZARD won both elimination heats and settled for second in



the final go-around to outscore Leif Borgersen in NOTRE DAME, 1100 points to 800.

Atomic Cup '71 - Miss Madison. Of all the Tri-City champions to date, only one has used non Rolls Royce power -MISS MADISON, which roared to victory in 1971 with an Allison V-1710. The community owned MISS MADI-SON and pilot Jim McCormick powered their way into the winner's circle three weeks after stunning the racing world with an upset victory in the Gold Cup on home waters in Madison. In capturing the Gold Cup and Atomic Cup awards. MISS MADISON, which was 11 years old at the time. became the oldest unlimited hydroplane to claim a victory.

Atomic Cup '72 - Atlas Van Lines. Chauffeur Bill Muncey finally claimed his first Tri-Cities championship in 1972 after six years of frustration on the Columbia River. Muncey wheeled the Joe Schoenith owned rig to first place in each of his three heats.

APBA Gold Cup '73 - Miss Budweiser. The Atomic Cup relinquished centerstage in 1973 to the Gold Cup. The twin favorites that year comprised the former PAK, renamed MISS BUDWEISER, driven by Dean Chenoweth, and a new PAK handled by Mickey Remund. After an intense series of preliminary skirmishes. Remund had the Pak in front in the first lap of the finale, with a reading of 119 mph. On the second backstretch, however, the PAK lost a propeller and shuddered to a halt, leaving MISS BUD to pick up the victory.

World Championships '74, APBA Gold Cup '75, Columbia Cup '76 -Pay 'N Pak/Atlas Van Lines. The 1973 vintage PAK became the first winner in Tri-Cities history during the 1974-75-76 period, winning three times and finishing first in seven out of ten heats started. With George Henley at the wheel, PAK took the 1974 World Championship. In 1975, Henley and the PAK handed owner Dave Heerensperger another victory in the Gold Cup, featuring a dynamic first heat duel wherein the winged wonder simply outclassed second place Tom D'Eath and MISS U.S. In 1976, renamed ATLAS VAN LINES by new owner-driver Bill Muncey, the former PAK just kept right on winning, claiming the inaugural Columbia Cup.

APBA Gold Cup '77 - Atlas Van Lines. The 1977 Tri-Cities race for the Gold Cup was won handily once again by Bill Muncey in a new ATLAS, a trend-setting cabover hull designed by ATLAS Crew Chief Jim Lucero. The first craft with a forward cockpit to win first place on the Columbia River. ATLAS demonstrated faster cornering than any other boat in history, with a competitive lap of 124.309 mph on the first round of the final heat. Second place behind the all conquering ATLAS went to Mickey Remund whose MISS BUDWEISER sank during a practice run two days before the race and was the subject of a feverish round-the-clock repair effort.

Columbia Cup '78 - Miss Budweiser. For the third time since 1966. a Bernie Little boat ruled the waves with a victory at Tri-Cities. With Ron Snyder at the helm, MISS BUD took the lead after Bill Muncey's favored ATLAS blew its engine on the first backstretch of the final heat to signal the blue blaster's lone defeat of the 1978 season.

Columbia Cup '79. '80 - Atlas Van Lines. World record performance was the order of the day in 1979 with four new marks for qualification and competition. Acclaimed as one of the most competitive Tri-Cities contests. Muncey's ATLAS captured the victory but only after CIRCUS CIRCUS and the BUDWEISER had broken down while leading ATLAS.

1980 will be remembered as one of the classic final heat shoot-outs in history. Bill Muncey and ATLAS finally put a stop to the unprecedented domination of Chenoweth and the Rolls Royce Griffon powered MISS BUD. which had won 20 consecutive heats and the five previous races. At the finish, it was ATLAS the winner at 126.689 with both outdoing the previous high of 124.412 for the 121/2 mile distance set the year before by ATLAS. Fans also took home the heartstopping memory of the new turbinepowered PAK flipping 21/2 revolutions during a pre-race practice run.

Columbia Cup '81, '82 - The Squire Shop. Driven by Chip Hanauer. THE SQUIRE SHOP battled the largest field of unlimiteds in 10 years on the Columbia River to claim Columbia Cup '81. With one lap to go, ATLAS seemed an easy winner, but lost engine power, setting the stage for a half-lap thriller between MISS BUD and SQUIRE. At the wire, it was Hanauer by just over two-tenths of a second.

In 1982, THE SQUIRE claimed its second straight Columbia Cup victory, this time with Tom D'Eath driving. In the final, D'Eath braved rough water and cross-winds to guide the SQUIRE to an easy victory.



"The Fan Plan"

1983 Columbia Cup Racing Rules'

Fast boats will compete against the fast boats in the "Fan Plan" racing format to be used for the 1983 Columbia Cup.

In the Fan Plan, the qualifying time for each boat will be used to determine the heats into which that boat will be placed. Based on 12 boats qualifying for the Columbia Cup, the six boats with the fastest qualifying times will compete against each other in two of the preliminary heats. The six boats with slower qualifying times will race against each other in the other two preliminary heats.

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

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

To Qualify for the Columbia Cup

To be eligible to race in the Columbia Cup. every boat must have recorded one lap at the minimum of 95 miles per hour over the 2-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 race consists of three heats of 12 miles each (6 laps around the 2-mile course) for a total of 36 miles.

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

Only those boats that are on the

course and running in a planing attitude when the 1-minute gun fires are allowed to race. A driver on the course cannot attempt to start his engine after the firing of the 1-minute gun; he must wait until the heat is completed. Should one of the eligible boats for the final heat withdraw, or be unable to start, then the next boat in order of point standings will be allowed to enter the final heat as an alternate starter. The driver of the alternate boat may start his boat's engine and enter the course if all boats eligible are not on the course and running at the 5minute gun. If all starters are on the course at the 1-minute gun, then the alternate must leave the course: if any starter is not running at this time, the alternate may proceed to starting position and start the race.

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

The race will be stopped immediately if a driver enters the water or, in the opinion of the referee, an occurrence makes it hazardous to participants. If, at the time a race is stopped. the leader has finished three consecutive laps, the heat will be declared completed and the average lap speed of each boat running at this time (based on the number of completed laps) will be used in determining finishing positions. The exception is the final - if it 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(s) responsible for the stoppage be awarded points in that same heat or be allowed to start in any re-run.

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 wav-

ing a visible object, he signifies that his boat is sinking and help is needed. When no signal is received, it indicates that the driver is injured and requires immediate aid.

The New 2-Mile Columbia Cup Course

For the first time in 18 years of unlimited hydroplane racing in the Tri-Cities, this year's race will not be run on the exact same course used by Bill Brow when he claimed the first unlimited race here in 1966.

This year a new 2-mile course, designed to increase safety, will be used.

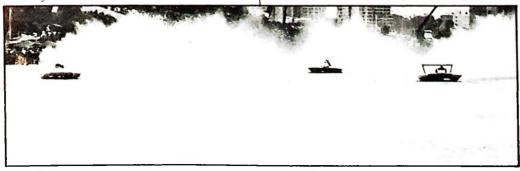
The new course is expected to reduce racing speeds somewhat and will be an adaptation of the familiar $2\frac{1}{2}$ -mile Columbia River course. The new design shortens the straight-aways and narrows the two turns. Race spectators will notice little difference in the viewing of the new 2-mile design which trims 150 feet off the overall length and narrows the width by 200 feet.

The past few years have seen major design improvements in the cornering abilities and straightaway speed of the unlimiteds. In a shorter course with tighter turns, boats will not be able to reach the high speeds on the straightaways, and will have to shut down sooner and go through the turn more slowly.

It was only about five years ago that the 2½-mile course, with wide turns, was preferred. Now race drivers are nearly unanimous that a 2-mile course with narrower turns is safer.

Earlier this year the Unlimited Racing Commission asked three race sites the Tri-Cities. Seattle, and San Diego to consider narrowing the width of their courses to provide a tighter turning radius. For the Columbia Cup. there was not enough room between Hydro Island and the bridge to narrow the width to keep the 2½-mile length.

A computer was used to design the new course so that it would fit within the configuration of the former 2½-mile course. Bob Grow. Grow Engineering who has worked each year in setting the course, donated time and equipment to survey the new course.



Dean Chenoweth: A Champion

Dean Chenoweth's first two unlimited hydroplane victories came in 1969 while he was behind the wheel of Myr's Special, owned by Gale Enterprises. The wins came at the Indiana Governor's Cup in Madison and the 3rd Annual Atomic Cup in the Tri-Cities.

That year. Chenoweth was driving against the likes of Jim McCormick in Miss Madison. Leif Borgersen in Notre Dame, Bill Sterett in Miss Budweiser. Tommy Fults in Pride of Pay 'N Pak. Bill Muncey in Miss U.S., and Earl Wham in Atlas Van Lines.

With two wins under his belt, the young Chenoweth stepped into the

driver's seat of the Miss Budweiser in 1970 and claimed four victories that year, including the Gold Cup.

But Chenoweth was no stranger to the world of boat racing. He had been racing since he was 12 years old. When he was 14, he won three outboard national championships and was picked for the All-American racing team, an honor he would repeat several times. From 1952-58, Chenoweth won eight national championships and 30 regional championships and divisional crowns. He retired from driving to attend college, but resumed driving, limiteds this time, after graduation. In 1964 he drove a 280 cu. in.

boat called Li'l Wide Track: in 1965 he won a 145 cu. in. national championship with a boat called Chuck's Joy. He repeated in 1966 as Eastern Divisional champ. In 1967 he was highly successful as a 7-litre pilot. It was in 1968 that he got his first ride in unlimited competition. That year he drove Smirnoff to a 6th place finish in the national standings.

Throughout his career in the unlimiteds, the water of Washington state had not been particularly good to Chenoweth.

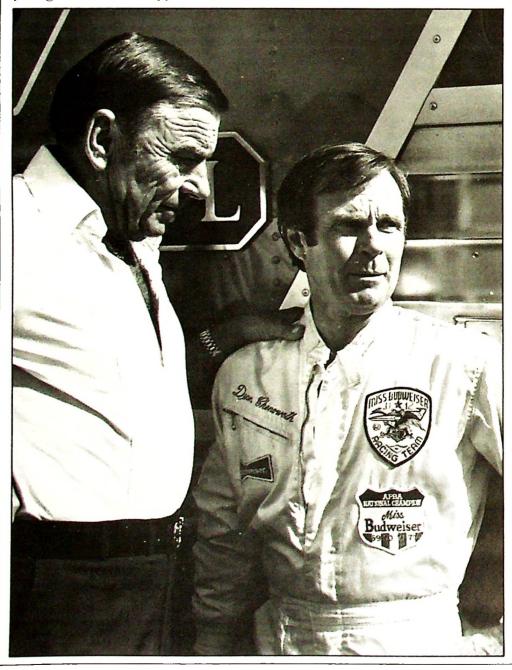
He had survived three previous high-speed accidents in this state. In 1970, he was injured during the Columbia Cup when he was thrown from his boat. In 1979 he crashed on Lake Washington, going an estimated 230 mph in a world straight-away record attempt. In 1980, he flipped again on Lake Washington during a qualifying run for SeaFair. After this accident, while still recovering from the injuries, he climbed back into a substitute Miss Budweiser and earned enough points to capture the top driver position for 1980.

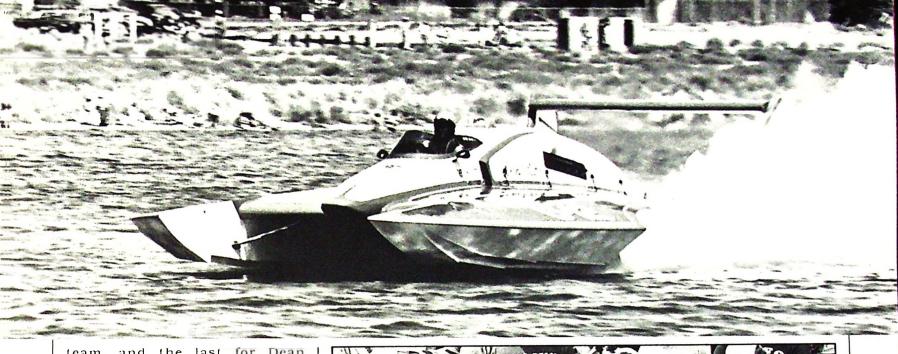
But it wasn't his boat flips that made him well known in the world of unlimited racing. During his career. Chenoweth had accumulated four National Championships ('70, '71, '80, '81), four Gold Cups. one World Cup and a total of 25 wins. including two on the Columbia River. In addition to that 1969 win in Myr's Special, his only victory here in the red and gold Miss Budweiser was in 1973 when he captured that year's Gold Cup. Chenoweth had retired from unlimited racing in 1974, and returned in 1979 to drive Little's new Griffon-powered boat.

In 1980, while driving the new boat. Chenoweth had a string of 20 heat victories coming into the Columbia Cup. It was here that Bill Muncey in his Atlas broke that string and claimed the Columbia Cup. Despite the loss here, and an accident at SeaFair. Chenoweth guided the Bud to the 1980 championship.

