

COLUMBIA CUP



TRI-CITIES, WASHINGTON • 1976



In 1876, the sports world became a more enjoyable place to spend some spare time.

(That's the year Anheuser-Busch introduced Budweiser.)

Since then, more sports fans have cheered clutch hits, long TD passes, dunk shots, new lap records, underdogs, home teams, thoroughbreds, power-play goals, service aces, and last-second victories with Budweiser than with any other beer in the world.

Beechwood Aged Budweiser: The King of Beers for 100 years.

The Tri-City Water Follies Association presents the

COLUMBIA CUP



FOR UNLIMITED HYDROPLANES

Sunday, August 1
Columbia River
Tri-Cities, Washington
Pasco - Kennewick - Richland

TESTING AND QUALIFYING, THURSDAY THROUGH SATURDAY, JULY 29-31.

\$30,000 in Prize Money

Qualifying Prize Money - \$1,800

\$600 Per Day

Thursday, Friday, Saturday

\$300 Fastest Qualifier

\$200 Second Fastest

\$100 Third Fastest

Boat must raise its qualifying speed to be eligible for prize money on succeeding day.

Schedule of Racing

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

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

12:30 p.m. Heat 1-B

1:30 p.m. Heat 2-A

2:00 p.m. Heat 2-B

3:00 p.m. Semi Feature race

3:30 p.m. The Columbia Cup

THE PROGRAM:

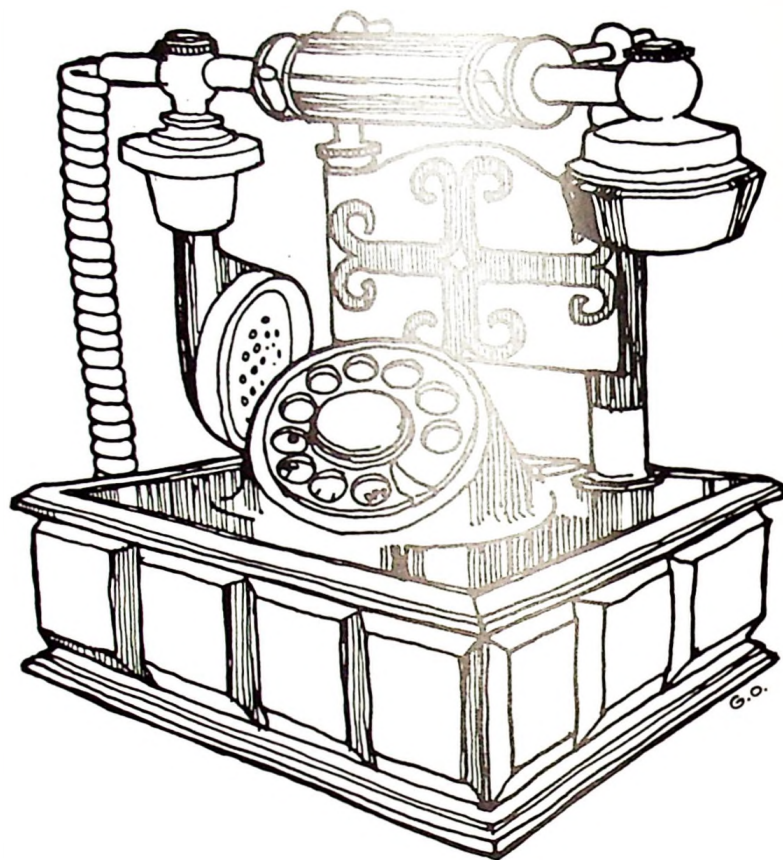
Editor, Ken Maurer. Interior design and layout, Pat Andersen. Production staff, Patty Bogue, Pam Thornton. Cover Illustrator, Pat Andersen. Photography, Bill Osborne, Seattle; Ralph Smith, Pasco; Dale Schreck, Pasco; M. J. Szulinski, Richland. Production Supervision, Advance Advertising, Inc. Printing, Herff Jones/Pischel Yearbooks, Pasco.

Back Cover Photo: Looking across the Columbia River towards the Hanford Nuclear Project, by M. J. Szulinski.

ADDED ATTRACTION

Cliff Howard and T-Minus II
Aerobatic Flying Demonstration
Cliff Howard Aviation, Seattle

Copies of the Columbia Cup program are available from:
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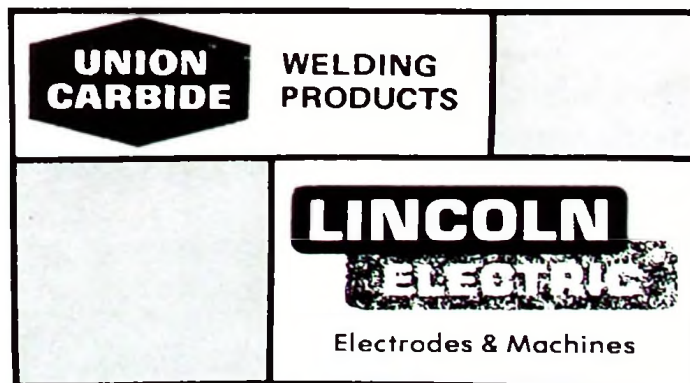
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Miss Tri-Cities Pageant - Friday, July 23, 8 p.m.
Kennewick High School Auditorium



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Daughter of
Mr. & Mrs. L.A. Bray



DIANE COWLES
Daughter of
Mr. & Mrs. George Robinson, Jr.



MICHELE DEBRA CREMAROSA
Daughter of
Mr. & Mrs. Michael Cremarosa



SHARON HINES
Daughter of
Mr. & Mrs. E.R. Hines



GRACE HOWARD
Daughter of
Mr. & Mrs. William Howard



JANICE KEELE
Daughter of
Mrs. Vivian Keele



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Mr. & Mrs. Richard T. Martell



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Daughter of
Mr. & Mrs. Thomas Moore



DEBBIE NUSS
Daughter of
Mr. & Mrs. Billy D. Nuss



KIM PATRIDGE
Daughter of
Mr. & Mrs. R.D. Patridge



KATHY ROSSCUP
Daughter of
Mr. & Mrs. A.K. Rosscup

Photos - by Dale Schreck Photographers, Pasco

a multitude of New Spain and our future persons of America
 end of our independence. — He has signed a trade the Western
 nation and acknowledged by our laws giving no other
 more and from punishment for any borders which they
 is there on as without our consent. — He depriving us of
 of the free export of sugar and the immigration of persons
 for introducing numerous slaves into these Colonies. —
 — He suspending the right of the Colonies to trade with the
 at this Portion and giving the Colonies a right to trade with
 a license of foreign Mercantile to comply the works of death, dis-
 membering the Head of a civilized nation. — He has conspired
 America, to fall themselves by their Hands. — He has ex-
 these known rule of warfare, is an undistinguished destruction of
 repeated Nations have been answered by repeated injury. — We
 in wanting in attention to our British Colonies. We have warm
 circumstances of our emigration and settlement here. We have ap-
 plications, which would inevitably interrupt our connections and
 safety, which denounces our separation, and hold them, as we
 united States of America, in General Congress, Assem-
 ble of these Colonies, solemnly publish and declare, That the
 British Crown, and that all political connection between them
 all Parents buy War, conclude Peace, contract Alliances, establish
 at this Declaration, with a firm reliance on the protection of

Issues.

Cooper
 & Hewes,
 Penn

John Hancock

Samuel Chase
 Wm. Paine
 Thos. Stone
 Charles Carroll of Carrollton

2 Rutledge J.

May 21 1776
 as signed John
 in Middlebury

George Wythe
 Richard Henry Lee
 Th. Jefferson
 Wm. Harrison
 Th. Nelson Jr
 Francis Lightfoot Lee
 Carter Braxton

John
 G. W.
 Casar
 G. W.
 Thos. M.

The people who signed our Declaration of Independence did so because the growth of our nation demanded a climate of economic freedom in which to expand. The issues were critical to the development of commerce in the colonies. Restrictions affecting the liberties of individuals also affected the economic base of an emerging nation.

Two hundred years later independence is again an issue. This time it is energy independence and the issues deal with the balanced development of technologies to achieve our energy independence. Exxon Nuclear is engaged in nearly every aspect of the nuclear fuel cycle to help provide a reliable and abundant source of energy for our nation.

Our nation has prospered and become great through the development of a thriving energy industry. Now, as in 1776, the defense of economic freedom requires imagination, intelligent use of our resources and the desire to remain a free society. Exxon Nuclear is playing a major role in meeting a major issue of our bicentennial year; energy independence.

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PAST NATIONAL CHAMPION DRIVERS

1946-1975

YEAR/DRIVER/BOAT

1975	Billy Schumacher	WEISFIELD'S
1974	George Hagan	PAY 'N PAZ
1973	Mickey Barend	PAY 'N PAZ
1972	Bill Muncy	ATLAS VAN LINES (5th)
1971	Dean Chocoweth	MISS BUDWEISER (6th)
1970	Dean Chocoweth	MISS BUDWEISER (6th)
1969	Bill Sterett, Sr.	MISS BUDWEISER (6th)
1968	Billy Schumacher	MISS BARD AHL (5th)
1967	Billy Schumacher	MISS BARD AHL (5th)
1966	Mira Slovak	TAHOE MISS (3rd)
1965	Ron Musson	MISS BARD AHL (3rd)
1964	Ron Musson	MISS BARD AHL (3rd)
1963	Bill Cantrell	GALE V (3rd)
1962	Bill Muncy	MISS CENTURY 21
1961	Bill Muncy	MISS CENTURY 21
1960	Bill Muncy	MISS THRIFTWAY (3rd)
1959	Bill Stead	MAVERICK (2nd)
1958	Bill Stead	MAVERICK (1st)
1957	Jack Regas	HAWAII KAI III
1956	Russ Schleich	SHANTY I
1955	Lee Schoenith	GALE V/ WHA HOPPEN TOO
1954	Lee Schoenith	GALE V (1st)
1953	Lee Schoenith	GALE II
1952	Chuck Thompson	MISS PEPSI (2nd)
1951	Chuck Thompson	MISS PEPSI (2nd)
1950	Bill Cantrell	MY SWEETIE (1st)
1949	Bill Cantrell	MY SWEETIE (1st)
1948	Dan Arena	SUCH CRUST
1947	Danny Foster	MISS PEPSI
1946	Guy Lombardo	TEMPO VI

THE BIG LIFT

NEIL F. LAMPSON His cranes and equipment work around the world

By Kristi Philip

Need a 2,000 ton load moved across some rough terrain?

If you do, chances are Neil Lampson has a piece of equipment that can move it.

Lampson, a Kennewick native, is one of a handful of specialized heavy duty riggers in the world. He has been in the heavy hauling business since 1935 and the crane and heavy rigging business since 1947.

His highly specialized work takes him all over the world, but some of his equipment can be seen lifting the unlimited hydros in and out of the water in the pit area. His firm has donated the use of cranes for the pits every year the races have been held.

The company now operates over 50 cranes and derricks, one of which is capable of lifting 1500 tons; about 20 tractors and trailers that haul equipment to the job sites and about 20 crawler transporter units. Some of the equipment is manufactured in Lampson shops when needed to solve an especially difficult hauling and rigging job.

The most exotic of these is the crawler transporter, the first of which Lampson developed in 1967, for moving very heavy loads. Used in multiples, the crawlers are capable of carrying 2000 tons or more over difficult terrain. The development of the crawler transporters has revolutionized the thinking in fabrication of heavy vessels, reactors, modules, hydrocrackers, weldments and castings that heretofore, because of their size and weight, were nearly impossible to move. This concept has now made it practical to modularize and build heavier items at the fabricators and the company is now handling these heavy loads in nearly every corner of the earth.

One such spot is the Alaska pipe line project, which Lampson says has been one of his most challenging assignments.

He was confronted with moving giant loads of 1,400 tons or more under some of the most severe conditions in the world.

"We were handling refinery and living quarters modules that were nine stories high, 150 feet long and 60 to 70 feet wide," he said. "We moved them on to barges in the lower 48, then off of the barges on the North Slope, hauled



them inland up to 15 miles and set them on foundations."

In the bitter Alaskan cold, chill factors would occasionally drop to 117 degrees below zero.

