

# 1974 WORLD CHAMPIONSHIP



TRI-CITY WATER

FOLLIES

TRI-CITIES

WASHINGTON

WATER FUN DESERT

FOR UNLIMITED HYDROPLANES



A MANDARIN'S DELIGHT

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## CHINESE & AMERICAN FOODS

Not just the usual entrees  
...but serving a few  
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for your favorite  
Beverage

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MONDAY THRU SATURDAY  
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SUNDAY  
Noon to 11:00 p.m.



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1520 North 4th  
(near Court)  
Pasco, Washington

Tri-City Water Follies Association  
Presents

1974

# World Championship

## For Unlimited Hydroplanes

Sunday, July 21

Columbia Park

Tri-Cities, Washington

37,500 PRIZE MONEY

### Fan Plan Racing

## Schedule of Events

11:45 a.m. Opening Ceremonies—National Anthem

12:00 noon ..... Flight I-A

12:30 p.m. .... Flight II-A

1:00 p.m. .... Flight III-A

2:00 p.m. .... Flight I-B

2:30 p.m. .... Flight II-B

3:00 p.m. .... Flight III-B

4:00 p.m. .... Semi-Feature Race

4:30 p.m. .... 1974 World Championship

### ADDED ATTRACTIONS

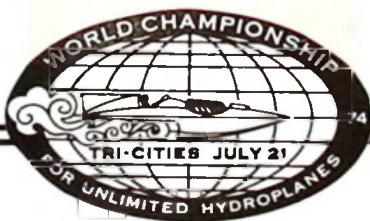
Cliff Howard and T-Minus Two  
Aerobatic Flying Exhibition

Thunderbird Sport Parachute Club  
An exhibition of Sky Diving

#### THE PROGRAM:

Editor, Ken Maurer. Interior design and layout, Carla Alme; Production staff, Debbie Clausen, Patty Brain, Pam Sandifer; Cover Illustrator, Joan Mootry; Photography, Ralph Smith; Dale Schreck; W.E. Ferguson, Richland; Battelle Northwest Photography Unit; Bill Osborne, Seattle; Bruce McKim, Seattle Times; U.S. Corps of Engineers. Production supervision Advance Advertising, Inc. Printing, Pischel Yearbooks, Inc., Pasco.

Copies of the World Championship program are available from:  
Tri-City Water Follies Association  
1313 W. Clark, Box 2051, Pasco (Tri-Cities) Wash. 99302  
Phone (509) 547-2203







## We're Out To Win...Friends

Friends like Dave Culley and his crew who keep our boat humming. Friends like the people who work for us to keep our stores bustling. Why all the effort? Simple. We want to win! The race. And more friends like you! We want the U-74 to be a boat our friends will be proud to root for. We want every Valu-Mart to be a store our friends can be proud to shop in. That way, we figure, everyone comes out a winner!

**There Is A Valu-Mart Store Near You**

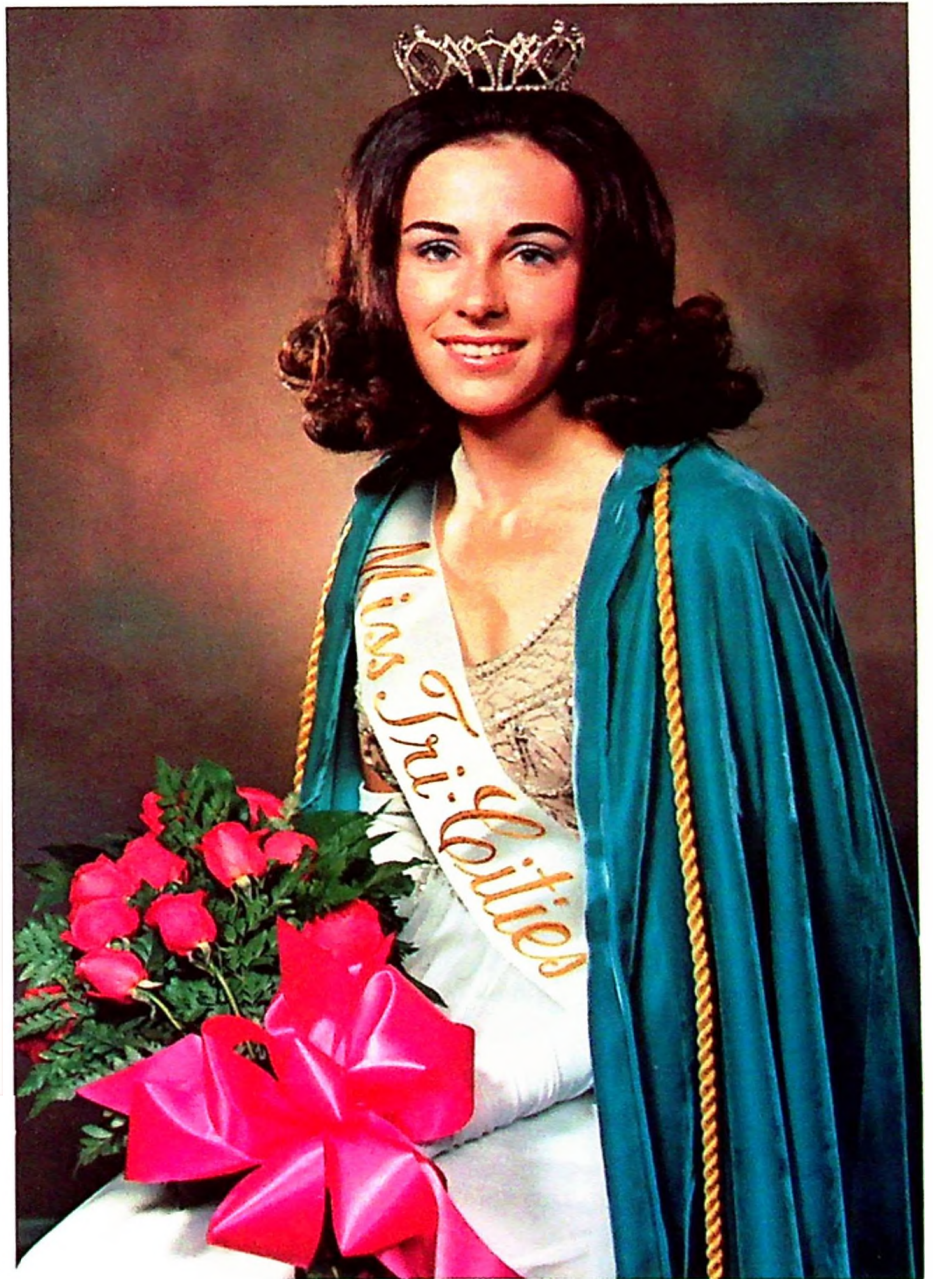
Alaska • Nevada • Montana • Washington



# Tri-City Water Follies - 1974

# Miss Tri-Cities

THE WATER FOLLIES PARADE FLOAT with Miss Tri-Cities and Princesses Terri Nelson and Ellen Drumbheller



**PATRICIA ANN PUCKETT**

Photograph by Dale Schreck, Pasco



# IMPROVING THE VIEW OF YOUR ENVIRONMENT

"Man has suddenly discovered the environment after 2,000 years or so. We have finally concluded that man cannot go on forever prognosticating a healthy and wealthy world if he . . . concomitantly over-utilizes the limited resources of earth and continues to corrupt its air and water."

Alfred J. Barran, President  
General Telephone Co.  
of the Northwest, Inc.



A General Telephone crew buries cable along a Kennewick street after carefully checking the location of an underground water pipe.

General Telephone is growing along with the rest of the Tri-Cities but growing with an eye on the environment. The result? Fewer telephone poles and more telephone cable buried underground--out of sight but providing improved service, particularly during the high wind periods, which can play havoc with exposed aerial wire.

More than 8,000 telephone poles and 14 million feet of aerial wire are being replaced by underground facilities in General's Eastern Area this year. Since beginning a concentrated program of undergrounding, General Telephone has buried nearly 19 million feet of telephone cable in eastern Washington, Idaho and Montana. This year we'll be adding another 4 million feet to the total.

At General Telephone we're dedicated to improving your view of the environment.

**GTE**

**GENERAL TELEPHONE**



# MISS TRI-CITIES CANDIDATES

Miss Tri-Cities Pageant - Friday, July 12  
Kennewick High School Auditorium



**DEBRA CRAVENS**  
Daughter of  
Mr. & Mrs. Jack Cravens



**MELODY DEATHERAGE**  
Daughter of  
Mr. & Mrs. Donald Allen



**CHARLOTTE DOSSETT**  
Daughter of  
Mr. & Mrs. Fred J. Hughes



**HEATHER HUNTER**  
Daughter of  
Mr. & Mrs. Robert Hunter



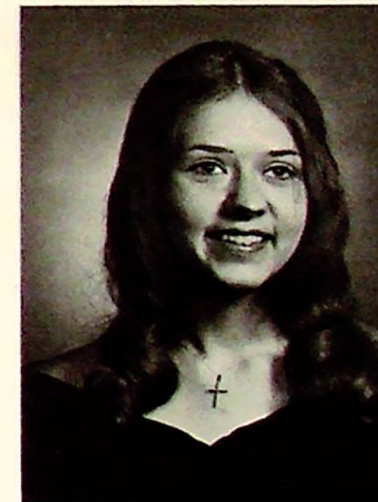
**LYNN KEELE**  
Daughter of  
Mrs. Vivian Keele



**MARY LASATER**  
Daughter of  
Mr. & Mrs. Herbert Lasater



**DEBRA MILLER**  
Daughter of  
Mr. & Mrs. William G. Miller



**LINDA NELSON**  
Daughter of  
Mr. & Mrs. Elmer Nelson



**KRISTINA LEE PALLIS**  
Daughter of  
Mr. & Mrs. John Pallis



**RENEE REYNOLDS**  
Daughter of  
Mr. & Mrs. Ray Reynolds



**JEANNE ENEBRAD STEVENS**  
Daughter of  
Mr. & Mrs. Floyd Lee Stevens



**CECILIA "DAWN" YATES**  
Daughter of  
Rev. & Mrs. Ronald W. Yates





## Unlimited Hydro Power?

No! Our type of electricity-producing "hydro power" is NOT unlimited! In fact, most of the hydro-electric dam sites in the Northwest have been used up.

Nevertheless, producing electricity by means of dams is still the cheapest and most non-polluting method of generation yet devised.

The low profile and compact design of such dams as Wells Dam, operated by the Douglas County PUD, have won acclaim for aesthetic value and harmonious blend with the nature of the surrounding terrain. This one dam can produce enough power to provide almost 4 times the annual energy sales of Benton & Franklin PUD's combined.

With modern hydro-electric dams, you not only get electricity but everyone benefits from such by-products as irrigation, flood-control and recreation. Hydroplanes could not race in the Tri-Cities if it were not for a hydro-electric dam 20 miles downstream.

There still are a few hydro-electric sites in the Northwest that can be explored for development. These potential dam sites must continually be evaluated in our quest for sources of additional energy.



Fish Facilities including a hatchery, spawning channels and rearing ponds for steelhead, trout and salmon are part of the facilities at Wells Dam.





# UNLIMITED HYDROPLANE ROSTER

No.	BOAT NAME	OWNER OF RECORD	HOME PORT	COLORS	ENGINE
U-1	Pride of Pay 'N Pak	Dave Heerensperger	Seattle, Wn.	White, Orange, Black	Rolls Royce
U-2	Miss U.S.	George Simon	Detroit, Mich.	Red, White, Blue	Allison
U-3	Mr. Fabricator	Tom Kaufman	Carrollton, O.	Black, Gold White	Allison
U-4	Kirby Classic	Bob Murphy	Seattle	Red, Gold, White	Rolls Royce
U-5	Sweet Thing	Jack Buhl	Gibraltar, Mich.	Yellow, Black	Allison
U-6	Miss Madison	City of Madison, Inc.	Madison, Ind.	Yellow, Mahogany, White	Allison
U-9	Miss LaPeer	Jim Herrington	Detroit		
U-12	Miss Budweiser	Bernie Little	Lakeland, Fla.	Red, Gold, White	Rolls Royce
U-14	Miss O'Neil & Knutson	Walt Knutson	South El Monte, Ca.		
U-18	No Smokin'	Paul Tilzer	Seattle		Allison
U-22	Sunny Jim	Pete LaRock	Seattle	Brown & White	Allison
U-44	Pizza Pete	J. Lee Schoenith	Detroit		Allison
U-50	The Probe	Mike Wolfbauer	Detroit	Maroon, White	Allison
U-55	Lincoln Thrift	Bob Fendler	Phoenix, Ariz.	White, Red, Green	Allison
		Dr. Robert Rand	Los Angeles, Ca.		Allison
U-56	Just-A-Pest III	Gene Benning	Piqua, Ohio		Allison
		Don Kiefer			
U-71	Atlas Van Lines	Joe Schoenith	Detroit	Red, White, Blue	Allison
U-74	ValuMart	Les Rosenberg	Seattle		Rolls Royce
U-76	Miss Cott	Jack Higgins	Dallas	Red & White	Rolls Royce
U-77	Country Boy	George Walther, Jr.	Dayton, O.	Mahogany, Blue, White	Chrysler
U-81	Red Man	Jim McCormick	Owensboro, Ky.	Red, White	Allison
U-88	Fascination	Bob Gilliam	Seattle		Rolls Royce
U-95	Turbine	Pamela Clapp	Seattle	White, Red, Blue	Turbine
U-99		Jim Herrington	Detroit	Red, White, Blue	Turbine
VS-41	Stampede	Stan Jones	Melbourne, Australia		Rolls Royce
		Art Saniga			

## Boat Loans



### For Any Size Craft

We cannot remember having financed an unlimited hydroplane . . . but we have provided the money for people to buy just about every other size boat.

Your credit union has plenty of money to loan right now. Start enjoying "Desert Sun and Water Fun."

Give us a call and let us know how much you need.

## GESA & HAPO

**Federal Credit Unions**

RICHLAND





# **WORLD CHAMPIONSHIP**

*for unlimited hydroplanes*

*A Community Event  
you can Bank on*

## **TRI-CITY CLEARING HOUSE ASSOCIATION**

### ***Seattle First National Bank***

KENNEWICK BRANCH - 138 VISTA WAY  
RICHLAND BRANCH - 507 KNIGHT  
PASCO BRANCH - 350 W. LEWIS

### ***National Bank of Commerce***

KENNEWICK OFFICE -  
23 WEST KENNEWICK AVE.  
RICHLAND OFFICE - 711 JADWIN

### ***Columbia Center National Bank***

1000 COLUMBIA CENTER  
KENNEWICK, WASHINGTON

### ***Old National Bank***

KENNEWICK OFFICE - 303 W. FIRST  
RICHLAND OFFICE - 711 JADWIN  
PASCO OFFICE - 202 N. 10TH

### ***Washington Mutual Savings Bank***

601 W. KENNEWICK AVE.  
KENNEWICK, WASHINGTON

### ***Peoples National Bank***

203 NORTH FOURTH - PASCO

MEMBERS F.D.I.C.



# SCHEDULE OF EVENTS



## World Championship and Tri-City Water Follies

### Miss Tri-Cities Pageant

Friday, July 12, 8 p.m., Kennewick High School auditorium. The opening event of World Championship week and the Tri-City Water Follies. See the competition to choose the new Miss Tri-Cities as arranged and staged by the Kennewick Junior Women's Club.

### Water Follies Grand Parade

10 a.m., Saturday, July 13, along the river in Columbia Park.

### Cavalcade of Marching Drums

7:30 p.m., Saturday, July 13, Pasco High School Stadium. An exciting evening of music and precision marching as the top drum and bugle corps in the Northwest take part in this annual competition.

### Water Follies Talent Shows

Wednesday and Thursday, 8 p.m. in Kennewick High School auditorium. The best in young talent performs in the show arranged by the Sacajawea Junior Women's Club.

### Water Follies Kiddies Parade

Wednesday, 7:30 p.m. in Columbia Center

### World Championship Qualifying

Daily, Thursday, through Saturday on the World Championship course on the Columbia River. The qualifications under Fan Plan racing will determine which heat each of the boats will race in on Sunday. Pit tours of the unlimited boats will be conducted daily in the pit area in Columbia Park.

### Sidewalk Art Show

Friday, Saturday, July 19-20, 10 a.m. to dusk, Harry Cramer Center, Richland. Sponsored by Allied Arts. A sidewalk arts and crafts show.

### Parachute Accuracy Contest

Saturday, July 20, beginning about 8 a.m. at the Richland Airport. Some 200 parachutists from about the Northwest will be competing in individual and team accuracy jumping events. The competition is arranged by the Thunderbirds Sport Parachute Club of the Tri-Cities.

### Carnival and Concession

The World Shows and Carnival staged by Ralph Meeker will play in Columbia Park from Wednesday, July 10, through Wednesday July 17. Various Tri-City service clubs and organizations will man concessions during the carnival and also during the World Championship race.

### World Championship for Unlimited Hydroplanes

Staged for the first time in the Tri-Cities. \$37,500 in prize money. Racing begins at 12:00 Noon on the 2½ mile course off Columbia Park between Pasco and Kennewick.