In 1981, Chenoweth and the Miss Bud won every race, except the Columbia Cup and SeaFair.

When 1982 rolled around, he was suddenly the sport's winningest active driver. At the start of the season, anyone predicting the outcome of the season would have picked Dean Chenoweth and the Miss Budweiser as favorites. And, Chenoweth guided the big boat to a season opening victory in Miami. From that victory circle, it was impossible to know that it would be the only 1982 win for the Budweiser





team, and the last for Dean Chenoweth.

The Bud team came to the Tri-Cities (the sixth race on the circuit) confident that they had worked out all the bugs that had cost them victories in New York, Detroit, Madison and Evansville. And, they still held a 213 point lead in the national standings over Atlas Van Lines.

On Friday during qualifying, the boat easily qualified for Sunday's Columbia Cup race with a speed of 124.827. But also that day, Chenoweth's old Columbia Cup course qualifying speed record had been broken by Chip Hanauer in Atlas, with a speed of 138.675. But the world record was 140.625. Did the Griffon-powered Bud have 140-142 mph in her? The Little camp felt it did. So Saturday morning, the first boat lifted into the Columbia River was the Miss Budweiser.

Within a few minutes, going an estimated 175 mph, the nose of the boat would lift, ease down some, and then climb to a back flip — a "blow-over." The Columbia Cup Rescue Team — recognized as one of the best on the circuit — would have driver Dean Chenoweth out of the water 30-40 seconds after the boat became airborne. He was at Kennewick General Hospital within 12 minutes.

Chenoweth was the sport's winningest active driver, and he got there by doing his job professionally. He didn't seek media attention. His record did his talking.

On the race course, Chenoweth himself dictated how he would run his race — it wasn't dictated by anyone else. Chenoweth, by unlimited racing standards, was not a risk taker. He was a competitor, a winner and a champion.

Just why the biggest, probably most stable unlimited hydroplane became airborne will never be known. But what is known is that the accident that took place on the Columbia River claimed one of the sport's best, while he was on the course, challenging a world record.

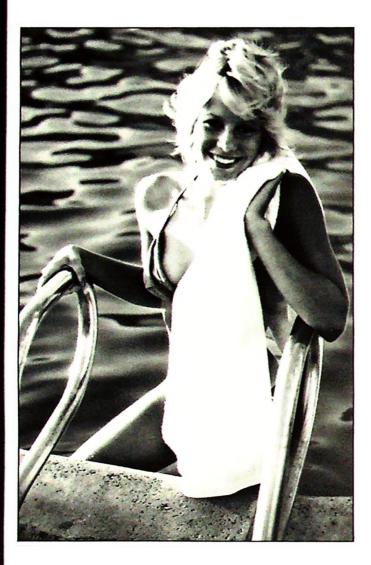


Career Victories Box Score

Dea	n Chenoweth	14. 1980 - Champion Spark Plug Trophy
		Miss Budweiser (12th)
1.	1969 - Indiana Governor's Cup - Myr's Special	15. 1980 - "Thunder on the Ohio" Miss Budweiser (12th)
0		
	1969 - Atomic Cup - Myr's Special	16. 1980 - Spirit of Detroit Trophy
3.	1970 - Suncoast Cup	Miss Budweiser (12th)
	Miss Budweiser (6th)	17. 1980 - APBA Gold Cup/Indiana
4.	1970 - Indiana Governor's Cup	Governor's Cup
	Miss Budweiser (6th)	Miss Budweiser (12th)
5	1970 - Seafair Trophy	18. 1980 - Eldorado/Bluestem
٥.	Miss Budweiser (6th)	Thunderboat Trophy
6	1970 - APBA Gold Cup	Miss Budweiser (12th)
O.	Miss Budweiser (6th)	
-		19, 1981 - Champion Spark Plug
7.	1971 - Champion Spark Plug	Trophy
	Trophy	Miss Budweiser (12th)
	Miss Budweiser (6th)	20. 1981 - Silver Cup
8.	1971 - Horace E. Dodge Cup	Miss Budweiser (12th)
	Miss Budweiser (7th)	21. 1981 - Indiana Governor's Cup
9.	1973 - Kentucky Governor's Cup	Miss Budweiser (12th)
	Miss Budweiser (7th)	22. 1981 - APBA Gold Cup
10.	1973 - Gar Wood Trophy	Miss Budweiser (12th)
	Miss Budweiser (7th)	23. 1981 - Circus Circus
1.1	1973 - APBA Gold Cup	Thunderboat Trophy
	Miss Budweiser (7th)	Miss Budweiser (12th)
12	1973 - National Champions	24. 1981 - World Cup
12.	Regatta	Mice Puduria (1941)
	Miss Budweiser (7th)	Miss Budweiser (12th)
10		25. 1982 - Champion Spark Plug
13.	1974 - Admiral's Cup	Regatta
	Miss Budweiser (7th)	Miss Budweiser (12th)

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Columbia Cup Rescue Squad: They're the Best!

The T-Shirt on the Columbia Cup Rescue team member read "Hours of Boredom Punctuated with Moments of Sheer Terror."

That may capsulize what members of this elite group may be feeling as they wait on the race course. After months of preparation and work, the members wait on the water... hoping that their services won't be needed. But if they are called upon to do their jobs, they do them better than any other rescue squad on the unlimited circuit.

The high praise that the Columbia Cup Rescue Squad receives from those associated with unlimited racing is praise that is earned through dedication, organization and work.

The 1983 crew began preparing for this year's race in January. Training includes at least six all-day sessions on the water. These usually take place on weekends as some of the members of the crew come from as far away as Seattle and Portland.

Members are instructed on everything from proper radio transmission in times of emergency to techniques for removing drivers from the water. During some of these sessions, teams are clocked to determine the time elapsed from when the emergency drill begins to when the driver is rescued properly.

The efficiency of the crew is due to every person knowing what his job is — exactly what to do, in what order. And, they all know what the person next to them is and will be doing.

There are five rescue sleds on the water when the unlimiteds run. The crew on the smaller sled is one diver. one driver and one deckhand. The larger sleds have two deckhands.

The driver's primary concern is the safety of the unlimited driver. The rescue team knows that if a hydro sinks, it can be retrieved — the driver comes first. All divers are certified and are familiar with the Columbia River. The deckhand is the diver's assistant and is also responsible for maintaining the sled and equipment in rescue condition. This year, some of the deckhands will be off-duty Kennewick Fire Department trained paramedics. The driver is responsible for the safety of the people on the sled, and maintaining the sled in proper rescue position. During an emergency, the driver never leaves his assigned position and handles all radio communication. To be qualified as a driver, each must prove their capability of handling the sled in adverse conditions. All personnel on the water have an advanced First Aid Card and an EMT rating.



Rescue personnel practice removing a "driver" from the water during one of the many drills they complete prior to the race. — Photo by Karl Pearson.

In addition to the sleds, a fire boat is also on the water. An idea originated by the Columbia Cup crew, fire boat personnel go through rigid training, directed by Benton County Fire District *1 Chief Ernie McColley, on how to fight wood, oil, aviation fuel and other fires which may occur on an unlimited.

Also on the water this year will be Dr. Raymond Kania — head of Kennewick General Hospital's Emergency Room.

The procedure used by the Rescue Team has been perfected through the years, and is designed to make the Columbia Cup run smoothly, efficiently, and in the case of an emergency... quickly.

But preparing for a rescue is not the crew's only job. They also maintain all the sleds, build new ones if necessary, maintain all course equipment, buoys, anchors, the clock, anchor lines, etc. This year they designed and constructed new buoys which are of a new lightweight nylon material, sewn together and placed over frames. They are designed to be structurally safer for the unlimited driver, as they will disintegrate if hit by an unlimited.

The sleds here were also designed specifically for hydroplane racing. They sit low in the water: the deck is just six inches above the water, the same height as a hydroplane.

About 70 people make up the rescue personnel, although on race day you may see only 18 of them on the water. The rest have worked, along with those 18, behind the scenes all volunteering help, preparing just in case the unexpected does happen.

A Salute to Columbia Cup Sponsors

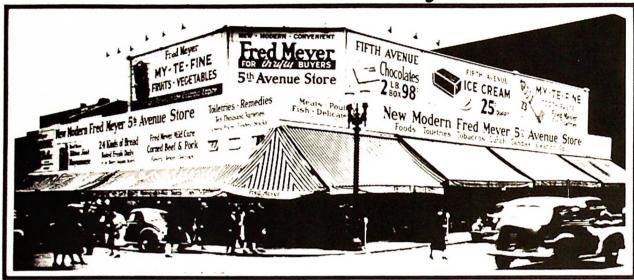
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is the only locally owned and operated savings and loan in the Tri-Cities. The savings and loan was formed in 1978 by a group of Tri-Cities people who saw a need for a local financial institution to serve the local needs of this area. Over 400 Tri-City area people are stockholders in the Association.

The four independent dealers in the Tri-Cities who market Union 76 products.

Each one is a locally owned business and each actively supports community activities. These dealers are: George Reece, owner of H-T Fuels: Al Gustafson, owner of Big Al's Columbia Center 76: Buzz Matson, owner of Matson's 76: and, Bill Bailey, owner of Bill Bailey's Columbia Park 76.

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Over the past 61 years, Northwest shoppers have continued to rely on Fred Meyer to bring them new ways to help keep their shopping costs low, and still provide *Quality, Value, Selection and Service*. That's what Fred G. Meyer promised his first customers; and they're still good reasons for you to shop at Fred Meyer today.

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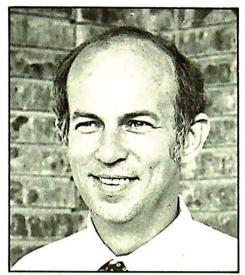
spend your hard earned dollars today; and that's why Fred Meyer continues to bring you the high quality, good value, great selection and the courteous service you deserve. We honor Mr. Meyer's pledge: "If any customer is ever dissatisfied with any product we have sold, they are welcome to return it, or the unused portion, and we will gladly replace it with a comparable item, or return their money."

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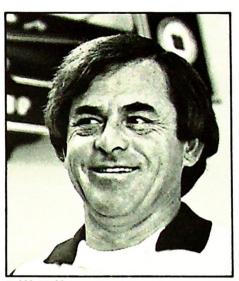
Today's Fred Meyer One Stop Shopping Centers may be very different from that first store of six decades ago. But one thing has not changed, and never will; our dedication to meet our customers' many needs and changing lifestyles.



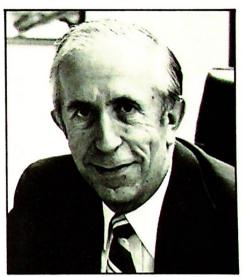
Water Follies EXECUTIVE BOARD



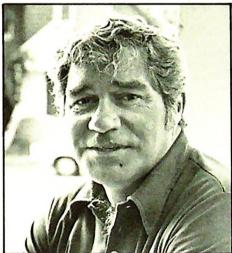
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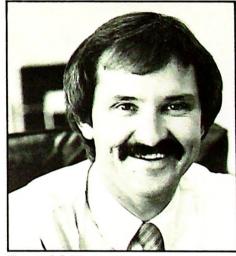
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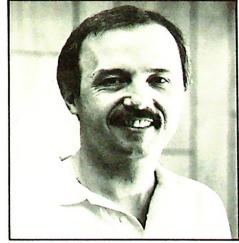
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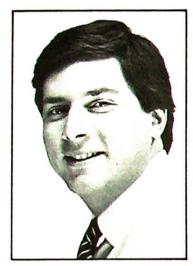


Dorothy Schoeppach VICE PRESIDENT Tri-City Irrigation, Inc.

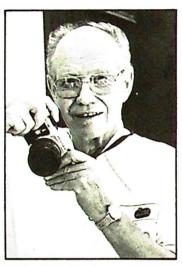
Water Follies PEOPLE

So many people play a part in making the 1983 Tri-City Water Follies festival and Columbia Cup successful! Here are just a few.

Many thanks to these, and all the other volunteers who work so hard.



Bob Merriman Grand Parade



Ralph Smith Photographer



Todd Eggers and **Doug Tillson** Columbia Cup Pits



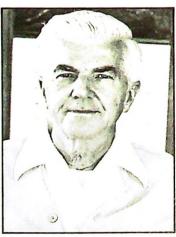
Dick Alvis, assistant race chairman, and **Cal Washam,** course chairman



Mike Berriochoa and **Dick Hone** Columbia Cup Air Show



Ron Pearson and M.S. "Sy" Syverson Patrol Boats

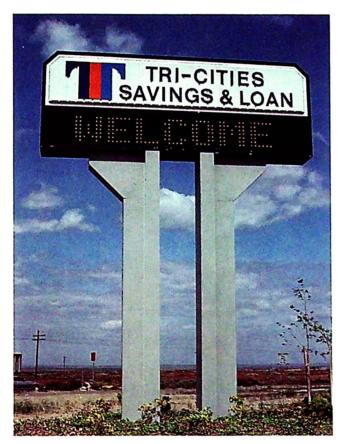


Bob Welsh Cavalcade of Drums



Dick Petersen Kennewick Kiwanis, Program Sales

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Columbia Cup COMMITTEE LIST

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

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

Official Clock Maintenance: John Allan.

