

# ATOMIC CUP

## UNLIMITED HYDROPLANES



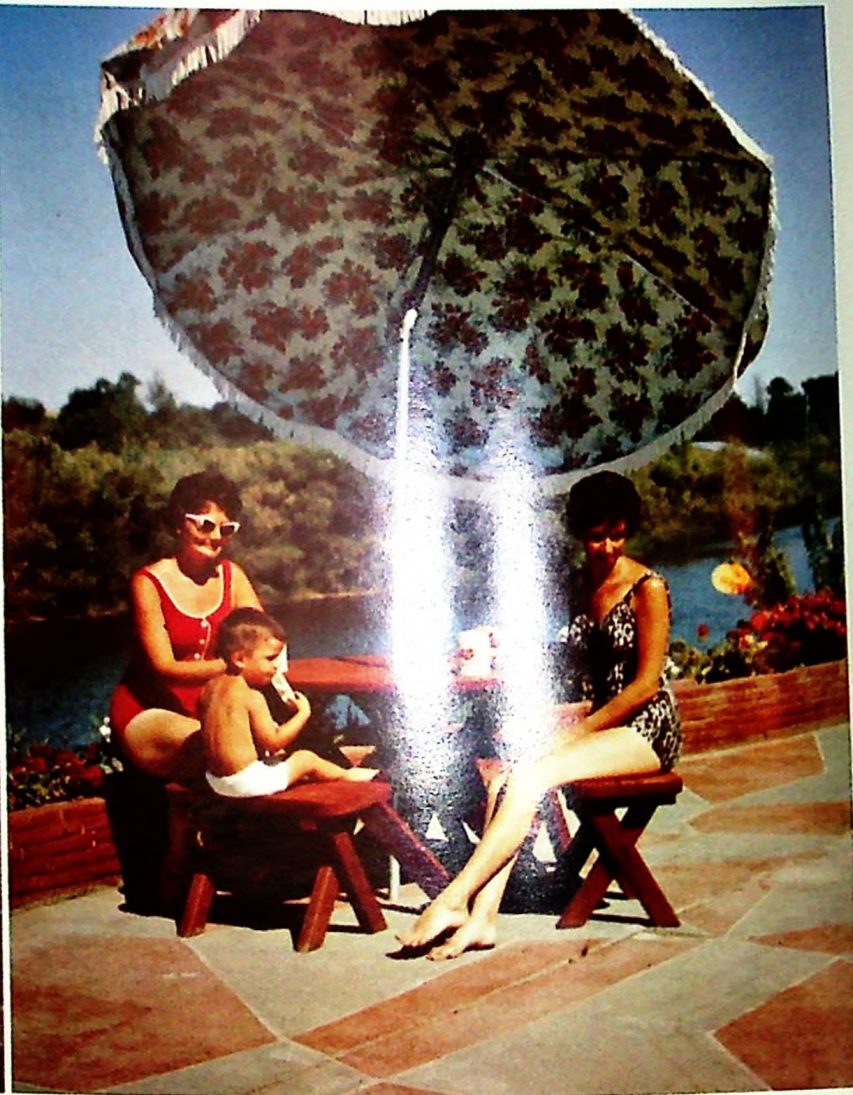
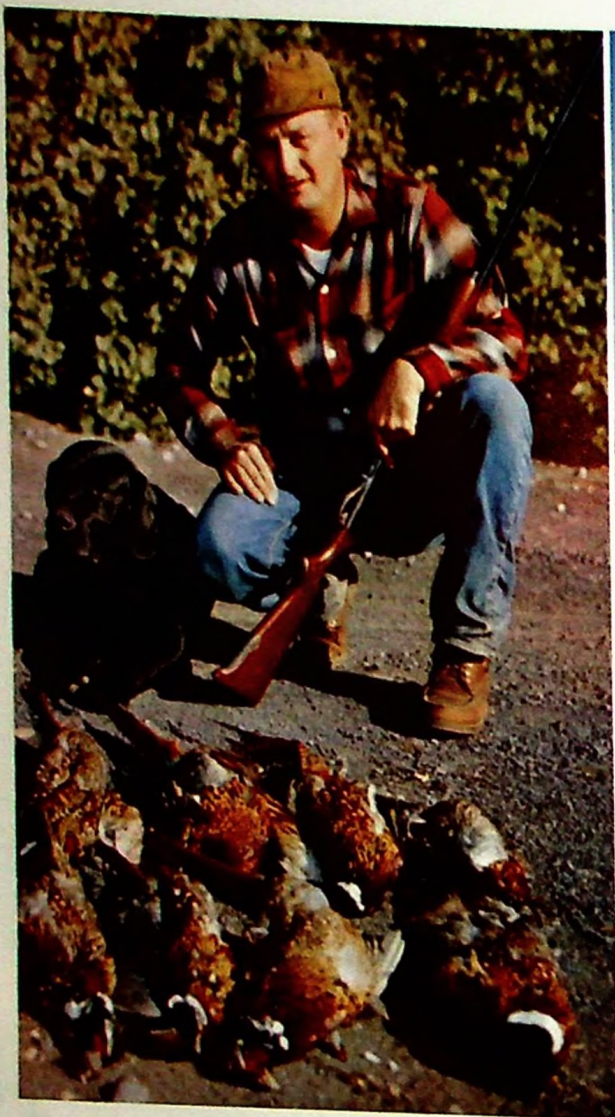
ATOMIC CUP

OFFICIAL PROGRAM 50c

# TRI-CITY WATER FOLLIES

KENNEWICK PASCO RICHLAND, WASHINGTON







# TRI-CITY ROYALTY

RIGHT—CARALEE DAVIDSON, (65)  
MISS TRI-CITIES

BELOW—BENTON-FRANKLIN  
COUNTY FAIR COURT

BELOW RIGHT—KIPPY BRINKMAN,  
MISS WASHINGTON: FORMER  
MISS TRI-CITIES





# TRI-CITY WATER FOLLIES



BOAT PARADE



RIVERSIDE SEATS



THE "LIMITEDS" IN ACTION



RIVERFRONT PARADE









LOOKING UP RIVER TOWARD THE ATOMIC CUP COURSE

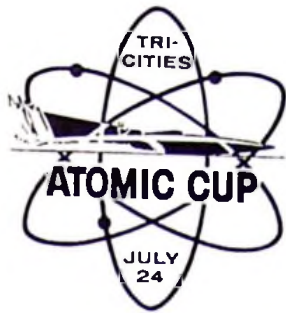


THE PITS AT THE DIAMOND CUP



THE TRI-CITY SUN MAKES A RUN ON THE COLUMBIA





# ATOMIC CUP

FOR UNLIMITED HYDROPLANES  
Tri-Cities, Washington — July 24, 1966

**TRI-CITY  
WATER  
FOLLIES**

## SCHEDULE OF RACING EVENTS

Wednesday through Saturday, July 20-23

Speed trials — 10 a.m. to 5 p.m.

Sunday, July 24 — Tri-Cities Atomic Cup

12 noon — Heat 1-A, elimination

12:30 p.m. — Heat 1-B, elimination

1:00 p.m. — Heat 1-C, elimination

2:30 p.m. — Heat 2-A, elimination

3:00 p.m. — Heat 2-B, elimination

3:30 p.m. — Heat 2-C, elimination

5:00 p.m. — Tri-Cities Atomic Cup

FINAL HEAT

6 highest point boats \$15,000 in prize money

## WE'RE PROUD TO COME TO THE TRI-CITIES



**J. Lee Schoenith**  
Chairman  
Unlimited Racing Commission  
American Power Boat Association

The Unlimited Racing Commission of the American Power Boat Association is pleased to extend greetings to the Tri-City Water Follies. This event is a welcome and, we are sure, will be a highly successful addition to the Unlimited racing circuit.

The Tri-City Water Follies Association, the civic and business officials, and everyone in the Tri-City area who have cooperated to make this regatta possible are to be congratulated on their efforts.

Participants in the 1966 Unlimited racing circuit -- owners, drivers, crews and commission members -- are looking forward to a successful and thrilling race for this inaugural of the Tri-City Water Follies.

Sincerely,

J. Lee Schoenith  
Chairman, Unlimited Commission (APBA)

**THE PROGRAM:** *Editor*—Ken Maurer, *Cover Illustrator*, Andy Bodin, *Interior Design and Layout*, Roger Conrad. *Editorial Content*, Bob Peterson, Ken Maurer. *Color Photography*, Battelle-Northwest Photography Unit; Ralph Smith, Tri-City Herald; Jack Zinn. *Production Supervision*, Advance Advertising, Inc. *Advertising Sales*, Jim Jacobs, Tom Wood, Bruce Glenn, Bob Parnell, Dave Buel. *Printing*, R. Wallace Pischel, Publishers, Pasco.



*now people throughout  
the nation count on  
the Tri-City Area  
to wrap things up!*

People boxing everything from bulldozer parts to begonia bulbs are dependent on Boise Cascade's new \$8½ million investment at Wallula.

The expanded Boise Cascade paper operation is producing 150 tons of corrugated medium per day to supply 17 Boise Cascade container plants across the nation. That's on top of the 400 tons of Kraft container board manufactured every day by our original Wallula mill.

It all makes this area pretty important to us. And our growing payroll, purchases and tax payments put us near the top of this area's economic contributions.