# CROWN DRUG

10th and Sylvester - Pasco

VISIT OUR  
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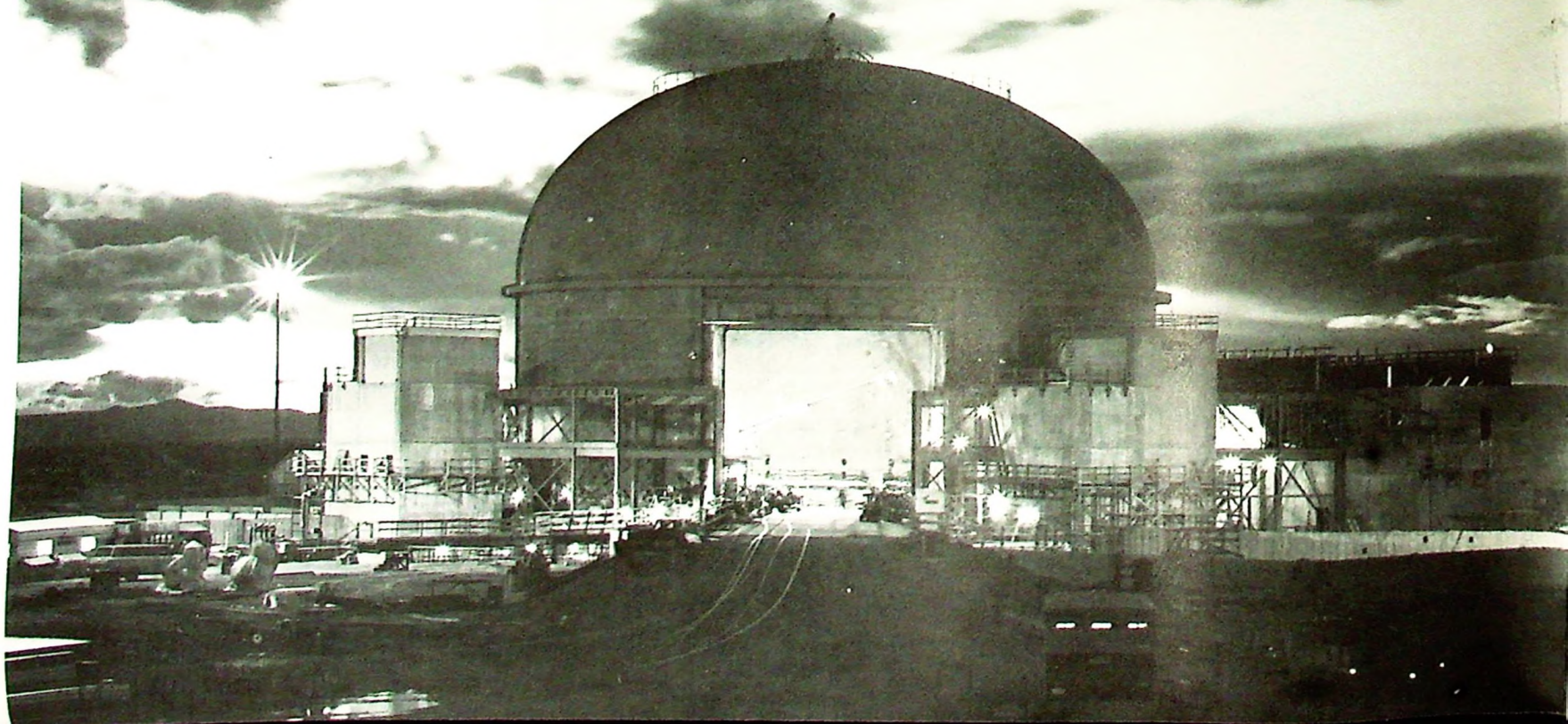
# ENERGY DEVELOPMENT FOR THE YEAR 2000

The Fast Flux Test Facility, a liquid metal fast breeder test reactor, is under construction seven miles north of Richland. The test facility will provide test data on components and materials to make the U.S. Liquid Metal Fast Breeder Reactor (LMFBR) industry the worlds strongest. Westinghouse Hanford Company's 1500 employes are working to solve the energy crisis from now through the year 2000 with the development of the LMFBR.

## WestinghouseHanford

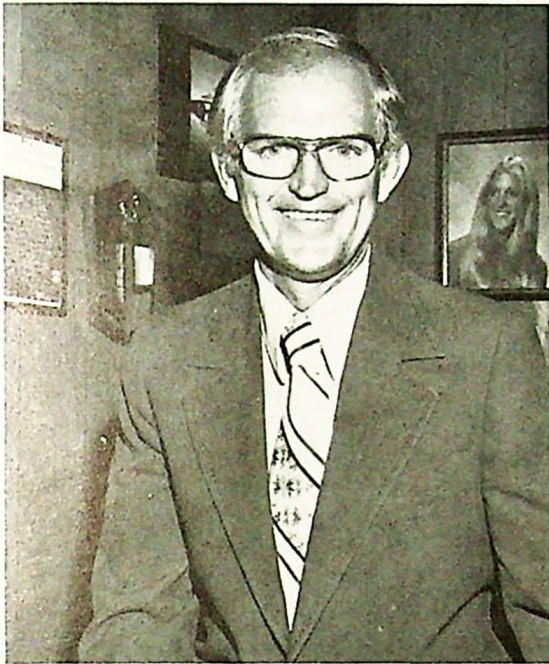
A Subsidiary of Westinghouse Electric Corporation

Operating the Hanford Engineering Development Laboratory  
for the  
United States Atomic Energy Commission





# TRI-CITY WATER FOLLIES OFFICIALS



**Jerry Eerkes**  
PRESIDENT



**Ken Thompson**  
VICE PRESIDENT - RACE CHAIRMAN



**Russ Wilson**  
VICE-PRESIDENT



**Jim Barrett**  
VICE-PRESIDENT



**Keith Bowers**  
VICE-PRESIDENT & PIT BOSS




**Ken Maurer**  
SECRETARY-TREASURER



**Dave Dickerson**  
PAST-PRESIDENT





## Supporting the sport.

With the world's fastest marine racing machines hitting over 200 mph on the straight-aways, an unlimited regatta is sheer excitement. So are outboard and inboard regattas, offshore and drag racing events. And each year, much of it is new. But one thing always stays the same—at

every major marine power boat event. It's the predominance of the red and black bow-tie decal that reads "Champion." You'll see it on most of the competing boats. And you'll see "Champion" on the shirts of many of the racing engineers there, too, offering free ignition

advice to drivers and crews. **Champion.** We support the sport.



Toledo, Ohio 43661

## Better plugs for everyone.



# **The Tri-City Water Follies**

## **A Quarter Century of Community Celebrations**

The Tri-City Water Follies, under several names and different formats, is a quarter of a century old. It began as a carnival and has progressed to one of the most important community celebrations in the Northwest.

Some 10 years ago, the Water Follies took on its "Tri-City" name and concept to stage a major celebration that would involve the entire Tri-Cities area.

Virtually every type of boat racing there is has been brought to the Tri-Cities under Water Follies sponsorship. The Water Follies has sponsored limited hydroplane racing, outboards, sail boats, drag boats and even OPC racers in a 250 mile marathon event.

Jet demonstration teams including the Navy's Blue Angels and the Air Force Thunderbirds have flown here under Water Follies sponsorship.

The Water Follies created "Jazz Unlimited," a competition for high school stage bands and sponsored it for two years. The event is now incorporated in the Tri-Cities Festival of the Arts arranged by Columbia Basin College.

But by far the most ambitious

undertaking has been the staging of unlimited racing. This marks the ninth consecutive unlimited race to be held in the Tri-Cities. Last year, the Gold Cup for Unlimited hydroplanes was brought to the Tri-Cities for the first time and this year Tri-City viewers are getting their first look at a World's Championship Race.

Monies earned from the Water Follies stay in the community. The Water Follies built a \$17,000 outdoor stage in Columbia Park for community use. The Association has provided the park with portable bleachers, boat docks, a portable trash sweeper and a boat launching ramp. The improvements necessary to create a pit area for the unlimited hydroplanes were done by the Water Follies.

In addition to the annual celebration, the Water Follies also sponsors and pays the expenses for the Tri-City float that enters some 15 parades about the Northwest each year. The parade float costs from \$6,000 to \$10,000 each year. The Association is also responsible for the year-round activities and pays the expenses of Miss Tri-Cities and her court.

The Water Follies organization operates with no paid personnel and must depend entirely on volunteers to provide the people to stage this annual celebration.

The Water Follies must take in an average of \$100,000 a year to carry on the unlimited races and other Water Follies activities.

Major income comes from ticket sales to the unlimited races. Other major sources of income include advertising in the race program, sale of booster buttons, sale of race programs, income from concessions and the carnival and from contributions made by members of the Gold 100 organization.

To try to name everyone who has helped in staging the 1974 World Championship would mean that a like number of people would be overlooked. Suffice it to say, the 1974 Water Follies and World Championship is truly a community effort in which people of the three cities of Kennewick, Pasco and Richland have truly united.

We hope you enjoy it.

# **WELCOME**

## **RACERS & RACE FANS**



Bottled By  
**CASCADE COLUMBIA BEVERAGES, INC.**





# COSMOPOLITAN ANGUS MOTOR HOTEL

## ANGUS VILLAGE - KENNEWICK

*80 Luxury Rooms • Swimming Pool • Color T. V. available*

ENTERTAINMENT AND DANCING  
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*featuring*

Choice Prime Rib

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*a cosmopolitan hotel*  
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# 1974 TRI-CITY WATER FOLLIES BOARD OF TRUSTEES



Dick Boyles



Tom Brutzman



Don Cooper



Bill M. Cox



J. D. Isley



Glen L. Haden



Charles Keltch



Kermit Krueger



Bob Loving



Dean Mitchell



Joe Osborne



Mark L. Pence



Jim Perry



Jack Rabourn



Jerry Reis



Durelle Sargent



Warren Slout



Len Suhadolnik



Chuck Wallace



Bob Welsh



Joe Wilcoxson



Pat Williams



Gene Young

## Walt Slipp Tires

"THE MEN WHO KNOW TIRES BEST"

**Firestone**



**MICHELIN**



### 4 CONVENIENT LOCATIONS

**PASCO TIRE CENTER**  
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547-8891

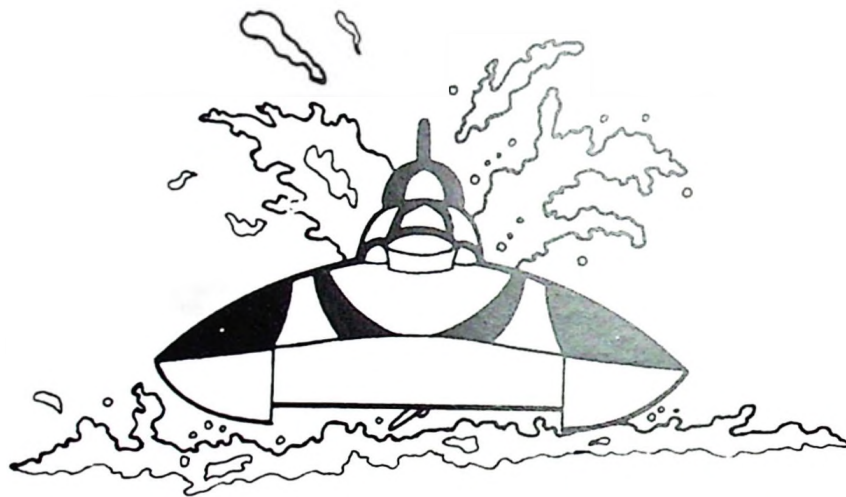
**PASCO TRUCK CENTER**  
South Oregon  
547-8868

**RICHLAND TIRE CENTER**  
285 Williams Blvd.  
946-5141

**SLIPPS TIRE CENTER**  
407 W. Columbia Dr.  
Kennewick  
586-6141



# The Tri-Cities **UNLIMITED SELECTION** **IN** **AUTOMOBILES**



## **TRI-CITY NEW CAR DEALERS ASSOCIATION**

Lorne Bangert Ford  
RICHLAND

Tri-City Dodge  
KENNEWICK

Bob & Floyd's Mazda  
KENNEWICK

Leskovar Lincoln-Mercury  
KENNEWICK

Russ Dean Ford  
PASCO

Sandvig Motors  
KENNEWICK

Jim Lahtinen Buick  
PASCO

Tri-City Datsun  
KENNEWICK

Osborne Chevrolet  
PASCO

Webb Chrysler-Plymouth  
KENNEWICK

Overturf Motors  
KENNEWICK

John Shumate  
PASCO

Arnie Ness Subaru  
PASCO

Scott & Son's Toyota  
KENNEWICK



# First Time in the Tri-Cities The Fan Plan

The 1974 World Championship will bring the Fan Plan style of unlimited hydroplane racing to the Tri-Cities for the first time.

Under the Fan Plan, fast boats race against fast boats in the preliminary heats. And, the winner of the championship heat is the winner of the race regardless of points won.

In previous Tri-City races, boats were chosen for specific heats by the luck of the draw and the winner of the race was chosen strictly on the number of points earned.

All qualified boats will be grouped into "Flights" according to their qualifying speeds. For instance, if 13 boats qualify, they will be grouped as follows:

- A. 4 slowest qualifiers in Flight I  
4 second fastest qualifiers in Flight II  
5 fastest qualifiers in Flight III
- B. At 30-minute intervals, each flight will run two 15-mile heats in this order:
  - Flight IA
  - Flight IIA
  - Flight IIIA
  
  - Flight IB
  - Flight IIB
  - Flight IIIB
- C. On the basis of points won in the above heats, 1 boat from Flight I, 2 boats from Flight II and 3 boats from Flight III will be selected for the World Championship Flight.

If all remaining boats are able to start, then the top five point winners will run in the semi-feature race which will precede the World Championship by 30 minutes.

The first boat across the finish

line in the final Championship Flight will be declared the winner of the World Championship.

## World Championship Racing Rules

There is no limit to the number of complete engine changes permitted during an Unlimited race.

If a boat "jumps the gun" by crossing the starting line with less than 30 seconds remaining until the start of a heat, it must run an extra lap to be scored.

No boat will be allowed to start in a heat if it is not on the course and running at the firing of the one-minute gun.

A yellow flag displayed on the Official Barge designates the period between the five-minute gun and the one-minute gun at the start of a heat. After the start of a heat, a yellow flag informs the drivers that there is a hazardous condition on the race course (such as a stopped boat) which should command their attention and caution.

A white flag indicates the period between the one-minute gun and the starting gun.

At the beginning of the final lap, a green flag will be displayed for each boat. A checkered flag indicates that a boat has finished. A gun will be fired for the winner when it finishes in each heat.

A red flag signifies postponement or stoppage — indicating drivers are to return to the pits. A red flag together with red or orange smoke bombs indicates that the drivers are to proceed with extreme caution in returning to the pits.

The official start of a heat is the exact instant when the hand of the

blackout starting clock indicates that the final minute has elapsed. However, the official timing of all boats in the race does not begin until the bow of the first boat to make a legal start crosses the starting line.

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

Should a boat dislodge or destroy a buoy in competition, it must run an extra lap to be scored. (NOTE: 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 or destroyed, the offending boat will be required to run an extra lap to be scored.

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



# Air Show



Cliff Howard and T-Minus Two

Cliff Howard of Seattle and his famous "T-Minus II" stunt plane will be back to put on another exhibition of aerobatics during heats of the World Championship Race.

Howard is an international aerobatic personality and has appeared at the top air shows in the United States and Canada. A pilot of some 20 years, he has a background of 10 years in aerobatic flying.

His plane is specially designed, custom-built and a product of Cliff's own handiwork. His program includes outside Cuban eights and the famous "Lomcevak." He can't do it over the river, but his "dry land" performance climaxes with an "inverted ribbon cut" in which he cuts a ribbon held between two poles on the ground with the tail of his plane while flying upside down.

Known as the "Master of Inverted Flight," Howard spends more time upside down than upright while performing.

This year, Howard has added colored wing-tip smoke to enhance the effect of his intricate maneuvers.

## PIT CHAIRMAN

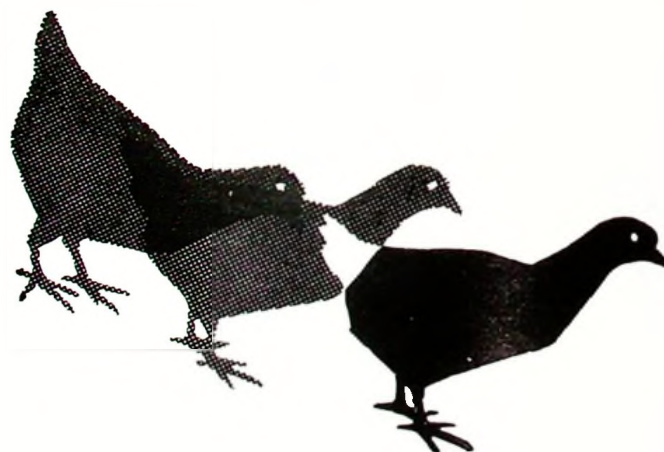


Jim Yamauchi



## GOLD CUP WINNER - TRI-CITIES - 1973

Bernie Little, left, owner of the Miss Budweiser, and driver Dean Chenoweth shake hands after a job well done in winning the '73 Gold Cup. Looking on is Miss Tri-Cities, Patricia Puckett. The Gold Cup for unlimited hydroplanes was held for the first time in the Tri-Cities on July 22, 1973.



It is better to have a  
hen tomorrow  
than an egg today

*First*

FEDERAL SAVINGS

WALLA WALLA  
KENNEWICK  
RICHLAND



# THE WORLD'S CHAMPIONSHIP

by FRED FARLEY  
Historian  
Unlimited Racing Commission  
American Power Boat Association

The Tri-Cities, Pasco, Kennewick, & Richland, Washington-will stage the tenth running of the World's Championship for boats of the Unlimited or Gold Cup variety this July 21 on the Columbia River as the highlight of the annual Tri-City Water Follies celebration.

The cold statistics show that, during 1972 and '73, every world record that could be broken on a 2 1/2-mile course was so eclipsed here on the placid waters of the Columbia-including the PAY 'n PAK's all-time competition lap record of 119.681 established during the Final Heat of last year's Gold Cup event. And there is nothing to suggest that another, even more impressive list of water speed accomplishments will not be in evidence when the 1974 Tri-Cities regatta has concluded.