Although he has worked as far away as Siberia, some of the company's most outstanding work has been accomplished right here at home. The firm, in international competition has twice won the most "Outstanding Rigging Job of the Year Award." The first was in 1971 for a refinery job in Aruba, Netherlands, Antilles, and once again in 1975 for work on the Fast Flux Test Facility at Richland's Hanford Works.

One part of the job involved lifting two enormous stainless steel components simultaneous on two different sets of rigging, while one was threaded through the other. The equipment that was suspended was valued at over \$50 million.

That intricate lift, probably the largest dual lift ever attempted in the world, wasn't accomplished without a "dry run."

Before the priceless cargo was lifted, crawler transporters maneuvered with a test load of concrete blocks underneath the lifting equipment. In all, rigging gear was tested during the dry run to 110% of the load to be handled.

When the massive load was finally lowered into the cavity, there was less than 3/16 inch clearance.

Lampson's firm was also presented the Contractor of the Year award last year by the Tri-City Construction Council.

1976 Tri-City Water Follies Board of Trustees



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Len Suhadolnik



Chuck Wallace



Bob Welsh



Pat Williams



Russ Wilson

1975 Boat Championship Standings

POS.	BOAT & OWNER	POINTS
1.	PAY 'N PAK Dave Heerensperger	8,864
2.	WEISFIELD'S Leslie Rosenberg	8,213
3.	LINCOLN THRIFT Bob Fendler	8,103
4.	MISS BUDWEISER Bernie Little	6,677
5.	MISS MADISON Madison, Ind.	5,203
6.	MISS U.S. George Simon	4,795
7.	ATLAS VAN LINES Lee Schoenith	4,017

8.	MISS VERNORS Jerry Kalen	3,384
9.	SUNNY JIM Bob Murphy	1,079
10.	SUPER CINDERS Bob Patterson	972
11.	MISS VALVOLINE Jack Higgins	844
12.	PROBE Mike Wolfbauer	650
13.	OH BOY OBERTO Bob Murphy	469
14.	MISS SHENANDOAH Bob Brown	169
15.	SUNNY JIM (U-95) Peter La Rock	95

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1975 Driver Standings

POS.	DRIVER & BOAT	POINTS
1.	BILLY SCHUMACHER Weisfield's	8,213
2.	MILNER IRVIN Lincoln Thrift	8,103
3.	GEORGE HENLEY Pay 'N Pak	7,550
4.	MICKEY REMUND Miss Budweiser	6,677
5.	JERRY BARRIS Miss Madison	5,203
6.	TOM D'EATH Miss U.S.	4,795
7.	BILL MUNCEY Atlas Van Lines	4,017
8.	BOB MILLER Miss Vernor's	2,884
9.	JIM McCORMICK Pay 'N Pak	1,314
10.	FRED ALTER Miss Vernor's	1,150
11.	TOM MARTIN Sunny Jim	1,079
12.	RON ARMSTRONG Super Cinders	747
13.	TOM SHEEHY Miss Valvoline	619
14.	CHUCK HICKLING Oh Boy Oberto	469
15.	SALT WALTHER Miss Boothhead	225
16.	JACK SCHAFER, JR. Super Cinders	225
17.	ROGER D'EATH Miss Shenandoah	95
18.	BILL WURSTER Sunny Jim Jam	95

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

Buoys must be constructed of materials which will not cause damage to boats which might strike them. Use of metal or cans as buoys is not allowed.

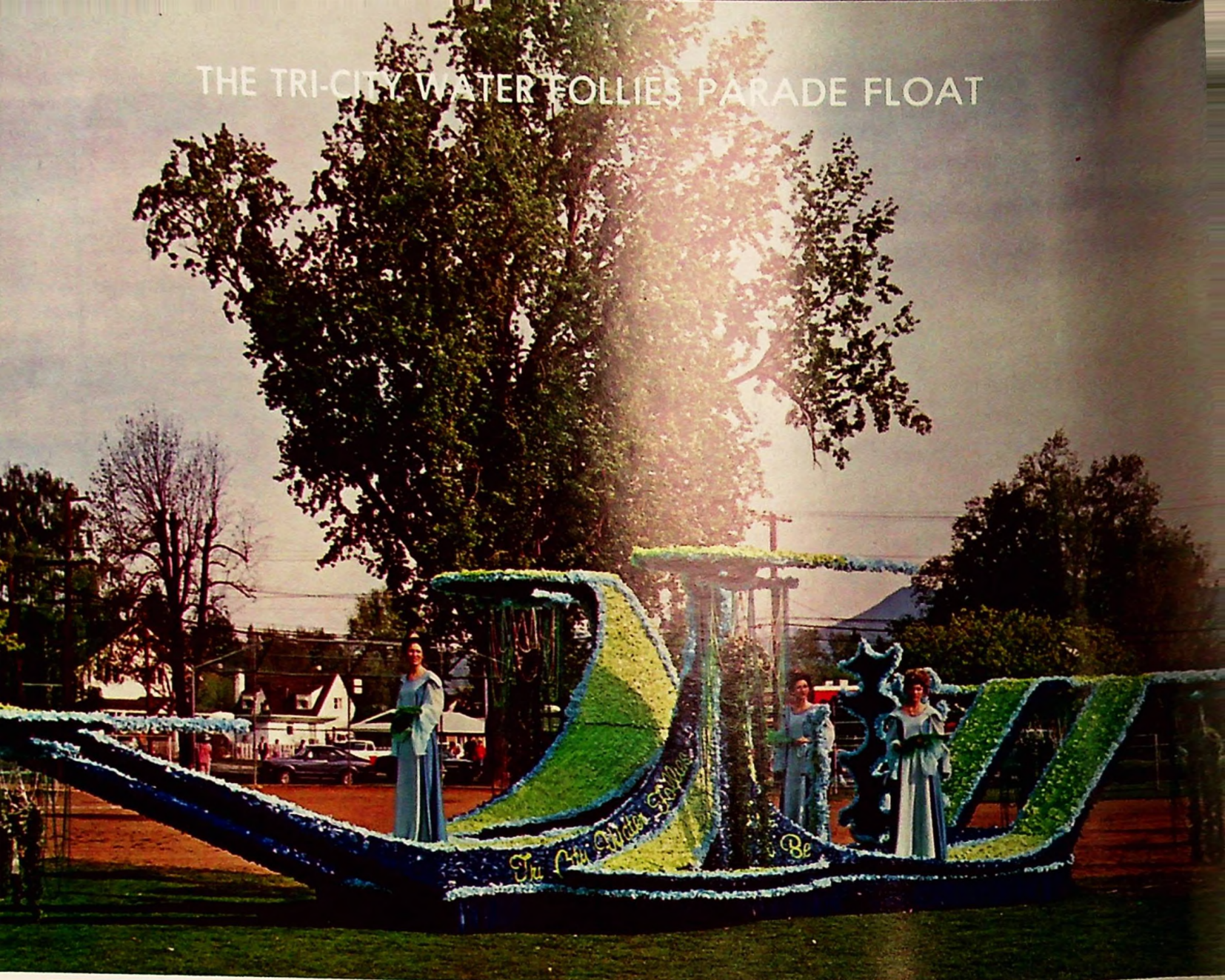


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loaded in containers at Pasco, barged down the Columbia River and the containers re-loaded on ocean going vessels for shipment to world markets. Pasco is the first port on the upper Columbia to offer container shipping service.

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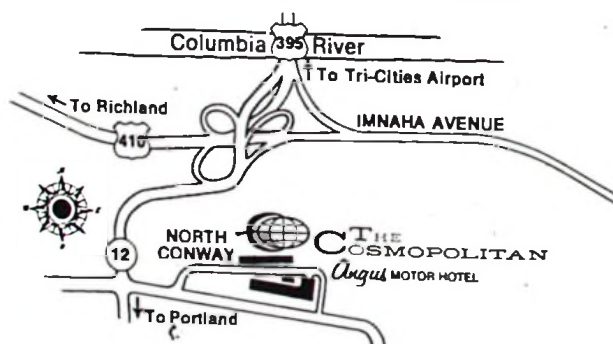


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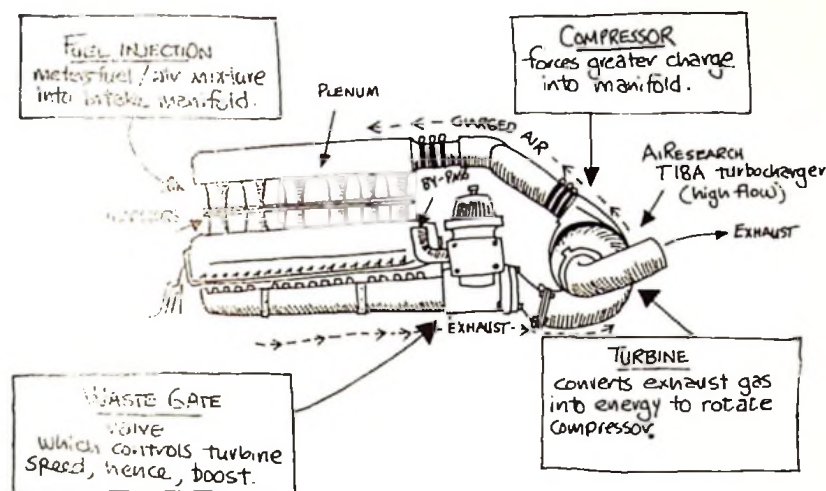
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Whirrlys and Thing-A-Ma-Jigs

by Dave Speer
POWERBOAT MAGAZINE



In 1906 the Gold Cup winner, *Chip II*, introduced the first supercharged engine to boat racing, to all of motorboating, and, in fact, all of the short history of the internal combustion engine. Within a few years, supercharging was accepted as a way to gain additional power from an engine.

What's a supercharger? Basically, it is a "pump" that "charges" the engine by packing more air/fuel mixture into an engine than the engine wants to hold. Substantial increases in horsepower can be obtained by supercharging, but a drawback is that the "blower" heats up the air, which adds stress on engine parts and, in turn, requires more power to drive it. This process robs about 20% of available power, maybe more.

In the mid-60's an alternative method of boosting the power of the supercharged Allison and Rolls-Royce used in unlimited hydroplanes appeared: the turbocharger. Simply, a supercharger and a turbocharger are really one in the same. They do the same thing in the end — increase horsepower; the difference is how they do it, mechanically. Turbocharger promoters ask, "Why soak up, or lose the power a supercharger drains from an engine?" Their solution is to reuse the exhaust gases, which are normally wasted, to drive a small turbine which in turn rotates a compressor. A turbocharger.

Turbochargers have been around for years in one form or another; particularly high altitude bombers, buses, locomotives, trucks, and earth movers. Back when the Corvair had its fling, a one-time unlimited crew member pioneered the commercial use of the turbo on the Spyder. Also, in 1968, Bobby Unser drove the Rislone Special to a Indianapolis 500 victory, the first turbocharged car to win on the famous oval.

After several experimenters tried turbocharging Allison for thunderboating. *Lincoln Thrift* appeared in 1972 and popularized the present configuration. Today, *Miss U.S.*, *Mister Fabricator*, *Gemini*, *Miss Madison*, and the *U-80* are all turbocharged. All are Allison powered. Has anyone turbocharged a Rolls-Royce (the arch rival of the Allison) to date? Yes, but not successfully, though this does not preclude future success. At the present state of the art, the Rolls simply has more power than the Allison; it has superior supercharging, so less need for turbos. The key to the Allison's selection for turbocharging over the Rolls is *simplicity*. All one needs to do is unbolt the supercharger, bolt on a cover plate, and install turbos. And, many more Allisons are available on the market, there are more mechanics with Allison know-how, more built-in advantages.

How does a turbocharger work? A turbocharger has three major components: (1) the turbine, (2) compressor, and (3) the housing. For the purpose of describing a typical turbo-Allison also include: (4) fuel injection, and (5) the waste gates.

The exhaust gases are fed to the turbine blades through a nozzle. The actual blades are cast of a super-alloy able to withstand the tremendous heat. The turbine turns at up to 100,000 RPM, way beyond its industrial rated capability. The compressor, driven by the rotating turbine, takes in air, compresses it, and sends it to the engine cylinders. The housing, which holds all the goodies, is made of cast iron or aluminum.