Boise Cascade's big paper business started right here. And you can see we know we've got a good thing growing for this progressive area.



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CLIF LaHUE  
President



WALLY REID  
Vice President



CLAY WHITE  
Vice President

## OFFICERS TRI-CITY WATER FOLLIES ASSOCIATION



JACK HAMANN  
Vice President



KEN MAURER  
Secretary-Treasurer



MARK PENCE  
Past President



### WATER FOLLIES ASSOCIATION BOARD OF TRUSTEES

Front Row, left to right: Gary Meyer, Clay White, Roy Baker, Dr. Earle Hussell, Robert Allen. Back Row: Clif LaHue, Charles Simons, Bill Jones, Jack Hamann, Bill Bell, Mark Pence, Wally Reid, Keith Bowers. Absent: Ira Dunn, Jim Dyer, Lewis Ferrari, Jim Magnuson, R. F. (Monty) Pryce, Fred Shields, Al Tomich, Bill Watts, Paul Wohld.





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**Kennewick**

Home Office  
Walla Walla

**Fidelity**

**SAVINGS & LOAN**

**Pasco**

Home Office  
Spokane

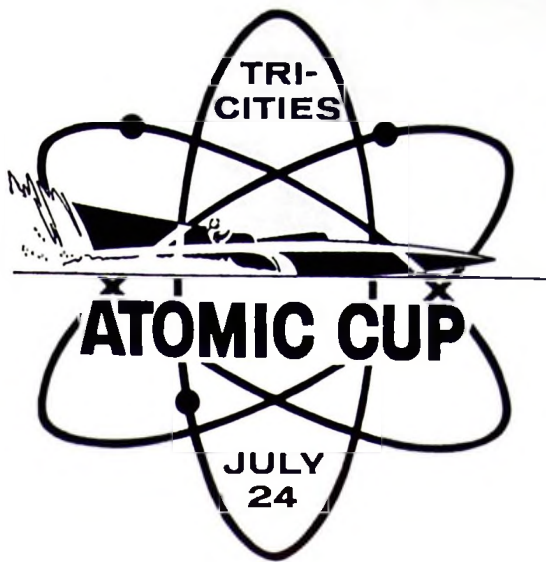
**Yakima**

**FEDERAL SAVINGS & LOAN**

**Pasco-Richland**

Home Office  
Yakima





**BILL NEWTON**  
Referee



**HARRY WOODS**  
Ass't. Referee



**JACK HAMANN**  
Race Chairman



**KEITH BOWERS**  
Pit Chairman



**JIM YAMAUCHI**  
Course Chairman

## ATOMIC CUP OFFICIALS

Race Chairman .....	Jack Hamann
Referee .....	Bill Newton, Towson, Md.
Assistant Referee .....	Harry Woods, Spokane
Chief Scorer .....	Lucile Woods, Spokane
Starter .....	Don Dunton, Spokane
Measurer .....	Harold Carman, Spokane
Timer .....	Ches Young, Spokane
Recorder .....	Marie Young, Spokane
Announcer .....	Phil Cole
Pit Chairman .....	Keith Bowers
Course Chairman .....	Jim Yamauchi

## TRI-CITY WATER FOLLIES - ATOMIC CUP CHAIRMEN

Special Events  
R. F. Pryce  
Jim Dyer

Tickets & Booster Buttons  
Bill Parker  
Bill Williams  
Frank Bell  
Roy Baker

Transportation  
Bill Bell

Gates and Patrol  
Tom Brutzman

Housing & Reservations  
Paul Wohld

Official Barge  
Dick Zerr  
Paul Wohld

Float  
Mark Pence

Parade  
Bill Warren

VIP & Entertainment  
Jerry Horrobin

Medical & Safety  
Roy Baker

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Clay White

Trophies  
Charles Simons

Credentials  
Bill Watts

Kids' Parade  
Charles Actor

Queen & Court  
Gary Meyer

Parking  
Dale Hall  
Floyd Cook

Public Relations  
Bruce Glenn  
Publicity  
Ken Maurer

Carnival  
Bill Jones

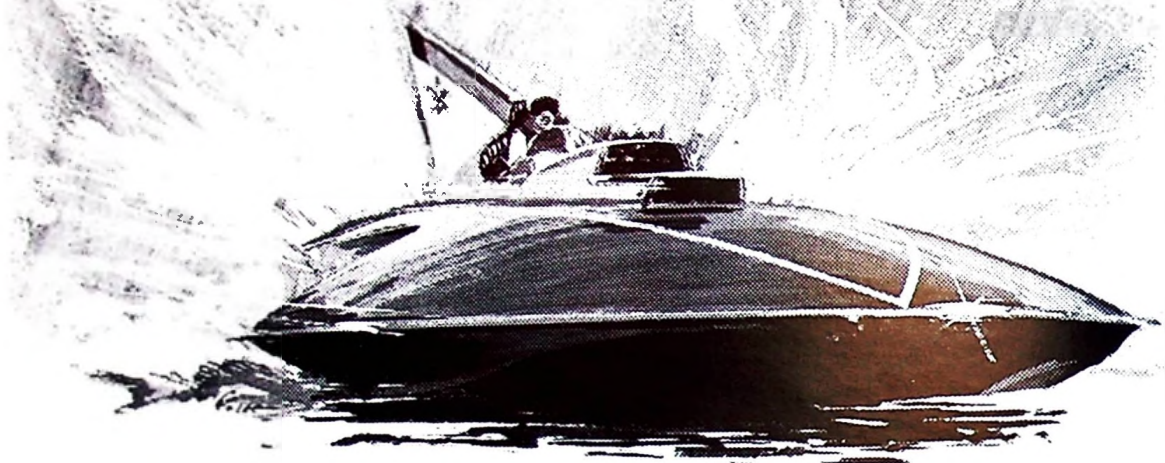
Concessions  
Rod Carey

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# HERE SHE COMES!



MISS BUDWEISER...one of the world's fastest unlimited hydroplanes! She sings along the water at over 200 m.p.h. "Miss Budweiser" is one of only a few boats in this country racing in the unlimited hydroplane class. She's sponsored by Budweiser®... and she's a beauty. Come see her!

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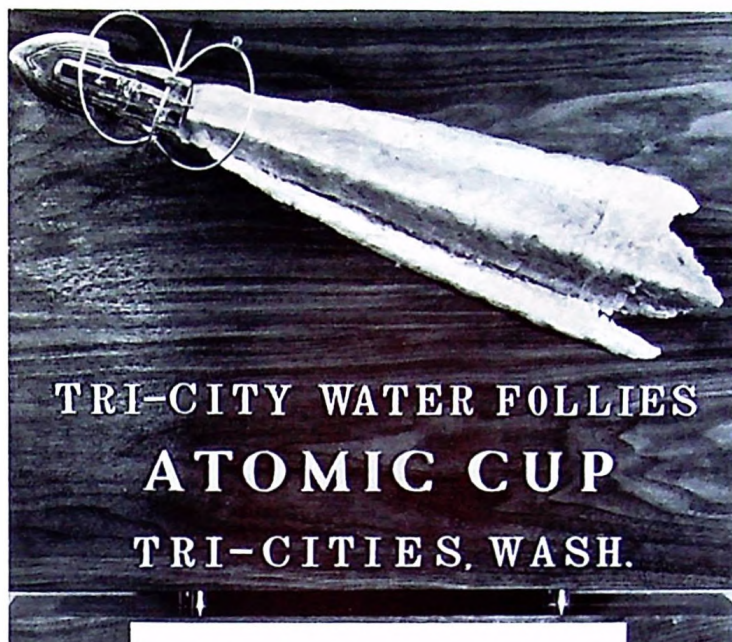
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# THE ATOMIC CUP TROPHY



Winner of the Tri-City Atomic Cup will receive a "radioactive" trophy!

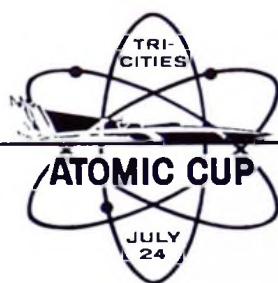
Since the Atomic Cup is being run in the shadow of some of the world's largest atomic reactors — on water that has just been used to cool these reactors — it is quite appropriate that the trophy be "radioactive."

A small pellet of Cobalt 60 was irradiated in a Hanford production reactor operated by Douglas United Nuclear, Inc. This pellet, which emits gamma radiation with a half-life of 5.27 years, was then encased in plaster and affixed to the trophy.

The winning Atomic Cup driver should have no fears — the small amount of radiation given off is not harmful.

The unusual trophy was designed by Fred Saunier of Battelle Memorial Institute in Columbus, Ohio. The request for the design was made by trophy chairman, Chuck Simons, who is with Battelle-Northwest at the Hanford project.

The trophy features a hydroplane with a 14-inch "roostertail" mounted on a slab of solid mahogany.



## ATOMIC CUP POINT SCORING

The Atomic Cup race will follow American Power Boat Association scoring rules. Each boat will be awarded points relative to its position at the end of each heat in which it races. Relative scoring positions will be tabulated from accumulated heat scores.