The first Gold Cupper to earn the distinction of World Champion had to earn that honor on the basis of total points scored in not one but four separate regattas in the summer of 1938. The first of the quartet was run in France followed by another in Italy. Then the scene shifted to America where the Gold Cup in Detroit and the President's Cup in Washington, D.C. were considered the third and fourth in the series. The boats that competed belonged to the old APBA Gold Cup Class-known synonymously in Europe as the International 12 Litre Class-and were restricted in engine size to not more than 732 cubic inches. (It was out of this group of elite pre-World War II racing craft that the Unlimited Class, which is popular today, emerged.) Count Theo Rossi do Montelera-the head of the Italian vermouth industry-was victorious in the first running of the World's Championship at the wheel of his famous 197" ALAGI, powered by half of a twelve cylinder Isotta-Fraschini aircraft engine.

## RACE HIGHLIGHT

-1965-

Lake Tahoe, on the border between California and Nevada, was the location for the '65 World's Championship event. Following the pattern established in 1961, the regatta featured a three-in-one concept. Only the fastest six qualifiers of the seventeen boats in attendance were allowed to compete for the top prize.

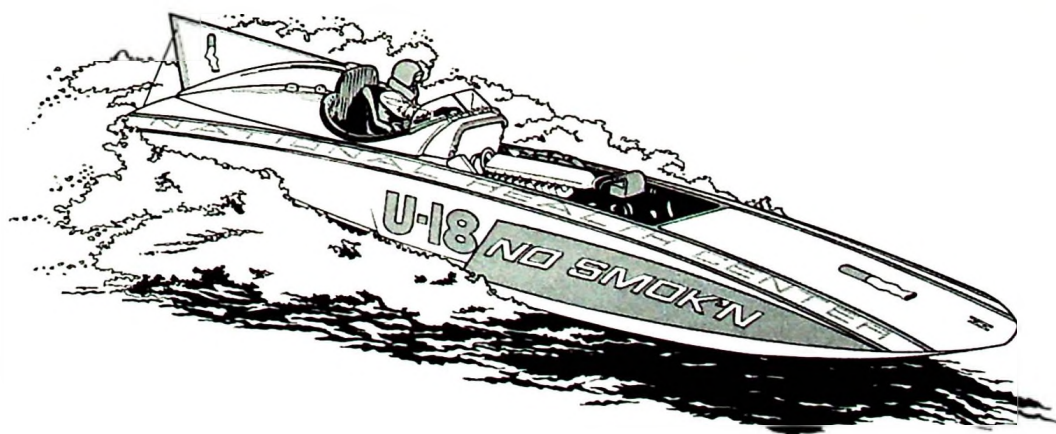
An added facet of the 1965 renewal was certification by the Union of International Motorboating (UIM) in Brussels, Belgium-a formalism absent from the World's Championship series of races since the 1930's. Ron Musson, nearing the end of his brilliant career, made it two in a row with a 102.935 mile an hour average aboard the third MISS BARDAHL. As in his previous triumph, Ron scored decisive victories in the first two heats and then took it easy in the final stanza to outscore Chuck Thompson and TAHOE MISS 1100 points to 869. One of the most incredible mix-ups in racing history occurred in the First Heat. Going into the initial turn, Roy Duby saw the NOTRE DAME directly ahead and almost crossways in his path. Veering as sharply as possible, Roy clipped Rex Manchester's tailfin as the MISS U.S. 5 virtually sailed completely over the NOTRE DAME. Both boats continued on in the race but with Manchester's craft missing its complete tailfin assembly.

-1973-

The 1938 and '39 World Champions were determined on the basis of total accumulated points in a series of three or four individual regattas. The 1961 to '72 winners were all victorious on the basis of total points scored in a single two or three heat race. Beginning with the 1973 event in Seattle, however, the format has been

such that the victor has to earn that distinction solely on the results of one winner-take-all Final Heat. Points earned in preliminaries determine which boats are admitted into the main event but have no bearing whatever on the over-all outcome. Under current rules, the boat that crosses the finish line first in the finale is the World Champion, period.

The 1973 renewal on Lake Washington is the race that shorebirds will be talking about for years to come. For the first time in history, two boats-MISS BUDWEISER driven by Dean Chenoweth and PAY 'n PAK handled by Mickey Remund-averaged better than 120 miles an hour in a heat of competition. Chenoweth and Remund shared the same roostertail for most of the five laps around the 3-mile course in Elimination Heat 1-G. MISS BUDWEISER finished with a clocking of 122.504 followed by Pay 'n Pak which did 120.697 although Remund claimed the lap record with a reading of 124.424 on the third time around. In the Final Championship Heat, the positions were reversed with the PAK holding off a last minute charge by the BUD and winning the title by less than two boat lengths and a fifteen mile average of 117.238. Mickey Remund also set a new world record for the 45 mile distance of 117.391.



The U-18, with a new number and a new name, will make its first '74 appearance in the World Championship. The boat is named "No Smokin'" and is sponsored by the National Health Center for the Control of Smoking. The boat is owned by Paul Tilzer, Seattle, a one-time crew member on the Gilliam boats. Previously owned by Bob Murphy, the boat has raced here as Burien Lady, Smythe's Mover and Murphy's Marine. Gerry Bangs will be the driver.





**PHIL COLE**, (Executive Secretary, Unlimited Commission), Sacramento, California. Age: 45. Children: San, John, Tom, Bill, Dan & Steve. Public Relations Executive. Known as "Voice of Unlimited Racing" due to fact he has called most races on public address, radio and television since 1960. Executive Secretary since 1967. Started career as organizer of Madison, Indiana race. Also acted as boat manager of hydro Miss Madison.



**JIM HENDRICK**, Mr. Clemens, Michigan. Age 40. Children: Denise & Jim, Jr. Radio-TV Sportscaster. A 20 year veteran of Detroit area radio and television industry. Selected Powerboat Announcer of the Year six out of last seven years for his participation in Unlimited Radio Network. Versatile, has own musical group-appeared in Las Vegas, Lake Tahoe, etc.



**FRED FARLEY**, Bellevue, Washington (Unlimited Historian). Age: 30, Single. Employed Bellevue Community College. Free lance writer for several magazines. Interested in unlimited history since mid 1950's. Has largest library of unlimited facts and figures in the United States. Contributed much of facts and figures section of this year's press book.

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- Moses Lake
- Spokane
- Walla Walla
- Wenatchee
- Yakima



# UNLIMITED OFFICIALS

**GEORGE "BUDDY" BYERS, JR.** (Chairman, Unlimited Commission) Columbus, Ohio, Age: 45, Wife: Diane, Children: George Jr., Beth & Lynn. Accomplished driver in classes from outboards to unlimiteds. Best known for his driving of Miss Madison from 1964-65 in which time he placed second or third in most every race. Driver's representative after he retired as driver, was named Chairman of Commission in 1979.

**BILL NEWTON**, (Chief Referee), Towson, Maryland. Age: 54, Wife: Lila, Children: Charles, Maryann, Phil, Tom, Pat & Pamela. Regional Manager, Huck Mfg. Co. Was named unlimited chief referee in 1964, after a long career with outboards and inboards. Has officiated over 110 championship events. Honored as outstanding official in sport in 1965.

**HARRY M. WOODS**, (referee), Spokane, Washington. Age: 60, Wife: Lucille. Auto Salesman. An official and participant for 37 years. Has served as chief assistant referee at many events since 1955 and has officiated over 400 races. Chosen Official of Year in 1971.

**LUCILLE M. WOODS**, Scorer. Spokane, Washington. Has been involved in unlimited racing with her husband since 1955. Prior to that served as scorer and chief organizer for many Pacific Northwest races since 1937.



George Byers, Jr.  
Chairman Unlimited  
Commission



Bill Newton  
Chief Referee



Harry M. Woods  
Referee



Lucille M. Woods  
Scorer



M. Chesel Young  
Timer

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# UNLIMITED OWNERS



**GENE BENNING**



**PAMELA CLAPP**



**ROBERT FENDLER**



**BOB GILLIAM**



**DAVID HEERENSBERGER**

**GENE BENNING**, Piqua, Ohio. This 38 Year old contractor is in his first year as an unlimited owner. Prior to 1974, his 225 cu. in. limited hydro Just-A-Pest II was National Champion for three years straight. He also raced in the 280 cu. in. class after purchasing his first race boat in 1963. Married, he and wife Meliany are the parents of four children.

**PAMELA CLAPP**, Seattle, Washington. Owner of U-95 Turbine hydro. Ms. Clapp is the widow of the late Jim Clapp, whose dream it was to introduce turbine power into unlimited hydroplane racing. She assumed his convictions after his death earlier this year.

**ROBERT FENDLER**, Phoenix, Arizona. Age: 38. Attorney. Unlimited racing's 1966 rookie-of-the-year driver went on to become a successful owner of thunder-boats. Owned Miss San Diego, Wayfarer's Club Lady, Atlas Van Lines before his Lincoln Thrift and Loan Assn. 7 1/4% Special. Introduced turbo-charged engines into sport in 1972.

**BOB GILLIAM**, Bothell, Washington. Age: 47. Wife: Barbara. Children: Craig, Bill and Wendy. Racing Equipment, Truck Sales and Service Dealer. Finished 3rd in national high points in 1972 as a driver and 4th as an owner. Named Sportsman of Year in Unlimited

Racing, 1972. Started racing with his own home-made boat in 1950's and has owned, driven and built since that time.

**DAVID HEERENSBERGER**, Seattle, Washington. Age: 38. Children: five. Chairman of the Board, Pay 'n Pak Stores. Has owned unlimited hydros since 1963 and has tried various departures in design to achieve success. Has won many races including President's Cup, Tri-Cities Atomic Cup, etc. First owner to try rear-engine automotive configuration, trimaran hull, etc. His 1973 hull, also a new design, was his first national champion.



**DON KIEFER**



**PETER LA ROCK**



**BERNIE LITTLE**



**JIM McCORMICK**



**ROBERT J. MURPHY**

**DON KIEFER**, Co-Owner, Just-A-Pest III. Piqua, Ohio, Sales Engineer, Globe Division, TRW Corporation. Has been connected with limited racing for six years along with Gene Benning. Married; wife Susan; two children, Victor and Bill.

**PETER LA ROCK**, Seattle, Washington. Age: 28. Single. General Contractor. Past experience includes crew member on Bob Gilliam's hydroplanes.

**BERNIE LITTLE**, Lakeland, Florida. Age: 48. Wife: Jane,

Children: Becky, Bernie, Jr., and Joe. Budweiser distributor. Three times national champion and one of the sport's more colorful owners. Little's first boat was Tempo in 1963. Since that time, he's owned many boats, has won the Gold Cup, and many other major trophies. National champion in 1970, '71, & '72.

**JIM McCORMICK**, Owensboro, Kentucky. Age: 40. Wife: Bonnie. Children: Kim and Mike. Mechanical Contractor. Owner and driver of L & M Red Man. APBA Gold Cup Winner, 1971. Career spans limited

hydros in Ohio Valley to unlimited. Broke in as driver of Miss Madison in 1966. Also drove Harrah's Club, Notre Dame, Wayfarer's Club Lady, Atlas Van Lines and Miss Timex.

**ROBERT J. MURPHY**, Seattle, Washington. Age: 50. Wife: Jacqueline. Children: Michele, Monique and Patrice. Owner since 1970. Raced under names Burien Lady, Smythe Smoother Mover. Races primarily west coast events. This year's entry in named Kirby Classic.



# WATER FOLLIES WORLD CHAMPIONSHIP COMMITTEES

**Race Chairman:** Ken Thompson, Jr.; Asst. Race Chairman: Carl Lind; Course Chairman: Bob Loving; Asst. Course Chairman: Bill Wilcoxson.

**Patrol & Rescue:** Larry Davenport, Divers: Jim Lawrence, Patrol Boats: Max Ehinger, Rescue: Lee Matson, Sleds.

**Course & Survey:** Ron Graves, Buoys & Anchors: Al Stanley, Survey: Jerry Eerkes, Gas & Oil: Dale Metz, Kay Metz, Spectator Moorage.

**U. S. Coast Guard:** CWL W. C. Berto; CPO John Blanchard; Coast Guard Auxiliary Bob Mapes, Bob Leslie.

**Barge & Communications:** Chuck Wallace, General Chairman; Jack Bazemore, Communications; R. A. Sage, Barge; John Allen, Electrical & Clock.

**Pit Area:** Keith Bowers, Vice President, Pits; Jim Yamauchi, Pit Chairman; Doug Tillson, Bruce Williams, Jerry Reis, Tom Thompson, Scott Maloy, Mike Makino, Pit Operations; Judy Williams, Betty Makino, Pit Office; Joe Jarrell, Harry Kleine, Co-Chairmen, Pit tour guides; Cecil Hendricks, Neil F. Lampson, Inc., George Grant Construction, Cranes.

**Gates & Admissions:** Ralph Weidner, Pasco Lions Club, Main Gate; Jim Ferguson, Richland Kiwanis, Parking; Tom Green, Shriners, East Gate; Serge (Red) Urling, Hill & Gully Motorcycle Club, Gate Patrol; Franklin County Side, Night Hawks CB Club; Ron Kuis, Chairman, Sam Sawyer, Co-Chairmen Special Areas; Benton-Franklin Mounted Posse, Security and Crowd Control.

**First Aid:** John Lynch.

**Miss Tri-Cities Pageant:** Mrs. Judy Howe, Mrs. Mary Anne Lyn, Co-Chairman, Kennewick Junior Women's Club.

**Press & Publicity:** Ken Maurer, Bruce Glenn; Herb Brindamour, Press Trailer.

**Booster Button Sales:** Chapters EL, AQ, AND BW, P.E.O.; Kennewick Educational Secretaries & Library Clerks Assn.

**Parade Float:** Rod & Linda Lewison, Float Designers & Builders; Roy Thompson, Float Co-Chairman.

**World Championship Program Sales:** Bob Withrow, Kennewick Kiwanis Club; Pasco Kiwanis Club.

**Concessions & Carnival:** John Mayfield

**Legal Council:** Roger Olsen

**Hospitality:** Dean Mitchell

**Water Follies Grand Parade:** Tom Brutzman, Chairman; Gary Brones, Vice Chairman; Kermit Krueger, Assembly.

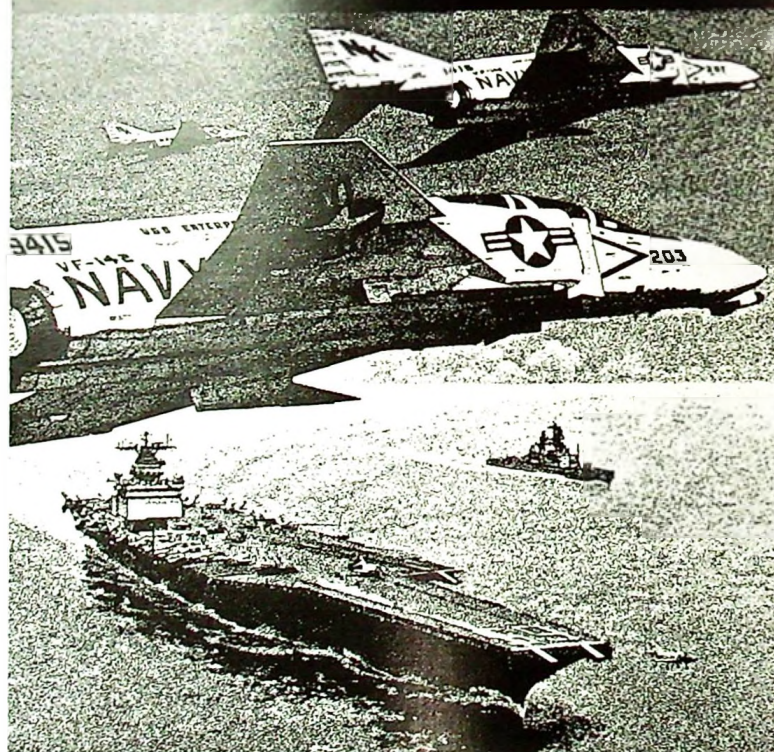
**Cavalcade of Marching Drums:** Leo J. Defferding

**Talent Show:** Mrs. John Evans, Sacajawea Junior Women's Club

**Race Day Parachute Exhibition:** Glen Rowlette, Thunderbird Sport Parachute Club.

**Parachute Accuracy Contest:** Kent Bell, Bob Hannigan, Chairman, Thunderbird Sport Parachute Club.

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J. LEE SCHOENITH



GEORGE SIMON



MIKE WOLFBAURER

**ROBERT W. RAND**, Ph.D., M.D., Los Angeles, California. Age: 51. Dr. Rand is a renowned surgeon and professor of neurological surgery with many books and papers to his credit. He participates in unlimited racing as co-owner of Lincoln Thrift and Loan Assn. 7¼% Special.

Also National Champion 1952, 54, & 55. First Chairman, Unlimited Racing Commission. Winner of every major trophy in United States. Major personality in progress of sport.

hydroplane. Unlimited owner for 20 years. His Miss U.S. hydros won every major race except the Gold Cup.

**J. LEE SCHOENITH**, Grosse Pointe Shores, Michigan. Age: 45. Wife: Shirley. Children: Joe, Mark and Jay. President, W.D. Gale Co., Detroit. Won APBA Gold Cup, 1955.

**GEORGE SIMON**, Grosse Pointe Farms, Michigan. Age: 50. Wife: Penny. Children: Marianne, Susan, George, Paul, Joanne, Diane, Christopher, Tim, Penny Ann and Kevin. Holder of World Water Speed Record for Propellor Driven

**MIKE WOLFBAUER**, Detroit, Michigan. Age: 54. Wife, Betty Rose. Children: Nine. President, SavAir Products Co., Warren, Michigan. Honored in the past as Sportsman of the Year. Mike is one of the truly sportsman owners of a hydro. He owns it, drives it and loves it. For many years he took two boats to every race. His SavAir's Mist & Probe have raced in the Tri-Cities.