Replacing the carburetors, the fuel injection system supplies a constant flow of fuel into the cylinders. The proper amount of fuel is metered by an exotic device called the "pinbrain," or in short, "the brain." Methonal is

commonly used in unlimiteds as the fuel.

The horsepower output of a turbocharged engine is controlled mainly by a spring-loaded mechanism called a *waste gate*. This gate controls the speed of the whirling turbine, and of course its pressure boost. A visible screw on top of the gate, sometimes termed the "horsepower screw," adjusts the speed of the turbine. Screw it down and you get more horses. Screw it down more and you may get a blown engine, or at least scattered parts. Careful use is advised!

In practice, what's to be gained from turbocharging an unlimited? First, theoretically, about 30% more power. Ron Jones, designer and builder of many U-boats, comments: "When you jab the throttle on a Rolls the boat doesn't react violently, but you jab a turbo-Allison and it will jack the rear end right out of the water!" This extreme acceleration, when more of the turbocharging takes place, is ideal for closed course racing.

Bill Muncey, driver of *Atlas Van Lines*, described his first experience with a turbocharged unlimited two years ago: "It sure as hell will get your attention. I quickly discovered the advantage of super-turbocharging. You not only gain additional power, you gain power throughout the speed range so that even an infinitesimal change in throttle wants to jump the boat right up on shore. The power is immediate and awesome." An interesting sidelight was Muncey's reaction to the quiet turbocharged Allison, much quieter than the normal engines. "Once started," he added, "the overwhelming attention-getter is the 'sound' of the boat working. The sound of the regular engine is a devastating thing, but now when you are deprived of that sound, the sound of racing, at first it is a frightening thing. Everything seems to be getting banged around. You develop an awareness of impact that you didn't know existed. I would almost swear that you can hear the drive shaft turning the prop."

The use of turbochargers, whirrlys & thing-a-ma-jigs, has opened up new worlds of technology in boat racing; new things for mechanics to do, new thoughts on hull shapes for designers, and also breathed a second life into the old Allisons. Nothing is cut and dry in their performance, there have been problems, and much more is to be learned. The thing to know is which way to go when you have some results. Final performance is a matter of experimenting and hard racing.



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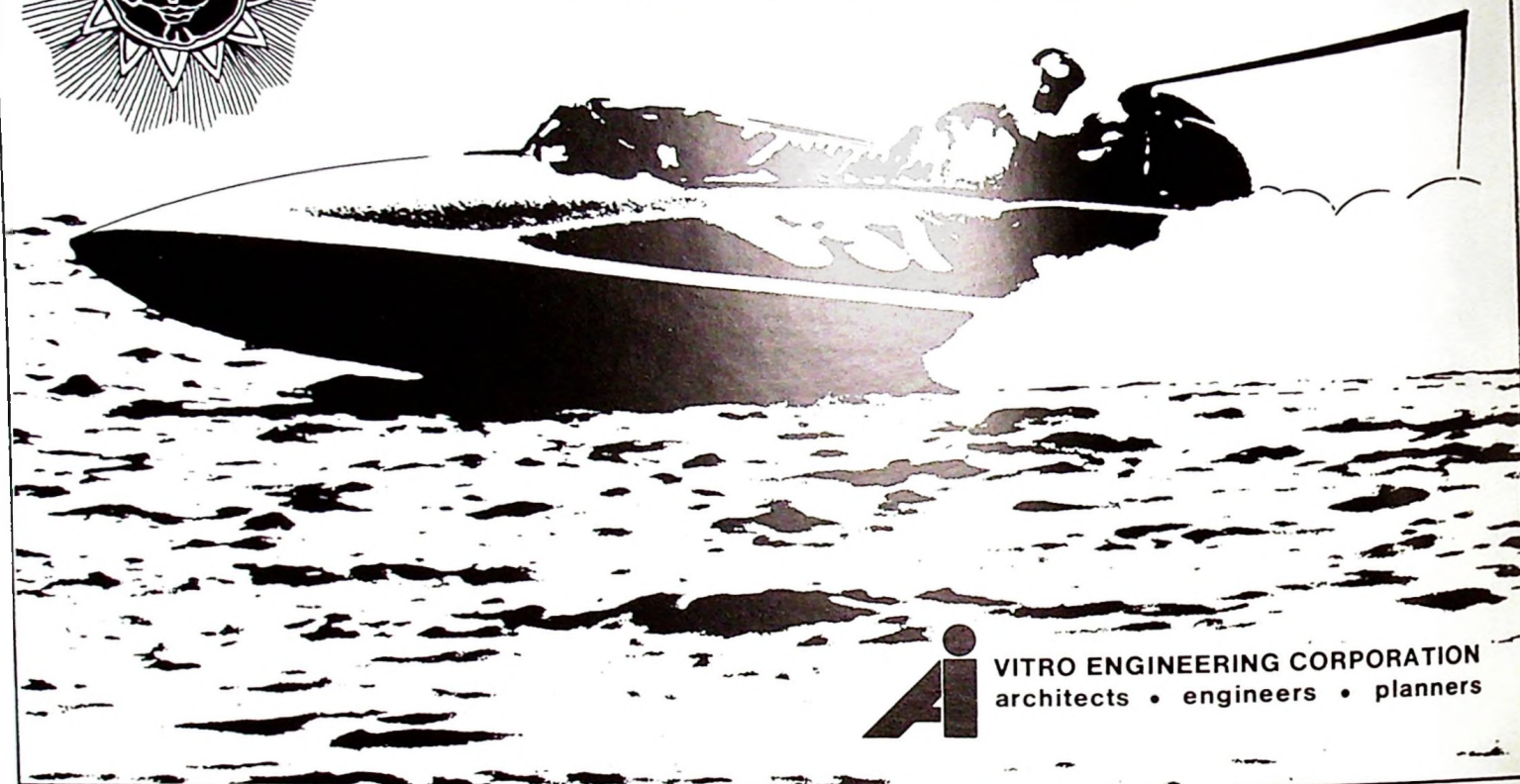
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Tri-City Speed Records

UNLIMITED HYDROPLANES

DISTANCE/BOAT/DRIVER	YEAR	SPEED - MPH
60 mile race (on 2 1/2 mile course) MISS U.S. Tom D'Eath	1975	108.974
45 mile race (on 2 1/2 mile course) ATLAS VAN LINES. Bill Muncey	1972	108.000
37 1/2 mile race (on 2 1/2 mile course) PAY 'N PAK. George Henley	1974	110.276
15 mile heat (on 2 1/2 mile course) LINCOLN THRIFT. Milner Irvin	1975	113.684
12 1/2 mile heat (on 2 1/2 mile course) U-95. Leif Borgersen	1974	113.464
2 1/2 mile lap PAY 'N PAK. Mickey Remund	1973	119.681
2 1/2 mile qualification lap PAY 'N PAK. Mickey Remund	1973	124.654

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UNLIMITED HYDROPLANE SPEED RECORDS

COMPETITION

DISTANCE/RACE	BOAT/DRIVER	SPEED
90 mile race (on 5 mile course):		
CA-3 MISS SUPERTEST III, Bob Hayward - 1960 Harmsworth Trophy		115.973
90 mile race (on 3 mile course):		
U-00 MAVERICK, Bill Stead - 1959 Gold Cup		104.033
60 mile race (on 3 mile course):		
U-40 MISS BUDWEISER, Ron Musson - 1963 Gold Cup		105.124
60 mile race (on 2 1/2 mile course):		
MISS U.S., Tom O'Leary - 1975 Gold Cup - Tri-Cities		108.974
45 mile race (on 3 mile course):		
U-25 PAY 'N PAK, Mickey Remund - 1973 World's Championship, Seattle Seafair		117.391
45 mile race (on 2 1/2 mile course):		
U-1 PAY 'N PAK, George Henley - 1974 San Diego Unlimited Trophy		110.746
45 mile heat (on 5 mile course):		
CA-3 MISS SUPERTEST III, Bob Hayward - 1960 Harmsworth Trophy		116.464
30 mile heat (on 3 mile course):		
U-8 HAWAII KAI III, Jack Regas - 1957 Gold Cup		109.828
15 mile heat (on 3 mile course):		
U-12 MISS BUDWEISER, Dean Chenoweth - 1973 World's Championship, Seattle Seafair		122.504
15 mile heat (on 2 1/2 mile course):		
U-1 PAY 'N PAK, George Henley - 1974 San Diego Unlimited Trophy		114.942
12 1/2 mile heat (on 2 1/2 mile course):		
U-NINETY-FIVE, Leif Borgersen - 1974 World's Championship, Tri-Cities		113.464
5 mile lap:		
CA-3 MISS SUPERTEST III, Bob Hayward - 1960 Harmsworth Trophy		126.226
3 mile lap:		
U-25 PAY 'N PAK, Mickey Remund - 1973 World's Championship, Seattle Seafair		124.424
2 1/2 mile lap:		
U-25 PAY 'N PAK, Mickey Remund - 1973 Gold Cup, Tri-Cities		119.681

QUALIFICATION

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

STRAIGHTAWAY

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

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SPECIAL REPORT 30/6

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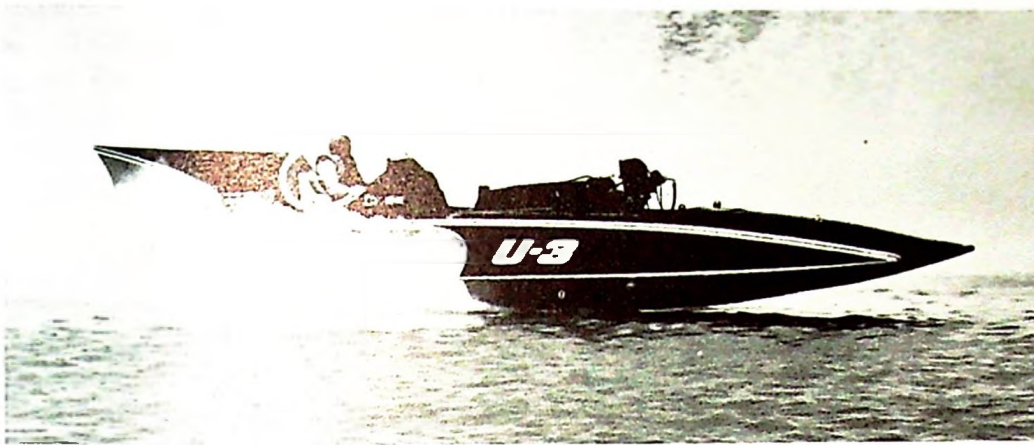
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U-3 Mister Fabricator



TOM KAUFMAN
Owner-Driver

The boat is one of only eight in history with more than 100 heats of competition to her credit and is one of the older contenders on the unlimited circuit. Built in 1964 by Les Staudacher, it originally raced here as "Tahoe Miss" and Mira Slovak won

the 1966 Gold Cup in the boat.

Owner-driver Tom Kaufman, 36, owns Tom Kaufman Metal Products Company of Carrollton, Ohio. The company fabricates nuclear, aircraft and commercial equipment from stainless steel, nickel and other metals.

Kaufman does business with several Hanford project contractors and is a frequent visitor to the Tri-Cities. He is a former limited hydro driver and was named Unlimited Rookie of the year in 1972. The boat is powered by turbocharged Allison's.

U-6 Miss Madison



RON SNYDER
Driver

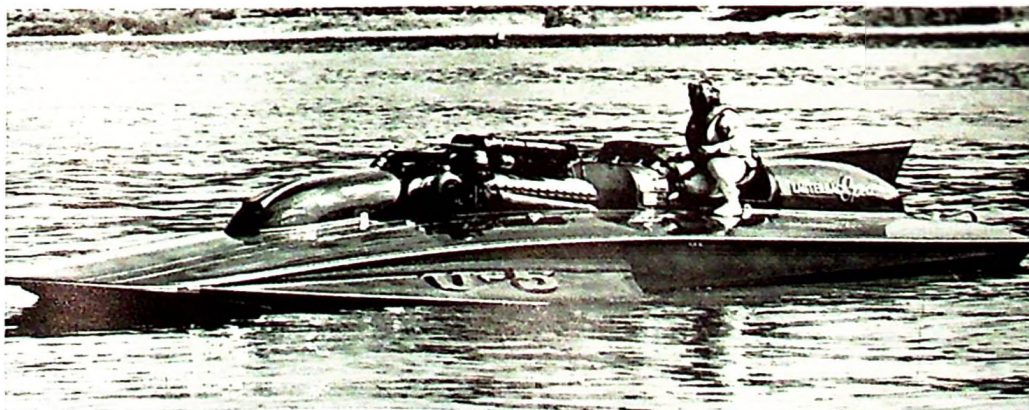


This year marks the City of Madison's 16th consecutive year as a sponsor of an unlimited hydroplane. Madison, a city of 13,000, has also hosted unlimited racing and the Indiana Governor's Cup for some 20 years. "Miss Madison" won the 1972

Tri-Cities' Atomic Cup and also the Gold Cup that year. The boat was originally designed and built in Lee Schoenith's Gale Shop and is powered by turbocharged Allison engines.