### APBA POINT SCORING

(Points awarded for each heat)

1—400	4—169	6—95
2—300	5—127	7—71
3—225		

## ATOMIC CUP

## CASH AWARDS

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

(Plus \$500 for each boat making a legal start and daily speed trial prizes)



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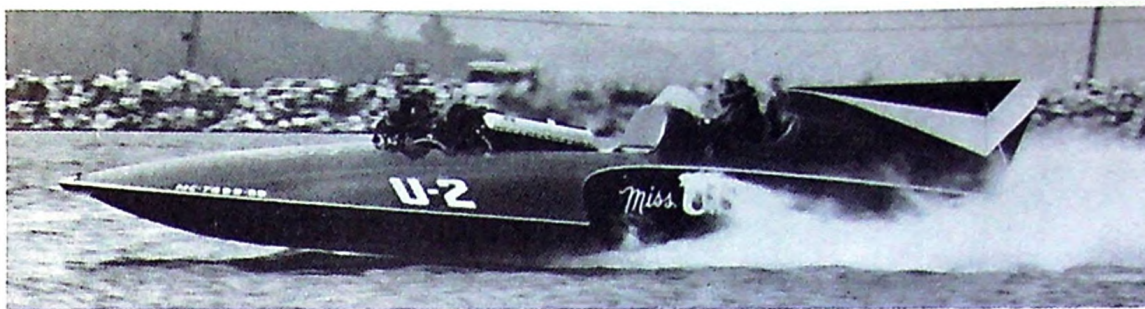
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## U-2 MISS U.S.

A strong contender for national honors for many years, this latest Miss U.S. is even more of a threat with a new driver and crew. One of the lightest boats, Miss U.S. uses much magnesium in her structure. Predominant color is red with a red, white and blue tail fin. Won the first race of the 1966 season at Tampa.



## U-3 HARRAH'S TAHOE MISS

Considered by racing buffs to be the hottest boat on the water when it is running well, Tahoe Miss has had a checkered career filled with high points and heartbreaks. She is decked out in a new bittersweet red and lakewood green paint job after a disastrous fire last year. Won Spirit of Detroit Race and Indiana Governor's Trophy Race in 1965, was fourth in national standings. Won this year's Gold Cup in Detroit.



## U-6 MISS MADISON

Is the only boat on the circuit consistently campaigned by an entire city. This yellow and white craft is sponsored by the little Ohio River community of Madison, Indiana. A gift from Samuel du Pont, the boat finished second in points in 1964, was third last year. Won the Dixie Cup in Alabama last year.



## U-8 MISS DIXI COLA

For the second time since the end of the 1965 campaign, the second Blue Chip has been sold. Californian Laird Pierce purchased the ex-Blue Chip from Jim Ranger, owner of the new Miss Gypsy.



**BILL MUNCEY** — Four time winner of the Gold Cup. Won this season's first unlimited race at Tampa. Staging comeback after three years of semi-retirement. Raced in the Tri-Cities last year in the 266-Class of limited hydroplanes.



**MIRA SLOVAK** — Czechoslovakian air force pilot in early 1950's, defected to free world. Previously drove Miss Wahoo and Miss Exide. Injured at Coeur d'Alene in 1963 when Exide disintegrated. Resumed racing this year with Tahoe Miss when driver Buddy Byers was hurt in Orange Bowl race. Gold Cup winner.



**JIM MCCORMICK** — This 32-year-old building contractor from Owensboro, Ky., has been driving the limited hydros for four years. This is his first go at the Unlimiteds in the popular Miss Madison.



**FRED ALTER**—One of the real veterans of hydroplane racing. Last year drove Blue Chip. At Tahoe in 1965, piloted the two-engined Such Crust to a win in the South Shore Trophy race.



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DEALERS ASSOCIATION**

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## U-9 MISS LAPEER

Built originally as Miss Spokane in 1956, Lapeer has been a constant campaigner on the hydro circuit. Raced two years ago as Miss Eagle Electric, the "purple lady." Damaged in Seattle in a collision with Miss U.S. V during the Gold Cup. Is a sister ship of Mariner Too owned by Jim Herrington.



## U-10 SAVAIR'S MIST

The Mist has been one of the most reliable boats on the circuit. Last year the Detroit entry finished 14 of 18 heats started. This is the first boat constructed by hydrobuilders Fred Dube and driver Walt Kade. Best finish last year was third place in Lake Tahoe's Ponderosa Trophy race.



## U-12 MISS BUDWEISER

The Miss Budweiser racing here is a new boat, replacing the Miss Bud that was destroyed in the President's Cup in Washington, D.C. Seattle's Bill Brow is back in the cockpit again, after being injured in the first race of the year at Tampa, Florida. The boat is owned by Bernie Little, one of those who brought unlimited racing to Florida for the first time this year with the running of the Suncoast cup.



## U-15 MY GYPSY

A brand new boat this year, was built for Jim Ranger by Lee Schoenith and Bill Cantrell. Ranger is a nephew of hydro pioneer Horace Dodge. The boat carries a ram's head painted on her tailfin that represents the familiar radiator ornament used on early Dodge cars.



**WARNER GARDNER** — Former Air Force fighter pilot who is driver, crew chief and boat manager of Mariner Too. Began driving unlimited in 1962. Won San Diego Cup two years ago. Alternated in Mariner and LaPeer last year.



**WALTER KADE** — Age 62, Walter is the dean of the unlimited drivers. He has been connected with 12 unlimiteds dating back to mid-1940's. Injured at Madison when Blue Chip flipped, escaped injury in 1962 when Fascination's engine refused to shut off and he rammed into a concrete wall—nothing stops Walter.



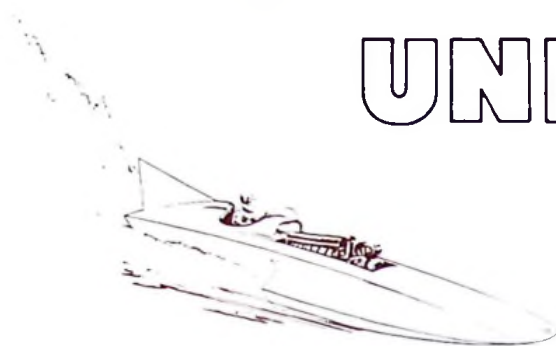
**BILL BROW** — World's fastest milkman, Brow is a dairy distributor in Seattle during the week, pursues hydro racing as a hobby on weekends. Has won most of the major races in the nation. Injured at Tampa, he is expected to be back driving the new Miss Budweiser.



**JIM RANGER** — A horseman turned boatman. Has done automobile racing but is moving into unlimiteds for the first time. He owns and drives the new Miss Gypsy.



# ATOMIC CUP UNLIMITED HYDRO RACE HEADQUARTERS



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- THE HIGHLANDER ROOM
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Just Off Umatilla Highway 8

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### U-19 WAYFARER'S CLUB LADY

In her first year, in 1965, running as Miss San Diego, she won the first heat she entered and gave a good account of herself after that. Last year owner Bob Fendler purchased nine Rolls engines and eight spares of the retired Miss Thriftway. The boat is campaigning this year for the Wayfarer's Club, an international credit card organization.



**BOB FENDLER** — This California attorney was 1965 rookie of the year. Also: one-time national ranked as a high jumper; calf-roping in rodeos; crop dusting; brown belt judo ranking; designer of such exotic craft as a one-man helicopter.



### U-21 DOLLAR BILL

First of a growing number of California boats, the Dollar Bill is identified by her chome sides and variety of colors. Somewhat of a hard-luck boat and an in-and-out finisher, she has changed power plants for the 1966 season.



**NORM EVANS** — Has driven Nitrogen, Miss Burien, Bardahl, Miss La Peer, Spokane, Eagle Electric, Coral Reef. Winner of the Apple Cup. Steps back into the \$ Bill cockpit after a two year absence.



### U-37 MISS TRI-CITIES

This is the second member of the Tri-Cities' "inland fleet." She is the former Slo-Mo-Shun V, winner of the Gold Cup in Seattle in 1951 and 1954, winner of the President's Cup in 1953. Miss Tri-Cities is sponsored by the Tri-City Nuclear Industrial Council to promote the outdoor recreational advantages of the Tri-City area. U- 37 is also the former Miss Seattle and last year raced as Berryessa Belle.



**BOB MILLER** — From Everett, he is a machinist for the Scott Paper Co. Has driven limiteds since 1956, unlimiteds since 1959. Drove Fascination, Miss Everett and last year, the Berryessa Belle.



### U-50 SAVAIR'S PROBE

This former Seattle favorite, U-4 Tempest, now runs out of Detroit. From 1960 to 1963 she raced as the second Miss Burien and later as the second Tempest. She is the second of the Savair's Products racing team entry. Was leading all boats in the nation on points for 1966 prior to Kelowna.



**RED LOOMIS**— Californian Loomis has knocked on the door of unlimited success for several years. First drove \$ Bill in 1961. Returned to limiteds, then took over Savair's Mist in 1964. Fourth in Savair's Probe at Madison last year.



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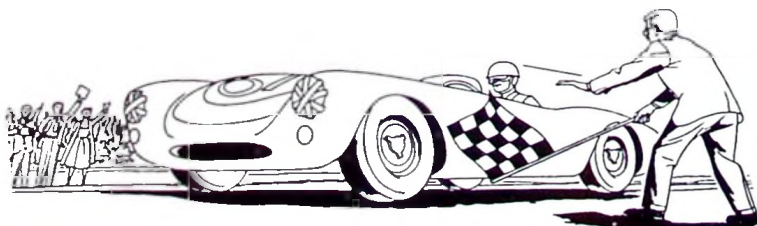
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**BOB LEWIS, Manager**

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## U-77 MISS CHRYSLER CREW

Chrysler is a startling new boat for 1966. Bill Sterret's Chrysler Crew is the first unlimited in modern memory to utilize twin auto engines for power. The engines, Chrysler hemis, power a boat that is 29 feet long and a little over 11 feet wide, which means she is two feet shorter and 1,000 pounds lighter than most of her sister hydros on the circuit.