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Third Fastest .....	100.00

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— (\$1,750.00 Each Heat)

1st .....	\$500
2nd .....	400
3rd .....	350
4th .....	275
5th .....	225

Flight II — \$8,000.00  
(\$4,000.00 Each Heat)

1st .....	\$1,000
2nd .....	900
3rd .....	800
4th .....	700
5th .....	600

Flight III — \$12,000.00  
(\$6,000.00 Each Heat)

1st .....	\$1,700
2nd .....	1,400
3rd .....	1,200
4th .....	1,000
5th .....	700

## CHAMPIONSHIP HEAT — \$12,500.

1st .....	\$4,000
2nd .....	2,750
3rd .....	2,000
4th .....	1,500
5th .....	1,250
6th .....	1,000

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### Flight I: (Each Heat)

1st .....	225 Points
2nd .....	169 Points
3rd .....	127 Points
4th .....	95 Points
5th .....	71 Points

### Flight II: (Each Heat)

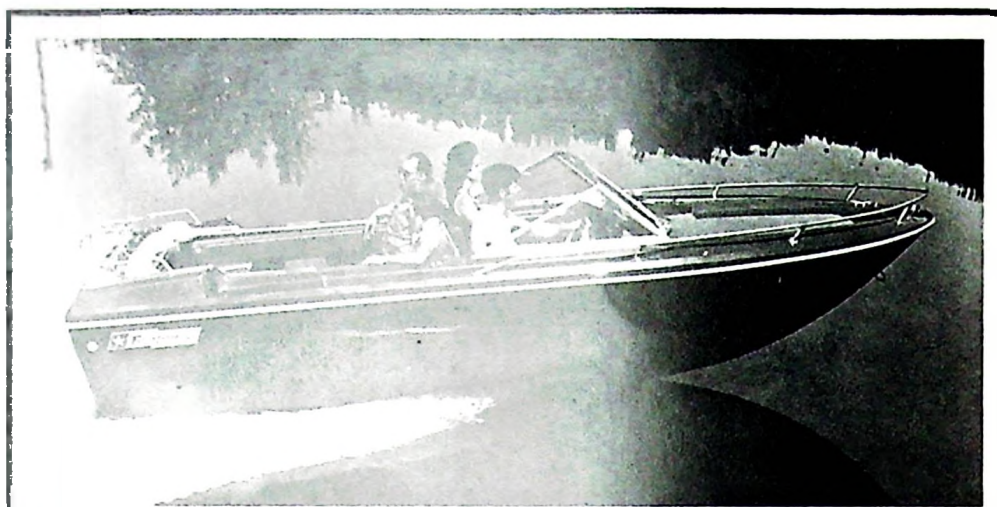
1st .....	300 Points
2nd .....	225 Points
3rd .....	169 Points
4th .....	127 Points
5th .....	95 Points

### Flight III: (Each Heat)

1st .....	400 Points
2nd .....	300 Points
3rd .....	225 Points
4th .....	169 Points
5th .....	127 Points

## CHAMPIONSHIP FLIGHT

1st .....	600 Points
2nd .....	450 Points
3rd .....	338 Points
4th .....	254 Points
5th .....	191 Points
6th .....	143 Points



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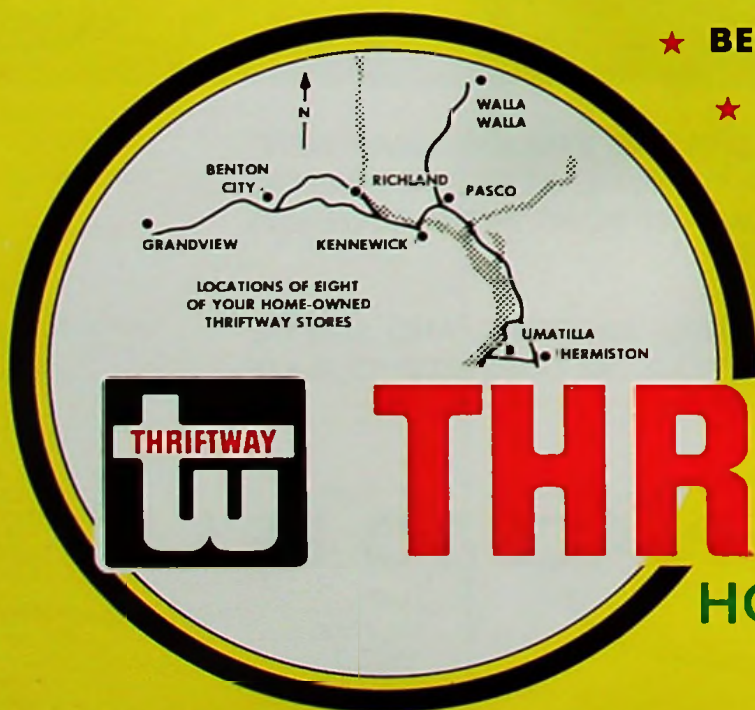


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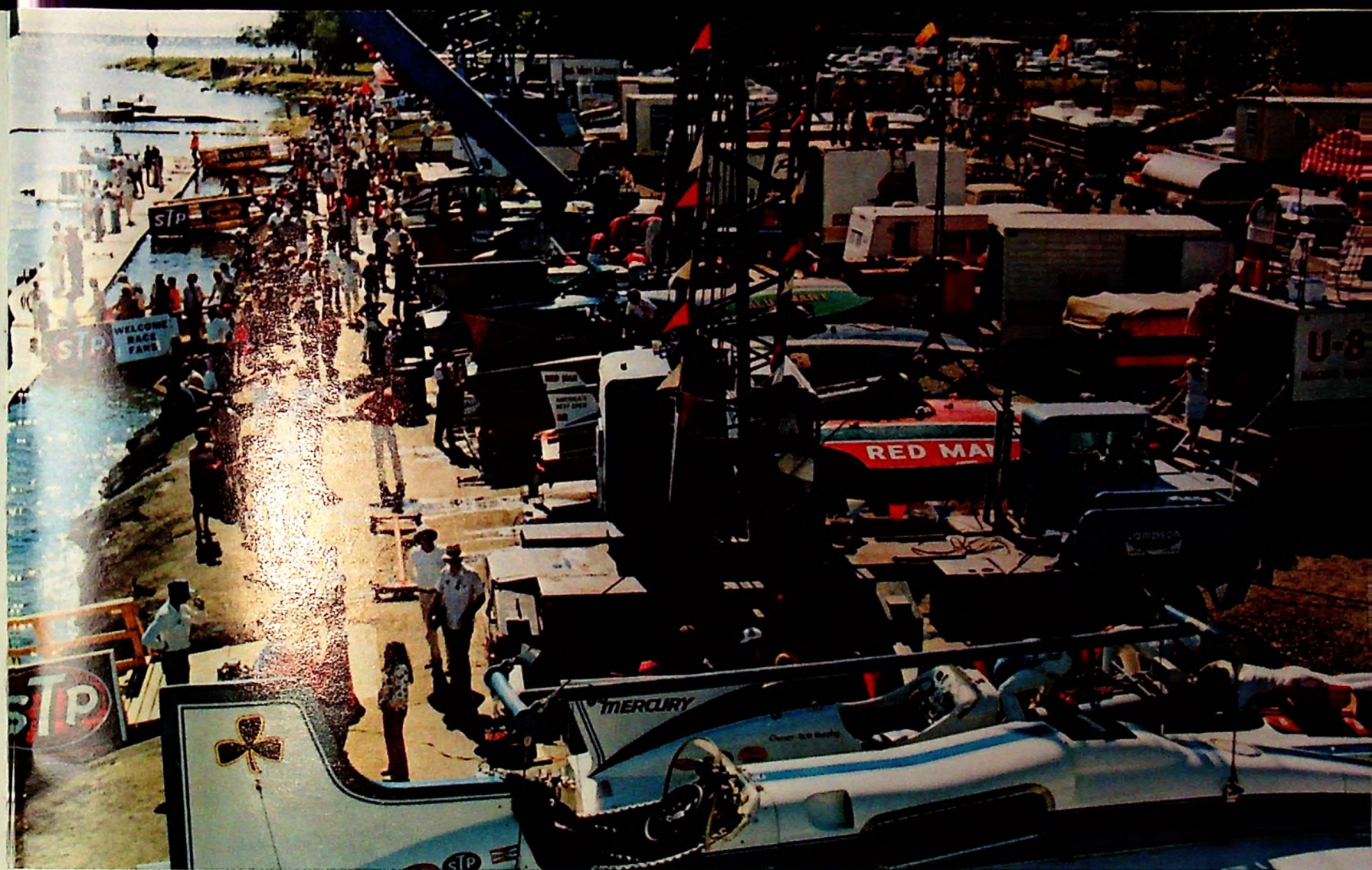
- ★ BENTON CITY ★ KENNEWICK
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- ★ WALLA WALLA ★ PASCO
- ★ HERMISTON (OREGON)
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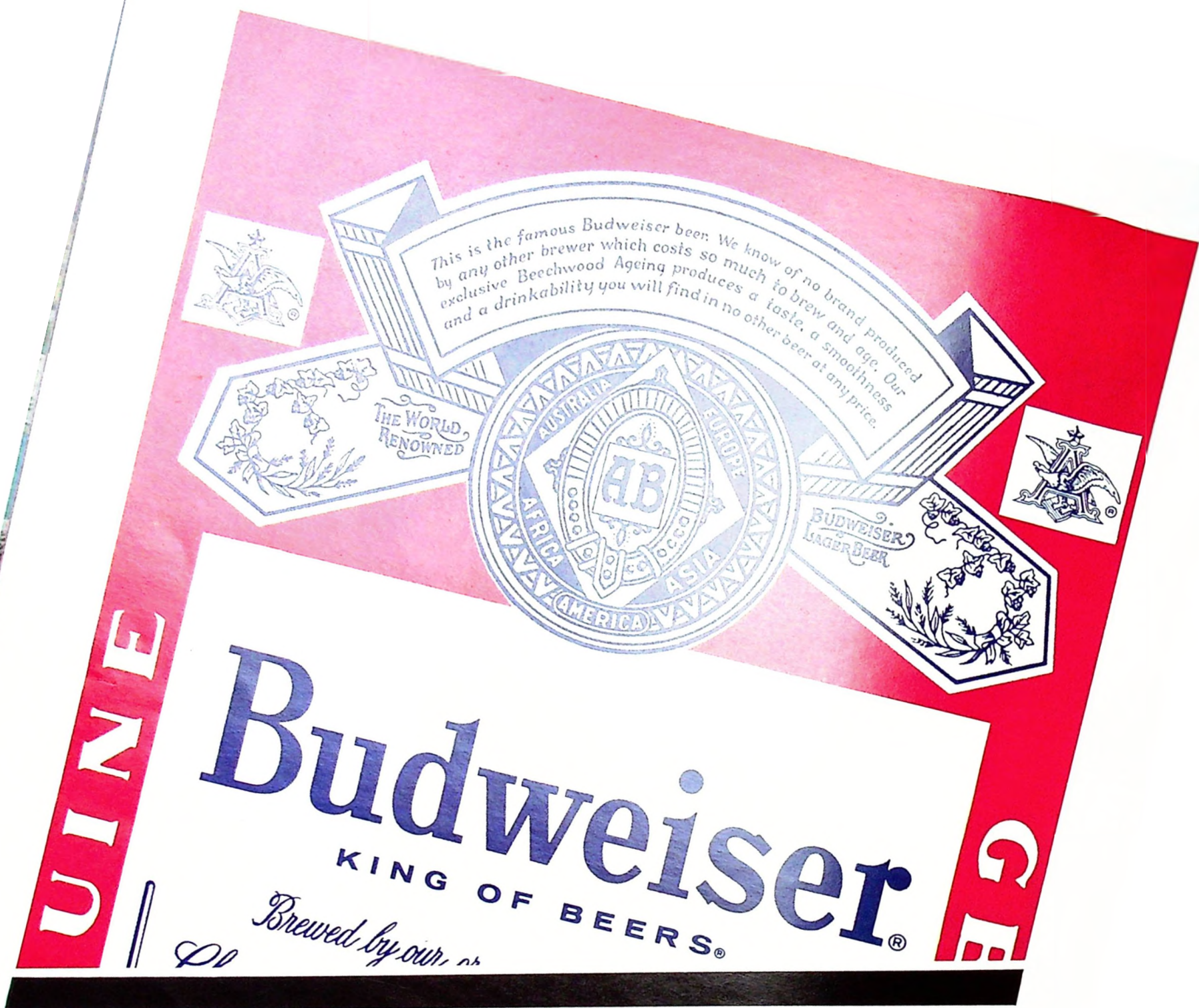
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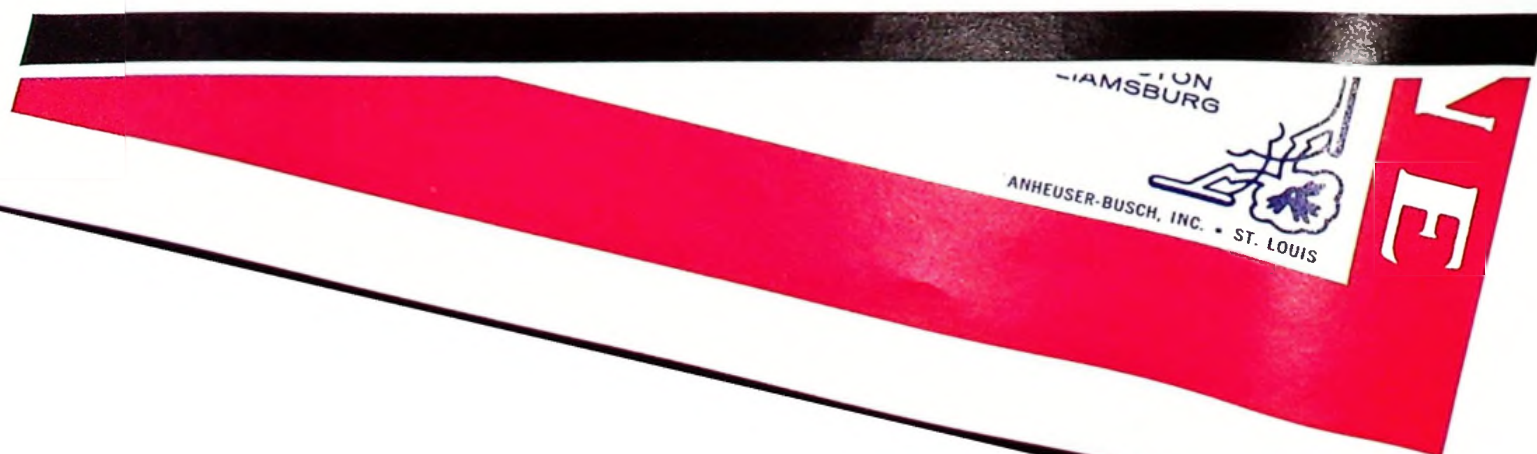
AUTUMN IN THE TRI-CITIES — As Viewed From the Hydroplane Pit Area





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# 1974 unlimited hydroplanes the **BOATS**



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# MISS U.S. U-2

Owner ..... George Simon  
City ..... Detroit  
Power Plant .... Allison Turbo

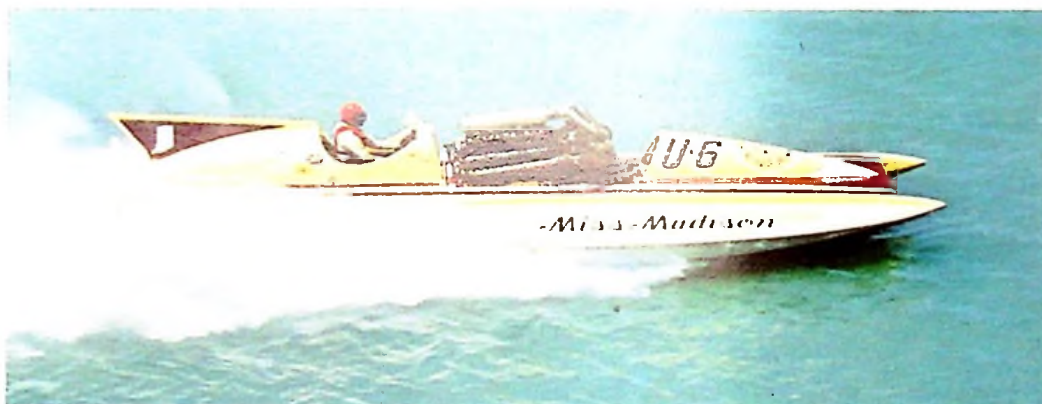


# MR. FABRICATOR U-3

Owner ..... Tom Kaufman  
City ..... Carrollton, Ohio  
Power Plant .... Allison Turbo

# MISS MADISON U-6

Owner ..... City of Madison  
City ..... Madison, Ind.  
Power Plant .... Allison Turbo



# LINCOLN THRIFT U-55

Owner ..... Bob Fendler  
City ..... Pheonix, Ariz.  
Power Plant .... Allison Turbo

# JUST-A-PEST U-56

Owner ..... Gene Benning  
City ..... Piqua, Ohio  
Power Plant .... Allison Turbo





## ATLAS VAN LINES

U-71

Owner ..... Lee Schoenith  
City ..... Detroit  
Power Plant .... Allison Turbo



## VALU-MART

U-74

Owner ..... Les Rosenberg  
City ..... Seattle  
Power Plant .... Rolls Royce

## MISS COTT

U-76

Owner ..... Jack Higgins  
City ..... Miami  
Power Plant .... Rolls Royce



## RED MAN

U-81

Owner ..... Jim McCormick  
City ..... Owensboro, Ky.  
Power Plant .... Allison Turbo