Official Barge: Tom Brutzman.

Dive Master: Glen Washam; assistant dive master. Dana Mueller. **Patrol Boats:** Ron Pearson, chairman; Sy Syverson, assistant

Rescue Sled Mechanic: Darrel Hatley.

Search and Rescue Personnel: Dick & Sylvia Alvis, Steve Bailic, Steve Barraclough, Paul Beebe, Jeff Bold, Kathy Brutzman, Keith A. Brutzman, Hayes Cooper, Lou Densley, Rich Ehlers, Stephen Gulley, Jim Harless, Ron & Karen Harris, Darrell & Sandy Hatley, Mike Johnson, Raymond E. Kania, Ernest McColley, Mike McCoy, Dennis McLean, Ray Mandigo, Chris Meissner, Dana & Laurie Mueller, Rick Nunamaker, Karl Pearson, Paul & Paula Purdy, Wally & Sharon Guast, Skip & Pat Robinson, Doug Rosenoff, Kerry Shatell, Barbara K, Vandine, Cal & Sue Washam, Glen & Janice Washam, Lloyd Washam, Phil & Tracy Webb, Bill & Joanne Wilcoxson, Scott & Kathy Winsor.

Pit Area: Todd Eggers, pit boss: Doug Tillson, assistant pit boss: Vic Mahan, Bruce Meyers, Frank Schricker.

Pit Office: Mary Meyers. Faye Eggers.

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

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

Coast Guard Auxiliary: Flotilla Commander. Flotilla #95. Jim Martell

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

Booster Button Sales: Judy Mosebar, Phyllis Snuggs, Chapter EL, P.E.O.; Helen Hyland, Chapter GF, P.E.O.; Maxine Jones, Chapter ED, P.E.O.; Irma Scott, Pasco Emblem Club.

Clean Up: Rick Schmidtke, chairman.

Columbia Center Mall Sales: Jan Tippett, Judy Carlson, Chapter AQ, P.E.O.: Air Show sales, Rita Palmrose, Chapter GZ, P.E.O.

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

Concessions: Steve Osborne, chairman.

First Aid: John Lynch. American Red Cross, coordinator.

Franklin County Viewing Area: Chuck Kelteh, chairman: Gary Adkinson, Neil Stephens.

Hospitality: Dean Mitchell, chairman.

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

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

Photographer: Ralph Smith.

Pit Booth Sales: Dave Dickerson.

Pit Tours: Joe Jarrell, chairman: Heather McCombe, co-chairman.

Pit Tour Guides: Mike Bold, Dave Keller, Scott Davis, Stefan Xaudaro, Pat Arbrogast, Floyd Reitz, Rob Price, Jeromy Hancock, Vincent Xaudaro, David Ratcliffe, Suzy Seidel, Georgette Hyatt, Pat Sawyer, Al Sharp, Andy McDonald, Carol Cornwell, Brian Smith, John Getty, Jr., Randy Wilmoth, Lincoln Loney, Matt Kreiter, Jason Legfeldt, Hershal Griggs, Eve Stein, Pam Jarrell.

Rod Greenhalgh, April Jarrell, Steve Ilton, Trish Dorman, Brian Johnson. Rob Conners, Kevin Older, Char Ash, Rod Givens, Randy Piert, Randy Jarrell, John Hancock, Scott Spencer, Jim Hausske.

Press & Publicity: Rich Buel; Herb Brindamour, credentials.

Program Distribution: Dick Petersen, Kennewick Kiwanis; Russ Wisenman, Pasco Kiwanis Club.

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

WATER FOLLIES EVENTS

Air Show: Dick Hone, chairman: Mike Berriochoa, Thunderbirds coordinator.

Allied Arts Sidewalk Show: Sharon Laegreid, Chairman, Allied Arts Assn.

Autocross: Yasuhiro Muranaka, Ted Fitzsimmons, Sand & Sage Sports Car Club.

Basketball Tournaments: Paul Whitemarsh, chairman, Pasco Parks & Recreation Dept.

Bicycle Motocross: Ginny Harding, Director of Publicity, Tri-City BMX Racing Club.

Cavalcade of Drums: Bob Welsh, chairman.

Celebration of Praise: Joan Souza, chairman.

Chess Tournament: Peter Dessaules, chairman, Tri-City Chess Club.

Civic Club Luncheon: Ken Maurer, coordinator.

Dart Tournament: Norman Mix, chairman, Tri-Cities Darting Assn.
Tri-Cities Amateur Golf Tournament: Joe Dubsky, President: Perry Williams, Secretary/Treasurer.

Grand Parade: Robert Merriman, chairman; Brad Upton, assistant chairman.

Kiddies Parade: Karen Coulson, chairman, Pasco Parks & Recreation Dept.

Miss Tri-Cities Pageant: Dorothy Schoeppach, pageant director: Della Blessing, hostess chairman: Chyrl Jackson, choreographer.

Miss Tri-Cities Contestant Style Show: Dorothy Schoeppach, chairman.

Model Airplane Fun Fly: George F. Vargo, Jr., chairman, Tri-City R/C Modelers.

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

Mutt Show: Bob Hillman, Benton-Franklin Humane Society.

Rowing Regatta: Kevin Veleke. President. Tri-City Cougar Club.

Shoreline Run: Mike Cleavenger, chairman, Richland Exchange Club, Richland Police.

Square Dance: Virginia and George Bauer, chairman couple. Prairie Shufflers.

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

Talent Show: Judy Clark, co-chairman; Carol Crabtree, co-chairman; Sue Schirmer, Advisor, Tri-City Assn. of Professional Mortgage Women.

Tennis Tournament: Paul Whitemarsh, chairman, Pasco Parks and Recreation: Dunning-Ray Insurance.

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

Water Ski Show and Jump Tournament: Clark Warner, president, Tri-City Water Ski Club.

Wheelchair Basketball: Marvin C. Marks, chairman, Handicapped Unlimited Assn.

Wine Festival: Coke Roth, chairman, Tri-Cities Visitor and Convention Bureau.

ZION Play: Cindy Benson, chairman, Church of Jesus Christ of Latter Day Saints.

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Dee Ann Ivey KENNEWICK



Brenda Nelson RICHLAND



Paris Page KENNEWICK



Cynthia Rodriguez KENNEWICK



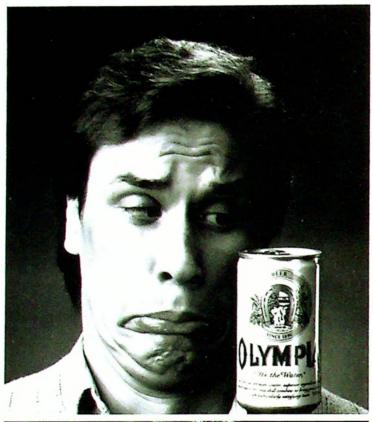
Tracy Rust PASCO

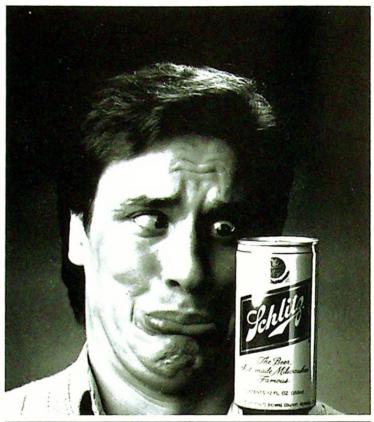


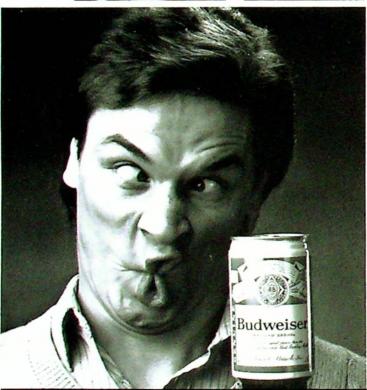
Traci Schmidt KENNEWICK

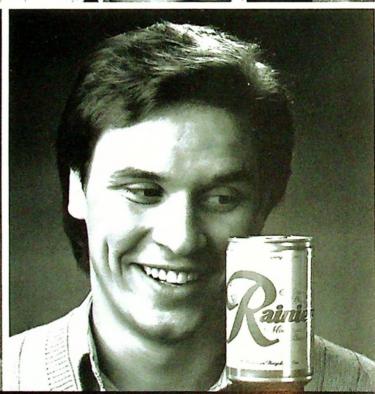


Stacey Williams PASCO







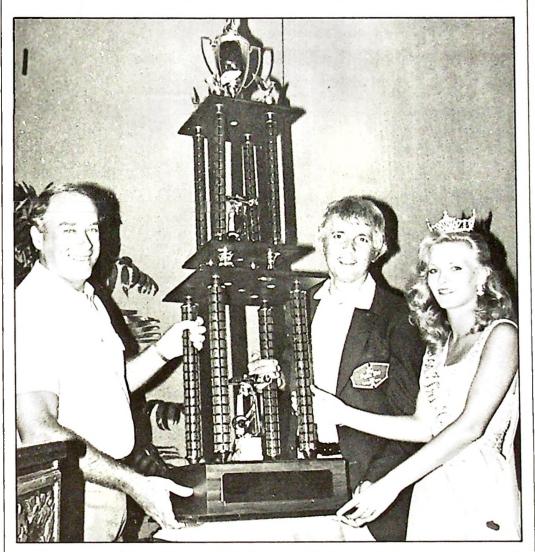


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Squire Claims Its Second Straight Columbia Cup



The Squire Shop, driven by Tom D'Eath, scored its second Columbia Cup victory in as many years during the 17th annual Tri-Cities unlimited hydroplane race. The victory gave the Squire team enough points to temporarily boost them into first place in the national point standings, something new for both driver Tom D'Eath and owner Bob Steil.

When the first heat started, 12 boats had qualified for the Columbia Cup. and of those boats, four had already claimed race victories. Only Atlas Van Lines had two wins in its camp.

The 1982 Tri-Cities race featured the "Fan Plan" racing format. It pitted the six boats with the fastest qualifying times against each other in two of the preliminary heats, and the six boats with the slower qualifying times in the other two heats. And, with this new format, there were six heats, rather than the five in the former racing format. The extra heat, called the Water Follies Trophy Race, was a consolation heat for the two boats from

Above: Bob Steil, The Squire Shop owner, and driver Tom D'Eath receive the first place trophy from Miss Tri-Cities. Beverly Beus, during the 1982 Columbia Cup Awards Banquet.

the faster heat and the four boats from the slower heat that did not make it into the final.

In the final heat. D'Eath braved rough water and cross-course winds to guide the Squire to the team's second straight Columbia River victory. In the pits, waiting for D'Eath's victorious return were the Atlas Van Lines and the Pay 'n Pak, both which failed to answer the starting gun.

The final results of the Columbia Cup 1982 were, in the Championship heat: 1 - The Squire Shop (110.348 mph): 2 - Executone (104.312): 3 - Kenney Toyota/Miss Madison (94.379): and 4 - Tempus (no speed).

In the Water Follies Trophy Race: 1 -Tempus (83.443): 2 - Miss Rock, Design 360, Aronow Unlimited, and Oh Boy! Oberto.



Tri-City Water Follies & Columbia Cup It's an Economic Fact

* Third Largest Supermaket Week. Boat race week is the third largest grocery shopping week of the year (behind Christmas and Thanksgiving). Supermarket sales are estimated to be up 15% for the week, amounting to a \$400,000 total increase.

* Third in Gasoline Sales. Boat race week is the third largest of the year in gasoline sales (behind Memorial Day and Labor Day). Sales are up an average of 14%, or 50.000 additional gallons.

* Air Passenger Boardings. Boardings are up 23% over an average week on the Monday following the boat races when most of the out of town participants leave for home.

* Restaurants, Food and Entertainment. Increases are in the 25% range for Tri-City restaurants. Fast food outlets report increases from 10% to being the largest weekend of the year for certain specialty take-out food firms.

* Hotel Rooms. The hydroplane races top all convention or hotel use activities throughout the year. All hotel and motel rooms are in use, most for at least two days. And, unlike most large conventions that come here on a rotation basis, the boat races have been here every year for 18 years.

* Clubs and Organizations. Water Follies is the largest single fund-raising event for community clubs and organizations. Each year some 35 organizations earn over \$24,000 for doing such things as selling tickets and booster buttons, parking cars, and manning barricades. This does not include the community clubs and organizations that operate food concessions on race day.

1981-1982 figures

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OWNERS & DRIVERS

U-1 Atlas Van Lines

Driver: Chip Hanauer **Owner:** Fran Muncey

Built: 1982

Designer/Builder: Jlm Lucero Power Plant: Rolls Royce Merlin

The Atlas Van Lines for '83 carries the U-1 number — signifying its 1982 national championship. Designer Jim Lucero has modified the cockpit of the boat with safety in mind for the '83 season. Driver Chip Hanauer will be in a lower, semi-reclining position. A seat cushion is all that separates him from the bottom of the boat. To get into the cockpit, the steering wheel must be removed, which can be done quickly. Hanauer is then strapped into the cockpit and the steering wheel is replaced. Also, because of the removable steering wheel, the crew elected to reposition the nitrous button on the left foot rest, rather than having it operated by the thumb.