**BILL STERRET** — From Owensboro, Kentucky, has been in racing for about four years and has won every honor available with his 7 litre hydros including national high point champion last year. Holds 7 litre straightaway record.



## U-80 SMIRNOFF

The new Smirnoff is the former Gale's Roostertail that raced this year at Tampa, Washington, D.C., and Detroit. This boat uses a unique hybrid engine. A combination of the Rolls and Allison engines known as the Dubinhouse, it was perfected by Roby Doby.



**BILL CANTRELL** — A legend in his own time. Down through the years has been a pro wrestler and an Indianapolis 500 driver in addition to his unlimited racing. Has won every major cup race in the U.S.



## U-88 HILTON'S HY-PER-LUBE

U-88, the former Fascination, raced the Western circuit last year as the Tri-City Sun under sponsorship of the three Tri-City Chambers of Commerce and the Tri-City Water Follies. This year the boat will run in the Western races under sponsorship of the Hilton Products Co. of Seattle. The boat will race with a Rolls Royce engine this year.



**BOB GILLIAM** — Bob is the only one of the unlimited drivers to have driven an unlimited on the Columbia River in the Tri-Cities. He brought his boat, then the Tri-City Sun, here for a test run last fall. Bob is a long-time campaigner in the hydro wars.



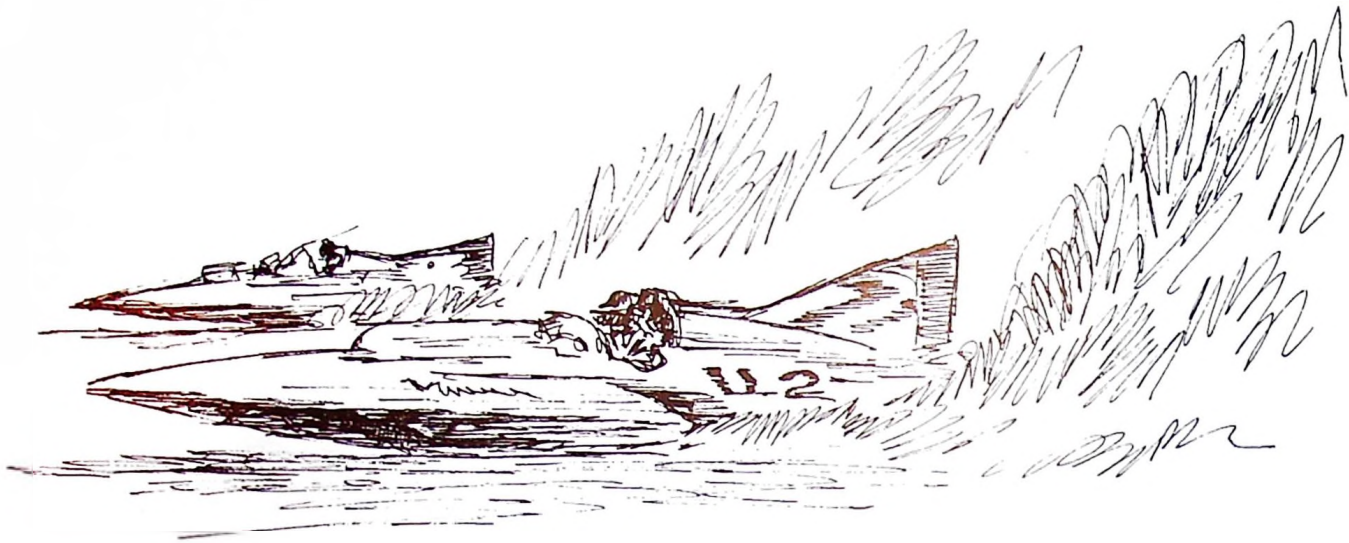
## U-91 LOANER

This is the back-up boat owned by California attorney Bob Fendler and the U-19 racing team. Loaner is the former U-80 Blue Chip and is painted metallic green with Rolls Royce gray trim. Wayfarer's Lady will use Rolls engines — Loaner is powered by Allison.



**DAVE ALLENDER** — Dave is a commercial pilot and then turned to air racing in 1965 in a P-51D Mustang. This year he's driving Loaner, one of two boats in the Bob Fendler hydro stable.





# HOW GEN TEL HELPS REPORT THE ATOMIC CUP

Even if you couldn't be here today, you could learn of the winners of the Atomic Cup Race through radio and national wire services carrying "on the spot" news to newspapers and broadcasters. General Telephone Company has a helping hand in the communications: 11 circuits serving the race, plus phone lines from pit tower to barge to committee boat to pit trailer. Communications is an important part of your daily life in work and play. We're glad to help.

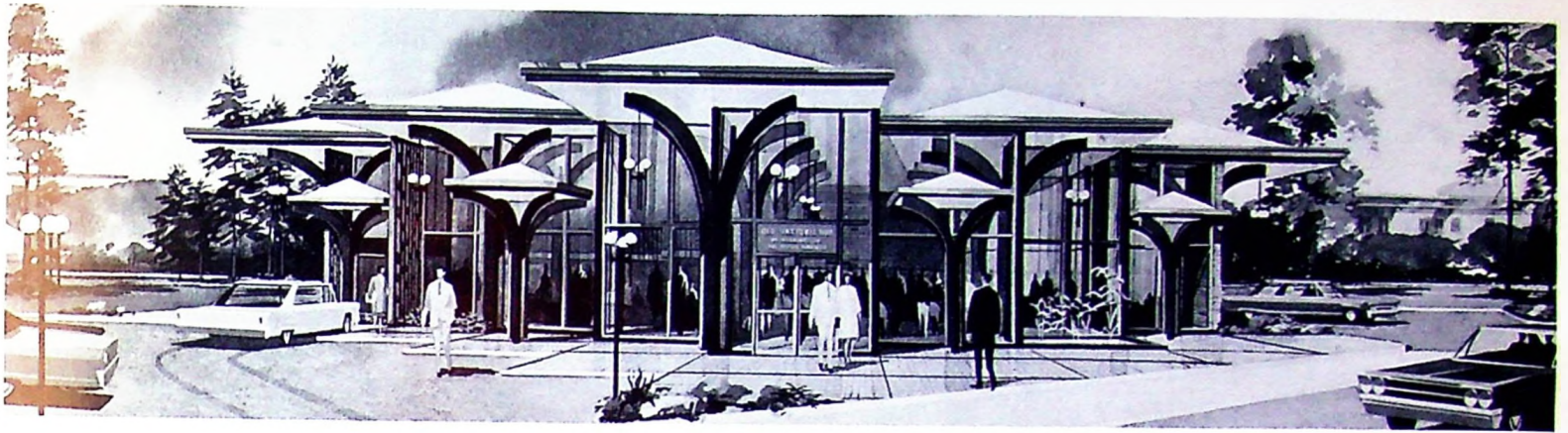
**GENERAL TELEPHONE**

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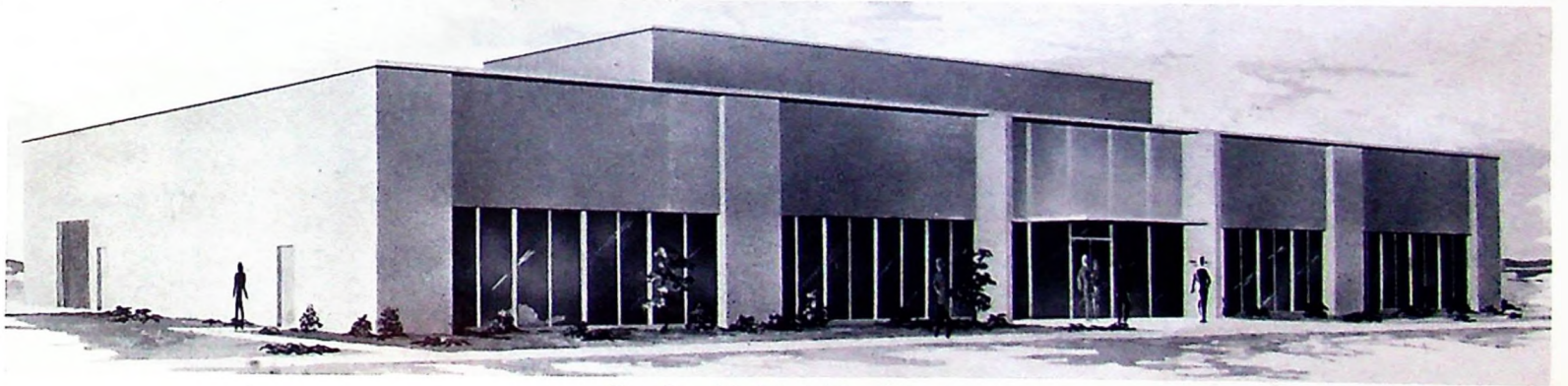
# Tri-City Preview of Coming Attractions