## TURBINE

U-95

Owner ..... Pamela Clapp  
City ..... Seattle  
Power Plant .... Turbine





## PIZZA PETE

U-44

Owner ..... Lee Schoenith  
City ..... Detroit  
Power Plant .... Allison Turbo

## KIRBY CLASSIC

U-4

Owner ..... Bob Murphy  
City ..... Seattle  
Power Plant .... Rolls Royce



## MISS BUDWEISER

U-12

Owner ..... Bernie Little  
City ..... Lakeland, Fla.  
Power Plant .... Rolls Royce

## SUNNY JIM

U-22

Owner ..... Pete La Rock  
City ..... Seattle  
Power Plant .... Allison Turbo



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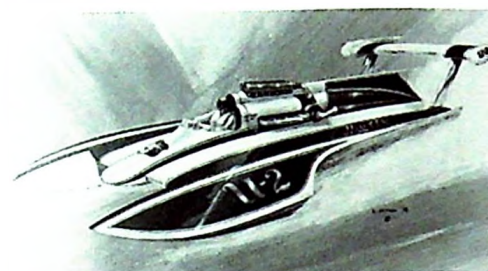
## HOME OF THE UNLIMITEDS



U-1 PAY 'N PAK  
DRIVER: GEORGE HENLEY



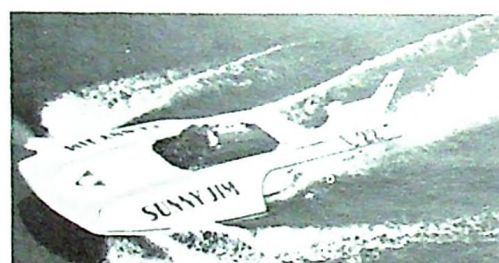
U-12 MISS BUDWEISER  
DRIVER: HOWIE BENNS



U-2 MISS U.S.  
DRIVER: TOM D'EATH



U-95 TURBINE  
DRIVER: LEIF BORGERSEN



U-22 SUNNY JIM  
DRIVER: TOM MARTIN



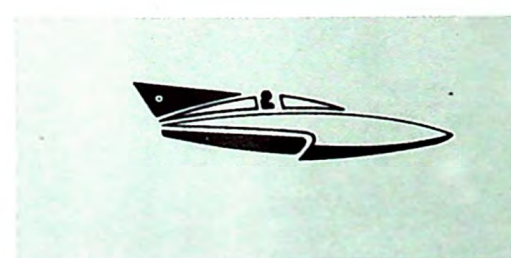
U-71 ATLAS VAN LINES  
DRIVER: BILL MUNCEY



U-44 PIZZA PETE  
DRIVER: FRED ALTER



U-4 KIRBY CLASSIC  
DRIVER: BILL WURSTER



U-74 VALU-MART  
DRIVER: RON ARMSTRONG

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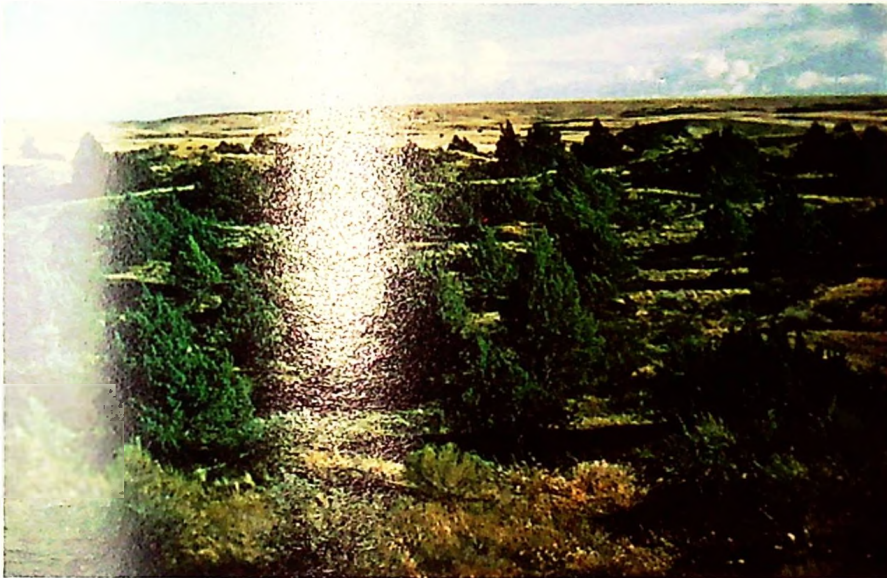
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# TREES ON THE DESERT



## The Tri-Cities JUNIPER FOREST

Located about 15 miles Northeast of Pasco, the Juniper Forest is unique to the Tri-Cities as the only known stand of Rocky Mountain Junipers north of Central Oregon. It is a scattered stand of about 200 trees, of an ancient and fairly rare Juniper species growing among the state's largest collection of sand dunes.

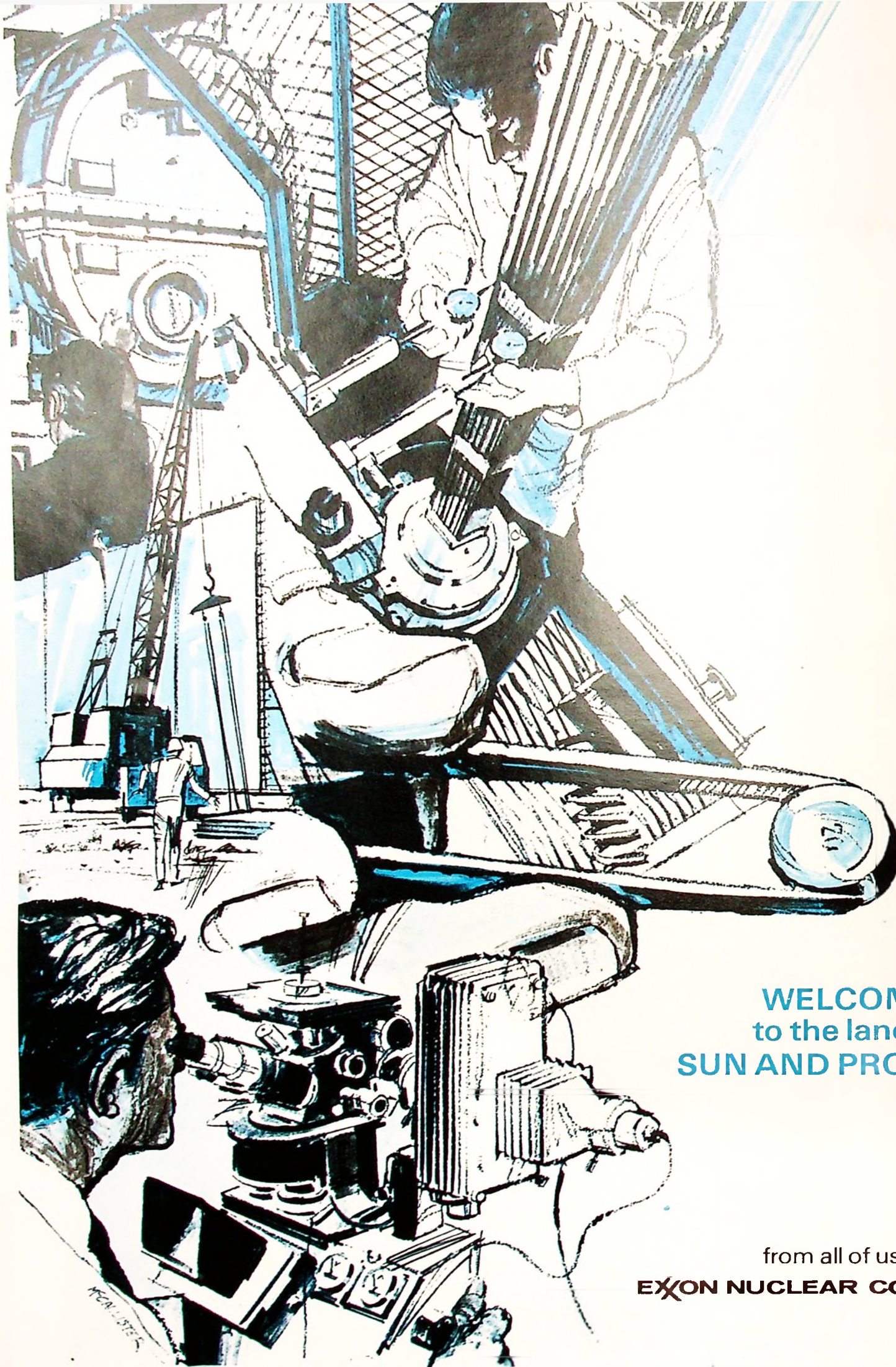
The Juniper Forest is believed to be 6-7,000 years old and is now thought to be diminishing in size or at best just holding its own. A Juniper Tree grows about 25 feet tall and has a life span of 200 years.

Because of its unusual topography and remoteness, the forest has been used for survival training by the Air Force and Astronauts in the early 60's. Also, University of Idaho students frequent the area to study desert ecology.

The Juniper Forest's unique ecological system is under the Bureau of Land Management's jurisdiction and they plan to try to preserve it and hope to have it designated as a Washington State Park.







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Jim McCormick, Owner-Driver of Red Man



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# UNLIMITED HYDROPLANES

**U-1 PAY 'N PAK:** Now numbered U-1 rather than U-25, significant of winning last year's national championship. Is the 7th hydro in 10 years to be campaigned by Dave Heerensperger. Weighing 6,600 pounds, it is one of the lightest boats on the tour. Much of the boat is made of honeycombed aluminum which is actually two thin sheets of aluminum bonded to and separated by a honeycombed aluminum core. Only the sponsons and deck are of wood and this is because it is difficult to carve the honeycombed material. The boat has a horizontal wing-like stabilizer on the tail designed by members of the Craig Breedlove speed team. Engines are Rolls Royce Merlin.

**U-2 MISS U.S.:** A brand new Ron Jones-designed hull with turbo-charged Allison. Is the ninth hull to be campaigned by George Simon but his first cabover. It was a Miss U.S. boat that set the world's mile straightaway speed record at 200.419 MPH on April 17, 1962, at Guntersville, Alabama. The record still stands today.

**U-3 MR. FABRICATOR:** This boat is the former 3rd Tahoe Miss and Harrah's Club. It raced here as Harrah's Club in 1966 and is the one-time holder of the fastest competitive lap record at 102.975. Has started more heats (over 120) than any other active unlimited. The boat's name comes from the fact that owner, Tom Kaufman, has a stainless steel fabricating business in Ohio.

**U-4 KIRBY CLASSIC:** This is the former 2nd Tahoe Miss and has been inactive since 1963, its only year of participation. It won the '63 Seafair Trophy race at a then world record average for the 45-mile distance at 109.459 MPH. It was recently acquired by Bob Murphy to replace the previously-announced Kirby Classic which ran in the Tri-Cities last year as Bob Murphy's Marine.

**U-6 MISS MADISON:** Owned and campaigned by the City of Madison, Indiana, a city of 13,000 that has hosted unlimited racing for some 20 years. The boat was built two years ago in the Schoenith shops in Detroit. The City of Madison suffered severe tornado damage earlier this year and was forced to cancel their unlimited

race. In fact, the homes of two of the boat's crew members were destroyed in the tornado which hampered efforts to get the boat ready for this year's racing.

**U-12 MISS BUDWEISER:** This is the seventh hull to be named Miss Bud since 1964. The boat is the former Pay 'n Pak that set records here in the Tri-Cities in 1971 and '72. The boat won the Gold Cup held in the Tri-Cities last year. The boat was given a new bottom last winter in an attempt to add more speed.

**U-22 SUNNY JIM:** The former Shakey's Special. Is the third hull in less than a year to be named Sunny Jim and the second to be numbered U-22. The boat was built originally in 1957 by Murphy Brothers of California and has raced under the names of Breathless II, Blue Chip, The Loaner and Miss Wickman. It is owned by Peter LaRock of Seattle.

**U-44 PIZZA PETE:** This Schoenith-owned boat has also run as Roostertail and Atlas Van Lines. The boat began the 1974 season as Atlas Van Lines when the other Atlas boat was damaged while Bill Muncey was testing it on the Detroit River. The change from Atlas colors to Pizza Pete will be made sometime prior to the World Championship in the Tri-Cities.

**U-55 LINCOLN THRIFT:** A brand new boat, designed by Ron Jones. Another cabover, the U-55 is the fifth Bob Fendler Unlimited since 1965. It is a replacement for last year's Lincoln Thrift U-29.

**U-56 JUST-A-PEST III:** First appeared in 1971 as the original Miss Timex. Later ran as Miss Miami. Is owned by Gene Benning of Piqua, Ohio. Placed second in the season's opener at Miami.

**U-71 ATLAS VAN LINES:** This was the 1972 national champion and Gold Cup winner. The boat was damaged and driver Bill Muncey slightly injured in a testing mishap on the Detroit River this spring. If this boat can be repaired in time, it will race as the Atlas in the World Championship. It is one of the long list of boats built and owned by Lee Schoenith of Detroit.

**U-74 VALU MART:** A new Ron Jones hull with rear cockpit. It is the first unlimited to be owned by Les Rosenberg but the fourth to be sponsored by him. These included the Valu-Marts U-88, U-21, and U-16 that were all owned by Bob Gilliam. The U-74 made its debut at this year's Miami race and was damaged when it lost a rudder.

**U-81 RED MAN:** The boat is the former U-77 Country Boy. The boat was in the pits at the '73 Gold Cup here but did not race. This boat was badly damaged at this year's Miami race. Last year's Red Man U-8 could conceivably be used to sub for the U-81. The U-81, owned and driven by Jim McCormick, tried for a new straightaway mile speed record this year at Lake Guntersville but did not make it.

**U-76: MISS COTT BEVERAGE:** The former Notre Dame, now owned by Jack Higgins, a Miami real estate and oil executive. The boat was sold by Shirley Mendelson McDonald to Bernie Little who in turn sold it to Higgins. It is one of nine Ron Jones hulls currently in existence in the unlimited class.

**U-95:** The first turbine-powered boat to ever race. The boat was in the pits at the Seattle Seafair last year but did not race. The boat placed 5th in Miami this year and won its first heat at Washington, D.C. and placed 3rd.



**GENE WHIPP,** Dayton, Ohio. After winning his first unlimited race as a driver, in the President's Cup, Whipp retired and began a career as an official. Was driver's representative at several races last year and his progress led to his being named a referee for 1974. Very active in boating affairs in his home town.



## CAVALCADE OF DRUMS

The annual Cavalcade of Drums, a competition for drum and bugle corps, will be held Saturday, July 13, at 7:30 p.m. in Edgar Brown Stadium in Pasco. The event is one of the 74 Water Follies major attractions.

Earlier in the day, the competing bugle corps will take part in the Water Follies grand parade along the river in Columbia Park.

Defending champions at the Cavalcade will be the Tri-Cities Columbians. Organized in the 1930's, the Columbians have been one of the most successful corps in the Northwest.

Last year, the Columbians made a tour of the Mid-West competing in the U.S. Open meet and other top national meets in Ohio and Wisconsin. Immediately following this year's Cavalcade, the Columbians will leave on a nine-day California tour.

Two California corps will compete in this year's Cavalcade. They include The Commodores of San Leandro, ranked nationally and one of the top corps in the United States, and the Knight Raiders from San Jose.

A Canadian Corps from Calgary is also scheduled to take part. A dozen or more corps are expected.

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# PARACHUTE EXHIBITION



Kent Bell, Thunderbird Sport Parachute Club.

Spectators at the World Championship race will see an outstanding exhibition of parachute jumping and sky-diving.

The exhibition will be done by members of the Thunderbird Sport Parachute Club of the Tri-Cities, one of the most accomplished parachute groups in the United States. The club is known for their exciting exhibition jumps and members have won awards in competition throughout the country.

This year the Thunderbirds will be joined by three other jump clubs for the exhibition. They include the Columbia Basin Skydivers of Connell, the Walla Walla Skydivers and the Yakima Jump Club.

Ten jumpers will make a mass exit from a Twin Beech at 4500 feet and free fall to 2500 feet in a parade of canopies that will demonstrate the various types of parachutes available.

Glen Rowlette will perform a

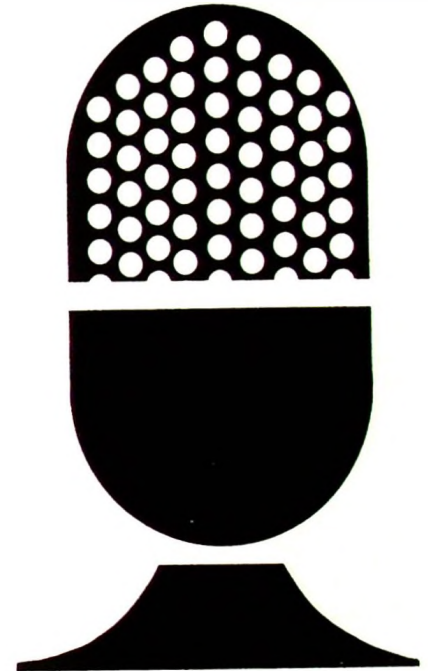
cutaway, using three parachutes. Other club members will jump from 12,500 feet for an eight-man star attempt and demonstrate free-fall for 10,000 feet leaving red trails of smoke.

During the exhibition, club members will demonstrate the newer, high-performance "speed" parachutes that are highly-maneuverable and can reach ground speeds of 30 miles per hour. They include the "wing," the "foil" and the "cloud."

Rowlette is club president; Steve Bates is vice president; Kent Bell, secretary-treasurer; and Bob Hlaso and Dave Bennett, club safety officers.

The Thunderbirds will also stage a parachute accuracy contest on Saturday, July 20, at the Richland airport. Some 200 parachutists from throughout the Northwest are expected to compete in the individual and team contests.