Driver is Ron Snyder, 28, from

Piqua, Ohio, an accoustical contractor. He drove "Justa-Pest" for Gene Benning in 1974 and was named Unlimited Rookie of the year. He did not drive last year. Snyder is a veteran of 10 years in the limited class wars.



U-5 Gemini

"Gemini" was designed and built by Henry Lauterbach and is powered by turbocharged Allison's. The U-5 was here for the Gold Cup last year but was not competitive. The ultra lightweight boat has undergone extensive off-

season testing and is expected to make a stronger showing this year.

The boat is owned by Carroll Kern, Miami, and Walter Carter, Virginia Beach, Va. Kern is a retired Eastern Air Lines captain and a former owner of limited hydros. Carter is a 36-year-old advertising executive. He also owns



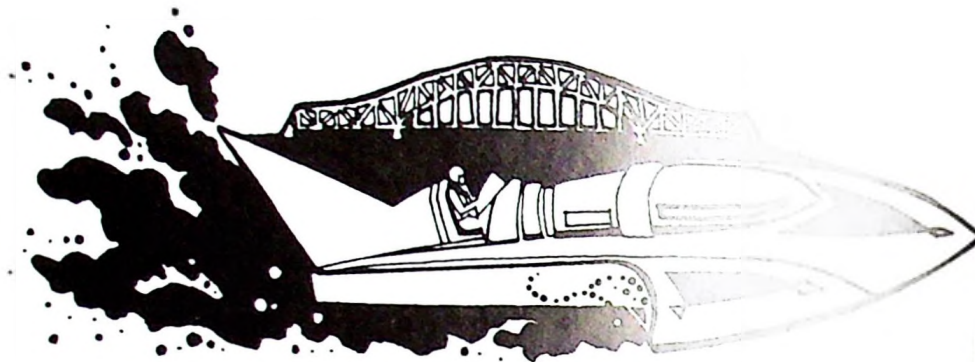
WALTER CARTER
Owner



CARROLL KERN
Owner

an engineering firm and recreational business (roller skating rinks).

The driver will either be Carter, who is a former 2.5 litre pilot, or Sherman Polhemus, Miami, who drove "Gemini" in the season's opener at Miami.



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U-12 Miss Budweiser



BERNIE LITTLE
Owner



HOWIE BENNS
Driver



A brand new boat this year, it's the eighth in the proud line of Miss Budweisers. Ron Jones built the boat as the U-77 for George Walther Sr. but it never raced. It was transformed from its original cabover concept to the traditional driver-in-the-rear configuration that has been the Bud image. The power is by Rolls Royce.

Driver is Howie Benns, a marine

mechanical engineer from Grand Island, New York. Benns won three races in "Miss Budweiser" in 1974 before seriously injuring himself in a motorcycle accident. He was three-time SK national champion, U.S. 7 litre champion and was named Unlimited Rookie of the year in 1974.

Owner Bernie Little, 51, is a

Budweiser distributor in Lakeland, Florida. The sports most flamboyant practitioner and one of its most successful owners, Bernie hasn't missed a race in 13 years despite crashes, sunken boats and other mishaps. His "Miss Budweiser" won three national back-to-back championships in 1969-1971.

U-64 Miss Vernors



JERRY KALEN
Owner



JERRY BANGS
Driver

The original hull was built two years ago by Les Staudacher but was never completed. It's a cabover with all aluminum hull, 29' 4" long and 13' 6" wide. Jerry Kalen bought the hull and outfitted in a Seattle boat shop, changing from Rolls to turbocharged Allison engines.

Kalen, from Detroit, is a ginger ale promoter (Vernor's) and owner of

Esquire Products, a printing company. He entered racing last year.

Driver is Jerry Bangs, Seattle trial attorney. He's a Gulf Racing Hall of Fame member, set competition records in the five litres and was high-point five litre champion for three years. He drove his first unlimited race in the Tri-Cities and last year drove "Miss Madison."

U-2 Miss U.S.



GEORGE SIMON
Owner



TOM D'EATH
Driver



The perfect boat for the Bi-Centennial year with colors to match! "Miss U.S." is the latest in the series of hydroplanes owned by George Simon that span a 20 year period. It's Simon's ninth hull and was designed by Ron Jones. Simon, 52, owns U.S. Equipment Company of Detroit, a producer of tool room and production machinery.

Simon, a former driver himself, has pioneered the turbo-charged, fuel-injected Allison engines that power his boat. The boat was badly damaged two years ago at the Seattle Gold Cup and had to be completely rebuilt. An earlier "Miss U.S." still holds the world speed record for propeller driven boats at 200.419 mph set in 1962 with Roy Doby at the Wheel.

Tom D'Eath, 32, Fair Haven, Mich., is a second generation driver. His father, Al D'Eath, was a Gold Cup driver in the 30's and 40's. His brother, Roger, is also an unlimited driver. Tom is former three-time 2½-litre national champion. Last year in "Miss U.S." he set a new course record at the Gold Cup in the Tri-Cities and won his first unlimited race in Detroit.

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Driver Bill Muncey and a "small steering problem" that took place during the 1975 racing season.

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BILL SCHUMACHER



TOM D'EATH



MILNER IRVIN



TOM SHEEHY



BILL WURSTER



RON SNYDER



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MISS U.S.



ATLAS VAN LINES

COLUMBIA CUP



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SUNN



MISS BUDWEISER

1976



U-5 GEMINI

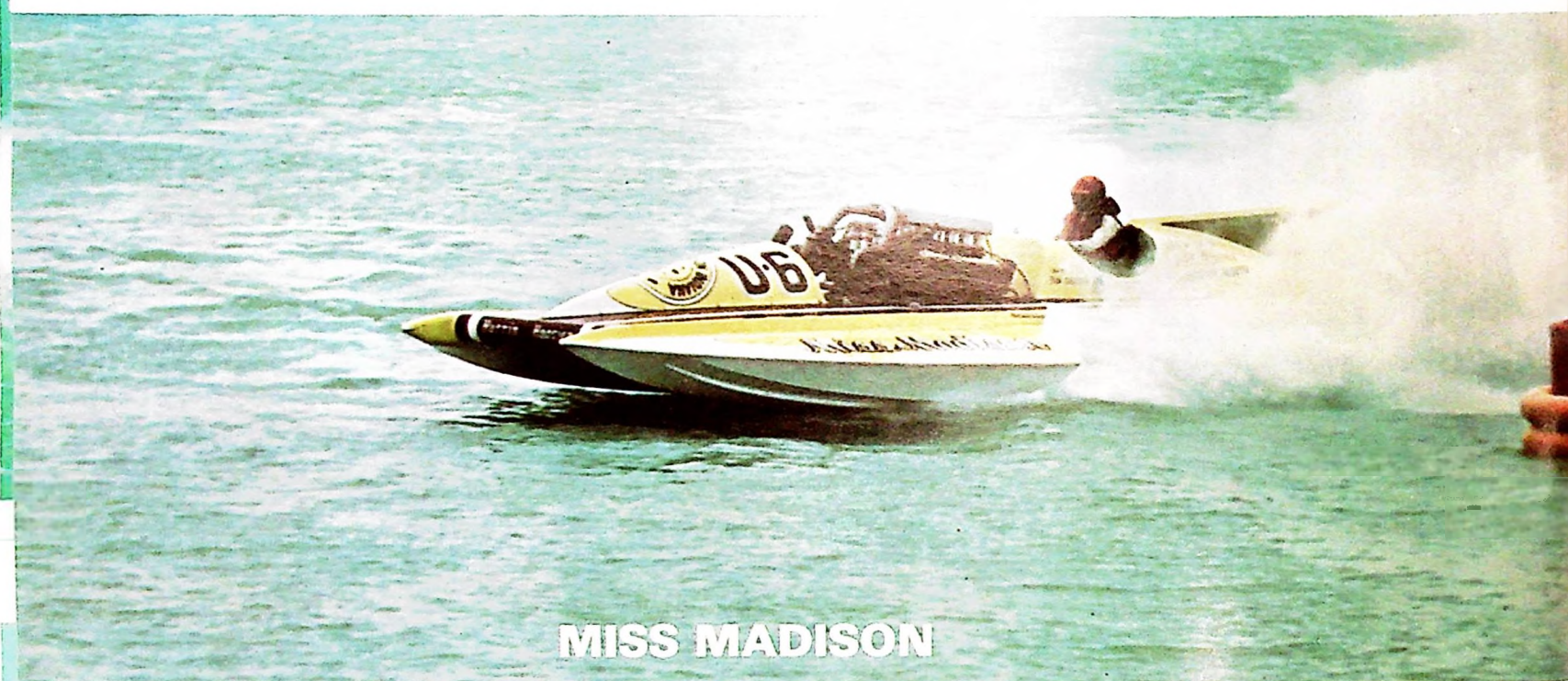
JIM



U-7



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U-76 Atlas Van Lines



BILL MUNCEY
Owner-driver

The boat is last year's "Pay 'N Pak", the most successful unlimited hydro in history. Purchased last year by Bill Muncey from Dave Heerensperger, the boat was originally built by Ron Jones with healthy assists from Jim Lucero, now part of the Muncey team. Weighing 6,000 lbs and made of honeycombed aluminum, the



boat has won more races than any other unlimited.

Driver-owner Bill Muncey, Costa Mesa, Calif., is a vice president of Atlas Van Lines. He has won more races than any other driver — 33 compared to 20 for the next. His wins include five Gold Cups and four national championships. He has been a sportscaster, disc jockey and

professional musician and is a member of the President's Council on Physical Fitness. He joined the thunderboats in 1950 after successful limited class racing. His 14 wins in "Miss Thriftway" made that boat the biggest winner until "Pay 'N Pak" came along. He has also driven such boats as "Miss U.S.", "S-Bill", "Myrs Sheet Metal" and "Notre Dame".

U-80 Miss Van's PX

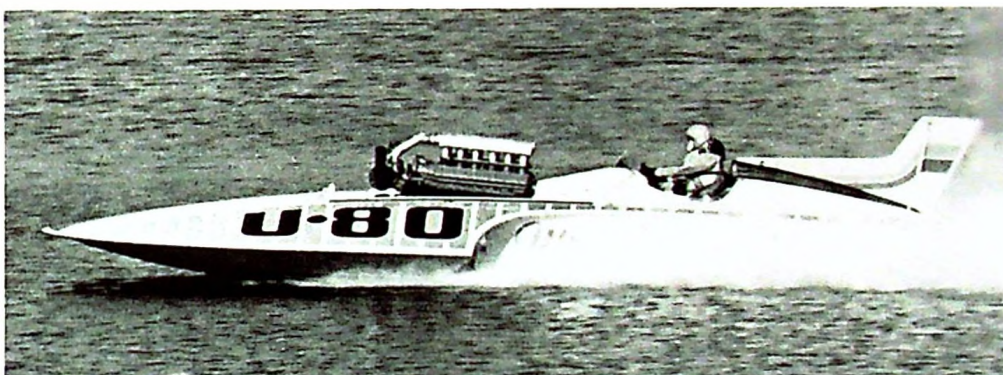


BOB PATTERSON
Owner



JACK SCHAFER JR.
Driver

The boat is a turbocharged Allison, originally designed by Chuck Hickling and now owned by Bob Patterson, Van Nuys, Calif. Patterson heads a firm that manufactures marine exhaust systems. He is a veteran of 17 years as a limited class inboard driver holding five world records, winning five U.S.



championships and six national high point titles in the Crackerbox class. He was also a member of the famed "Hawaii Kai III" racing team. He bought his first unlimited, then known as "Parco's-O-Ring Miss," in 1972. Patterson brought the U-80 to the Gold Cup here last year.