Old National Bank - Pasco



Battelle Institute - Northwest



Douglas United Nuclear



Tri-Cities Air Terminal



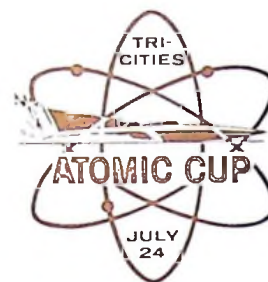
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# 1965 FINAL NATIONAL HIGH POINT STANDINGS

BOATS	POINTS
1. U-40 MISS BARDAHL	7777
2. U-7 NOTRE DAME	6364
3. U-6 MISS MADISON	5595
4. U-3 TAHOE MISS	5069
5. U-90 MISS SMIRNOFF	4142
6. U-75 MISS EXIDE	3571
7. U-13 MISS BUDWEISER	3565
8. U-70 SUCH CRUST IV	3342
9. U-2 MISS U. S. V	2934
10. SAVAIR'S MIST	2652
11. U-50 SAVAIR'S PROBE	2415
12. U-99 MARINER TOO	2261
13. U-44 GALE'S ROOSTERTAIL	1966
14. U-19 MISS SAN DIEGO	1217
15. U-80 BLUE CHIP	1090
16. U-21 DOLLAR BILL	1069
17. U-37 BERRYESSA BELLE	695
18. U-9 MISS LAPEER	394
19. U-88 TRI-CITY SUN	338

DRIVERS	POINTS
1. Ron Musson	7777
2. Rex Manchester	6364
3. Buddy Byers	5595
4. Chuck Thompson	5069
5. Bill Brow	3571
6. Chuck Hickling	3565
7. Red Loomis	3370
8. Roy Duby	2934
9. Bill Cantrell	2642
10. Fred Alter	2578
11. Warner Gardner	2486
12. Walt Kade	2219
13. Jerry Schoenith	1966
14. Danny Foster	1500
15. Bob Fendler	1217
16. Rex Bixby	1069
17. Bob Miller	695
18. Ed O'Halloran	563
19. Bob Gilliam	338
20. Bill Muncey	300
21. Norm Evans	169

## National Point Totals For the Past Six Years

1964

BOAT, HOME TOWN	POINTS
1 — Miss Bardahl, Seattle, Wash. . . . .	3,084
2 — Miss Madison, Madison, Ind. . . . .	2,440
3 — Harrah's Tahoe Miss, Stateline, Nev. . . . .	1,825
4 — Miss Exide, Seattle, Wash. . . . .	1,699
5 — Miss Smirnoff, Detroit, Mich. . . . .	1,666

1963

BOAT, HOME TOWN	POINTS
1 — Miss Bardahl, Seattle . . . . .	2,994
2 — Gale V, Detroit . . . . .	1,800
3 — Harrah's Tahoe Miss, Stateline, Nev. . . . .	1,395
4 — Miss Exide*, Seattle . . . . .	1,394
5 — Notre Dame, Detroit . . . . .	1,228

\*Second Miss Exide. First one sank at Coeur d'Alene.

1962

BOAT, HOME TOWN	POINTS
1 — Miss Century 21, Seattle . . . . .	2,300
2 — Harrah's Tahoe Miss, Stateline, Nev. . . . .	1,421
3 — Miss Bardahl, Seattle . . . . .	1,375
4 — Notre Dame, Detroit . . . . .	1,068
5 — Such Crust IV, Detroit . . . . .	834

1961

BOAT, HOME TOWN	POINTS
1 — Miss Century 21, Seattle . . . . .	2,425
2 — Gale V, Detroit . . . . .	1,507
3 — Miss Bardahl, Seattle . . . . .	1,500
4 — Miss U. S. I, Detroit . . . . .	1,421
5 — Such Crust IV, Detroit . . . . .	852

1960

BOAT, HOME TOWN	POINTS
1 — Miss Thriftway, Seattle . . . . .	2,994
2 — Nitrogen, Wilmington, Del. . . . .	1,650
3 — Nitrogen Too, Wilmington, Del. . . . .	1,500
4 — Miss Bardahl, Seattle . . . . .	1,340
5 — KOL-Roy I, Seattle . . . . .	1,084

1959

BOAT, HOME TOWN	POINTS
1 — Maverick, Reno . . . . .	2,525
2 — Miss Bardahl, Seattle . . . . .	1,559
3 — Miss Thriftway, Seattle . . . . .	1,400
4 — Nitrogen, Wilmington, Del. . . . .	1,398
5 — KOL-Roy, Seattle . . . . .	1,215



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# OFFICIAL SCORING FORM—1966 TRI-CITIES ATOMIC CUP RACE

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

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

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



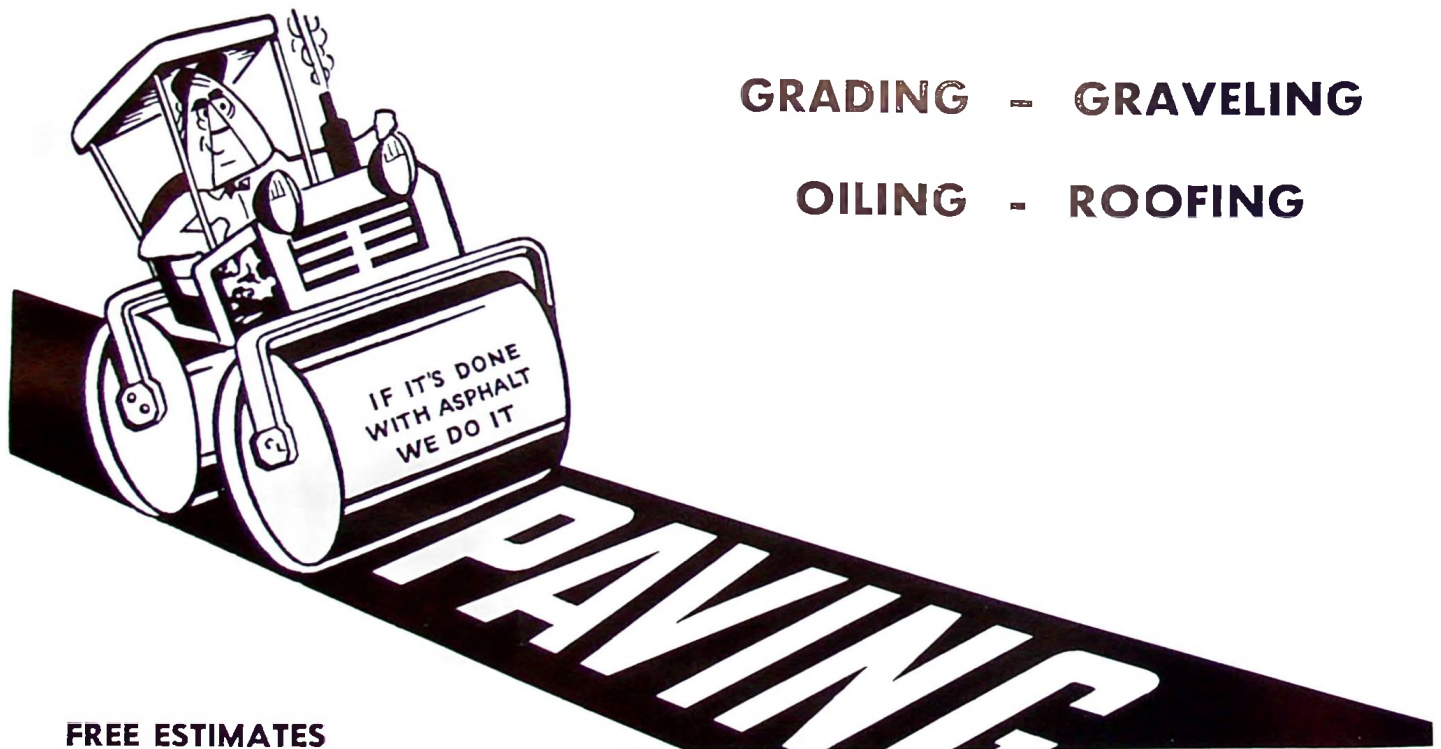
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# A BRIEF HISTORY OF HYDROPLANING

Comparing the racing motorboat of the early 1900s to the present day unlimited hydroplane is like comparing a Model T Ford to the latest Indianapolis Speedway cars.

The early speedsters of the water, then called "displacement craft," plowed their way through the water in a manner not unlike today's rowboats and other pleasure craft. They met much drag from the water and moved very slowly by today's standards—around 25 mph.

Some of the early displacement racers required three men to handle the driving chores. Some were almost 60 feet long, nearly twice the size of modern hydroplanes.

In the 1920s planing surfaces—or steps—were developed and built into the hulls. These steps lifted the boats on top of the water and thereby reduced the drag. Hence, one of the first concepts in hydroplanes. With the addition of this new innovation, speeds began to increase.

It wasn't until the arrival on the scene of the "three-point" hydros—after World War II—that the boats started reaching speeds in the neighborhood of 200 mph. Instead of plowing through the water, the three-point hydroplanes skim over a wet highway with only half of the propeller and approximately one square foot of each sponson in the water. For all practical purposes, one could say they're airborne!!