Driver Chip Hanauer last year in his first year as Atlas chauffeur. took the boat into first place in the national standings, as well as capturing the national driving

championship for himself. Hanauer's one victory on the Columbia River came in 1981 while driving The Squire Shop. a boat he drove for four years. Hanauer drove in the limited ranks before getting his first unlimited ride in 1976 in driver Tadd Dean's U-22.



Fran Muncey, Atlas' owner, is continuing her late husband's commitment to the sport of unlimited racing. She is currently president of Bill Muncey Industries, Inc. In 1981, she

received the J. Lee Schoenith Award. As president of Bill Muncey Industries, she has amassed numerous Gold Cups, and five national championships, including the 1982 crown.

U-2 The Squire Shop

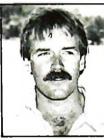
Driver: Earle Hall Owner: Bob Steil Built: 1979

Designer: Dave Knowlen

Builder: Norm Berg

Power Plant: Rolls Royce Merlin

If **The Squire Shop** takes home the Columbia Cup trophy for the third consecutive year, the team will accomplish something no other camp has been able to do on this course. After the win here in 1982. The Squire Shop was number one in the National Point standings, and ended the season in third place overall.



The new Squire driver is unlimited rookie *Earle Hall*. Hall began racing competitively at age 15 in the B-stock hydro class and went on to race in the 2.5-litre class and the 7-litre class where

he gained national recognition. Last year in the 7-litre division, he captured numerous victories, the national championship and several world speed records. In March, he was inducted into the APBA Hall of Champions.



Bob Steil, U-2 owner, is president of The Squire Shops. Inc. Steil has campaigned an unlimited since 1977. During his involvement in unlimited racing, he has received recogni-

tion from the Unlimited Racing Commission as "Boat Sponsor of the Year." "Sportsman of the Year." "Race Sponsor of the Year," and "Consistent and

Outstanding Contributions to the Unlimited Hydroplane Racing Team."

U-3 Miss Renault

Driver: Milner Irvin **Owner:** Jerny Schoenith

Built: 1983

Designer/Builder: Jon Staudacher **Power Plant:** Turbocharged Allison

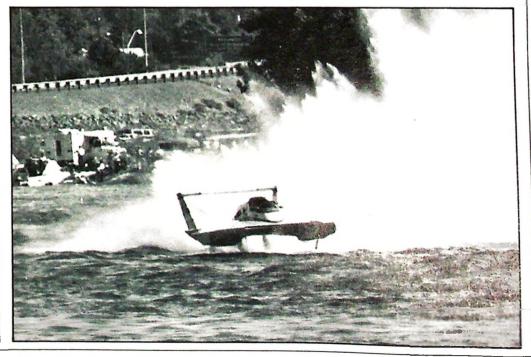
A new boat... and a new unlimited hydroplane sponsor! Plus. the boat may eventually be based out of the Tri-Cities because of crew chief Jim Kerth. The New *Miss Renault* made its debut at the Miami race, but fuel problems caused the boat to withdraw. The boat is lightweight and was designed with safety features that include a lowered driver's seat and cockpit scoop.

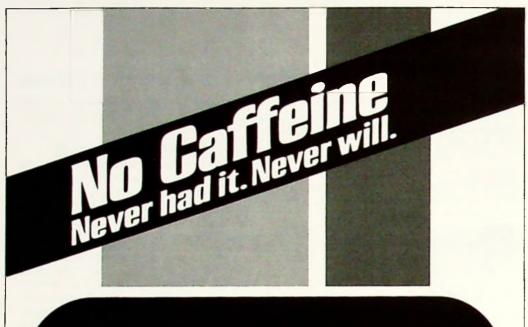


Milner Irvin will be Miss Renault's driver. Irvin started driving unlimiteds in 1974 behind the wheel of community-owned Miss Madison. While driving the Madison, he com-

piled the best percentage of heats completed among active drivers. His cool, no-nonsense style in competition is a trademark.

Jerry Schoenith is the owner of the U-3. A life-long enthusiast. Schoenith has been an offical, driver and owner. A member of the prominent Schoenith family from Detroit. Jerry has put together a new team for the '83 season.









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OWNERS & DRIVERS



U-5 Miss Machine Rock Band

Driver: Terry Turner

Owners: Terry Turner, John

Dickerson

Built: 1975

Designer/Builder: Henry

Lauterbach

Power Plant: Twin Chevy 454

The boat was originally built as the Lauterbach Special and also ran here as Candyman and Team 5. It has run as *Miss Machine Rock Band* for the last several years. In 1981 at the Columbia Cup, the boat qualified in the top 6 of 18 boats, and last year's best finish was a second at San Diego.



Terry Turner is both driver and co-owner of the U-5. Turner is an accomplished driver in the limited class, collecting numerous regional and divisional titles including being

the 1973 national champion in the 2.5-litre division. In 1970, he was voted Region 12 Rookie of the Year in the 280s and voted into the Marine Hall of Champions in 1975.

John Dickerson is the other U-5 owner. Dickerson represents the boat on the Unlimited Contest Board. The goal of the U-5 is to re-establish automotive power as an alternative to aircraft and turbine powerplants.

U-6 Frank Kenney Toyota/Volvo

Driver: Ron Snyder **Owner:** Bob Hughes

Built: 1973

Designer/Builder: Jim Lucero **Power Plant:** Turbocharged Allison

Frank Kenney Toyota/Volvo (Miss Madison) ran on the eastern circuit as Miss Rich Plan Food Service, and annually changes sponsors for the western swing. The boat is running faster than ever this year, and the team captured the 1983 season opener at the Lake of the Ozarks, Missouri. Over the winter, the boat was reworked and now features new-style sponsons.



Ron Snyder is the driver of the U-6. Unlimited Rookie of the Year in 1976 aboard Miss Madison, Snyder drove the Miss Budweiser in 1978 winning that year's Columbia Cup. In 1979, he

began officiating and served as a referee for four seasons. He began driving the Miss Madison in mid season last year.



The U-6 is owned, maintained and campaigned by a private corporation comprised of the community residents of Madison, Indiana. **Bob Hughes** represents the communi-

ity on the circuit as team manager. A member of the URC. Hughes has been active in unlimited racing for more than 15 years.

U-8 Executone

Driver: George Johnson

Owner: U-8, Inc. **Built:** 1966

Designer/Builder: Ron Jones **Power Plant:** Rolls Royce Merlin

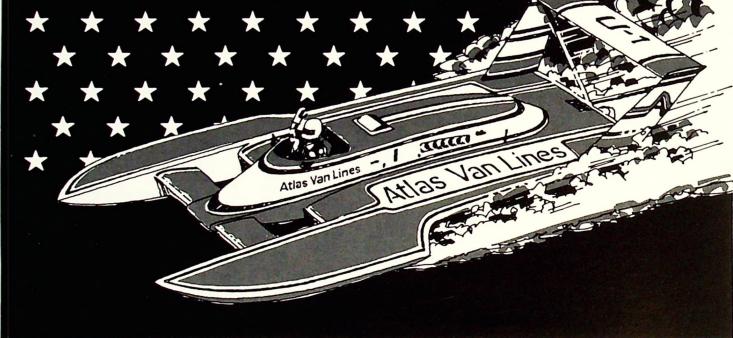
The U-8 finished the 1982 season fifth in the national standings. In the off-season the hull underwent substantial re-work, including reducing the weight of the boat and adding newstyle sponsons. The U-8 is the original hull of the first turbine boat on the unlimited circuit, but was later changed to Rolls Merlin power.



George Johnson is the U-8 driver. He made his unlimited debut at Acapulco in 1981 and picked up a second place finish in the Guerrero Governor's Cup race. A vete-

ran offshore racer. Johnson is in his second full year of unlimited driving.

The boat is owned by U-8. Inc., which includes *Bill Wurster*, *Jurgen Sauerland* and *Gerald Lovell*. Wurster is a scasoned owner and driver and president of U-8. Inc. He began racing outboards in 1960 and drove his first unlimited in 1972. Sauerland and Lovell joined the U-8 team as part owners in 1981.



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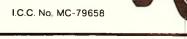
In 1982, Atlas Van Lines took home the World Cup and the National Championship to continue the greatest tradition in unlimited hydroplane racing. Driver Chip Hanauer's thundering toward a repeat performance in '83.

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OWNERS & DRIVERS

U-10 Miss Pure D'Lite

Driver/Owner: Bobbie Howard

Built: 1974

Designer: Les Staudacher

Power Plant: Turbocharged Allison

The U-10 is the former U-96 Miss KYYX. The boat, trailer, engines and truck were purchased only two weeks before the season opener in Missouri. The only substantial work done on the boat since last year was the replacement of the aft starboard chine.



The owner-driver of the U-10 is **Bobbie How-ard**. Howard has driven limiteds for 10 years, and last drove here in the unlimited class in the U-20 in 1981. A resident of Cape

Coral, Florida. Howard plans to race the U-10 through the complete circuit.

U-12 Miss Budweiser

Driver: Jim Kropfeld **Owner:** Bernie Little

Built: 1980

Designer/Builder: Ron Jones Power Plant: Rolls Royce Griffon

The Miss Budweiser comes to the Tri-Cities in a good position in the national point race. After a second place national finish last year, the team is eyeing getting the national crown back again this year. Miss Bud gets its power from Rolls Royce Griffon engines, the only boat on the unlimited circuit with the Griffon power. The boat is programmed for a lower gear ratio and moderate rpm's. It utilizes larger propellers to make best use of the extra power. The Bud is a cabover design which features unique step sponsons, offset engine and gear box for better cornering and a lower center of gravity.



Jim Kropfeld is the Miss Budweiser driver. Kropfeld took over the driving job last September and turned in two impressive performances, and captured the 1982 Rookie of the Year

award. A former inboard driver, Kropfeld has won many national crowns and race titles in a variety of classes.



Bernie Little, Miss Bud owner, began the 1983 season with 6 national and 1 world championship, 41 race victories and 5 Gold Cups in his camp, making him the most successful

owner in the sport's history. A member of the Florida Sports Hall of Fame, Little is the only owner to campaign both unlimited and offshore powerboats. This year is his 21st season in the sport and he holds the longest continuous contract with a sponsor. Anheuser-Busch.

U-17 Tempus

Driver: Scott Pierce **Owner:** Chuck Hickling

Built: 1978

Designer/Builder: Chuck Hickling **Power Plant:** Rolls Royce Merlin

Chuck Hickling's new boat is nearly finished, but it will most likely be the old hull that will run this year in the Columbia Cup. The hull was entirely hand-built by Hickling over a span of five years, thus the name Tempus, which means time, was given to it. The boat will appear in the Northwest races but San Diego and Houston are "maybes."



scott Pierce will be behind the wheel of the U-17 when it runs in the Columbia Cup. Pierce is the son of former unlimited owner, Laird Pierce. In 1981, he guided the U-8 to a fourth

place in the national standings, and carned honors as the sport's Co-Rookie of the Year. Last year he drove the Oh Boy! Oberto here.



Chuck Hickling is a veteran thunderboat driver who now operates the Tempus team from his Bellevue home. The boat he is currently building at his home is a tunnel-craft. Hick-

ling and team spent time this winter also preparing the current U-17 for the 1983 season.

U-21 Miss Island Security Systems

Driver: Mitch Evans **Owner:** Rick Bowles

Built: 1977

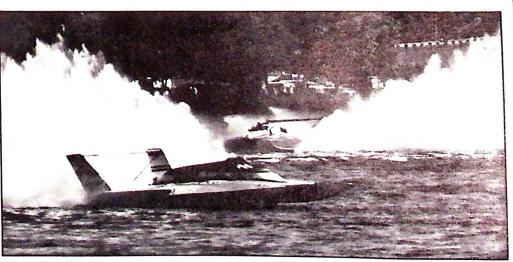
Designer: Don Sooy **Power Plant:** Allison

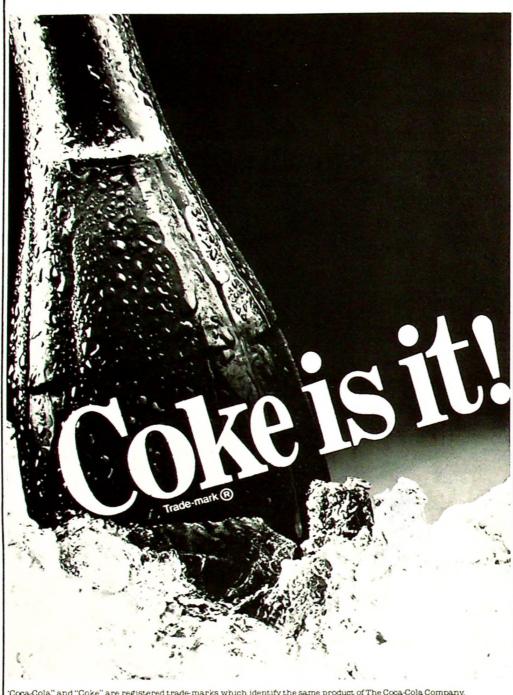
Back in 83 with a new sponsor and a new paint job, the boat ran here last year as KWWW but failed to get qualified. It formerly ran here as Century 21. The boat is very light, weighing under 4,500 pounds.