The driver is Jack Schafer Jr., Santa

Ana, Calif., owner of Jack Schafer Aircraft Sales. He is the son of the late Jack Schafer, whose Detroit-based "Such Crust" Thunderboats won 10 races in the 1940's. Schafer has placed 1st, 2nd or 3rd in over 300 heats of limited hydro racing in the past five years.

U-8 Oh Boy Oberto



BOB MURPHY
Owner



BILL WURSTER
Driver

The U-8 is one of several boats owned by Bob Murphy, Seattle marina operator. Murphy got into the sport as a member of the "Miss Budweiser" crew in 1967 and purchased his first boat from Bud-owner, Bernie Little. The boat has raced over the years under such names as "Notre Dame,"



"Miss Budweiser," "Burien Lady" and "Smythe's Smoother Mover."

Murphy also has a brand new boat, the automotive-powered U-4, under construction. The 28-foot boat will weigh about 3,500 pounds and will be powered by a 427 Chevy.

Driver of "Oberto" is Bill Wurster, 52, sales manager for the Kirby Vacuum Cleaner Company in Seattle. He has raced in limiteds since 1960. Bill drove his first unlimited race in the 1972 Atomic Cup in the Tri-Cities and placed 6th.

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No. 7 Clover Island, Kennewick

Fan Plan 1976

The winner of the final heat will be the winner of the Columbia Cup.

This, of course, has not necessarily been the case in past unlimited races that were based on cumulative points earned. It often came out that a boat that had amassed a healthy lead in points during the elimination heats could finish "back in the pack" in the final heat and still be the race winner.

But, not any more. Unlimited rules have now adopted a version of the Fan Plan as authorized by Jack Love, long time head of the Detroit unlimited race.

All qualified boats are drawn by lot into the elimination heats. The top six boats in total points after two heats of racing go into the final heat.

The way they finish the final heat is the order of finish for the race and prize money is awarded accordingly. Other unlimiteds that don't make the final heat are awarded places according to points scored in the preliminary heats. All points accumulated during the race count towards National High Points.

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LES ROSENBERG

Owner



BILL SCHUMACHER

Driver

Built for the 1974 season by Ron Jones, the boat raced here two years ago as "Valu Mart" and then as "Weisfields." It weighs 6,000 pounds, is 28' 6" long and is powered by supercharged Rolls Royce 620 engines.

Driver Bill Schumacher, 34, from Seattle is called by many the best boat racing driver in the world. He started racing at age 8 and has driven outboards, limiteds and unlimiteds. Schumacher won the 8-hour Paris Grand Prix, Europe's most prestigious race. He's a three time national



unlimited champion including last year. His 15 career wins are second only to Bill Muncey for active drivers. He was named last year to the Gulf Hall of Fame and during his 25 year supremacy in boat racing, he has set 12 world speed records ranging from outboards to unlimiteds.

Owners are Leslie Rosenberg and Jerry Zuvich, both of Seattle. Rosenberg was formerly an executive with the Weisfield jewelry chain. Zuvich gained his hydro reputation in the pits as crew chief for "Miss Bardahl" which won 10 races in two years with Schumacher driving.

U-7

The U-7 is last year's Atlas Van Lines, sold earlier this year by Lee Schoenith to Gene Benning, a contractor from Piqua, Ohio. It's a Les Studacher design powered by Allison. Benning became an unlimited owner in 1974 with "Justa-Pest" after winning three straight national championships in the 225 cu. inch class.

Driver Milner Irvin, Coral Gables, Florida, last year drove Lincoln Thrift, finishing second in drivers standing. Owner of an electric company, Irvin started in the limiteds in 1967 and drove Miss Madison in 1974, his first unlimited ride.



GENE BENNING

Driver



MILNER IRVIN

Driver

U-66 Vagabond

The U-66 is the former "Sunny Jim" and "Kirby Classic." Built in 1963 as "Tahoe Miss II," the boat was purchased by Doug McIntosh, Seattle, from Bob Murphy. It is Allison-powered.

McIntosh is sales administrator for Pacific Food Products (Sunny Jim). He worked on the Peter LaRock and Bob Murphy crews last year.

The driver is Fred Leland, Seattle Masonry contractor. He gained his experience driving 5 and 7-litre limited-class boats.



FRED LELAND

Driver

U-95 Sunny Jim

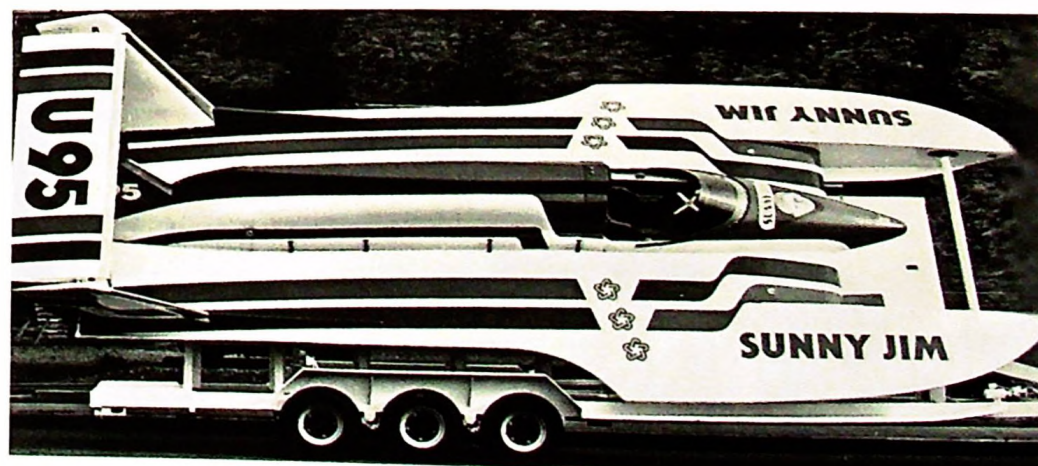


PETER LAROCK
Owner



TOM SHEEHY
Driver

The U-95 will be remembered as the first turbine-powered unlimited hydro ever to race the circuit. It was pioneered in 1974 by Seattle's Jim Clapp. After flashes of brilliance, the boat sunk at the Seattle Gold Cup. The untimely death of Clapp put an end to the turbine experimentation. The boat was later purchased by Pete



LaRock and converted to Rolls Royce engines.

At 29 years old, LaRock, a general contractor, is the youngest owner in the sport. He started with the unlimiteds on the crew of Bob Gilliam's "Fascination." He has also campaigned "Shakey's Special" and an

earlier "Sunny Jim."

Driver Tom Sheehy, Miami, is a Delta Air Lines pilot. He was named Unlimited Rookie of the Year in 1971. He has driven such boats as "Miss Timex," "Atlas Van Lines II," "Miss Madison," "Red Man" and "Miss Technicolor."

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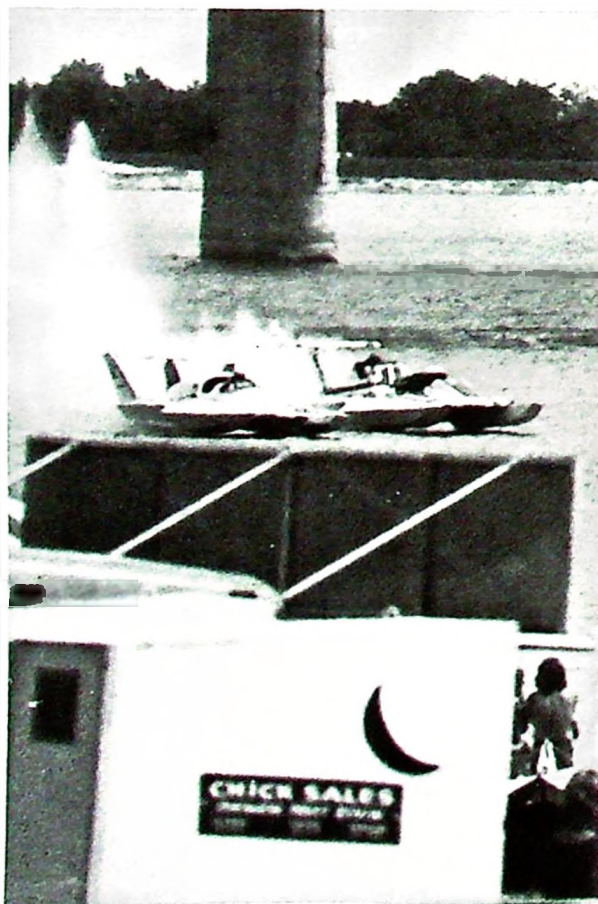
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EVENTS SCHEDULE

Miss Tri-Cities Pageant

Friday, July 23, 8 p.m., Kennewick High School auditorium. See the competition to choose the new Miss Tri-Cities.

Water Follies Carnival

Staged by Ralph Meeker. Playing nightly and weekends in Columbia Park. Tuesday, July 20, through Wednesday, July 28.

Festival of Christian Arts

July 22-24, outdoor stage, Columbia Park. Arts and crafts booths open 2 to 10 p.m. daily. Children fun with hourly puppet shows, free train ride, "Ho Ho" the Clown. An original stage production in song and dance by the Bethesda Singers. Musical entertainment nightly, 6 to 10 p.m.

Water Follies Grand Parade

11 a.m., Saturday, July 24. In Richland with the line-of-march along George Washington Boulevard, starting near the Uptown Shopping Area and moving south to the disbanding area near the Rivershore Motel.

Tri-City Table Tennis Tourney

Sunday, July 25, 1 p.m., Harry Kramer Center, Richland. Seven classes including junior, novice, intermediate, open, women's, seniors and open doubles. Co-sponsored by the Tri-City Table Tennis Association.

Tri-City Tennis Tournament

Adult sections, July 23-25; youth sections, July 26-28. Competition on Pasco tennis courts in junior and senior divisions, singles, doubles and mixed doubles. Sponsored by Dunning-Ray Insurance and Pasco Recreation Department.

Tri-Cities Amateur Open

Second annual Tri-Cities Amateur Open golf tourney, during the Water Follies. July 23-25 at Meadow Springs, Shalnupum and Tri-City Country Club. Ladies tourney on July 24.

Beard Growing Contest

A Bi-Centennial Beard Growing contest as arranged by the Tri-City Men's Hairstyling Association. The winners to be chosen by Miss Tri-Cities and her court at 7 p.m., July 26, on the Mall at Columbia Center.

Water Follies Talent Show

Wednesday and Thursday, July 28-29, 8 p.m. Kennewick High School Auditorium, sponsored by the Kennewick Junior Women's Club. Talent show divisions include dance, vocal, instrumental and novelty.

Sidewalk Art Show '76

Friday and Saturday, July 30-31, 9 a.m. to 9 p.m., downtown Richland. Largest outdoor arts and crafts show in Eastern Washington. Over 150 artists and craftsmen from a five-state area will display their works.

Columbia Cup Autocross

Saturday, July 28, Tri-Cities Airport, Pasco. Registration 8 a.m. to 3 p.m. Prepared classes competition at 9:30 a.m. Stock classes, 1 p.m. Sponsored by Sand and Sage Sports Car Club. Competition by car class over a measured course.

R.C. Aircraft Competition

Saturday, July 31, 10 to 4 p.m. Competition for radio-controlled model aircraft. Five events — LeMans, flower drop, spot landing, limbo contest, musical chairs. Vista Field, Kennewick, on runway near new K-Mart Store, access off Columbia Center Blvd. Sponsored by Tri-City R.C. Modelers.



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TRI-CITY WATER FOLLIES COLUMBIA CUP COMMITTEES

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Patrol & Rescue: Larry Davenport, divers; Jim Lawrence, patrol boats; Frank Hendrikson, rescue; Lee Matson, sleds.

Course & Survey: Bob Bold, buoys and anchors; Mackay & Sposito, survey; Dale Metz, Kay Metz, spectator moorage.

U.S. Coast Guard: CWO T.A. Pitkin; CPO G.B. Scott; Coast Guard Auxiliary, Bob Mapes, Bob Leslie.