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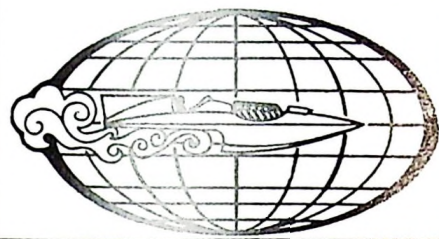
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## THE DRIVERS



**FRED ALTER**  
U-44 - Pizza Pete

Detroit, Michigan. Age: 47, Single. Production Line Equipment Sales Executive. Started racing in late 1940's in limited classes. First unlimited ride was in Jack Schafer's Such Crust. Drove many boats of that name. Also drove Miss U.S., Gale (s) Miss Wayne, Mariner Too, Blue Chip, Dixi Cola, Parco O Ring Miss, Miss Schweppes, Towne Club, Miss Bardahl, Gale's Roostertail, Pizza Pete, Miss Cauffiel and many others. Winner of Indiana Governor's Cup, Detroit Memorial and International Cup races.



**HOWIE BENNS**  
U-12 - Miss Budweiser

Grand Island, New York. Rookie driver of the Miss Budweiser, Benns has been a champion in several limited classes. National champion in the SK class in 1968-69 and 70, he won the seven litre national championship in Dayton, O., last year. His hydro also holds the seven litre world quarter mile

record of 176.6 and the Canadian kilo record at 166.3 KPM. Last year he won 26 of 32 heats entered in the U.S. and 8 separate races in Canada. Single, the 35 year old Benns is a marine mechanical engineer. He is the father of four children. Benns started off the 1974 season by winning the Miami Regatta.



**LEIF BORGERSEN**  
U-95 - Turbine

Bellevue, Washington. Age 29, Wife: Susi. Children: Kelli and Britt. Manager, Rotary Marine Div. of American Intl. Trades Inc. Began racing in stock outboards and moved through those classes to inboard hydros. Joined Notre Dame racing team as mechanic and test driver and moved in as driver in 1968. Has driven Notre Dame and Hallmark Homes hydros. Best finishes, 2nd, 1968 Gold Cup; 2nd, 1970 Gold Cup; 1970, President's Cup. Unlimited rookie of the year 1969.



**TOM D'EATH**  
U-2 - Miss U.S.

Detroit, Michigan. Age: 30, Wife: Judy, Children: two. Second generation of a great racing family. Father Al D'Eath was a great Gold Cup driver in the 30's and 40's. Tom drove in all classes from outboards through fastest limiteds before accepting post in Miss U.S. last season. Took a new and untried boat and power plant and made a competitor out of it. Will have a brand new boat in 1974. He is a brother of Roger D'Eath, also an unlimited driver in years past.



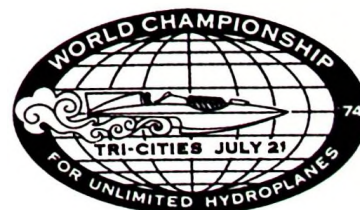
**BOB GILLIAM**

Bothell, Washington. Age: 47. Wife: Barbara. Children: Craig, Bill & Wendy. Racing Equipment, Truck Sales and Service Dealer. Finished 3rd in national high points in 1972 as a driver and 4th as an owner. Named Sportsman of the Year in Unlimited Racing, 1972. Started racing with his own home-made boat in 1950's and has owned, driven and built since that time.



**GEORGE S. HENLEY**  
U-1 - Pay 'n Pak

Eatonville, Washington. Age: 37. Wife: Mary, Children: Lori and George. Marine Public Relations and Sales. Raced since 1954, starting with outboards. Moved to inboards in early 1960's, most classes. 225 class National High Point Champion in 1969. First Unlimited ride, 1970, Burien Lady. Moved to Lincoln Thrift and Loan Assn. 7 1/4% Special in 1971.







**TOM KAUFMAN**  
U-3 - Mister Fabricator

Carrollton, Ohio. Age 34. Wife: Dorothy. Children: Dolly and Roxanne. President of Tom Kaufman Metal Products Co., Carrollton, Ohio. A driver and owner in limited classes for many years before purchasing former Harrah's Tahoe Miss last season. Was a steady competitor and finished 6th in national high point standing. Chosen rookie-of-the-year for 1973.



**TOM MARTIN**  
U-22 - Sunny Jim

Mercer Island, Washington. Age: 45. Wife: Diana. Children: Rick, Todd, Ernie, Julie, Laura, Vicki. Owns four Shakey's Pizza Parlors in Seattle and Bellevue. First participation in limited racing as driver of 280 cu. in. "Shakey" Driver of "Shakey's Special" in 1973.



**JIM McCORMICK**  
U-81 - Red Man

Owensboro, Kentucky. Age: 40. Wife:

Bonnie. Children: Kim and Mike. Mechanical Contractor. Owner and driver of U. & M Red Man. APBA Gold Cup Winner, 1971. Career spans limited hydros in Ohio Valley to unlimiteds. Broke in as driver of Miss Madison in 1966. Also drove Harrah's Club, Notre Dame, Wayfarer's Club Lady, Atlas Van Lines and Miss Timex.



**BILL MUNCEY**  
U-71 - Atlas Van Lines

San Diego, California. Age: 45. Wife: Fran. Children: Six. Vice President, Atlas Van Lines. Unlimited racing's most famous name. Four times (1960, 61, 62, & 72) National Champion. Five time winner of APBA Gold Cup. Winner of every major race and holder of every record at one time or another. Began unlimited career in 1955 in Detroit after distinguished limited racing background. Drove Miss Great Lakes, Miss Thriftway, Miss Century 21, Notre Dame, Such Crust, Miss U.S., & Bill to many victories.



**MICKEY REMUND**  
U-55 - Lincoln Thrift

Palm Desert, California. Age: 37. Wife: Renee. Children: Three. Machinist. A driver since 1958. Mickey drove every class of limiteds, setting records and holding national championships in several; including: five litre champion-1972 'The Goin' Thing; won nine straight races plus the nationals; set mile straightaway record of 152.13 m.p.h. His first unlimited ride was aboard Van's PX. Last year he drove Pride of Pay'n Pak

to a national championship and rewrote the record books at about every race.



**TOM SHEEHY**

Miami, Florida. Age: 31. Wife: Connie. Children: Patrick & Danny. Pilot, Delta Airlines. Unlimited Rookie of Year 1971. Campaigned in limited classes in south. Drove Miss Madison last year. Best finishes-3rd, Champion Spark Plug Regatta, 1971; 4th, APBA Gold Cup, Detroit, 1972; 3rd, UIM World Championship, Madison, Indiana, 1972.



**DANNY WALLS**  
U-56 - Just-a-Pest

Bellevue, Ky. Broke in last year as driver of Lincoln Thrift. Also drove Miss Timex. Comes to unlimited racing after a strong career as driver in limited classes in midwest. Was a 225 cu. in. National Champion for three straight years. Drove to a 2nd place finish at Miami in this season's opener.







## SALT WALTER

Dayton, Ohio. Age: 26, Single. Public Relations. Driver of Indianapolis 500 and Unlimiteds — the only one to do both. Gained international fame last year in accident at Indy 500. Drove in this year's Indy event. Probably will not compete in the Tri-Cities.



## BILL WURSTER

U-4 - Kirby Classic

Seattle, Washington. Age: 50. Children: Billy, Becky, Linda, Shawn and Barbra. Sales manager, Kirby Co., Seattle. Limited driver since 1960. Entered first unlimited race last year at Tri-Cities, Washington. Drove one of the Valu-Mart Boats.



## GERALD BANGS

U-18 - No Smok'n

Seattle. Age: 38, Married, 4 children. Attorney. 1973 National High Point champion of 5 litre boats. Also holds World's Competition record for 5 litre boats.



## E. MILNER IRVIN III

U-6 - Miss Madison

Coral Gables, Fla. Age: 33, Married. 2 children. Contractor for Riverside Electric., Miami. Raced in nearly every inboard boat class. Has driven hydroplanes from 98 cu. in. to seven litre.



## RON ARMSTRONG

U-74 - Valu-Mart

Lakewood, California. Age: 32. Wife: Margene. Children: Two daughters age 4 and 11. Environmental Technological Engineer. Began racing 145 Hydros in 1962. Has driven and won in all limited hydros except 7 litre. Competed in Bonneville National Speed Trials for 11 years establishing 8 National speed records ranging from 136 to 246 mph.

# WORLD'S CHAMPIONSHIP



# RACE RECORDS

### 45 mile race (on 3 mile course):

U-25 PAY 'N PAK, Mickey Remund .....1973 .....117.391

### 30 mile race (on 2½ mile course):

U-71 ATLAS VAN LINES, Bill Muncey .....1972 .....99.539

### 15 mile heat (on 3 mile course):

U-12 MISS BUDWEISER, Dean Chenoweth .....1973 .....122.504

### 15 mile heat (on 2½ mile course):

U-71 ATLAS VAN LINES, Bill Muncey .....1972 .....101.867

### 3 mile lap:

U-25 PAY 'N PAK, Mickey Remund .....1973 .....124.424

### 2½ mile lap:

U-25 PRIDE OF PAY 'N PAK, Bill Sterett, Sr. ....1972 .....107.914

### 6 mile qualification average:

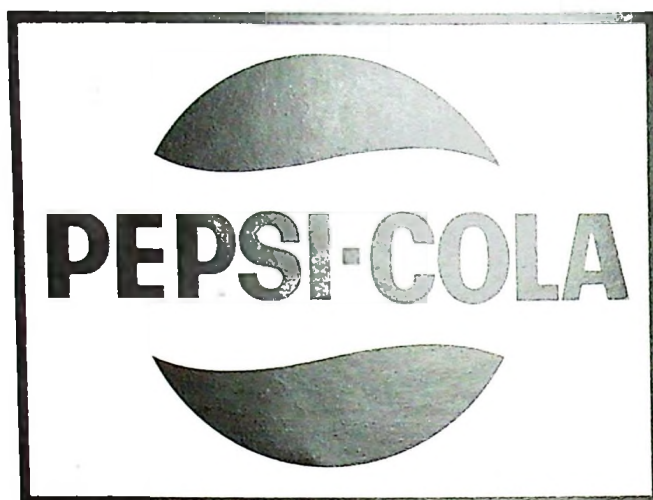
U-25 PAY 'N PAK, Mickey Remund .....1973 .....126.611

### 3 mile qualification lap:

U-25 PAY 'N PAK, Mickey Remund .....1973 .....126.760



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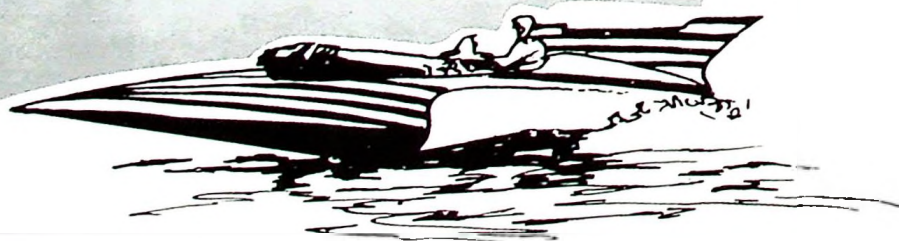
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# Unlimited Power

## The Battle of the Rolls, the Turbine and the Turbo

Three types of unlimited hydroplane power plants — a turbine, turbo-charging and the basic Rolls Royce — will be fighting it out during the World Championship and for the National Championship title this year.

Rolls Royce-powered boats have won every national championship since 1966 but they are facing a stiff challenge this season.

When you mention Rolls-powered boats, the two that readily come to mind are the Pay 'n Pak and the Budweiser. Both have been national champions using Rolls power. Budweiser opened the 1974 unlimited season by winning at Miami and Pay 'n Pak won the year's second race at Washington D.C.

Their largest group of challengers also use a World War II Fighter engine. However, this new group uses the Allison engine and adds turbo-charging. It's a matter of the noisy and temperamental Rolls engines against the more dependable but not-as-quick single-stage Allisons.

Included in this turbo-group are the new Lincoln Thrift and Miss U.S. boats and those from the Schoenith camp that include the Atlas and Pizza Pete. Others who have gone to turbo-charged Allisons include Jim McCormick's Red Man and the Miss Madison.

Turbo-charging is akin to that used in the Indianapolis 500 cars. The non-turbo-charged boats use a gear-driven fan to compress air for faster engine operation. Since the fans operate at supersonic speeds above 35,000 RPM's, they can be a source of constant problems.

In turbo-charging, exhaust gases are pumped back through the engine to turn the super-charging fan rather than using power from the engine. The exhaust is recycled with new fuel and the result is greater acceleration off the turns.

The turbo-charged boats use methanol (a form of alcohol) instead of the aviation gas as used by the Rolls-powered boats.

Surprisingly, the supply of the big 12-cylinder V-type aircraft engines is still surprisingly good. These are the engines that flew the fighter planes such as Spitfires and P-51's during World War II.

Even putting an aircraft engine into a hydro isn't simple; major changes are necessary to adapt an engine to water usage. First, the engine as it was set up for airplane use, is reversed. The front becomes the rear, and vice versa. Second, the supercharger is turned

upside down, so that carburetor sits on top of the engine instead of on the bottom. (Fighter planes had air intakes on the bottom of the fuselage and the carburetor was mounted upside down). Third, the propeller gears are removed and a special gear box manufactured especially for racing is installed. This gearbox delivers three times the speed of the engine to the propeller — when the engine is turning 4,000 RPM's the propeller is turning over 12,000 RPM's.

The mortality rate among engines is fearsome. In fighter aircraft, these engines were overhauled every 300-400 hours. In hydroplanes, an engine cannot be operated for more than one hour without being completely disassembled. Many engines last less than one 15-mile heat due to the terrific strain.

The third type of power plant is the turbine as used in the U-95. Twin Lycoming T-53 turbine power plants, just like those used on whirley birds in Indochina, are used in this new unlimited. The boat is designed so that the speed of the boat will have to be

varied as little as possible. This means that if a turbine boat could do maximum of 150 MPH down the chute and then average 130 MPH when you include the corners, it would be a record on any course in the country.

Conventional hydros would run faster on the straightaway but wallow and lose speed in the turns.

Deceleration is a turbine problem because unlike piston engines, there is little "drag." And, you must keep engine RPM's high for performance. Spoilers are used to slow the boat down aerodynamically while keeping up the engine RPM's.

The turbine boat expects not to be as fast on the straightaways but would make up the time by being faster going around the corners.

In the first two races of the 1974 season, it was Rolls-power winning. But, the World Championship will be the fifth race into the season. By then, the turbos and the turbines could be coming on strong.

See for yourself at the World Championship.

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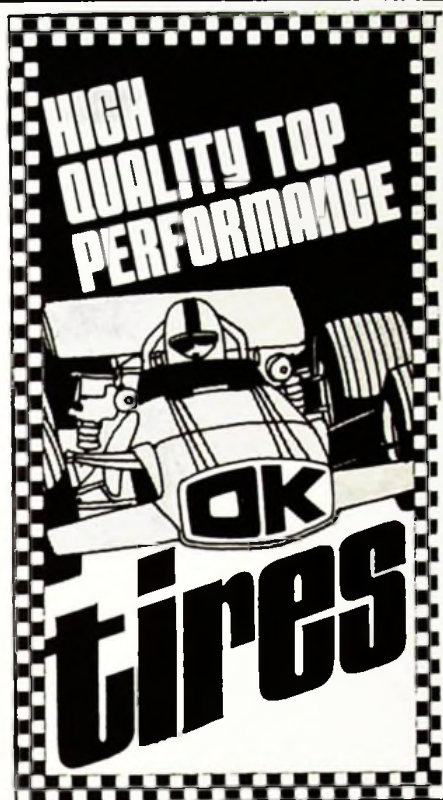
KENNEWICK



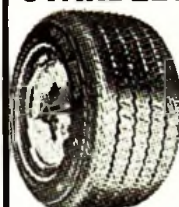
## Top Drivers

### 1973 NATIONAL DRIVER POINT STANDINGS:

POS. DRIVER & BOAT	POINTS
1. MICKEY REMUND U-25 Pay 'n Pak .....	9663
2. DEAN CHENOWETH U-12 Miss Budweiser .....	9388
3. BILL MUNCEY U-71 Atlas Van Lines .....	6288
4. JIM McCORMICK U-8 Red Man & U-81 Red Man II .....	6172
5. FRED ALTER U-44 Gale's Roostertail/ Pizza Pete .....	5648
6. TOM SHEEHY U-6 Miss Madison .....	3347
7. Tom Kaufman U-3 Mister Fabricator .....	3078
8. TOM D'EATH U-2 Miss U.S. ....	2463
9. BOB GILLIAM U-16 Valu-Mart/My Cupiee ..	2231
10. RON LARSEN U-7 Notre Dame .....	1763
11. DANNY WALLS U-29 Lincoln Thrift U-8 Red Man .....	1500
12. GENE WHIPP U-29 Lincoln Thrift .....	1025
13. GEORGE HENLEY U-29 Lincoln Thrift & U-81 Red Man II .....	900
14. JACK BROWN U-29 Lincoln Thrift .....	825
15. CHARLIE DUNN U-6 Miss Madison .....	789
16. BOB MILLER U-50 Probe .....	769
17. CHUCK HICKLING U-4 Bob Murphy's Marine Ms. Greenfield Galleries ..	712
18. TOM MARTIN U-11 Shakey's Special .....	338
19. ANDY MILLER U-29 Lincoln Thrift .....	296
20. BILL WURSTER U-21 Valu-Mart/Valu-Mart II	225



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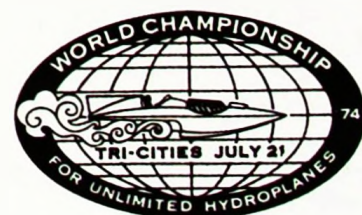
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## Top Boats