Mitch Evans is the driver of the U-21 and has five years experience in the limited racing class. In 1981 he finished third in the nation in the 7-litre

division category.

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





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OWNERS & DRIVERS

U-29 Miss Rock

Driver: Jerry Hopp **Owner:** Bob Miller

Built: 1976

Designer: Jim Lucero **Builder:** Fred Wickens

Power Plant: Turbocharged Allison

Miss Rock raced for several years as Lincoln Thrift's 7½ Special. It was the first hydro to use the current turbocharging system on the Allison engine. Bob Miller purchased the boat in 1978 and up until this year was its sole driver. Last year the team acquired a substantial portion of the Savair (Probe) Allison equipment. In addition, Miller performed major surgery on a number of the Allison banks. The major task was to replace damaged or melted cylinder liners with new liners. This type of repair work was a first among unlimited personnel.

Jerry Hopp is the designated driver of the U-29 for 1983. Hopp drove in the limited class before driving the U-52 in 1981, but mechanical problems kept the boat from racing. Last year at the Columbia Cup, he was the U-52 driver.

also.



Bob Miller, U-29 owner, has campaigned the western circuit of the unlimiteds for the past several seasons. He entered the sport in 1959 racing his Miss Everett. Other rides have

included Berryessa Belle, Fascination I, Savairs Probe, Smoother Mover, Vagabond, Miss Vernors, Elliott Dog Ration. The Squire Shop and Atlas Van Lines.

U-7

Driver: Jack Schafer, Jr. **Owner:** Bob Taylor

Built: 1974

Designer/Builder: Ron Jones Power Plant: Rolls Royce Merlin



Jack Schafer, Jr., is slated to drive the boat. Son of the late Jack Schafer. Sr., whose Such Crust series of boats were favorites in the late 40s and 50s. Jack Jr. started racing

power boats in 1958. He moved to the unlimited ranks years ago. He enjoyed

a successful season aboard the Tempus in 1982.



Bob Taylor is the owner of the U-40. Taylor is the general chairman of the Budweiser and CLEAR World Championship in Houston. Taylor's boat made its debut at the Missouri race and he

plans to campaign the entire circuit.

The U-7 ran here last year as Prodelco and before that the hull was owned by Tri-Citian Ken Thompson running as U-3 Thousand Trails. The boat was originally designed as a cabover in 1974. In 1975, it was purchased by Bernie Little, converted to a conventional style, and raced as Miss Budweiser, going on to win the 1977 national championship. Thompson purchased the boat in 1979 and raced it for three years. In 1981, the boat was re-converted to its original cabover design and equipped with new, Ron Jones composite-type sponsons.

U-40

Driver: Fred Leland **Owner:** Fred Leland

Built: 1982

Designer/Builder: Ed Karelsen **Power Plant:** Rolls Royce Merlin

The hull made its debut here last year as the Oh Boy! Oberto. The boat was designed and built by Ed Karelsen and is 28½' long and 14½' wide, and is all aluminum except for the deck. The boat is very light and is powered by a Rolls Merlin.



Fred Leland is the driver of the U-40. Leland raced limiteds in the Northwest for the last 10 years and drove the U-29 in the final races of 1978. finishing every heat he started. Last year

he expanded his role in the hydroplane world to owner and co-builder.

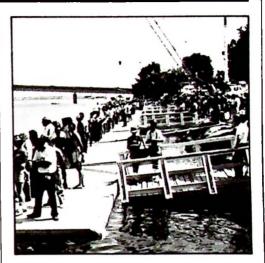
U-43 Kawaguchi Travel

Driver: Wil Muncey **Owner:** J.W. Dreewes

Built: 1972

Designer/Builder: Bob Gilliam

Power Plant: Allison



The boat originally appeared as the U-21 Value-Mart. Over the years, it has raced as Sunny Jim. Oh Boy! Oberto and Dr. Toyota. It raced here last year with the U-number of 44. Over the winter, work was done on the engines fine tuning the equipment.



Wil Muncey, son of the late Bill Muncey, will be U-43's driver again this year. Muncey drove in the 280 limiteds for six years before moving to the unlimiteds last year. He is currently asso-

ciated with Boatracing Magazine.

U-86 Swannie's Special

Driver: Bob Wartinger Owner: Tim Donery

Built: 1957

Designer: Harold Nybank

Builder: Judson Pacific-Murphy Co.

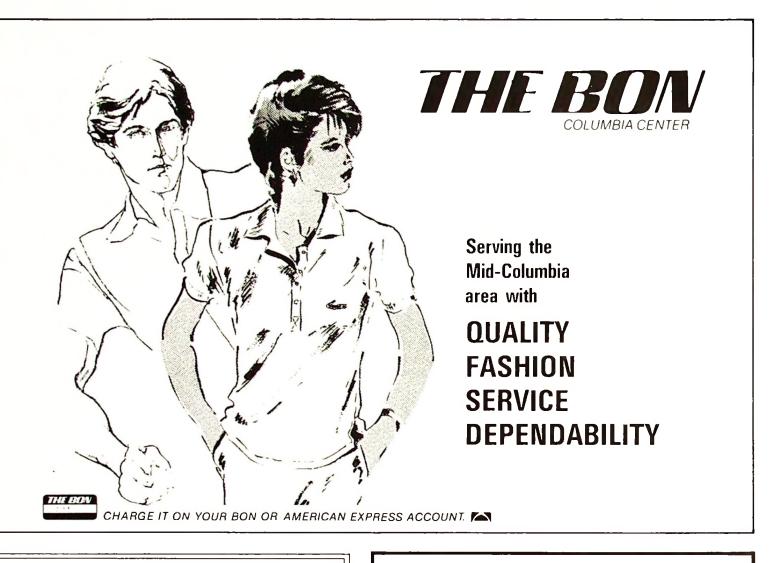
Power Plant: Allison

Last year, this boat celebrated its silver anniversary (25th). It first appeared on the racing scene in 1957 as Breathless II. It has carried a number of names throughout the years including Sunny Jim. Dionysus, Lil' Of Lake City. Shakey's Special and Blue Chip. Last year it ran here as the U-22.



Tim Donery is the owner of the U-22. Donery, who started in the unlimiteds as a sponsor and crew member, moved into being an unlimited owner by first being a part owner. He is

now the U-86's full owner.

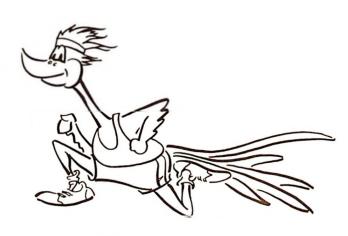


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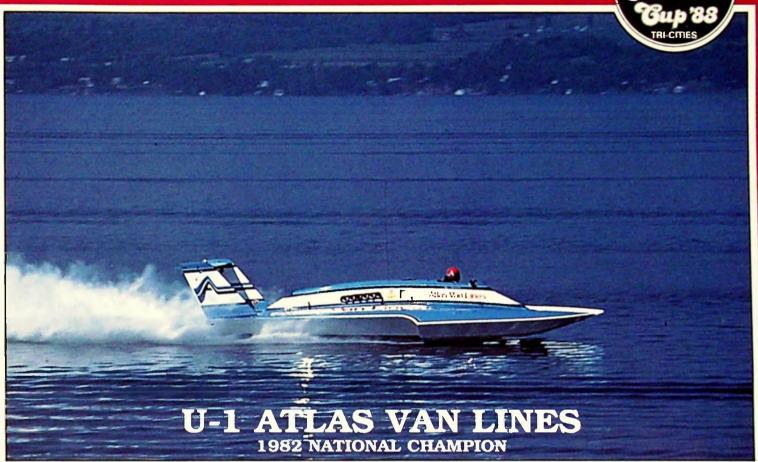
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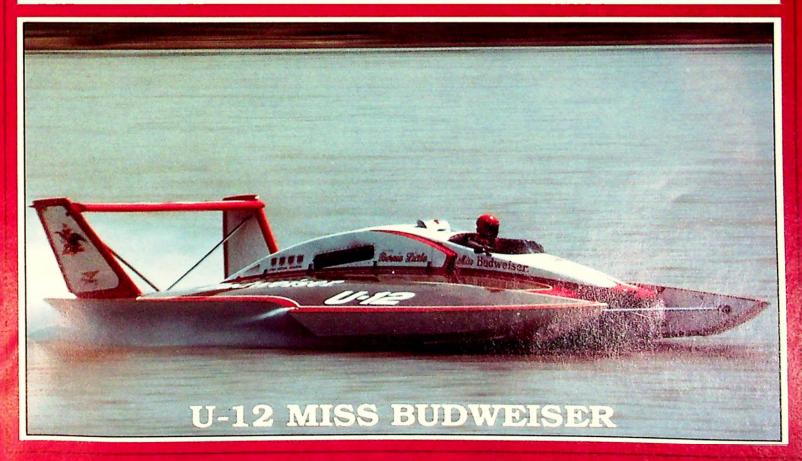
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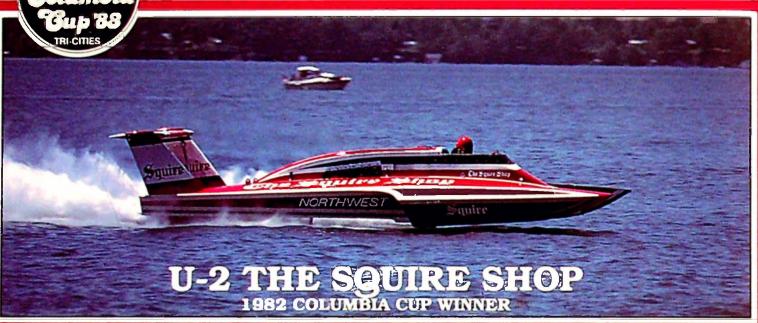




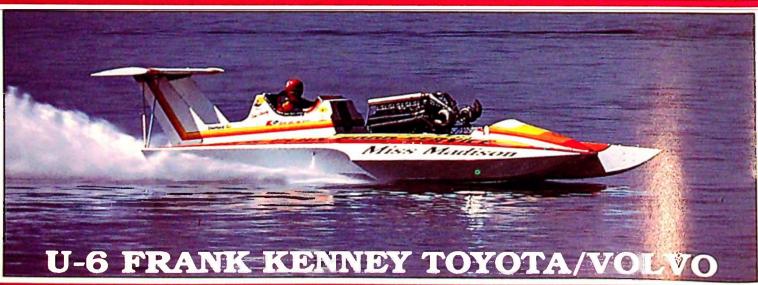




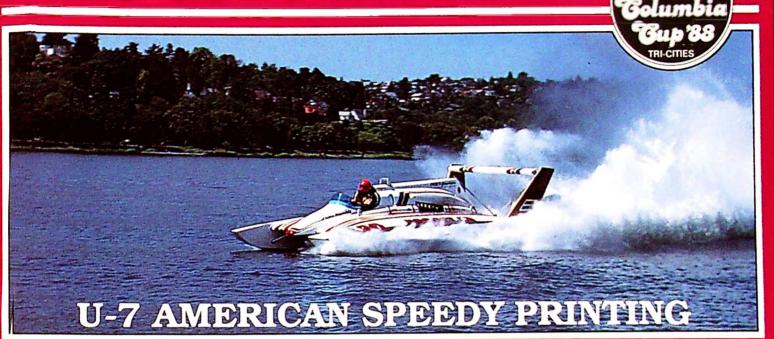
1983 COLUMBIA CUP







1983 COLUMBIA CUP

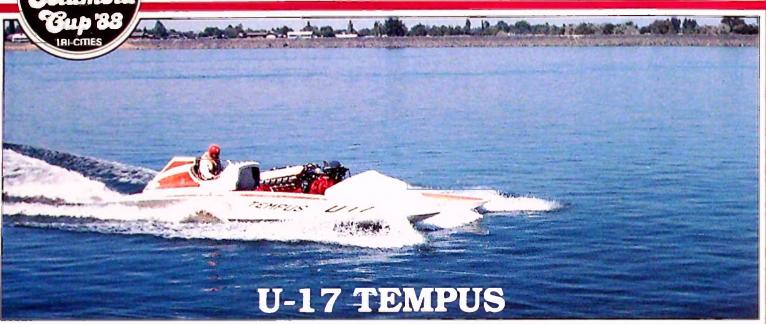








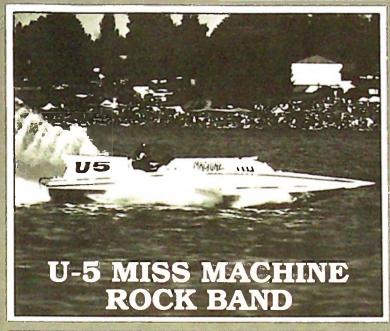
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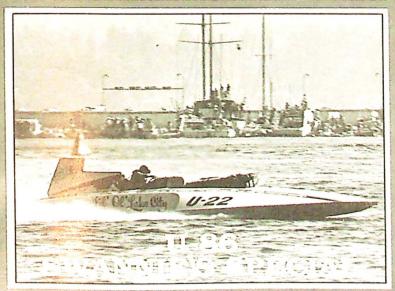
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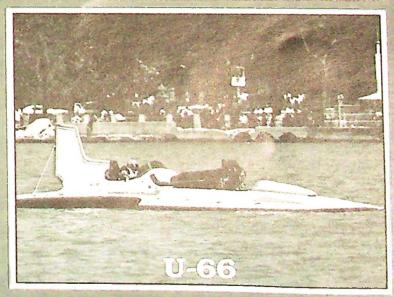




















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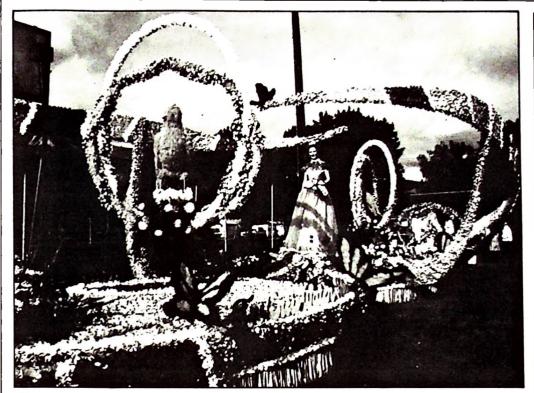
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"Fantasia" Captures Top Honors

The 1983 Tri-City Water Follies parade float "Fantasia" has appeared in three parades thus far and captured top honors in each of them.