Communications: Ron Strait, Southeastern Washington Very High Frequency Society.

Pit Area: Art Colby, Keith Bowers, Doug Tillson, Tommy Thompson, Todd Eggers, Scott Maloy, Jerry Reis, Joe Jarrell.

First Aid: John Lynch, Blake Miller, Orval Patchett, M.D.

Columbia Cup Autocross: Steve Giamberardini, Sand and Sage Sports Car Club.

R.C. Model Aircraft: Bill Bowen, meet chairman; Lyle Laughery, Larry Salisbury, Bruce McDannold, Besil Pelletier, Bob Parazin.

Gates, Admission, Parking: Shrine Dirty Dozen, Pasco Lion's Club, Richland Kiwanis Club, Hill & Gully Motorcycle Club, Benton-Franklin Mounted Posse, Dessert Rats Jeep Club, Kennewick Jaycees.

Columbia Cup Program Sales: Kiwanis Club of Kennewick.

Talent Show: Sue Schirmer, Jan Gregonis, Kennewick Junior Women's Club.

Miss Tri-Cities Pageant: Joannie Doss, pageant director.

Water Follies Parade: Fred Ackerman, chairman.

Sidewalk Art Show '76: Mike Lafferty, Betty Szulinski.

Tennis Tournament: Mr. and Mrs. Russ Schmeckle.

Booster Button Sales: Chapters EL, BW, GF, P.E.O., Pasco; Chapter AQ, P.E.O., Kennewick; Women in Construction, Richland.

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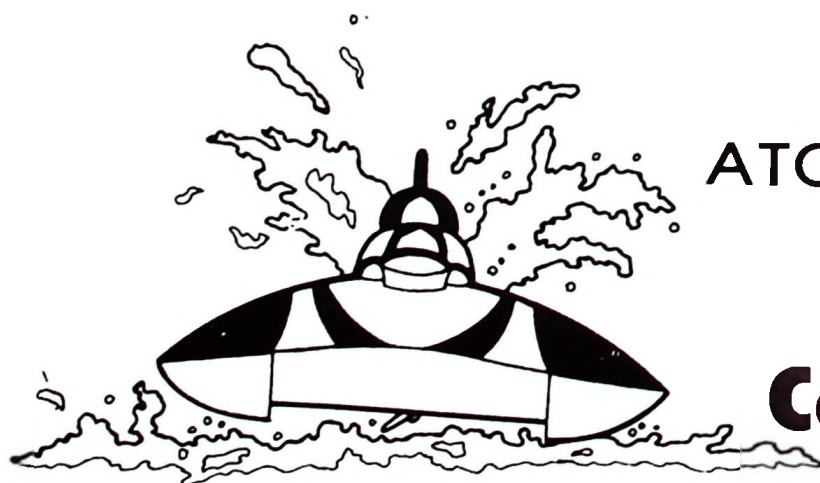
Concession & Carnival: Jack Robson

Hospitality: Dean Mitchell

Table Tennis Tourney: Keith Fiene, director; Bill Danker, assistant director; Bob Goble, Harold Fredrickson, John Fredrickson, Bruce Johnson.

Beard Growing Contest: Chuck Madsen, Tri-City Men's Hairstyling Association.

Festival of Christian Arts: Juretta Wright, coordinator.



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1972	U-71 ATLAS VAN LINES Bill Muncey	108.000 Lee Schoenith
1971	U-6 MISS MADISON Jim McCormick	98.564 City of Madison, Ind.
1970	U-00 PAY 'N PAK LIL BUZZARD Tommy Fults	98.169 Dave Heerensperger
1969	U-70 MYR'S SPECIAL Dean Chenoweth	100.496 Joe Schoenith
1968	U-25 MISS EAGLE ELECTRIC Warner Gardner	102.687 Dave Heerensperger
1967	U-40 MISS BARDAHL Billy Schumacher	101.161 Ole Bardahl
1966	U-12 MISS BUDWEISER Bill Brow	94.936 Bernie Little

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U-22

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The driver is expected to be Chip Hanauer, Seattle, a student at Washington State University. Chip was national high point and national champion in the 98 cubic inch hydros and national high point and national champion in 145 cubic inch hydros.



TAD DEAN
Owner



CHIP HANAUER
Driver

Tri-City Water Follies

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1966 - Clif LaHue
1967 - Jerry Horrobin
1968 - George Grant
1969 - Bruce Glenn
1970 - Dr. Orval Patchett
1971 - Dr. Orval Patchett
1972 - Dave Dickerson
1973 - Dave Dickerson
1974 - Jerry Eerkes
1975 - Jerry Eerkes

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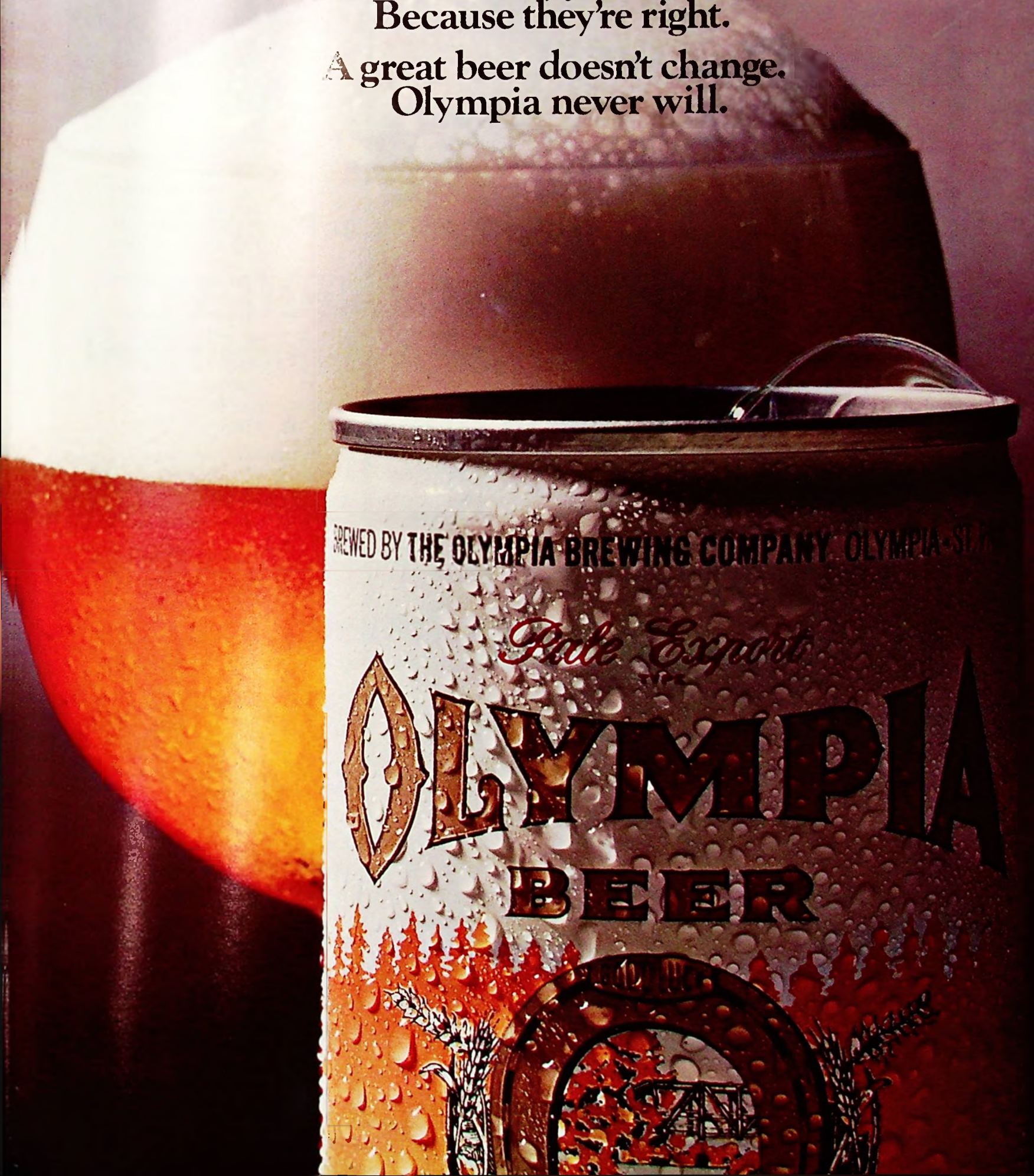
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- 1953 GALE II
Joe Schoenith
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Horace Dodge, Jr.
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WHITE FLAG — at the one-minute gun before the start of the race, the yellow flag is lowered and replaced by a white flag.

BLACK FLAG — when a boat does not comply with starting rules, it is used to signal a driver to pull into the infield.

After the start of a 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 pits.

YELLOW FLAG — indicates to drivers that there is a hazardous condition on the race course, such as a stopped boat, which should command their attention and caution.

GREEN FLAG — to indicate to a boat signalled that it is starting its final lap.

CHECKER FLAG — displayed at the finish of the race to indicate to the boat passing the judges' stand that it has completed race.

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

Championship Trophy

John Goulet, Pasco sculptor, has created a matching set of five trophies that will go to winners of this year's Columbia Cup.

The championship trophy will be 24-inches high and will feature an original bronze casting of an unlimited hydroplane. Four smaller size trophies will complete the matched set.

Goulet also created the World Championship trophy for the unlimited race here two years ago.

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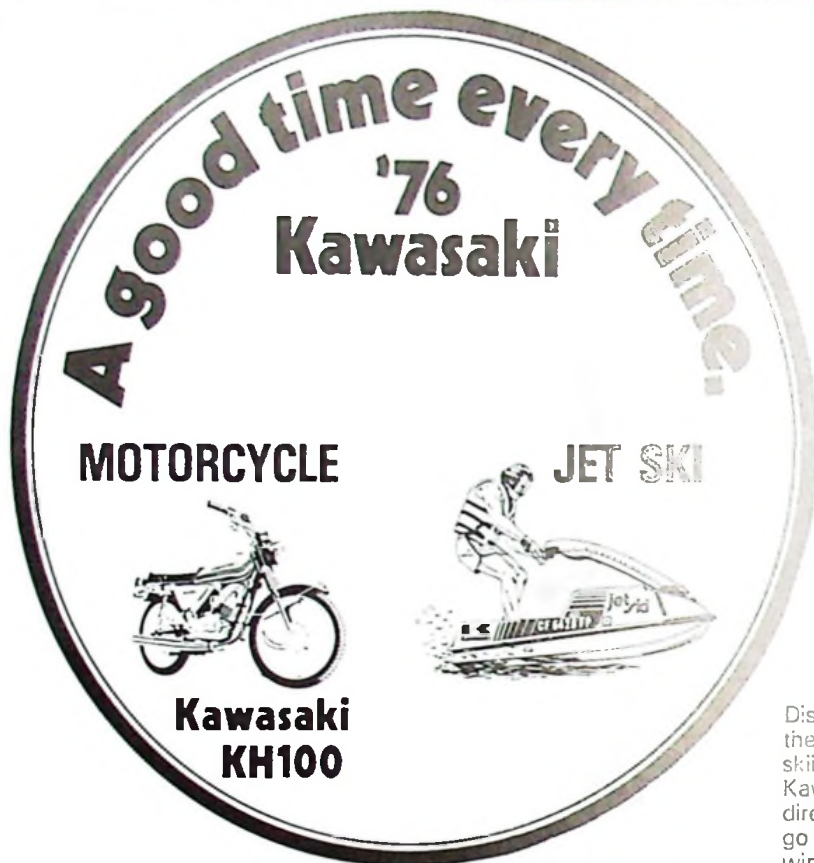
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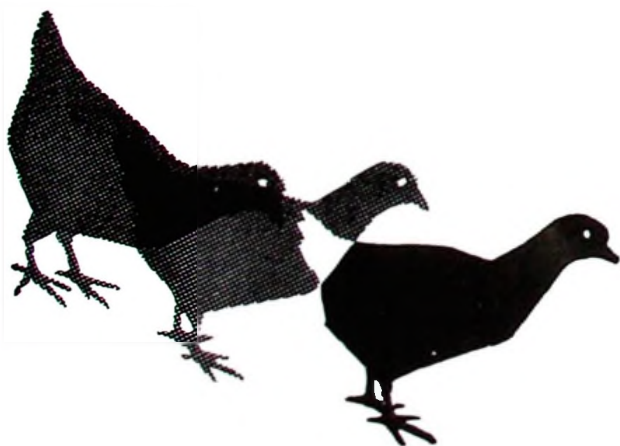