The keeping of world records started in 1903. The first record-holder was S. F. Edge of England in a boat named "Napier." The speed was 31.482 knots. The American Power Boat Association started in 1914, and mile records were established by making three runs in each direction—a total of six runs—and the speed was reached by making an average of all six.

Bob Edgren, a sports columnist, is credited with the first official APBA record made on Lake George, New York, in "Baby Speed Demon II," owned by Mrs. Paula Blackton, in August, 1914. The speed was 51.726 mph.

The first boat to exceed 60 miles an hour in APBA was "Miss Minneapolis," in Detroit in 1916, when C. A. Mowry traveled 61.083 mph.

The 1904 Gold Cup was among the first American races for boats powered by internal combustion engines. Run on the Hudson River off New York, it was won by a yacht named "Standard" at the then amazing speed of 23.6 mph for the three 32-nautical mile heats.

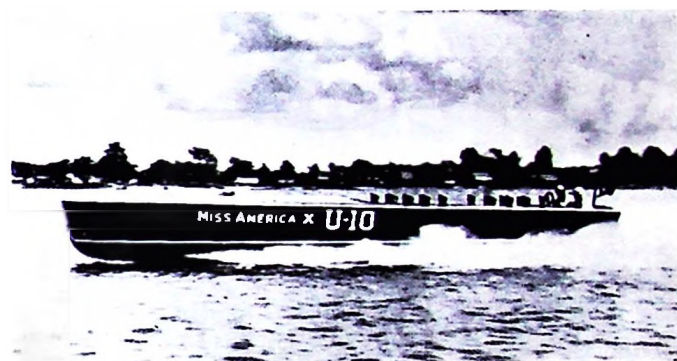
Since that year, the Gold Cup has been an annual event, progressing from a pleasure boat race to a speed—or powerboat—race. The competition was suspended during World War II, but was resumed in 1946.

Available records indicate that powerboat racing over a closed course was actually introduced on the Ohio River at Madison, Indiana, in 1910.

It was 1919 before the first official regatta was sanc-

tioned for boats designed especially for competitive racing.

Garfield A. Wood, the "Gray Fox" of Algonac, Michigan, who was to dominate world speedboat racing for nearly two decades, appeared on the speed scene in 1920 with a one-mile record of 74.870 mph in the first of ten "Miss America" boats. Later, in 1931, Wood became the first man to exceed 100 miles an hour on water, and in 1932 had the distinction of exceeding two-miles-a-minute when "Miss America X" was clocked at 124.860 mph. The "Miss America X" now makes her permanent berth in the marine division of Harrah's Automobile Collection in Reno. Wood brought the Harmsworth trophy to America in 1920 and successfully defended the Harmsworth eight times and retired undefeated in 1933 with nine wins.



In 1946, with the resuming of the Gold Cup race following World War II, the 732-cubic inch displacement limitation on engines was removed and the Unlimited class was born and accepted by the American Power Boat Association.

Currently, the world's speed record for a propeller-driven unlimited hydroplane is held by "Miss U. S. 1," at 200.4195 over a measured mile. Owned by the U. S. Equipment Co., and driven by Roy Duby, "Miss U. S. 1" set this mark in 1962 at Guntersville, Alabama.

One of the prime functions of the unlimited class of hydroplanes is the development and progress of engines and hulls—with speed and safety important factors, of course.

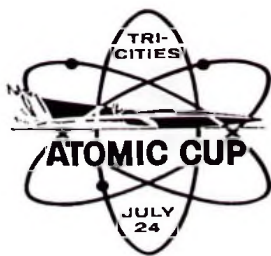
Boats will continue to set new records for speed and endurance until the very ultimate in speeds for these thunderboats is reached. This time may not be very far away. What then?

With the utilization of jet power, new and greater speed records will be established—only to be broken time and again. Sometime in the not-too-distant future, 200 and 300 mph speeds could be considered slow, just as we now think of the 25 mph speeds in the early 1900s as being tortoise-like.

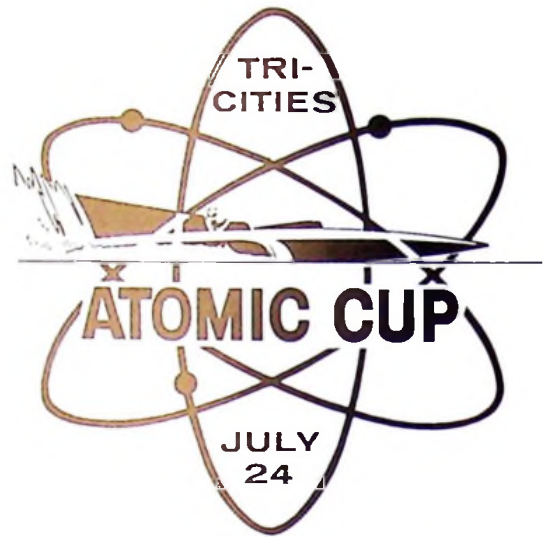
British speed ace Donald Campbell is acclaimed as the fastest man on water today. He set a water speed record of 276.33 mph with his 10-year-old jet-propelled hydroplane "Bluebird" on December 31, 1964.

This mark broke his previous record of 260.34, which Campbell set in 1959. In the run for the record, the 42-year-old Briton was clocked at 283.6 mph on the first run and 269 on the return dash at Lake Dumbleyung, near Perth, Australia.

What is next? Man has never stood still. His very nature has driven him to a never-ending search for more and more speed. What and where is the ultimate? Indeed, what *IS* next?







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## 1965 UNLIMITED RACE RESULTS

DATE	RACE	LOCATION	BOAT	DRIVER	AVE.
June 27	Dixie Cup	Guntersville, Ala.	Miss Madison	Buddy Byers	102.746
			(2) Mariner Too	Warner Gardner	97.549
			(3) Miss U.S. V	Roy Duby	101.128
July 11	Diamond Cup	Couer d'Alene, Idaho	Miss Exide	Bill Brow	106.902
			(2) Notre Dame	Rex Manchester	104.868
			(3) Miss Bardahl	Ron Musson	107.008
August 8	Gold Cup	Seattle, Wash.	Miss Bardahl	Ron Musson	103.132
			(2) Notre Dame	Rex Manchester	104.864
			(3) Tahoe Miss	Chuck Thompson	97.693
August 15	Utah Cup	Ogden, Utah	Miss Bardahl	Ron Musson	105.153
			(2) Miss Smirnoff	Bill Cantrell	98.468
			(3) Miss Madison	Buddy Byers	98.016
August 29	Spirit of Detroit Trophy	Detroit, Mich.	Tahoe Miss	Chuck Thompson	107.877
			(2) Miss Bardahl	Ron Musson	104.536
			(3) Notre Dame	Rex Manchester	103.746
August 29	Horace E. Dodge Memorial Trophy	Detroit, Mich.	Miss Budweiser	Chuck Hickling	100.000
			(2) Such Crust IV	Bill Muncey	97.649
			(3) Miss Madison	Buddy Byers	95.693
September 5	Governor's Cup	Madison, Ind.	Tahoe Miss	Chuck Thompson	105.503
			(2) Miss Bardahl	Ron Musson	98.612
			(3) Notre Dame	Rex Manchester	98.582
September 25	Lake Tahoe World Championship Trophy	Stateline, Nev.	Miss Bardahl	Ron Musson	102.935
			(2) Tahoe Miss	Chuck Thompson	97.087
			(3) Miss Exide	Bill Brow	93.576
September 25	Ponderosa Trophy	Stateline, Nev.	Miss Smirnoff	Danny Foster	96.348
			(2) Miss Budweiser	Chuck Hickling	92.666
			(3) Savair's Mist	Walt Kade	91.769
October 3	San Diego Cup	San Diego, Calif.	Miss Bardahl	Ron Musson	115.056
			(2) Miss Madison	Buddy Byers	102.085
			(3) Miss Exide	Bill Brow	101.957

### 1947—1966

### TRI-CITY WATER FOLLIES — ITS 19TH YEAR

For 19 years there has been a Water Follies celebration in the Tri-Cities.

Originally started as an activity of the Pasco Lions club, the Water Follies has grown from a small-scale event to one of the largest celebrations in the Northwest built around recreation and water sports.

It started as the Pasco Water Follies. In 1959, to keep pace with changing concepts, the name was changed to the Tri-City Water Follies and it became a joint, three-community venture.

Under both names, the Water Follies Association has always been a non-profit activity and funds realized from the event are returned to the community in the form of capital improvements.

During the past three years, over \$5,000 in improvements have been donated to Columbia Park, home of the Water Follies. Included were portable bleachers, docks, and assistance with construction of the public boat launching dock.