Its first appearance was in the Washington State Apple Blossom Parade in Wenatchee, where the float was awarded Community Sweepstakes.

The float is described as being a fantasy kaleidoscope of color accenting the ribbon-like lines of the float design. Graceful birds and animated butterflies provide focal points for

Miss Tri-Cities, Beverly Beus.

The prize winning float will make its local debut during the Water Follies Grand Parade in Richland on July 23 at 11 am

Parade coordinators are Chuck and Carol Keltch. The float was designed by Rod and Linda Lewison. Expenses of the float are paid by the Tri-City Water Follies Association. The float is used to publicize the community and the annual Water Follies festival. and it will participate in over 10 parades throughout the northwest.

The Columbia Cup: 17 Years of Winners

YEAR	DRIVER	BOAT	SPEED
1982	Tom D'Eath	THE SQUIRE SHOP	110.348
1981	Chip Hanauer	THE SQUIRE SHOP	120.968
1980	Bill Muncey	ATLAS VAN LINES	128.571
1979	Bill Muncey	ATLAS VAN LINES	121.011
1978	Ron Synder	MISS BUDWEISER	109.462
1977	Bill Muncey	ATLAS VAN LINES	112.383
A.P.B.A. GOLD CUP	-		
1976	Bill Muncey	ATLAS VAN LINES	109.141
1975	George Henley	PAY 'N PAK	107.185
A.P.B.A. GOLD CUP	,		
1974	George Henley	PAY 'N PAK	110.276
WORLD CHAMPIO	NSHIP		
1973	Dean Chenoweth	MISS BUDWEISER	107.752
A.P.B.A. GOLD CUP	•		
1972	Bill Muncey	ATLAS VAN LINES	108.000
1971	Jim McCormick	MISS MADISON	98.564
1970	Tommy Fults	PAY 'N PAK 'LIL BUZZARE	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
Accompany for			

Columbia Cup Program/Poster Receives Honors

For the second year in a row, the Tri-City Water Follies Columbia Cup Race Program received national recognition as a well designed publication.

The Consolidated Paper Company of Chicago. Illinois has placed the program in its Printed Sample Library. The library is used by merchants, printers, designers, and others across the country who want to see what is "new and exciting in print." The Columbia Cup program was selected because it is "expertly printed and well designed. Indeed, an outstanding blend of quality graphics."

The 1982 Columbia Cup poster, which was also the cover of the program, received first place for the Best Over-all Festival Poster (agency produced, 3 or more colors) by the Northwest Festivals Association. The poster/cover art was designed by Sanford Holien of Redmond, Washington.

1983 Race Schedule

May 22 - Missouri/Lake of the Ozarks Governor's Cup Lake Ozark, MO

June 5 - Champion Spark Plug Regatta Miami, FL.

June 12 - Thunder in the Park Sampson State Park, N.Y.

June 26 - Stroh's/Spirit of Detroit Regatta Detroit, MI

July 3 - Indiana Governor's Cup Madison, IN

July 10 - APBA Gold Cup Evansville, IN

July 31 - Columbia Cup Tri-Cities, WA

August 7 - Sea Galley/SeaFair Seattle, WA

September 18 - San Diego Thunderboat Regatta San Diego, CA

October 2 - Budweiser World Championship Houston, TX



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The U.S. Air Force Thunderbirds headlined the 1983 Columbia Cup Air Fair at the Tri-Cities Airport in Pasco. July 9.

The Thunderbirds performed precision maneuvers in the F-16 Fighting

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Also in the program were Dr. Chuck Carothers. Bob Heale, Betty Stewart. and Michael Wigen.

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Boat Designers' Box Score (1971-1982)

	WINS
1. Ron Jones	58
2. Jim Lucero	31
3. Fred Dube/Bill Cantrell	8
4. Dave Knowlen	6
5. Ed Karelsen	2
6. Les Staudacher	2
Total Races	



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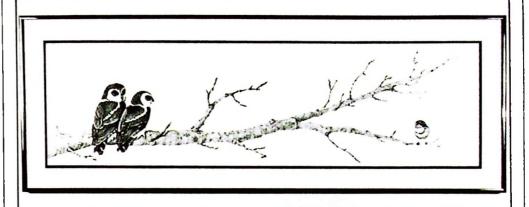
Cavalcade of Drums

The blare of the bugles... the roll of the drums... color... precision... it will all be a part of the 1983 Tri-City Water Follies Cavalcade of Drums. scheduled for June 23 at 7:30 p.m. at the Edgar Brown Memorial Stadium in Pasco.

Earlier in the day, the competing bugle corps will take part in the Water Follies Grand Parade in Richland.

Ten corps from throughout the west coast, plus one from the mid-west will be competing in the drum and bugle competition. Corps include the Argonauts, Salem. Oregon: the Cascades, Seattle. Washington: the Marauders, Longview. Washington: the Pacific Blue, Surrey. B.C.: the Imperials, Seattle. Washington: the Olympians, Olympia. Washington: the Cavaliers. Calgary, Alberta; the Blue Devil "B", Concord, California; the Crimson Cadets. Norfolk, Nebraska; and the Spartans, Vancouver, Washington.

Don't miss the return of the Cavalcade of Drums to the Water Follies festival... truly pageantry at its best.



The Program Cover

The 1983 Columbia Cup Program cover was designed by watercolorist Dennis Brunson.

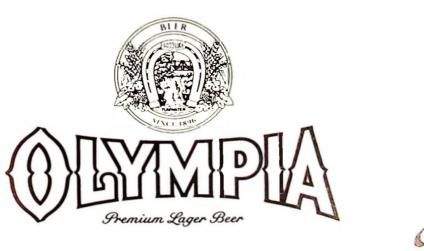
Dennis is currently manager of Media Services for Westinghouse Hanford Company in Richland. He has a degree in Technical Illustration from Columbia Basin College. He has designed, produced and directed many presentations that have been shown throughout the professional and political community.

In recent years. Dennis began painting in oils at home, while taking paint

Above is a copy of one of Dennis Brunson's originals.

ing classes at CBC in the evenings. Eventually, he began working in acrylics, tempera and watercolor. Through watercolor, he has found a comfortable medium for doing the kind of painting that has won him many awards in Northwest art competitions. He has participated in many one- and two-man shows and has worked as a judge in regional exhibits and competitions.

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Members of the Tri-City Amateur Radio Club assisting with the Columbia Cup are, left to right, Steve "KD7JC" Collins, radio maintenance; Dick "WB7VNY" Yeager, pit tower communications: Harold "KC7SZ" Lines, first aid communication; Brian "N7BES" Nielson, official barge communication and president of the group. Not pictured: Ron "K7TGH" Strait, radio technician.

Columbia Cup Communications

Keeping everyone informed keeps the entire Columbia Cup running efficiently. Instrumental in this communication is the Tri-City Amateur Radio Club

Nearly 60 amateur operators will be involved in communication during race week, volunteering time and equipment. They link communication between patrol boats, the referee and

the official boats. In addition, they coordinate first aid communication.

The group stations key personnel on the official barge. In the pit area and on the pit barge. There are 3 people stationed on the official boats. 3 on the referee boats. and over 20 spread throughout the patrol boats. Plus. there is a person at each of the nine first aid stations.



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Michael B. Lafferty, Pasco artist, designed and built the 1983 Columbia Cup trophies. The first place award is made of black walnut topped with an antiqued metal sculpture of a hydroplane. The trophy stands 36" tall and is 12" wide.

It's Coming The 1984 Gold Cup!

The 1984 version of unlimited racing in the Tri-Cities will feature the sport's most prestigious race; the Gold Cup.

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

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

Along with the added excitement of hosting this race, the race may be televised across the country by NBC.

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Famous Thunderboat Firsts

Compiled by Fred Farley

•• The first power boat race of any importance was the 1903 Harmsworth International Regatta at Queenstown. Ireland. An English boat defeated a French boat at a speed of 19.530 mph.

•• The first hydroplane to be powered by an aircraft engine driving an immersed propeller was Gar Wood's MISS DETROIT III. which used a modified V-12 Curtiss. In 1918 and 1919. the boat won the APBA Gold Cup at speeds of 51.619 and 42.748 mph

respectively.

** The first boat to officially clear 100 mph on the straightaway was Gar Wood's MISS AMERICA IX at 102.256 mph in 1931 in Miami. The first boat to officially clear 100 mph in competition around a closed (5 nautical mile) course was SLO-MO-SHUN IV, which averaged 100.680 mph in the final heat of the '50 Harmsworth International Regatta in Detroit.

Welcome to the Tri-Cities





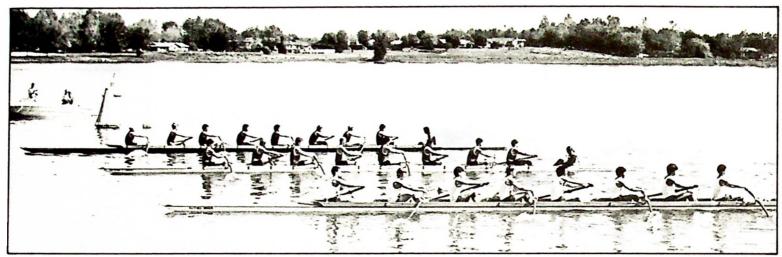


Tonight, let it be Löwenbräu.

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Columbia River Rowing Regatta



Earlier this year both men and women crew teams from Washington State University. Oregon State University and the University of Oregon competed in the second annual Columbia River Rowing Regatta. And, the plans of the event's organizers include expanding the area's involvement in rowing even further in the future.

In 1982, the first year of the event, two teams competed. This year there were three, and, according to event chairman Kevin Veleke, "we hope to expand the event by one or two crews each year." Possible entries for 1984

include the addition of the University of Southern California and Stanford.

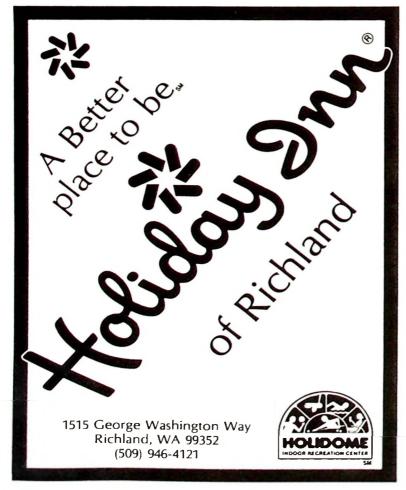
The Columbia River Rowing Regatta Committee also has plans to bid on the 1985 Northwest Regional Rowing Regatta. This would include 50-75 crew teams from British Columbia. Washington. Oregon and California. Entries would include crews from clubs, high schools, colleges and masters.

The committee is also planning to put in a bid for the 1987 National Competition.

The Columbia River is wide enough

to allow five lanes of racing at one time, with excellent racing conditions. Veleke also said that "the course has some of the best spectator viewing on the West Coast, if not the country, because you can see the entire race course from the shore."

Veleke credits some of the success and growth of the rowing competitions in the Tri-Cities to the assistance of the Water Follies in the program. "Without the assistance of the Water Follies and its rescue team, we couldn't expand." he said.