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(2)	OLE BARDAHL	27
(3)	BERNIE LITTLE	24
(4)	DAVE HEERENSPERGER	24
(5)	* WILLARD RHODES	18
(6)	* BILL WAGGONER	12
(7)	* WALT & * ROY DOSSIN	11
(8)	GEORGE SIMON	11
(9)	* HORACE DODGE, JR.	10
(10)	* HENRY & EDGAR KAISER	9
(11)	BILL HARRAH	8
(12)	* STAN SAYRES	7
(13)	GUY LOMBARDO	7
(14)	J GORDON THOMPSON	7
(15)	* JACK SCHAFER	6
(16)	MILO & GLEN STOEN	6
(17)	* STAN DOLLAR	3
(18)	ALBIN FALLON	3
(19)	BILL BOEING, JR.	3
(20)	CHUCK THOMPSON	3
(21)	* HERB MENDELSON & SHIRLEY MENDELSON MCDONALD	3
(22)	MISS MADISON, INC	3
(23)	JOE MASCARI	2
(24)	JIM HERRINGTON	2
(25)	JIM RANGER	2
(26)	LESLIE ROSENBERG	2
(27)	ERNIE WILSON	1
(28)	HARRY LYNN	1
(29)	ED GREGORY & ED SCHOENHERR	1
(30)	BUD SAILE	1
(31)	SAM DUPONT	1
(32)	BILL STERETT, SR.	1
(33)	BOB FENDLER	1

* deceased

TOTAL: 247 races

1976 RACE SCHEDULE

DATE/RACE/CITY/	BODY OF WATER	/PURSE
May 23	CHAMPION SPARK PLUG REGATTA Miami, Florida; City of Miami Marine Stadium; Biscayne Bay	\$30,000
May 29	PRESIDENT'S CUP Washington, D.C.; Potomac River	\$30,000
June 27	A.P.B.A. GOLD CUP Detroit, Mich.; Detroit River	\$76,776.76
July 4	INDIANA GOVERNOR'S CUP Madison, Ind.; Ohio River	\$30,000
July 11	KENTUCKY'S GOVERNOR'S CUP Owensboro, Ky.; Ohio River	\$30,000
July 18	DAYTON HYDROGLOBE Dayton, Ohio; Hydrobowl Lake	\$30,000
Aug. 1	COLUMBIA CUP Tri-Cities, Wash.; Columbia River	\$30,000
Aug. 8	WORLD CHAMPIONSHIPS Seattle, Wash.; Lake Washington	\$40,000
Sept. 19	SAN DIEGO BOYS' CLUB REGATTA San Diego, Calif.; Mission Bay	\$30,000

NOTE: With the exception of the Gold Cup and the World's Championship, all purses are approximate, based on the number of boats qualifying at each site.



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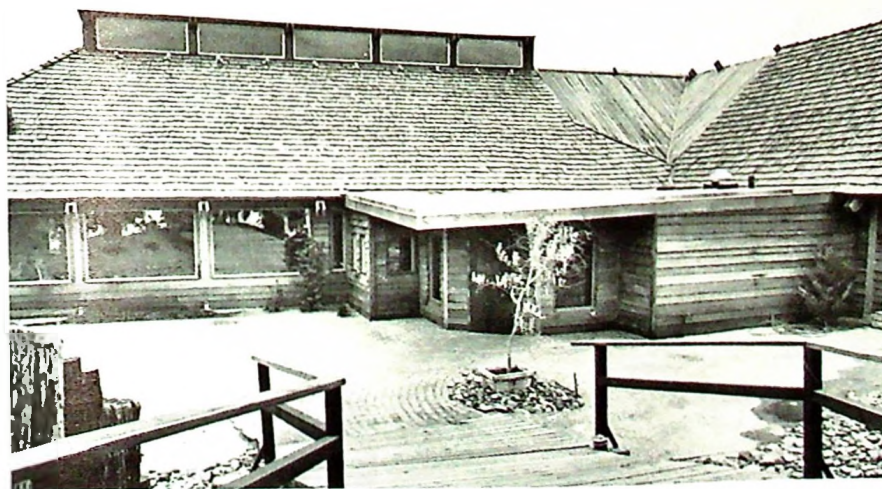
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THE BRIDGE

One of the few of its kind now under construction in the Tri-Cities

By Kristi Philip



One of the most unique bridge building projects in the nation is under way just downriver from the unlimited hydroplane race course.

Construction began about a year ago on the span, which will link downtown Pasco and Kennewick by late 1977 or early 1978. Sidewalk superintendents can get an unusually good view of the construction from vantage points from the 55-year-old existing bridge which is due for demolition when the new span opens.

The new bridge will be of the innovative cable stay design, spanning 2,504 feet from bank to bank. The design originated in Europe on the Rhine River and only a few have been built in this country.

The design was chosen because of its esthetic qualities and practicality, said Design Engineer John Clark.

"One of the primary reasons the design was chosen was that it is thin," Clark explained. Any structure that was "thick" from the bridge surface toward the water wouldn't allow enough vertical clearance for boat traffic, he said.

Pre-stressed concrete will be used instead of steel in most of the construction, adding to the bridge's uniqueness.

Concrete is less expensive and also bears the horizontal stress of the cables more efficiently than steel, Clark said.

"Steel could have been used, but the price is high and unstable. Besides, Washington makes some of the best concrete in the world," he added.

Building the bridge presents some problems for engineers.

The deep, swift water in the river's main channel makes building the

supporting piers difficult. The river bed, some 50 feet below water level, was excavated another 30 feet, making the massive piers 85 feet of concrete.

During the concrete pouring phase, ready-mix concrete trucks parked precariously aboard barges that shuttled back and forth from bank to pier as the piers took shape.

When the span itself begins extending above the piers, concrete sections each weighing 300 tons, will be lifted to their positions. There will be 58 sections, each some 27 by 80 feet.

The bridge project didn't just materialize on its own. Hard work and strong citizen backing in both Pasco and Kennewick were necessary to raise the necessary \$27.3 million.

The man whose name is almost synonymous with the bridge project is Pasco insurance agent Ed Hendler. Hendler points to a closet bulging with bridge-related documents in his office and recalls he and others began thinking about replacing the bridge over 20 years ago.

"Thoughts about this project began in 1954 when the Highway 12 bridge was completed and the state Highway Department gave the old intercity bridge to the two counties.

"To most, building the new bridge (Hwy. 12 bridge) brought the alleviation of a serious traffic problem — but the relief wasn't as great as they thought it would be," he said.

The old bridge served the industrial and downtown areas of both Pasco and Kennewick and still carried much of the traffic between the cities. Built in 1921, the span would have to be replaced some day, he said.

In 1968 when Hendler was a Pasco

city councilman, he engineered an agreement between the cities and counties on how expenses would be shared if money to replace the bridge could be raised. The cities annexed the existing bridge and each agreed to pay a third of the initial expense. The counties agreed to absorb one sixth of the expense.

Voters then approved some \$1,640,000 in bond issues.

With some \$2.46 million in the pot in 1970, the cities began in earnest to get the show on the road. After several financial setbacks, funding was arranged through a congressional appropriation for bridge replacement, Hendler said.

Bridge supporters fought many battles on the way to state and federal approval of the project. There were environmental challenges. Then the Coast Guard protested that a new bridge would not leave enough navigational clearance. State officials were unenthusiastic about the design because it was unfamiliar.

"There were a multitude of problems just to initiate the project," Hendler said. "We really had to sell the design to the state and federal agencies."

When the bridge is completed, Hendler expects it to be a tourist attraction because of its unusual design.

He looks back on his many years of work on the project with satisfaction.

"It's something that most people said couldn't be done. I accepted the challenge and feel personally gratified with the accomplishment," he said.



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WINNERS OF 1975 UNLIMITED RACES

DATE	RACE/WINNER	CITY	COURSE	AVG. RACE SPEED
May 18	CHAMPION SPARK PLUG REGATTA (5TH) WEISFIELD'S, Billy Schumacher	Miami, Fla.	2 ½ mile	110.710
June 1	PRESIDENT'S CUP (42ND) MISS BUDWEISER, Mickey Remund	Washington, D.C.	2 ½ mile	102.593
June 15	KENTUCKY GOVERNOR'S CUP (7TH) WEISFIELD'S, Billy Schumacher	Owensboro, Ky.	2 ½ mile	108.028
June 29	GARWOOD TROPHY RACE (49TH) MISS U.S., Tom D'Eath	Detroit, Mich.	3 mile	118.476
July 6	INDIANA GOVERNOR'S CUP (25TH) PAY 'N PAK, George Henley	Madison, Ind.	2 ½ mile	103.009
July 13	HYDROGLOBE (2ND) PAY 'N PAK, George Henley	Dayton, Ohio	2 mile	99.533
July 27	A.P.B.A. GOLD CUP (71ST) PAY 'N PAK, George Henley	Tri-Cities, Wa.	2 ½ mile	108.921
Aug. 3	SEATTLE SEAFAIR (24TH) PAY 'N PAK, George Henley	Seattle, Wa.	2 ½ mile	112.870
Sept. 15	DESERT THUNDERBOAT REGATTA (3RD) MISS BUDWEISER, Mickey Remund	Phoenix, Ariz.	1 ⅔ mile	109.706
Sept. 22	SAN DIEGO TROPHY RACE (9TH) PAY 'N PAK, George Henley	San Diego, Ca.	2 ½ mile	113.526

MUNCNEY LEADS DRIVER'S CAREER PERFORMANCE CHART

Bill Muncney is the "drivingest" driver among the unlimiteds and also the "winningest". Muncney has competed in 353 racing heats, won 33 races and won first in the heats 139 times.

DRIVER	HEATS ENT.	1ST	2ND	3RD	% HEAT WINS
BILL MUNCNEY	353	139	90	49	39%
FRED ALTER	206	34	48	41	17%
JIM McCORMICK	182	26	53	51	14%
BILLY SCHUMACHER	163	68	42	15	42%
STAN JONES	156	9	26	30	6%
DEAN CHENOWETH	141	59	35	24	42%
CHUCK HICKLING	107	13	21	27	12%
GEORGE HENLEY	86	38	19	12	44%
BILL STERETT	78	32	14	10	41%
MICKEY REMUND	74	30	15	7	42%
BUDDY BYERS	56	9	20	16	16%
BILL STERETT, JR.	41	13	6	11	32%
TOM D'EATH	39	6	12	8	15%

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THUNDERBOATS

IN THE SPIRIT OF '76

by Dave Speer
POWERBOAT MAGAZINE

Just as the patriots of 1776 marched to the tune of a different drummer, the patriots of 1976 march to the tune of a different song. The recent retirement of three major camps — Dave Heerensperger's *Pay 'N Pak*, Bob Fendler's *Lincoln Thrift*, and 25-year veteran Lee Schoenith — shakes the sport, bootstraps to epaulets. Their departure, by men whose commitments to thunderboating introduced sweeping technical progress, and whose politics shaped many of today's racing rules, are difficult to calculate. Nonetheless, new leaders will emerge and a new champion will be crowned.

The big off-season story, of course, was the purchase of the record breaking 3-time National Champion *Pay 'N Pak* by Bill Muncey. All eyes now watch Muncey as he steps into the legend, now repainted in *Atlas Van Lines* two-tone blue motif and numbered *U-76*. A subtle point bears close attention: Muncey turns differently than the others driving the Ron Jones-style picklefork hulls. He rides the outside sponson chine more than the "hanging it on the skid fin" technique preferred by the brash New Breed youngsters such as Tommy D'Eath, Howie Benns, Milner Irvin, Jack Schafer, Gerry Bangs, and Billy "The Kid" Schumacher.

Schumacher's *Olympia Beer* may be the boat to beat in '76. Formerly *Weisfield's* (1975 runner-up to *Pay 'N Pak* in a season-long tussle), the *U-74* returns with new paint and more speed. The hull is proven quick and highly maneuverable, crew chief Jerry Zuvich hopes to completely eliminate the mechanical bugaboos which plagued the boat at Pasco's '75 Gold Cup Race, and Schu's driving talents remain unquestioned. Reality says his success depends on reliable equipment.