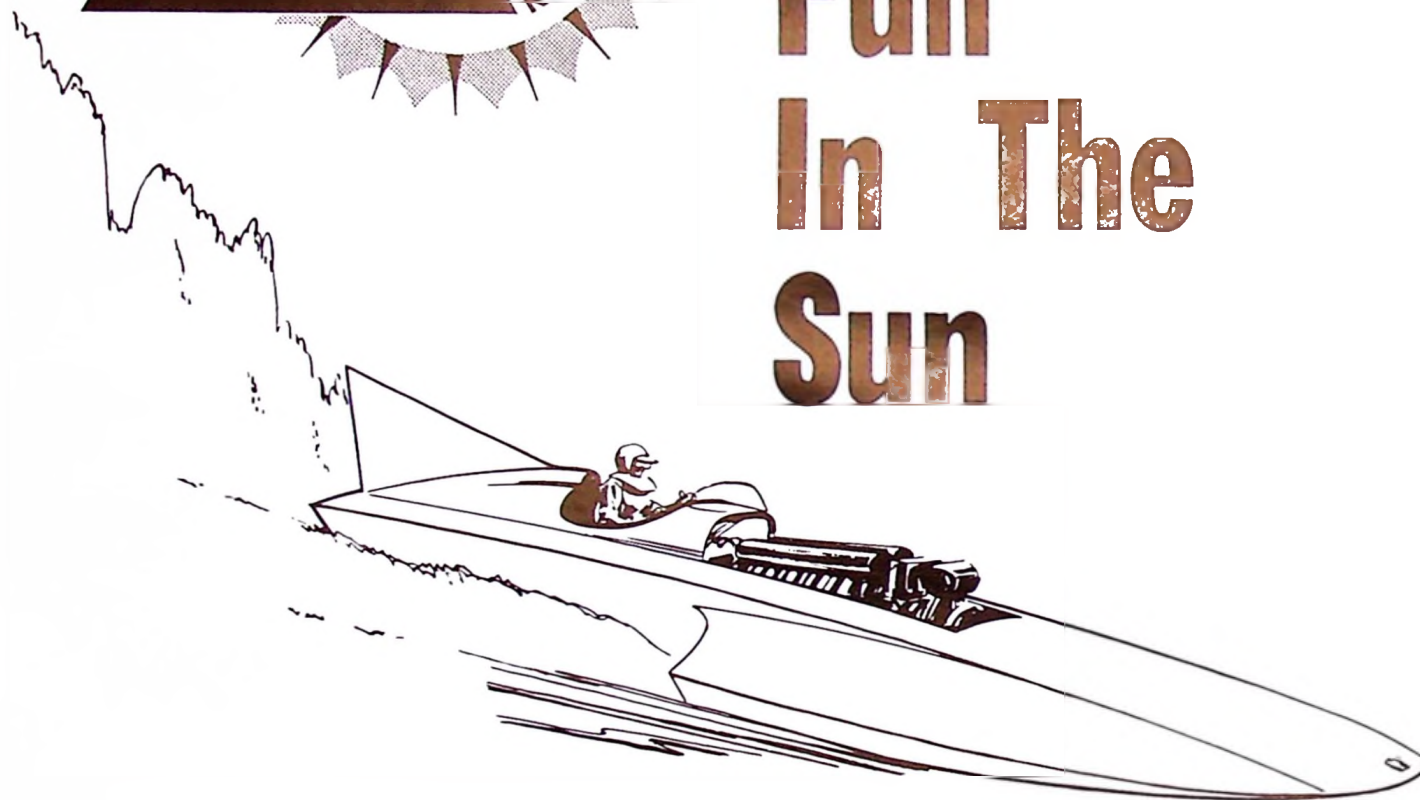
The Water Follies Association is made up of volunteers, both individuals, and Tri-City clubs and civic organizations, who give of their time to stage the celebration each year.

To handle the Atomic Cup races, the entire Water Follies organization was revamped and enlarged to provide the added manpower (and woman power) needed to stage this, the largest sports-oriented spectator attraction ever put on in south-eastern Washington.





# Unlimited Fun In The Sun



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# Staging the Atomic Cup

## A COMMUNITY PROJECT

Only two unlimited hydroplanes — the "Adios" of several years back and the "Tri-City Sun" last year — have ever turned a propeller in the Columbia River at the Tri-Cities.

What led to the staging of this year's Atomic Cup?

For many years, limited racing had been the "star" of the Water Follies. Years of handling the limiteds and the experience gained in the running of these races built up a valuable pool of know-how about hydro racing.

Several years ago, the Water Follies was enlarged to 10-days of activities. Miss Tri-Cities pageant, water ski show, air show, drum and bugle corps competition, historical pageant, swim meet, talent show, parades, plus the limited races gave the Tri-City area a show that has been gaining in prestige and drawing-power at the gate.

As the Tri-Cities have grown, so have the ideas of people concerned with the Water Follies. More emphasis was being placed in letting out-of-the-area people know of the "unlimited" recreational facilities in terms of water and sun available in the Tri-Cities.

What could be more of a "natural?" Invite the Unlimited's in! The Columbia river was wide enough. Skilled manpower was on hand that could handle the races. The Tri-Cities was right in the center of a population area in both Washington and Oregon that surely could support the show.

Things started last year when the Chambers of Commerce of the Tri-Cities and the Water Follies sponsored a hydroplane — U-88, the former Fascination, owned by Bob Gilliam of Seattle and re-named the Tri-City Sun.

Appearances of the Tri-City Sun at races in the Western circuit last year gave exposure to the Tri-City name and put Water Follies people in direct contact with owners, drivers and crews of the Unlimiteds.

Water Follies men were on hand at the Gold Cup in Seattle, at Lake Tahoe and in Long Beach for the annual APBA meeting, to put forth the standing invitation for the big boats to race in the Tri-Cities in 1966.

The Tri-City's invitation was accepted and the area was put on the unlimited circuit for the first time.

The 600-acre Columbia Park was a natural setting. It parallels the entire race course, provides grass and shade for spectators. A pit area could be quite easily constructed.

The Tri-Cities is a construction area — plenty of heavy cranes were on hand to handle the boats. In other areas, cranes must be transported from hundreds of miles away.

Cooperation of the community has been overwhelming. A hundred Tri-City businessmen and individuals pledged financial underwriting. Should the Atomic Cup lose money, these men will share the losses on a pro-rata basis.

The Water Follies Association paid \$1800 to dredge away a small underwater sand bar to make sure that there was no problem with the minimum of 5-foot depth at every point on the race course.

The Corps of Engineers, Coast Guard, State Patrol and Tri-City law enforcement groups offered complete cooperation. Tri-City business firms and individuals contributed both supplies, equipment, services and manpower to keep out-of-pocket expense down as much as possible.

The Benton County Park Board, county commissioners and the employees of Columbia Park offered whole-hearted assistance and total cooperation.

To try to name all who helped would mean that a like number would have been overlooked. Staging the Atomic Cup has been truly a community effort in which three cities have united.

The result is a \$60,000 outdoor show — biggest sporting event ever staged in the Tri-Cities or eastern Washington.

We hope you enjoy it.

## ROOSTERTAIL HAIR STYLE



Sharon Hahn models the "Atomic Roostertail," hair styling as created by Jolene Carl.



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# *Unlimited Opportunity*

## **Under the Tri-City Sun**

The Tri-Cities area has grown faster than any similar community in the Northwest — more than 20 times its original population size in just 20 years.

With a population of 85,000, the Tri-Cities area of Kennewick, Pasco, and Richland plus their immediate trade areas, ranks as the 4th largest metropolitan area in the state.

The phenomenal growth began in 1943. After a secret nationwide search, a 640 square mile area north of Richland became the world's first atomic project.

Reasons for the choice were many: plenty of cold Columbia river water to cool the atomic reactors; abundant electric power; and isolated area, far from densely populated cities — few residents would have to be displaced.

To build the huge Hanford atomic plant, a temporary construction town of 50,000 people grew up overnight on the desert, 25 miles north of Richland. Rich-

land, a town of 400, soon became a city of 16,000 to serve as administration center for the project.

The plutonium to make the first atomic bomb was manufactured at the super-secret Hanford plant. The war-time secret was kept so well that no one knew the true purpose of the Hanford project until news of the atomic bomb that was dropped on Japan.

Investment in the Hanford project, including the expansion programs, now totals over \$1 billion dollars.

In recent years, emphasis at Hanford has switched to research and development of peaceful applications of atomic energy.

In 1959, construction was started on the World's first dual purpose reactor to produce plutonium and to generate electrical power. Construction of the generating plant was started in 1963 by the Washington Public Power Supply System.

Building of the Hanford project naturally spurred the growth of the sister cities of Kennewick and Pasco. There are four times as many people in the two cities today as compared to 1940.

In addition to things "atomic," the Tri-Cities have many other natural advantages. The desert-like climate is ideal for sun-and-water recreation. Building of McNary Dam put a 60-mile long lake in the Tri-Cities front yard.

The Tri-Cities is the gateway to the huge Columbia Basin irrigation project, one of the nation's richest-producing agricultural areas. A new Tri-City airport terminal is under construction. Food processing plants are being built. A string of chemical production plants line the Kennewick side of the Columbia river. Diversified industry is coming in.

Columbia Basin College has the largest enrollment in vocational courses of any college in the state.

The Tri-Cities is a natural transportation and distribution center. River traffic is increasing. One of the largest rail-switching yards in the west is located here.

The Hanford project, employing 8,500, is the second largest (behind Boeing) industrial payroll in the state.

Diversification of the Hanford project has brought in some of the nation's largest companies to the Tri-Cities. Among those now established at Hanford to run various phases of the plant operation are: Battelle-Northwest, Douglas Aircraft, Martin-Marietta Corporation, U.S. Rubber Company, International Telephone and Telegraph, U.S. Testing, Computer Sciences, Vitro Engineering, General Electric, and J. A. Jones Construction.

The new contractors at Hanford have been encouraged to establish other industrial activity in the area.

With new industry coming in, new highways, better river transportation and new farm lands being opened, the future looks "unlimited" under the Tri-City Sun.