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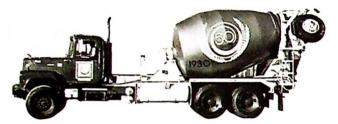
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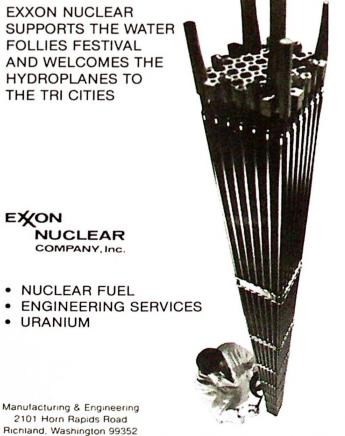
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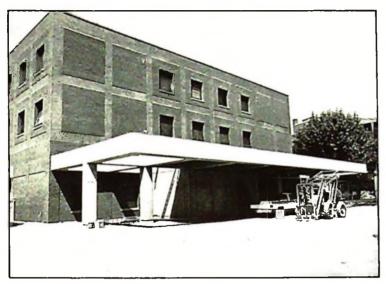
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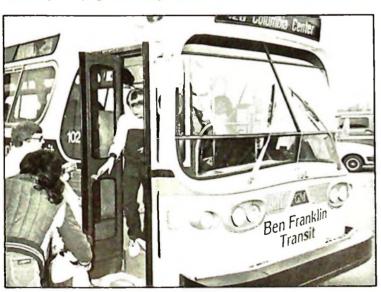
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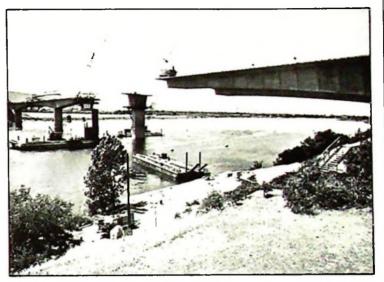
Developing Its **UNLIMITED POTENTIAL**



The new wing of Our Lady of Lourdes Hospital will be completed in early 1984. The new wing will bring the total bed capacity of the hospital to 95.



The Ben-Franklin Transit System began operating in May 1982 with over 1.3 million riders in its first year of operation.

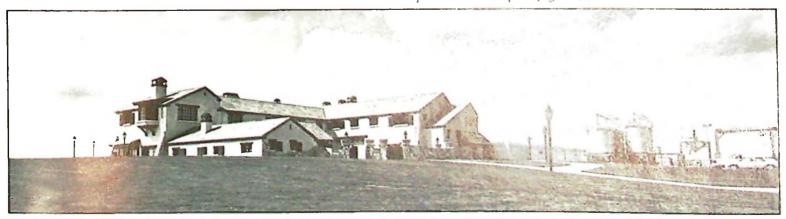


The new Interstate Highway Bridge, which will link Pasco and Richland, will be completed in 1985. Traffic flowing in limited capacity could begin sometime in 1984.



The Benton County Justice Center will be completed in the fall of 1983. The new facilities will include space for the Benton County District Courts, Superior Courts. County Prosecutors. Benton-Franklin Law Library and new jail facilities, all of which will complement the current Prosser facilities.

Chateau Ste. Michelle's River Ridge winery at Paterson opened in the spring of 1983.





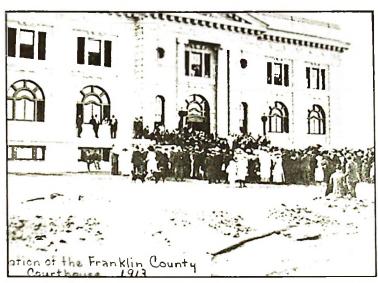
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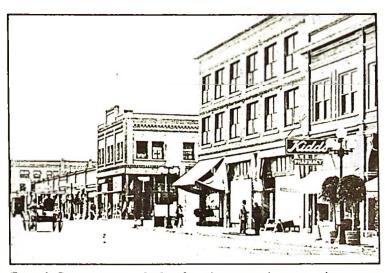
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PASCO CENTENNIAL

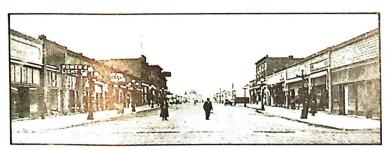
Celebrating 100 YEARS



The dedication of the Franklin County Courthouse in 1913.



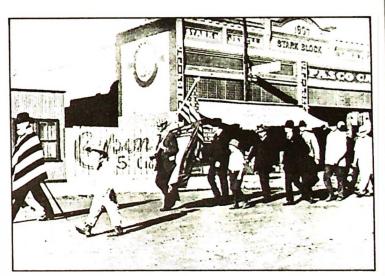
Fourth Street circa 1910, after the street became the prominent Pasco street after the railway station was moved to South Fourth. The far building was the Villard Hotel which was destroyed by fire the day the Courthouse was dedicated. The tall middle building is the Whitehorn building which is still standing. The building between the Whitehorn building and Kidds Pharmacy was the Pasco Hotel which was destroyed by fire in the 1930s.



Fourth Street in Pasco, looking north circa 1913. The Franklin County Courthouse is in the distance.



The City of Pasco will celebrate its 100th birthday in 1984 with a year long celebration. A special Centennial committee is working to develop a lasting memorial gift for Pasco, as well as to plan many special events highlighting the progress and activities of the city through the years. Many civic groups and organizations will also be involved with special programs to commemorate Pasco's 100th year.



Captain Gray (wrapped in the American flag) leads a Fourth of July parade down Columbia Street circa 1910.



Bathing beach and public dock in the vicinity of where the old bridge was later to be built. Excursion launches ran to Richland. Hanford and White Bluffs from here.





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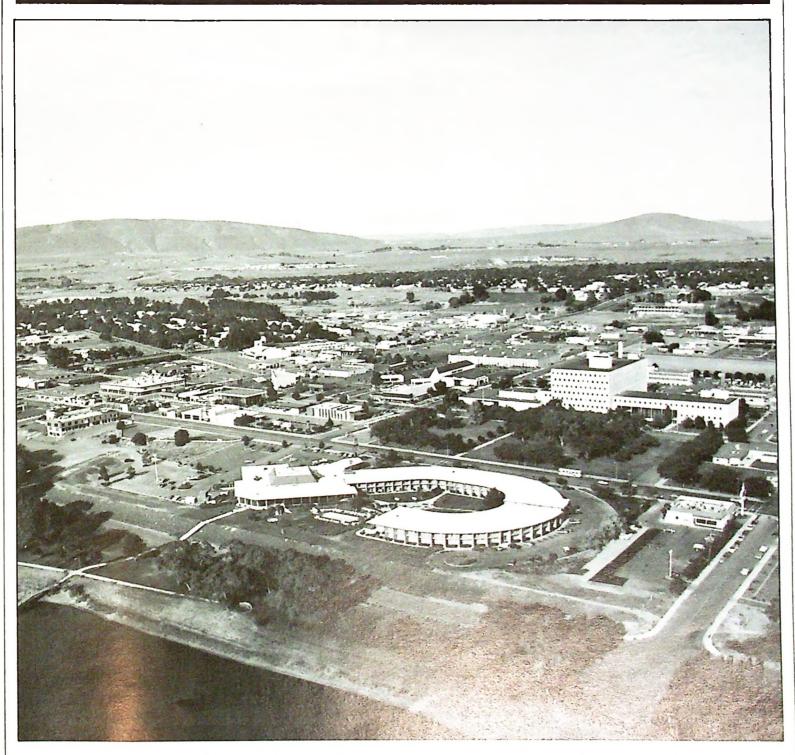
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Richland's Silver Anniversary MORE ALIVE AT 25!





The year 1983 marks the 25th anniversary of the incorporation of the modern City of Richland.

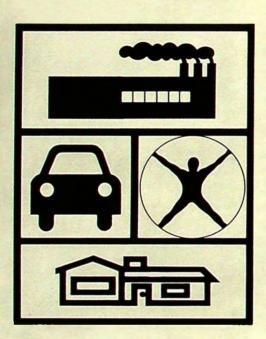
The original town of Richland was incorporated in 1910 and grew slowly to a population of approximately 250 by the early 1940s. In 1943 the federal government absorbed the original township and created the Hanford

Reservation

Twenty-five years ago, the federal government returned the town to the local public and private ownership.

The Silver Anniversary Celebration begins on July 23 with a parade held in conjunction with the Tri-City Water Follies Grand Parade and the events continue through Sunday, August 7. Activities range from the Silver Anniversary Ball to a bout parade to musical performances of all kinds. The celebration will culminate with the "Grand Finale Fireworks Spectacular" on August 7.

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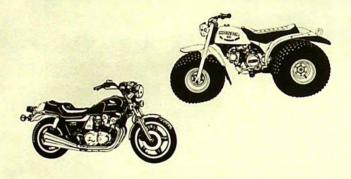
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Water Follies EVENTS

The 1983 Water Follies Festival

The annual Tri-City Water Follies festival... it's a time each summer when the three separate cities on the banks of the Columbia River join together in one of the most celebrated festivals in the Northwest.

This year's Water Follies festival begins with the Columbia Cup Air Fair on July 9 and culminates with the 18th annual Columbia Cup for unlimited hydroplanes on July 31. And. in between, there are plenty of events ranging from a free water ski show to a dart tournament; from the Water Follies Grand Parade to the Water Follies Grand Parade: from a Waiter's Day Race to a Cavalcade of Drums. There are model airplanes and model hydroplanes, an art show and a talent show, and the annual luncheon with the hydroplane owners and drivers.

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

You're invited to enjoy the 1983 version of the Tri-City Water Follies community festival. It is the 18th year that the big unlimited hydroplanes have raced in the Tri-Cities... and, it's so much more!



Model Hydros

What would happen if you could hold a race that would pit some of the legendary old style "Shovel Nose" hydros such as the Bardahls, the Hawaii Kai and the Thriftways, against the new style "Pickle Fork" hydros like the Atlas, Squire Shop, Pay 'N Pak and Budweiser?

RCU (Radio Controlled Unlimiteds) have been enjoying this kind of racing since the mid-1970's and to date the old style boats hold the advantage in wins over the new style boats.

RCU's are 1/8 scale models (42" to 52" in length) of their bigger counterparts. They are capable of reaching speeds near 60 mph. Each boat is detailed down to the driver, dashboard, steering wheel, dummy engines and paint scheme, and they each cost a minimum of \$1,000.

Amateur Golf Tournament

Golfers from throughout the West will again be participating in the Tri-Cities Amateur Golf Tournament which will take place July 22 through July 24.

The tournament will be a 54-hole stroke play, and is open to all amateurs with established handicaps. There will be four men's divisions (categorized according to handicap), a senior men's division and a women's division.

Play will take place at the Tri-City Country Club. Pasco Municipal and Canyon Lakes Golf Course. The event is sponsored by the Tri-Cities AM.



Columbia Cup '83 Autocross

The annual Columbia Cup Autocross will be held on July 24 at the 3000 block of George Washington Way in Richland (the Supply System parking lot). It will begin at 9 a.m. and run until approximately 4:30 p.m.

The event is a timed contest of individual's accuracy and maneuverability of a motorcar/driver on a pylonmarked course.

The entry fee is \$8 plus a voluntary can of food or donation.

The event is sponsored by the Sand and Sage Sports Car Club.

Soccer Tournament

The Columbia Cup Soccer Invitational Tournament will take place on July 23-24 at the Hanford High School Soccer Complex in Richland.

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

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

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



R/C Model Airplanes

The annual Water Follies R/C Fun Fly contest will take place Saturday. July 30. at the Cross Wind Runway at Vista Field in Kennewick.

The competition for radio controlled model airplanes will include events such as Ground-Bean Carry. Flour Bomb Drop, and Hi-Lo Speed Trap.

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

There will also be aerobatic demonstrations and U-Fly-For-A-Dollar. where with the assistance of a licensed flyer, spectators can fly an R/C plane.

There is no charge to watch the Fun Fly contest, which will begin at 9 a.m. and continue into the afternoon.



Talent Show

Who will be this year's "Best of the Best?" You're invited to the annual Water Follies Talent Show to find out!

The annual show is an amateur event open to all ages. Last year there were 20 acts competing in the five talent divisions, including junior and senior dance, vocal, instrumental, and musical groups. Trophies are awarded and the "Best of the Best" winner also gets a \$50 U.S. Savings Bond, plus will be a guest performer at the 1984 show.

The show is set for Wednesday, July 27, at 8 p.m. at the Richland High School auditorium. Tickets are \$3.50 per person, and are available both in advance at Water Follies outlets and at the door the evening of the show.

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Water Follies EVENTS



Kiddies Parade

Kids on bikes and trikes or on foot. in groups or as individuals will again be having their own parade during the Water Follies Kiddies Parade on Wednesday, July 27. at 1 p.m. in Pasco's Memorial Park.

All children 12 and under are invited to participate. Divisions for the parade are: 1. Bikes and Trikes; 2. Pets: 3. Things on Wheels; 4. Walking: and 5. Marching Units. In all divisions, entrants may pick their own theme.

The parade will form at Memorial Park and follow a route around the park. Prizes will be awarded in the various divisions. Entry fee is \$2 per entrant.

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

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All-American Mutt Show

The "All-American Mutt Show" will take place again this year in Pasco's Memorial Park on Saturday. July 23. Kids under 16 years old are invited to enter their dogs in the competition.

The dogs will be judged in such categories as the best tricks, longest tail, longest ears, largest and smallest, most spots, best groomed and dog celebrity look-alike. All entries will be awarded a prize.

The program will also include information about pets and pet care.