The newest *Miss Budweiser* will win, too. The question is: how often? Launched on March 11 at Seattle, the latest *Budweiser* posed for pretty pictures as driver Howie Benns steered the efficient hull to hot laps. In construction, the crew's prime consideration was weight watching; and their efforts paid off. At 6150 lbs, the *U-12* is a half-ton lighter than last year's beerwagon. Howie Benns, 1974 Rookie of the Year, is a very, very

aggressive driver and nerve-wracking to observe if he doesn't look before he leaps. The delicate balance of personalities and abilities called a crew are necessary for racing success, and the *Budweiser* has this balance. Finally, as everybody kids when owner Bernie Little leads and pleads his charges to battle in his inimitable style, "Bernie, wants to win!"

Miss U.S. owner George Simon usually plays a low-key role in boat racing, but there is nothing low-key about his plans and enthusiasm this year. Testing began for driver Tom D'Eath as soon as the ice thawed on the Detroit River, and Ronnie Brown, a respected limited class racer, takes over as crew chief with plans to dial in the consistency the turbocharged craft lacked in the past. The *U-2* is the darkhorse challenger on the circuit and the road to winning could be remarkably fast.

The steady disappearing act of the Rolls-Royce engine continues. Fewer and fewer of the vintage World War Two V-12's can be found, and Rolls-powered teams build from the best available remnants. Yet, in the middle of this trend of no supply and more demand, one owner has bartered his way into contention for the first time. Pete LaRock, previously racing on little more than faith and borrowed luck, has converted his once turbine-powered *U-95* to Rolls power. Financed by an enthusiastic sponsor, *Sunny Jim*, the peanut butter and jelly boat, is the sentimentalist's choice for surprise craft of 1976. Tom Sheehy, a Delta Airlines pilot, brings along his good natured comedy routines to delight those visiting pit row.

In contrast to LaRock's switch, the Seattle-based and Detroit-sponsored *Miss Vernors* switches from Rolls to turbocharged Allison and a new boat. Owner Jerry Kalen has purchased a Les Staudacher all-aluminum hull. The 29' 4" by 13' 6" cabover provides attorney Gerry Bangs, last season's *Miss Madison/Hamm's Bear* jockey, a new ride.

Miss Madison remains a favorite and the only "home town" hydro. With sheer determination the volunteer crew from the Madison, Indiana riverfront community perseveres. Ron Snyder, a

newcomer to U-boat competition on the West Coast, moves behind the wheel vacated by Gerry Bangs and so far has demonstrated a willingness to learn and adapt to the largest of all race boat classes.

With the retirement of Lee Schoenith, Gene Benning, a contractor from Piqua, Ohio, has purchased Schoenith's Gale Racing Team. The inventory includes the 1975 *Atlas Van Lines* now renamed and renumbered simply *U-7*. "Wild Bill" Cantrell, dean of unlimited handymen, works on his powerplant alternative to the dwindling Rolls and emerging turbocharged Allison. This unique engine idea is an auxiliary-stage supercharged Allison, a hopped-up Allison version of the more powerful Rolls-Royce. With a well-tuned source of power and rebalanced hull, Milner Irvin, former *Lincoln Thrift* driver from Florida, may have a combination to be excited about.

Last season's disappointment, *Lauterbach Special*, has been rechristened *Gemini* and is a possible entry in the Columbia Cup. Submarined by first year misfortune, the *U-5* deserves another chance. Based in Miami, owned by Walt Carter and Carroll Kern, and driven by rookie Sherm Polhemus, *Gemini* is still a question mark performer on the course.

Tom Kaufman's big black *Mister Fabricator* is a regular at Tri-Cities, since 1973. The former *Harrah's Club* is tired, and past earlier days of glory, but serves as a test bed for Tom's esoteric mechanical experiments. Win or lose, Kaufman's energy and good will characterize all the fun in boat racing, and the piping and gadget covered engine will keep you asking questions all day long.

Traditionally, and lucky for unlimited fans in the Pacific Northwest, the fleet of U-boats grows as the boats swing west. The invasion of hopefuls is led by Seattle. Doug McIntosh now owns the once-named *Tahoe Miss*, *Kirby Classic*, and *Sunny Jim Jam*. He calls the *U-66*, *Vagabond*. Bob Murphy's *Oh Boy! Oberto* will have Bill Wurster in the cockpit. Murphy also plans a Columbia River debut for the first auto-engine powered unlimited in several years. Designed

and constructed by Renton, Washington builder Don Sooy, the cabover 28-footer features a big block Chevy engine. Also, Tad Dean, a body and fender man with caviar taste, will let rookie Chip Hanauer steer his U-22, another ex-Sunny Jim.

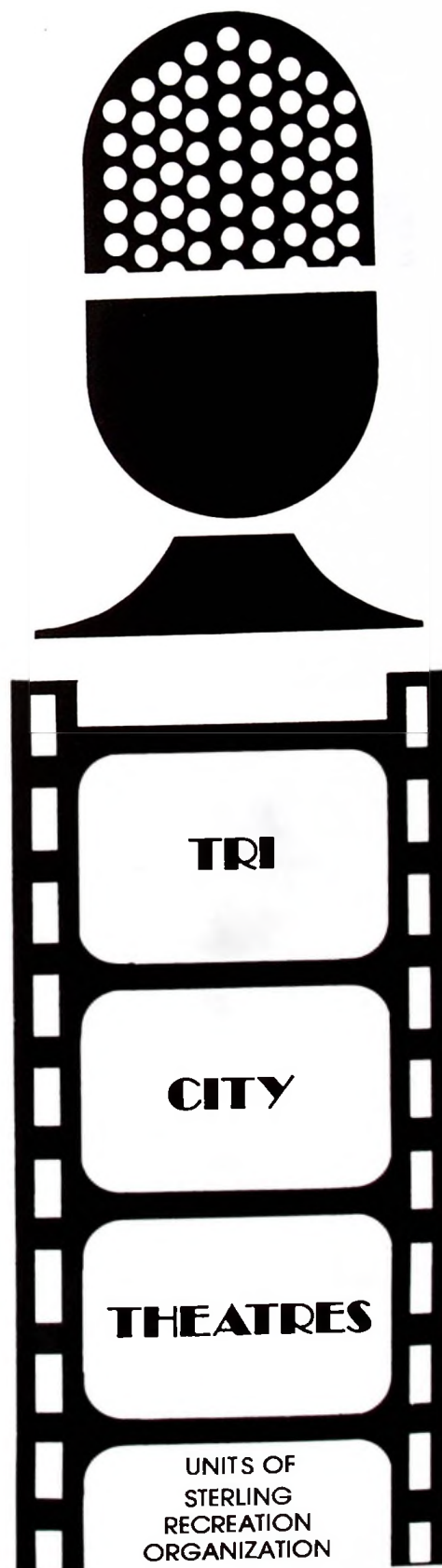
California may be represented by two thunderboats. Bob Patterson has rebuilt his colorfully graphic U-80. Wider sponsons should improve sluggish corners for driver Jack Schafer, Jr. Walt Knudsen's South El Monte (California) Hydroplane Club has renewed efforts to compete *Miss O'Neil & Knudsen* in 1976, and we hope they do, but they'll need more than life and drum to get the unusual craft afloat. A blow-up of a record setting 48-cubic inch hydroplane which launched Mickey Remund (*Pay 'N Pak*, *Lincoln Thrift*, and *Budweiser* chauffeur) into the national limelight, the bright red U-14 is quite different in appearance from the usual unlimited. Two Ford V-8's turn the prop. You'll know it if you see it.

Already midway through the 1976 season, it has not been an earth-shaking year for thunderboat competition — no outlandish hull shapes, just evolution; no return of the Whisperjet turbine which fanned the imaginations of spectators; no strange spark and gas contraptions in the engine wells, just improvements. No amazing appearances in an underpowered hull by an unheralded rookie. A superb performance from *Olympia Beer* is expected, *Atlas Van Lines* success depends on the communication between Bill Muncey and crew chief Jim Lucero, and the latest *Budweiser* is a firecracker. *Miss U.S.* must withstand the baptism of a new crew, and *Sunny Jim* lurks in the wings.

The incomparable performances of *Pay 'N Pak* are gone; but the fingernail-biting, thumb-chewing, nerve-jangling, adrenalin-pumping Fan Plan is back. What's that you ask? That's when, you see, one can stop adding up all those confusing points trying to decide who won the race. It's now winner-take all! The winner of the final heat is the victor, and to the victor belongs the Columbia Cup — a nifty reward from a nifty thunderboat water follies admired for its fast track, minimum hassles, maximum hospitality, and, occasionally, a little mayhem.



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UNLIMITED DRIVERS- MOST WINS

RANK	RACE WINS	DRIVER
1	33	Bill Muncey
2	20	Bill Cantrell
2	20	Danny Foster
3	16	Chuck Thompson
3	16	Ron Musson
4	15	Billy Schumacher
4	15	Guy Lombardo
5	13	Dean Chenoweth
6	12	George Henley
7	10	Jack Regas
7	10	Lou Fageol
8	9	Mira Slovak
8	9	Bill Stead
9	8	Lee Schoenith
10	7	Stan Dollar
11	6	Dan Arena
11	6	Bill Brow
11	6	Mickey Remund
11	6	Bill Sterett
11	6	Don Wilson
12	5	Warner Gardner
12	5	Bob Hayward
13	4	Fred Alter
14	3	Jack Bartlow
14	3	Howie Benns
14	3	George Davis
14	3	George Sarant
14	3	Russ Schlee
15	2	Horace Dodge Jr.
15	2	Norm Evans
15	2	Tommy Fults
15	2	Bob Gilliam
15	2	Stan Jones
15	2	Norm Lauterbach
15	2	Harry Lynn
15	2	Jim McCormick

Among drivers who have one race win are: Buddy Byers, Tom D'Eath, Chuck Hickling, Walt Kade, Rex Manchester, Jim Ranger, Dallas Sartz, Bill Sterett Jr., Joe Taggart, Mike Thomas and Gene Whipp.

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Growth Unlimited, Tri-Cities Style

By Kristi Philip

If you think you're seeing houses where vacant lots were a month or two ago, you aren't imagining things.

The Tri-Cities are in the midst of a construction boom that has its roots in rapid growth in several industries. Agricultural developments, Hanford operations and the construction industry itself are contributing to a projected 7,300 new jobs for the region this year.

Home builders have spent \$110 million in the last three years locally to build 6,000 apartments, homes and condominiums. Of the \$90 million spent on construction last year, some \$67 million was for housing.

There were 3,000 new dwellings built in the Tri-Cities last year, compared to 1,103 two years ago. Population in the Tri-Cities

metropolitan area grew from 93,000 in 1972 to an estimated 113,000 by the end of 1975.

Home building is far from the only construction activity. Several projects, including the Fast Flux Test Facility and Hanford No. 2 nuclear power plant are under way at Hanford. A \$3 million K Mart department store is scheduled to open soon in Kennewick. The Highland Shopping Center, also in Kennewick, is under construction and many other commercial developments are scattered through the community.

Some 88,000 acres are also slated for agricultural developments this year and are expected to generate jobs in food processing, transportation and support services.



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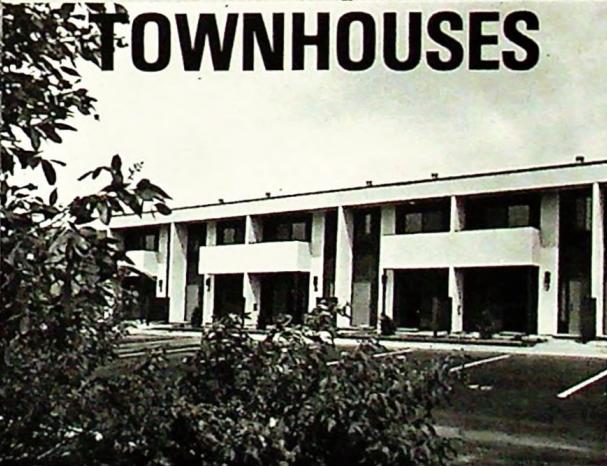
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