### 1973 NATIONAL POINT STANDINGS:

POS. BOAT	POINTS
1. U-25 PAY'n PAK Dave Heerensperger .....	9663
2. U-12 MISS BUDWEISER (7th) Little & Friedkin .....	9388
3. U-71 ATLAS VAN LINES (5th) Joe Schoenith .....	6288
4. U-44 MISS CAUFFIEL PIZZA PETE GALE'S ROOSTERTAIL Joe Schoenith .....	5648
5. RED MAN Jim McCormick .....	5159
6. U-29 LINCOLN THRIFT Fendler & Rand .....	4246
7. U-6 MISS MADISON (3rd) City of Madison, Ind. ....	4136
8. MISTER FABRICATOR Tom Kaufman .....	3078
9. MISS U.S. (9th) George Simon .....	2463
10. U-16 MY CUPIEE (2nd) Bob Gilliam .....	2231
11. U-7 NOTRE DAME (9th) Shirley McDonald .....	1763
12. U-81 RED MAN II Jim McCormick .....	1538
13. U-50 PROBE Mike Wolfbauer .....	769
14. U-4 MS. GREENFIELD GALLERIES Bob Murphy .....	712
15. U-11 SHAKEY'S SPECIAL Pete LaRock .....	338
16. U-12 VALU-MART II Bob Gilliam .....	225







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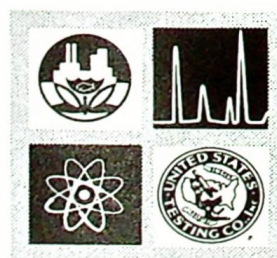
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# Champions

## PREVIOUS NATIONAL CHAMPION BOATS

1973 - U-25 PAY 'n PAK. Owner-Dave Heerensperger.	1959 - U-00 MAVERICK. Owner-Bill Waggoner.
1972 - U-71 ATLAS VAN LINES. Owner-Joe Schoenith.	1958 - U-40 MISS BARDAHL. Owner-Ole Bardahl.
1971 - U-1 MISS BUDWEISER. Owner-Bernie Little	1957 - U-8 HAWAII KAI III. Owner-Edgar Kaiser.
1970 - U-12 MISS BUDWEISER Owner-Bernie Little	1956 - U-29 SHANTY I. Owner-Bill Waggoner.
1969 - U-12 MISS BUDWEISER Owner-Bernie Little	1955 - U-55 GALE V. Owner-Joe Schoenith.
1968 - U-1 MISS BARDAHL Owner-Ole Bardahl.	1954 - U-55 GALE V. Owner-Joe Schoenith.
1967 - U-40 MISS BARDAHL. Owner-Ole Bardahl.	1953 - U-51 GALE II. Owner-Joe Schoenith.
1966 - U-3 TAHOE MISS. Owner-Bill Harrah.	1952 - U-99 MISS PEPSI. Owners-Walt & Roy Dossin.
1965 - U-40 MISS BARDAHL. Owner-Ole Bardahl.	1951 - U-99 MISS PEPSI V. Owners-Walt & Roy Dossin.
1964 - U-40 MISS BARDAHL. Owner-Ole Bardahl.	1950 - U-3 MY SWEETIE. Owner-Horace Dodge, Jr.
1963 - MISS BARDAHL. Owner-Ole Bardahl.	1949 - U-3 MY SWEETIE. Owner-Horace Dodge, Jr.
1962 - U-60 MISS CENTURY 21. Owner-Willard Rhodes.	1948 - U-1 SUCH CRUST. Owner-Jack Schafer.
1961 - U-60 MISS CENTURY 21. Owner-Willard Rhodes.	1947 - G-99 MISS PEPS V. Owners-Walt & Roy & Russ Dossin.
1960 - U-60 MISS THRIFTWAY. Owner-Willard Rhodes.	1946 - G-13 TEMPO VI. Owner-Guy Lombardo.



## Champion Drivers

### PREVIOUS NATIONAL CHAMPION DRIVERS

1973 - MICKEY REMUND U-25 Pay 'n Pak
1972 - BILL MUNCEY U-71 Atlas Van Lines (5th)
1971 - DEAN CHENOWETH U-1 Miss Budweiser (6th)
1970 - DEAN CHENOWETH U-12 Miss Budweiser (6th)
1969 - BILL STERETT, SR. U-12 Miss Budweiser (6th)
1968 - BILLY SCHUMACHER U-1 Miss Bardahl (5th)
1967 - BILLY SCHUMACHER U-40 Miss Bardahl (5th)
1966 - MIRA SLOVAK U-3 Tahoe Miss (3rd)
1965 - RON MUSSON U-40 Miss Bardahl (3rd)
1964 - RON MUSSON U-40 Miss Bardahl (3rd)
1963 - BILL CANTRELL U-55 Gale V (3rd)
1962 - BILL MUNCEY U-60 Miss Century 21
1961 - BILL MUNCEY U-60 Miss Century 21
1960 - BILL MUNCEY U-60 Miss Thriftway (3rd)
1959 - BILL STEAD U-00 Maverick (2nd)
1958 - BILL STEAD U-12 Maverick (1st)
1957 - JACK REGAS U-8 Hawaii Kai III
1956 - RUSS SCHLEE U-29 Shanty I

## World Record Course

During the past two years, every world record that can be set on a 2 1/2-mile unlimited hydroplane course has been broken on the Columbia River in the 'Tri-Cities.

All of the world's records now in the books for unlimited racing over 2 1/2-miles were set in 1972-73 in the 'Tri-Cities, and are shared by three different boats.

World records set in the 'Tri-Cities include:

\*Fastest 2 1/2-mile competition lap ever run at 119.681 m.p.h. by Mickey Remund in Pay 'n Pak at the 1973 Gold Cup.

\*Fastest 60-mile race, Bill Muncey in Atlas Van Lines in

the '73 Gold Cup at 107.902 m.p.h.

\*Fastest 45-mile race by Bill Muncey in Atlas Van Lines at 108.000 m.p.h. in the 1972 Atomic Cup.

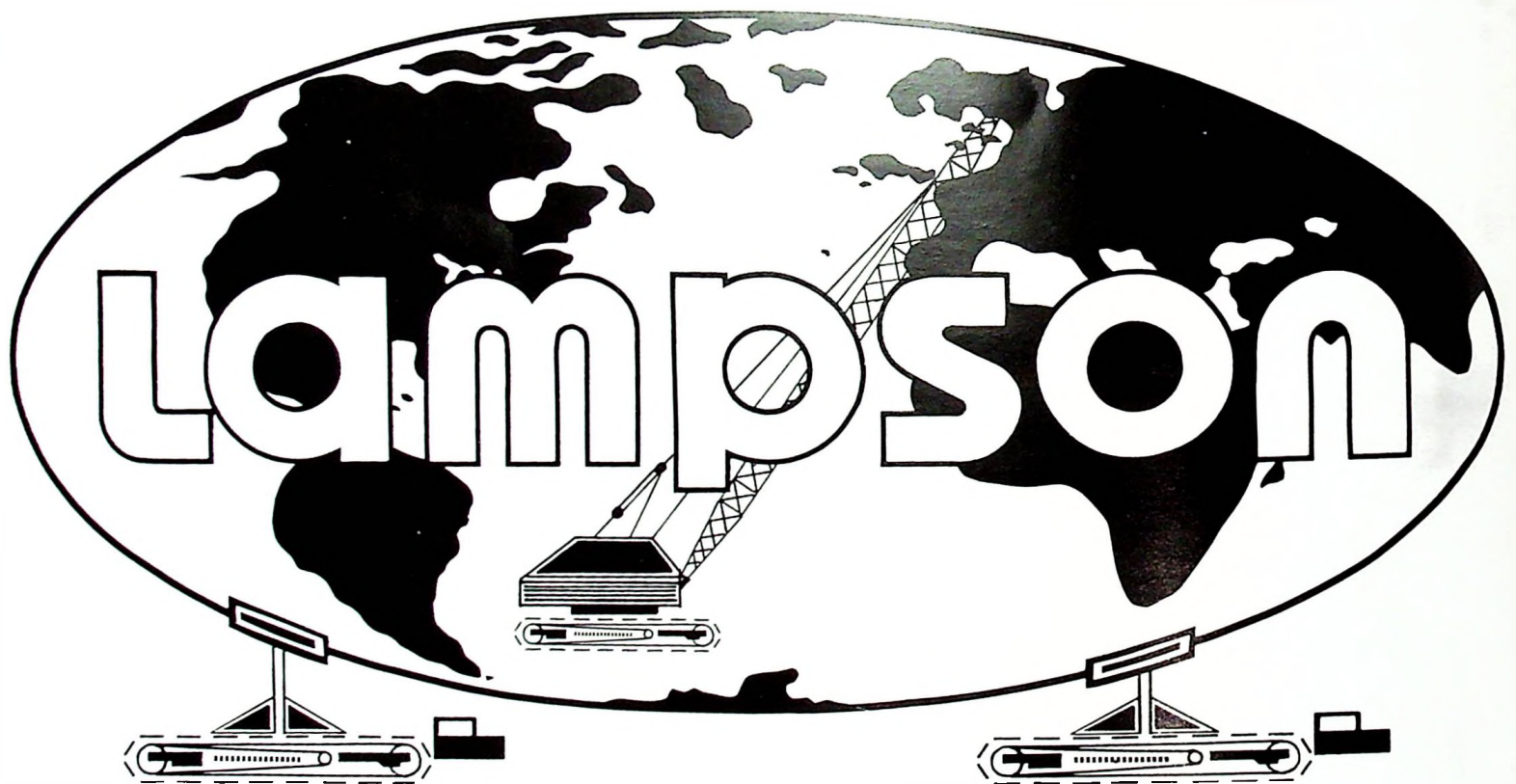
\*Fastest 15-mile competition heat by Dean Chenoweth and Miss Budweiser at 111.386 m.p.h. in the '73 Gold Cup.

\*Fastest 5-mile average in qualification at 124.309 by Mickey Remund in Pay 'n Pak, '73 Gold Cup.

\*Fastest 2 1/2-mile qualifying lap at 124.654 m.p.h. by Mickey Remund in Pay 'n Pak at the '73 Gold Cup.



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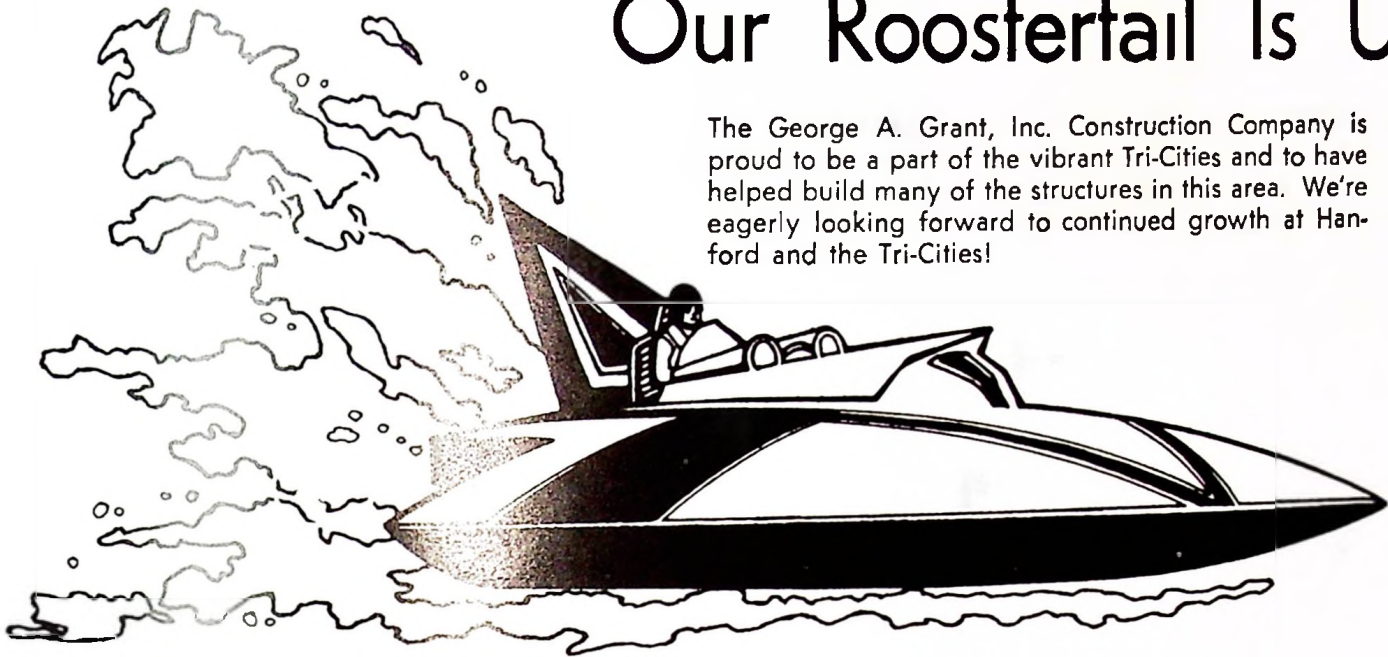


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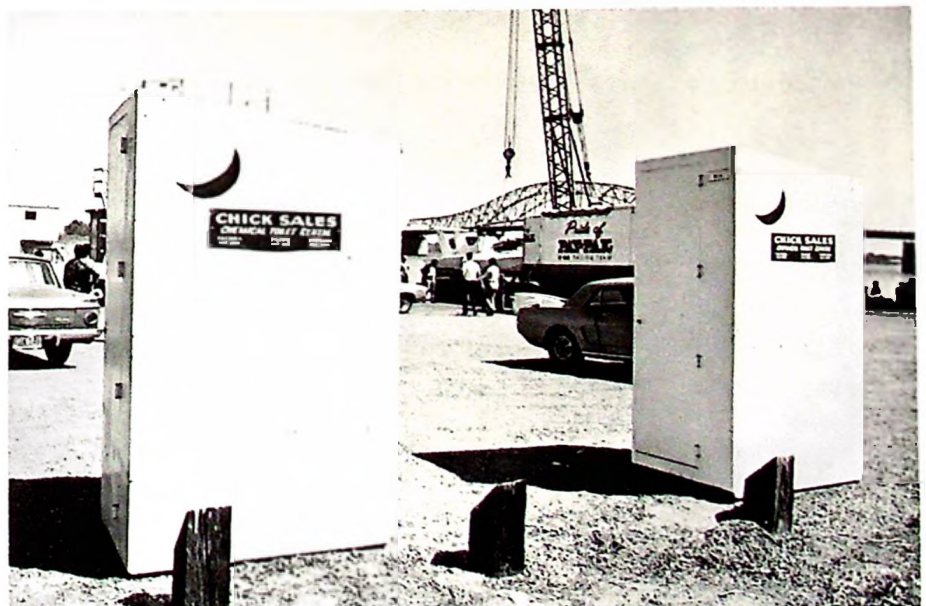
General Contractor

RICHLAND

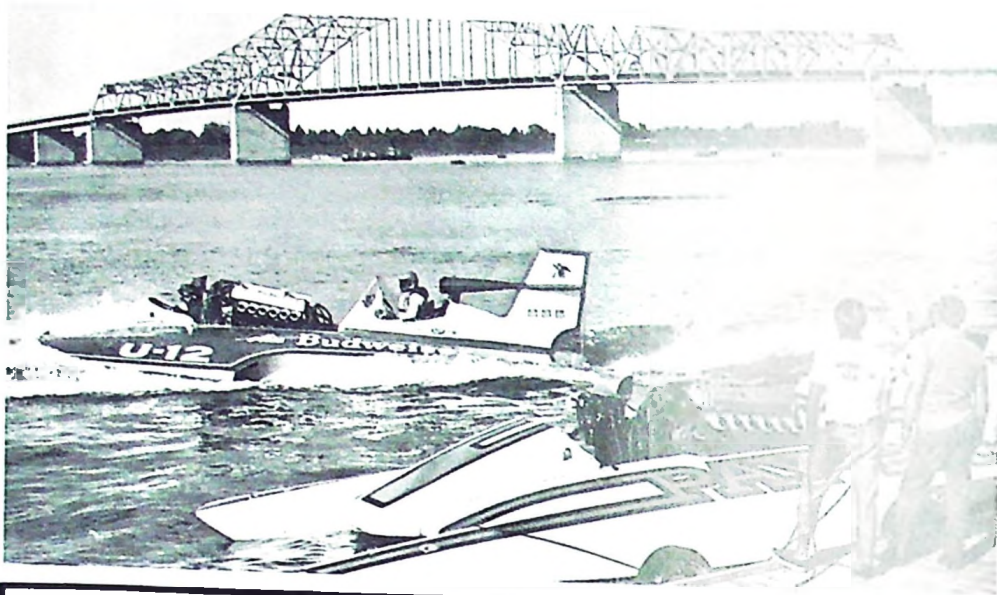
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## THE NATIONS TOP UNLIMITEDS ON THE COLUMBIA RIVER

The nation's top unlimited hydros for 1973, Miss Budweiser and Pay 'n Pak, get ready for racing on the Columbia River in the Tri-Cities. Pay 'n Pak was the '73 National Champion and Budweiser placed second in national points and won the Gold Cup.

### Winners

### Unlimited Races - Tri-Cities

1973	A.P.B.A. Gold Cup:		
	U-12 MISS BUDWEISER	Dean Chenoweth	Little & Friedkin
1972	U-71 ATLAS VAN LINES	Bill Muncey	Joe Schoenith
1971	U-6 MISS MADISON	Jim McCormick	City of Madison, Ind.
1970	U-00 PAY 'N PAK LIL BUZZARD	Tommy Fults	Dave Heerensperger
1969	U-70 MYR'S SPECIAL	Dean Chenoweth	Joe Schoenith
1968	U-25 MISS EAGLE ELECTRIC	Warner Gardner	Dave Heerensperger
1967	U-40 MISS BARDAHL	Billy Schumacher	Ole Bardahl
1966	U-12 MISS BUDWEISER	Bill Brow	Bernie Little
			107.752
			108.000
			98.564
			98.169
			100.496
			102.687
			101.161
			94.936



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# HYDROPLANES DOWN UNDER

by Fred Farley  
*Unlimited Racing Commission*

The 1974 World's Championship Unlimited Hydroplane Race on the Columbia River has the unique distinction of being the first regatta in over a quarter century to play host to a challenger from another continent. The VS-41, from Melbourne, Australia, will test the mettle of the American boats at the Tri-Cities on July 21 and in Seattle's Gold Cup event on August 4.