There is no charge to either enter a dog or view the show. Everyone is invited to see the Tri-Cities' own "All-American Mutt Show." sponsored by the Benton-Franklin Humane Society.



Dart Tournament

The Tri-Cities Darting Association is sponsoring the third annual Water Follies Dart Tournament on July 22 through July 24 at the Rivershore Inn in Richland.

The competition will feature such events as blind draw doubles, open doubles, women's doubles, open singles, women's singles, mixed doubles and a team game.

All dart players are invited to participate in the competition. Entry fees range from \$5 to \$12.

The public is invited to watch competition darts at this year's Water Follies Dart Tournament. There is no charge for spectators.

Christian Concert

"Celebration of Praise" is the title of the outdoor Christian concert, scheduled for Wednesday, July 27. The concert will take place at the Commbia Park Amphitheater and will begin at 7 p.m.

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

The concert is free and all are welcome. It is sponsored by the Word of Faith Center.



Sidewalk Art Show

Howard Amon Park is again the site of the annual Allied Arts Association Sidewalk Show, which will run Friday, July 29, and Saturday, July 30.

The Sidewalk Show began over thirty years ago as an informal gathering of local artists. Eight years ago it was opened to all artists and craftsmen, and it has rapidly grown to become the largest outdoor arts and crafts show in eastern Washington. Last year approximately 250 artists and craftsmen from the Pacific Northwest. California and Arizona participated, including many from the Tri-Cities area.

All items displayed are originals, created and produced by the artists. Items include paintings, sculpture, leather, macrame, ceramics and jewelry. In addition, demonstrations will be taking place during the two-day event.

Show hours are 9 a.m. to 9 p.m. on Friday and 9 a.m. to 8 p.m. on Saturday. The show is free to the public.

Basketball Tournament

Started last year with only boys tournament play, the Columbia Cup Basketball Tournament has been expanded this year to include both boys and girls teams.

A maximum of 16 basketball teams in each division will be competing. Each team is made up of players who have high school eligibility for the 1983-84 school year.

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

Tournament play will be Thursday, July 21, through Saturday, July 23, Boys play will take place at Pasco High School and the girls at both Pasco High and Stevens Junior High.

The tournament is en-spensored by the Pepsi-Cola Bettling Company, and the Pasco Parks and Recreation Department.

Water Follies EVENTS



Water Ski Show & Jump Tournament

The Tri-City Water Ski Club will again be holding a Water Ski Jump Tournament, this year on Saturday, July 23, beginning at 8 a.m. in Columbia Park.

The novice water ski jumping will be from 8 a.m. until 1 p.m. Then at 1 p.m., the Water Ski Club will put on a two hour water ski show featuring barefoot skiing, kites, a clown act, and "8

people-over-the-jump."

The ski jump tournament will continue again after the ski show.

The show is free to the public and the charge is \$10 for ski competitors.



Tennis Tournament

One of the annual events during the Water Follies festival is the Dunning-Ray Columbia Cup Tennis Tournament. This year, play will begin on July

22 and continue through July 27. Play will take place on courts at Pasco High School and CBC.

The tournament is for greater Tri-City area tennis enthusiasts with competition in junior and senior divisions, with singles, doubles and mixed doubles, and consolation rounds in the senior divisions. Players may sign up for a maximum of three events.

Senior play will be from July 22 to 24: Junior play from July 25 to 27.

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

Wheelchair Basketball

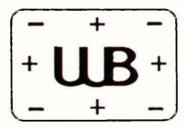
The Tri-Cities Wheeldraggers will be taking on KOTY-KHAWK Radio in the 2nd Annual Water Follies Wheelchair Basketball game, scheduled for Saturday, July 23.

The basketball game will begin at 7 p.m. at Kamiakin High School.

The public is invited to watch this special basketball game. Tickets are \$2.50 and will be available throughout the Tri-Cities, and at the door the evening of the game.

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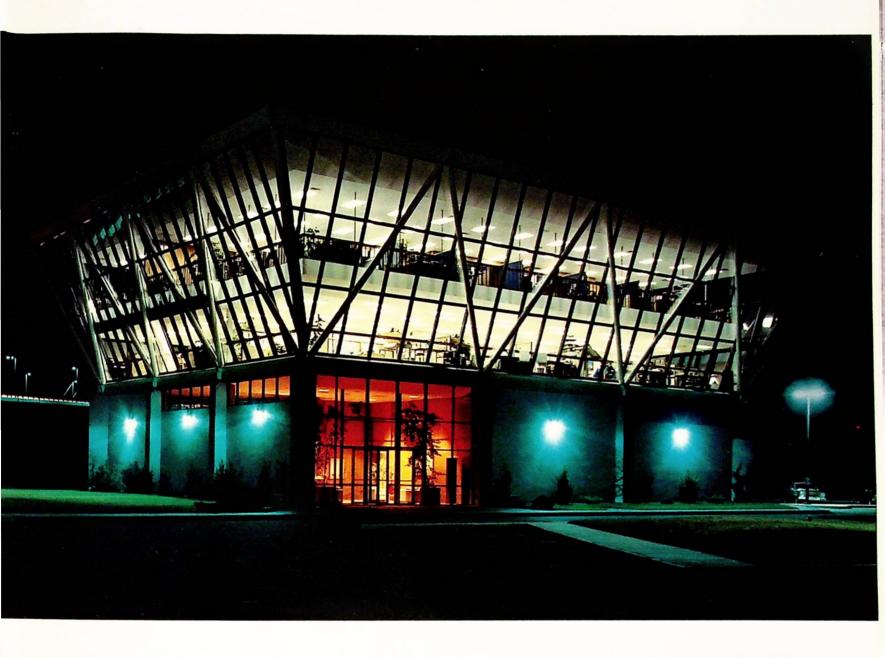
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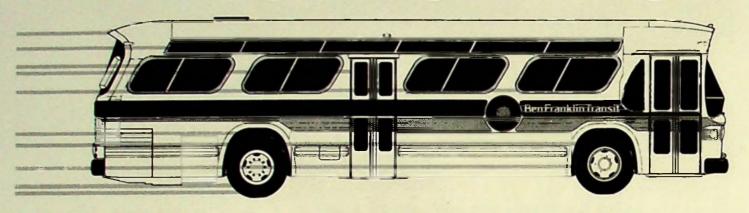
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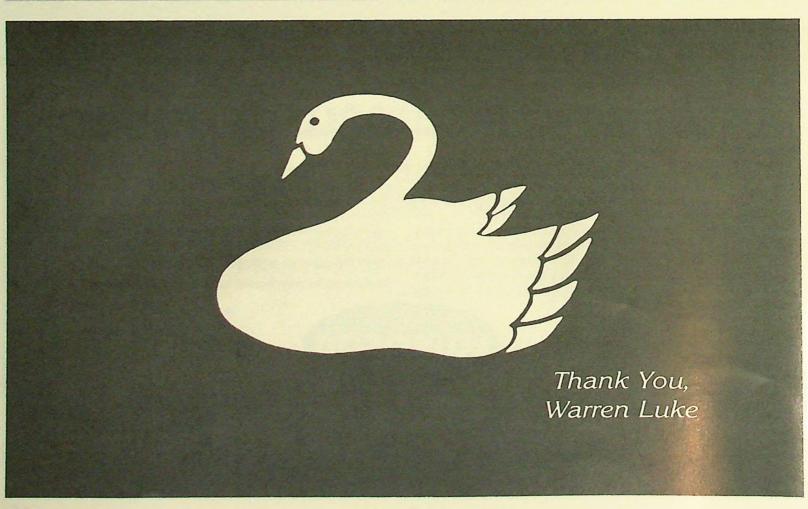
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Water Follies EVENTS

Grand Parade

The 1983 version of the Water Follies Grand Parade is scheduled for July 23 in Richland. The parade will begin at 11 a.m. near the Federal Building, follow a route up George Washington Way around Uptown Richland, and circle back toward the Federal Building on Jadwin.

This year's parade will feature the drum corps that will be competing in the Cavalcade of Drums that evening. In addition, floats representing communities from throughout the Northwest will be participating.

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

The parade will be the local debut of the 1983 award winning Water Follies float "Fantasia". It will also be the final appearance of the 1982 Miss Tri-Cities. Beverly Beus, and the first appearance of the new Miss Tri-Cities and her court, crowned the evening before at the Miss Tri-Cities Pageant.



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Bicycle Motocross

This year's Tri-City BMX "Columbia Cup Double Points Race" competition will begin July 29 and continue through July 31, at the Tri-Cities BMX track in Kennewick.

Friday's race will be the "Leukemia Race for Life" and will begin at 6:30 p.m. All entry fees will go to the Leukemia Society.

On Saturday at 1 p.m. will be the "Columbia Cup Races." This will be double points. Sunday's race will start at 10 a.m. and will be a single points

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 (5 and under through 17) and experience (beginning, novice and expert). This year on Sunday, there will be a special Big Wheel Race for "little guys and gals."

Spectators are welcome.

Shoreline Run

The sixth annual Columbia Cup Shoreline Run will have a new twist this year. Set to begin at 7:30 a.m. in Richland on Saturday, July 23, the event will feature dual distances: the traditional 10K(6.2 mile) race and this year for the first time. a 2 mile distance.

Both distances will start on George Washington Way and finish in north Howard Amon Park. Nearly 800 runners are expected to participate.

The top male and female finishers will each receive a trophy and the top three finishers in each of the 18 divisions will receive medals. In addition, the oldest and youngest runners will be recognized. All runners will receive a Columbia Cup Shoreline Run T-Shirt.

The entry fee is \$6.50 in advance and \$8 the day of the run. The race is sponsored by the Water Follies, Exchange Club of Richland and the Richland Police Department.

Waiters Day Race

"Real waiters" from local restaurants will be competing in the Second Annual Stuart Anderson's Black Angus Waiter's Day Race on Sunday. July 24. The event will kick off at 10 a.m. on Bonneville Street adjacent to the Black Angus Restaurant.

When the gun goes off, the first member of each restaurant then heads for a table set with trays and four plastic champagne glasses. The contestant then peels off the foil from the champagne bottle, uncorks the bottle and pours champagne into the glass. The waiter then carries the tray and glass through an obstacle course. including running backwards through a barricade, up and down stairs, through tables, and through tires. But getting through to the finish line first 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 team.

Everyone's invited to come to cheer their favorite restaurant team. There is no charge for spectators.



Square Dance

This year there will be two Water Follies Square Dance Specials. The first one will be on Saturday, July 23, from 8-11 p.m., and the second one will be on Sunday from 2-5 p.m. Both square dances will be held at the Prairie Shuffler's Shanty in Kennewick.

doe Saliei of McKenleysville. Calif., recording artist on the Chinook Square Dance record label, will be eating both dances. The Salurday event will be called at a Main stream Q.S. level and the Sanday Sance will be a Plus level.

All square dancers who can denor at these levels are invited to attend. The cost is 86 per couple, each high.

The events are sponsored by the Prairie Shufflers Square Dance Club.

The Perfect Combination: Water Follies and the Black Angus



After a full day of festivities, relax at Stuart Anderson's Black Angus Restaurant.

Settle down to a complete U.S. Choice Steak dinner like Top Sirloin for just \$6.95. Or enjoy Filet Mignon, New York or Prime Rib for just \$7.95. Served with all the courtesy and attention you deserve.

Continue the celebration with dancing in the lounge to contemporary music.
There's never a cover charge.

"You're gonna feel good inside."™

Stuart Anderson's 44. BLACK ANGUS RESTAURANTS...

1800 West Lewis · Pasco

1983 GOLD 100

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United Mutual Savings Bank

711 Jadwin, Richland, Washington

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Seafair Headquarters



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Tri-City Water Follies Past Presidents & Race Chairmen

Past Presidents

1966 - Clif LaHue

1967 - Jerry Horrobin

1968 - George Grant

1969 - Bruce Glenn

1970-71 - Dr. Orval Patchett

1972-73 - Dave Dickerson

1974-75 - Jerry Eerkes

1976-77 - Chuck Keltch

1978 - Ken Thompson

1979 - Keith Bowers

1980-81 - Jack Robson

1982 - Rick Schmidtke

Past Race Chairmen

1967-68 - Jack Hamann

1969-72 - Don Cooper

1973-78 - Ken Thompson

1979 - Bill Wilcoxson

1980 - Dick Pew

1981 - Dick Pew

1982 - Bill Wilcoxson



The Flags and Signals

Various colored flags are used during the Columbia Cup by 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 a 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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Providing Ambulance Service for the Columbia Cup

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1983 TRI-CITIES COLUMBIA CUP RACE OFFICIAL SCORING FORM

												169 Points 127 Points 95 Points
A CUP	STNIO											111
COLUMBIA CUP	SPEED											4th Place 5th Place 6th Place
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WATER FOLLIES TROPHY	SPEED											111
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	CUM. POINTS											1
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	BOAT NAME											METHOD OF SCORING POINTS: Using the following scale, points are totaled in the order of finish in each of two heats. The winner is determined by the order of finish in the final heat.
	NOMBER BOAT		- 190 may	J.								ME7 Usin heat

THE ONES TO WATCH