The VS-41, owned by Stan Jones, Bob Saniga, and Dick Carnie, and driven by Saniga, has won all twelve heats entered during its year and half of operation. The 28 foot contender is Australia's fastest boat and holds the Australasian (Australia and New Zealand) kilometer straightaway record of

159.49 miles per hour with a 2,000 hp Rolls-Royce Merlin Aircraft engine. Team leader Stan Jones, a 42-year old builder and veteran of 20 years' powerboat racing said, "We are not millionaires but we have a boat whose design is at least as good as the Americans' and perhaps better than some."

Of all the motor sport trophies in Australia, the E.C. Griffith Cup ranks as the oldest and most prestigious and dates back to 1913. VS-41 has won this award the last two years to capture and retain the Australasian (Australia and New Zealand) Championship.

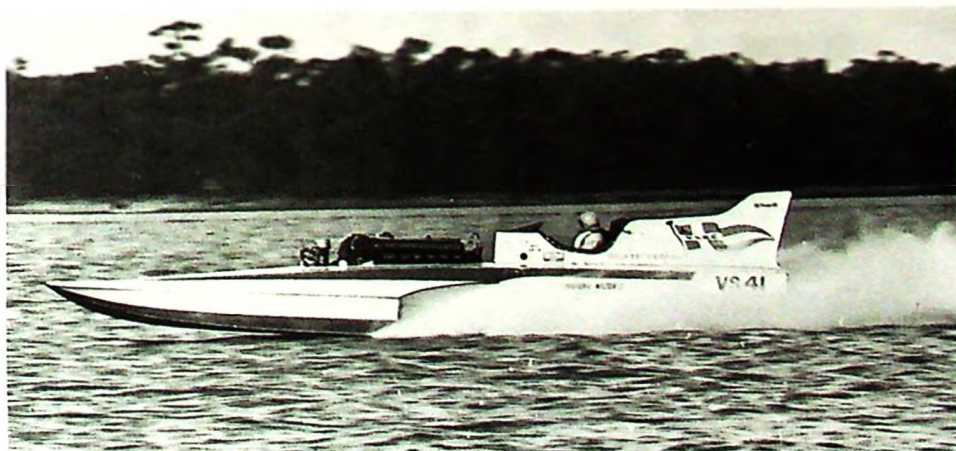
Formerly known as STAMPEDE, the craft had been expected to do battle with the U.S. Unlimiteds last year but stayed home on account of severe hull damage sustained due to rudder failure during the straightaway record attempt. Now completely refurbished, she has been fitted with a new and improved rudder assembly.

Repairs to VS-41-so identified

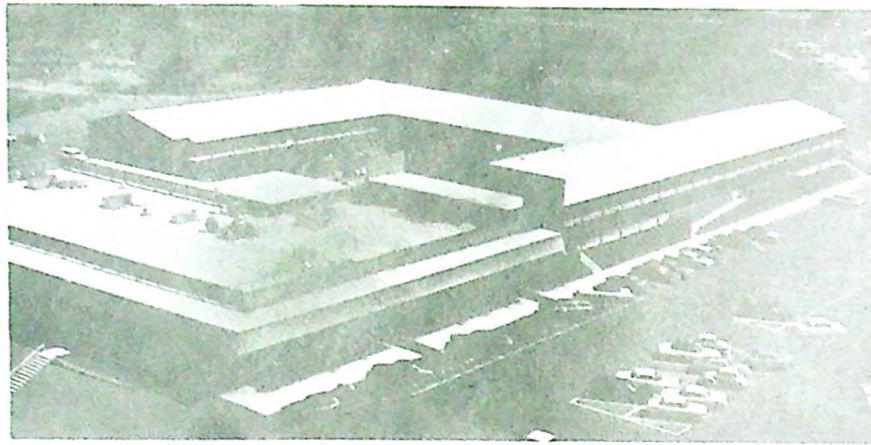
by her Victorian Speed Boat Club registration number-were completed just three days prior to her successful defense of the Griffith Cup run on January 27, 1974 on Lake Eppalock near Melbourne. Running lap speeds at close to 80 miles per hour on an approximate 1 1/2-mile course before a crowd of 20,000, the former STAMPEDE proved itself the class of the field which consisted of twelve hydroplane hulls, six runabouts, one skiff, and one SK.

VS-41's victory was the fourth in the Griffith Cup series in the past five years for the team of Saniga, Jones, and Carnie.

When VS-41 sets up shop in the Columbia Park pit area, she will be the first Unlimited from another continent to do so since SANT' AMBROGIO came over from Italy in 1948 to participate in the Gold Cup at Detroit. Not since Canada's famed MISS SUPERTEST team retired in 1961 has big time boat racing been seasoned with international flavoring. To date, the only foreign-based winner in the World's Championship series is Count Theo Rossi's ALAGI - the famed Italian challenger that made such a decisive sweep of all the major European and American power boating trophies in the summer of 1938.







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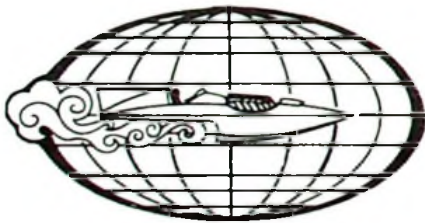
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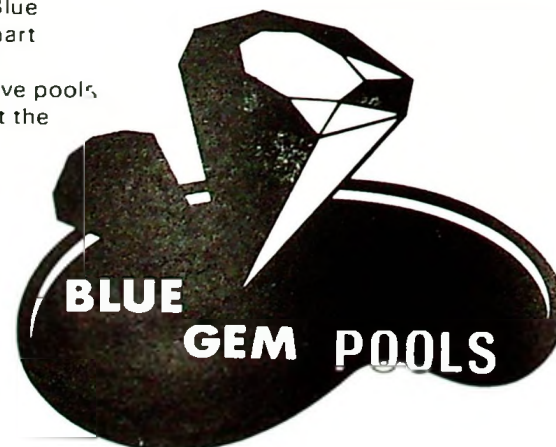
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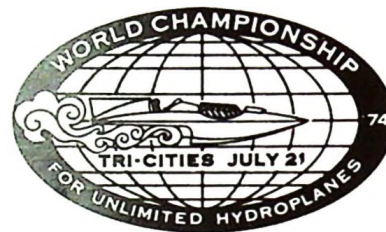
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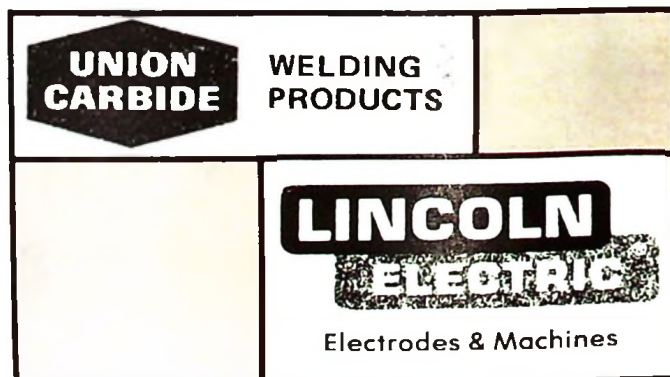
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# RACE COURSE RECORDS

## TRI-CITIES, WASHINGTON

60 mile race (on 2½ mile course):	
U-71 ATLAS VAN LINES, Bill Muncey .....	1973 ..... 107.902
45 mile race (on 2½ mile course):	
U-71 ATLAS VAN LINES, Bill Muncey .....	1972 ..... 108.000
15 mile heat (on 2½ mile course):	
U-12 MISS BUDWEISER, Dean Chenoweth .....	1973 ..... 111.386
2½ mile lap:	
U-25 PAY 'N PAK, Mickey Remund .....	1973 ..... 119.681
5 mile qualification average:	
U-25 PAY 'N PAK, Mickey Remund .....	1973 ..... 124.309
2½ mile qualification lap:	
U-25 PAY 'N PAK, Mickey Remund .....	1973 ..... 124.654



# WORLD CHAMPIONSHIP RACE

First Race: 1938

1974	Tri-Cities, Wash.	
1973	Seattle, Wash.	
	U-25 PAY 'N PAK-Mickey Remund-Dave Heerensperger .....	117.391
1972	Madison, Indiana	
	U-71 ATLAS VAN LINES-Bill Muncey-Joe Schoenith .....	99.539
1969	Detroit, Mich.	
	U-2 MISS U.S.-Bill Muncey-George Simon .....	98.015
1968	Seattle, Wash.	
	U-2 MISS U.S.-Bill Muncey-George Simon .....	100.521
1967	Detroit, Mich.	
	U-77 MISS CHRYSLER CREW-Bill Sterett, Sr.-Bill Sterett, Jr. ...	99.741
1965	Stateline, Nevada	
	U-40 MISS BARDAHL-Ron Musson-Ole Bardahl .....	102.935
1961	Seattle, Wash.	
	U-40 MISS BARDAHL-Ron Musson-Ole Bardahl .....	106.027

## World Champion River

By Randall E. Brown

The incomparable Columbia River, site of the World Championship Race, is magnificent and old. Probably it was born when the early Rocky Mountains developed more than 60 million years ago. Central Washington first saw it roughly 15 million years ago, competing with the vast basalt lava flows engulfing the area from south and east. Repeatedly pushed westward by the lava flows, the river periodically returned as the Pasco Basin developed.

Once the mountain ridges of eastern Washington rose, the Columbia was locked in the basin. The Horse Heaven Hills, rising by 10 million years ago, slowed the Columbia's flow and caused it to begin to deposit the sediments of the White Bluffs upstream of the hills. During the great Ice Age the river lowered its channel at Wallula Gap.

Near the Ice Age's close, in the last 20,000 years, the river was several times swollen by glacial meltwaters and water from ice-marginal lakes (Lake Missoula). Flow to 10,000 times today's rate was released, carving the Channeled Scabland and filling the Pasco Basin with gravel. Glacial Lake Lewis formed, when Wallula Gap could no longer handle the water.

During the Altithermal period, 4,000 to 8,000 years ago, the flow rate fell to perhaps a quarter of today's flow, under hot, dry conditions. The time is marked by volcanic ash, 6 inches thick, blasted from Mt. Mazama (Oregon's Crater Lake) when it destroyed itself.

Today the river flows placidly to the sea, showing little of its age or tempestuous history.



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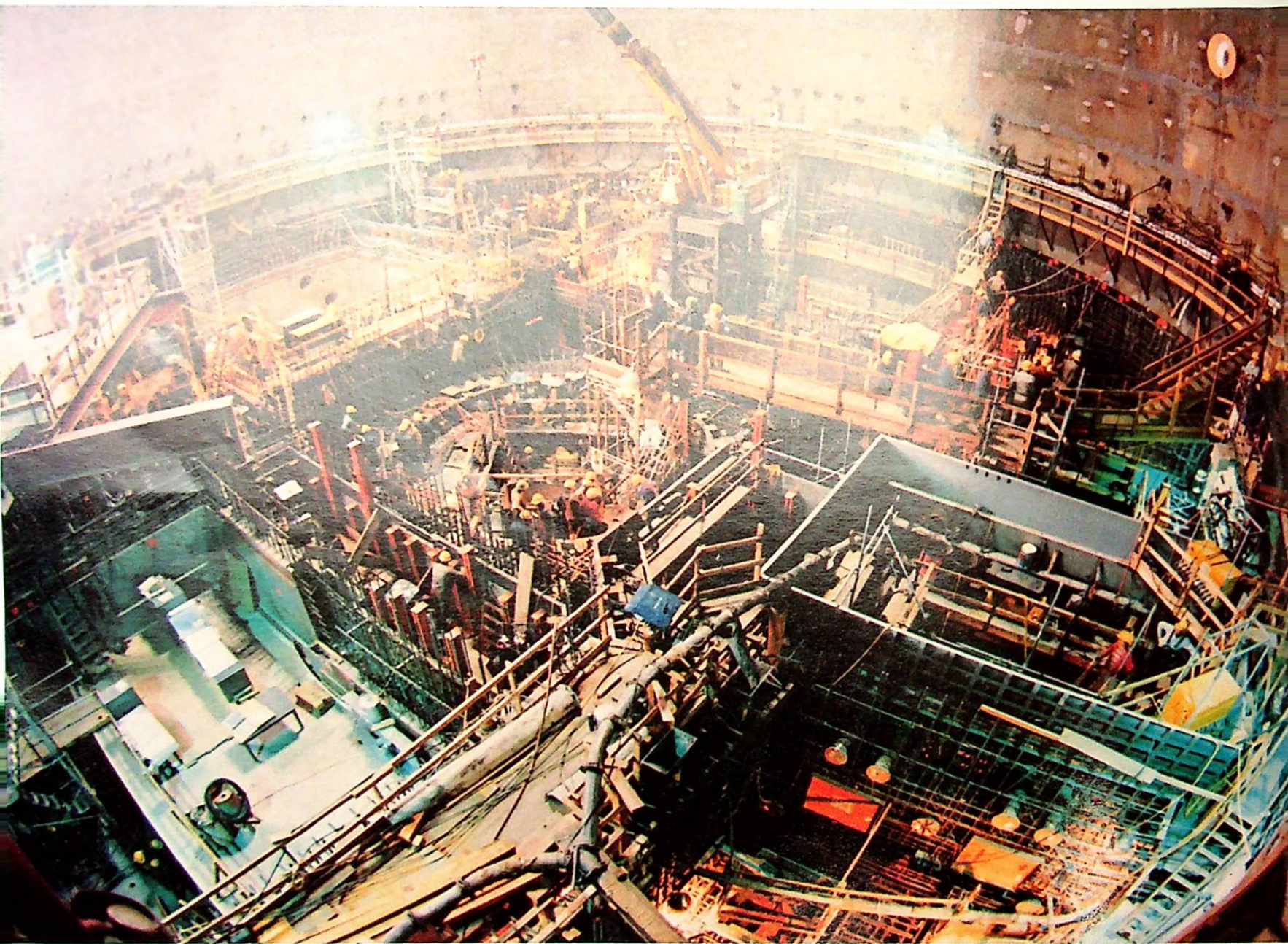
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*Insurance Agency*

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# Tri-Cities '74

## SUNNY TIMES AHEAD



The Tri-Cities "roostertail" is up and flying high.

Best estimates show the Tri-Cities of Kennewick, Pasco and Richland to be growing at the rate of 4,000 people a year. An increase in population of 21,000 by 1980 is the latest prediction in a report done by Battelle Northwest.

The Fast Flux Test Facility (Shown above) is a \$420-million project being built under Westinghouse supervision in support of the liquid metal fast breeder reactor program. Two nuclear power plants are under construction at Hanford with

more on the drawing board.

The mid-Columbia region that surrounds the Tri-Cities is one of the most thriving new agricultural areas in the world. Some 200,000 acres of once useless desert is being irrigated using huge circle irrigation systems that span a field that is a half-mile in diameter. Hundreds of the pivot irrigation systems now operate in the area surrounding the Tri-Cities.

It's a future unlimited for the Tri-Cities area of southeastern Washington.



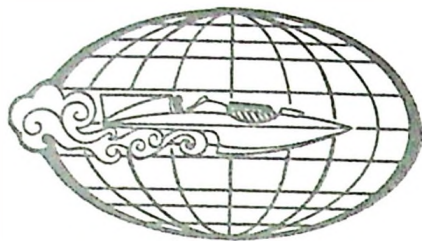


WATER UNLIMITED TURNS THE DESERT INTO FARM LAND  
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MEADOW SPRINGS — HOMES, CONDOMINIUMS AND A GOLF COURSE  
Typical of the new residential areas being developed in the Tri-Cities.





## UNLIMITED HYDROPLANE SPEED RECORDS

### COMPETITION:

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 BARDAHL, Ron Musson - 1963 Gold Cup	105.124
60 mile race (on 2 1/2 mile course):	
U-71 ATLAS VAN LINES, Bill Muncey - 1973 A.P.B.A. Gold Cup	107.902
45 mile race (on 3 mile course):	
U-25 PAY 'N PAK, Mickey Remund - 1973 World's Championship Seafair Trophy	117.391
45 mile race (on 2 1/2 mile course):	
U-71 ATLAS VAN LINES, Bill Muncey - 1972 Atomic Cup	108.000
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 Seafair Trophy	122.504
15 mile heat (on 2 1/2 mile course):	
U-12 MISS BUDWEISER, Dean Chenoweth - 1973 Gold Cup-Tri-Cities	111.386
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 Seafair Trophy	124.424
2 1/2 mile lap:	
U-25 PAY 'N PAK, Mickey Remund - 1973 Gold Cup-Tri-Cities	119.681

### QUALIFICATION:

9 mile average:	
U-25 PAY 'N PAK, Mickey Remund - 1973 World's Championship Seafair Trophy	126.562
6 mile average:	
U-25 PAY 'N PAK, Mickey Remund - 1973 World's Championship Seafair Trophy	126.611
5 mile average:	
U-25 PAY 'N PAK, Mickey Remund - 1973 Gold Cup-Tri-Cities	124.309
3 mile lap:	
U-25 PAY 'N PAK, Mickey Remund - 1973 World's Championship Seafair Trophy	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

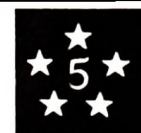
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