### **1966 RACE SCHEDULE**

- June 12**  
Tampa, Florida—Suncoast Cup
- June 18 & 19**  
Washington, D.C.—President's Cup
- July 3**  
Detroit, Michigan—Gold Cup
- July 17**  
Kelowna, B.C.—British Col. Cup
- July 24**  
Tri-Cities, Wash.—Atomic Cup
- August 7**  
Seattle, Wash.—Seafair Trophy
- August 24**  
Coeur d'Alene, Ida.—Diamond Cup
- September 4**  
Madison, Ind.—Governor's Cup
- September 25**  
San Diego, Calif.—San Diego Cup
- October 2**  
Sacramento, Calif.—Champagne Cup





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# What Makes Them Go?

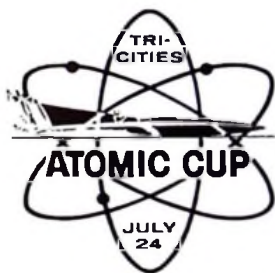
VA-ROOOM!!! An unlimited hydroplane roars by at well over 100 mph on its way toward the finish line.

But what provides the power to propel this ponderous princess of the water at such spectacular speeds?

Almost all of the unlimited hydroplanes that will race for the Tri-Cities Atomic Cup use the huge 12-cylinder, V-type airplane engines, most of which are surplus from World War II fighter planes, such as the Allison engines that were used in the P-38 Lightning fighter planes, and also Rolls Royce Merlin engines.

However, prior to fitting these engines into a U-hydro, they undergo several changes, including internal modifications which provide approximately 1,200 more horsepower than the 1,800 originally specified for the engine — almost doubling the horsepower output of that engine.

First, the engine, as it is built for airplanes, is completely reversed, so it is turned around with the front of the engine becoming the rear, and the rear becoming the front.



## Time the Boats Yourself

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

For 2½-Statute-Mile Course

Min.	Sec.	M.P.H.	Min.	Sec.	M. P.H.	Min.	Sec.	M. P.H.
1	04	140.625	1	18	115.380	1	32	97.933
1	05	138.462	1	19	113.924	1	33	96.774
1	06	136.364	1	20	112.500	1	34	95.745
1	07	134.328	1	21	111.111	1	35	94.737
1	08	132.352	1	22	109.706	1	36	93.750
1	09	130.435	1	23	108.434	1	37	92.784
1	10	128.571	1	24	107.143	1	38	91.837
1	11	126.761	1	25	105.882	1	39	90.909
1	12	125.000	1	26	104.651	1	40	90.000
1	13	123.288	1	27	103.448	1	41	89.109
1	14	121.622	1	28	102.273	1	42	88.235
1	15	120.000	1	29	101.124	1	43	87.379
1	16	118.421	1	30	100.000	1	44	86.538
1	17	116.883	1	31	98.908	1	45	85.714

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

Next, the "souped up" engines are given more "oomph" with a pair of superchargers—or blowers, as they are called. These, too, are reversed in position. When installed in the raceboat, the blowers are turned upside-down so that the carburetor sits on top of the front of the blower rather than on the bottom. The fighter planes using these engines had air intake scoops on the bottom that naturally couldn't be there on a watercraft, so the blowers are necessarily inverted.

The superchargers turn about six times as fast as the engine, or 24,000 rpm at the engine's 4,000. The supercharger is a kind of turbine fan which forces the fuel and air mixture from the carburetor into the engine's combustion chambers.

This year for the first time, a pair of conventional auto-type engines is being used to propel one of the unlimiteds.

Finally, a special gearing system is installed which steps up the revolutions-per-minute by approximately three times, so that when the engine is turning at a racing speed of about 4,000 rpm, the propeller is turning at 12,000.

The propeller — a relatively small 13 inches in diameter but with a pitch of up to 24 inches—is half out of the water as the thunderboat operates at racing speeds. This sends a huge spray of water some 40 feet into the air and up to 250 feet behind. This spray is called the "roostertail" and must be considered a part of the racing boat because drivers must watch out for these roostertails or run the chance of being "washed down."

The spinning of the propeller also tends to throw the back of the boat to the right at high speeds because of what is termed "propeller torque." To compensate for this torque, a "trim tab" is used on the boat's tail fin so that air pressure will force the boat's tail back to the left. The trim tab is adjustable, but must be set and locked. It cannot be moved by the driver as is the boat's rudder.

Hulls of hydroplanes are designed so that air pressure on the top of the front deck will keep the boat down while the air pressure on the bottom will lift. They compensate for each other on a properly-designed boat. One with improper deck pressure will "kite" or sail into the air and possibly flip.

The sponsons, with the aid of the air pressure underneath, lift the boat to a "planing" position on top of the water. Hydros will actually walk on these sponsons — one sponson will touch the water, then the other — back and forth — as it races along at speeds approaching 200 mph on the straight stretches.

Thus, we have put the "pow" in the power of the fastest propeller-driven boats in the world. All that remains is for their daredevil drivers to bring them to life and race them around the oval course in a roaring, bouncing, splashing dash for the finish line.





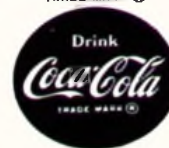
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# UNLIMITED OPPORTUNITIES IN THE SUN



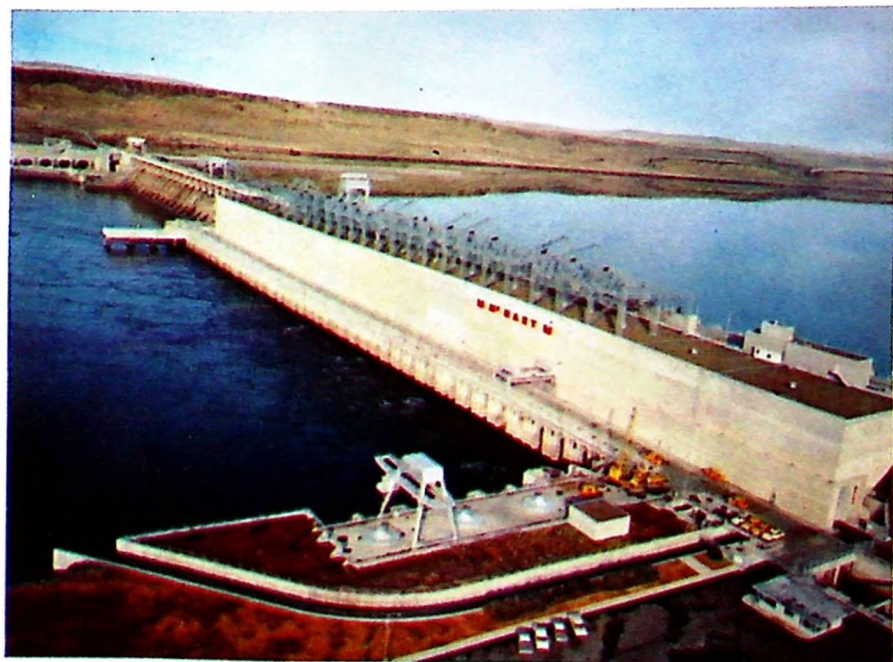
COLUMBIA BASIN COLLEGE



ATOMIC ENERGY



WATER TRANSPORTATION

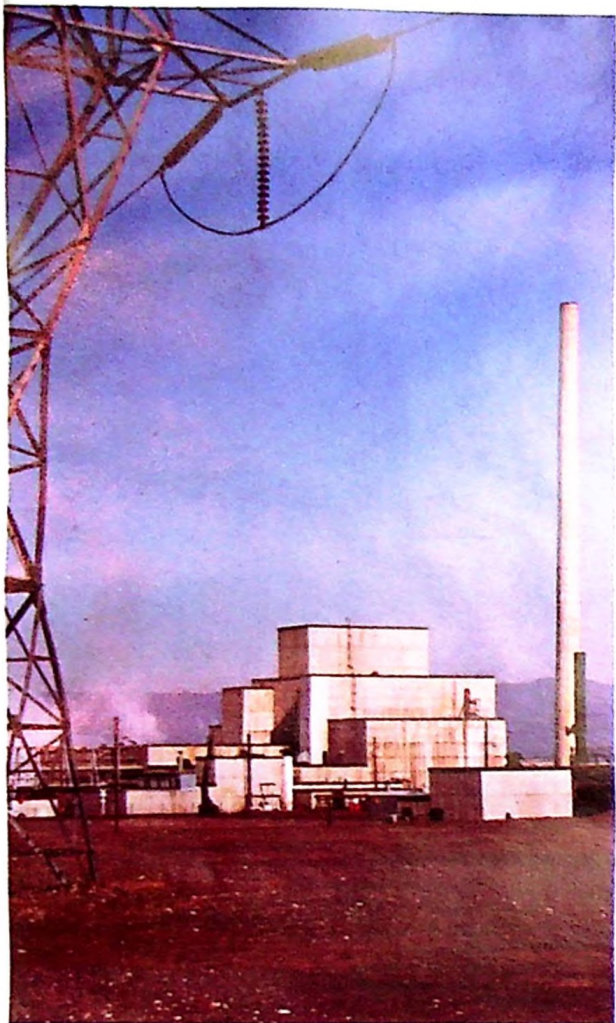


POWER . . . IRRIGATION . . . NAVIGATION



FOOD PROCESSING





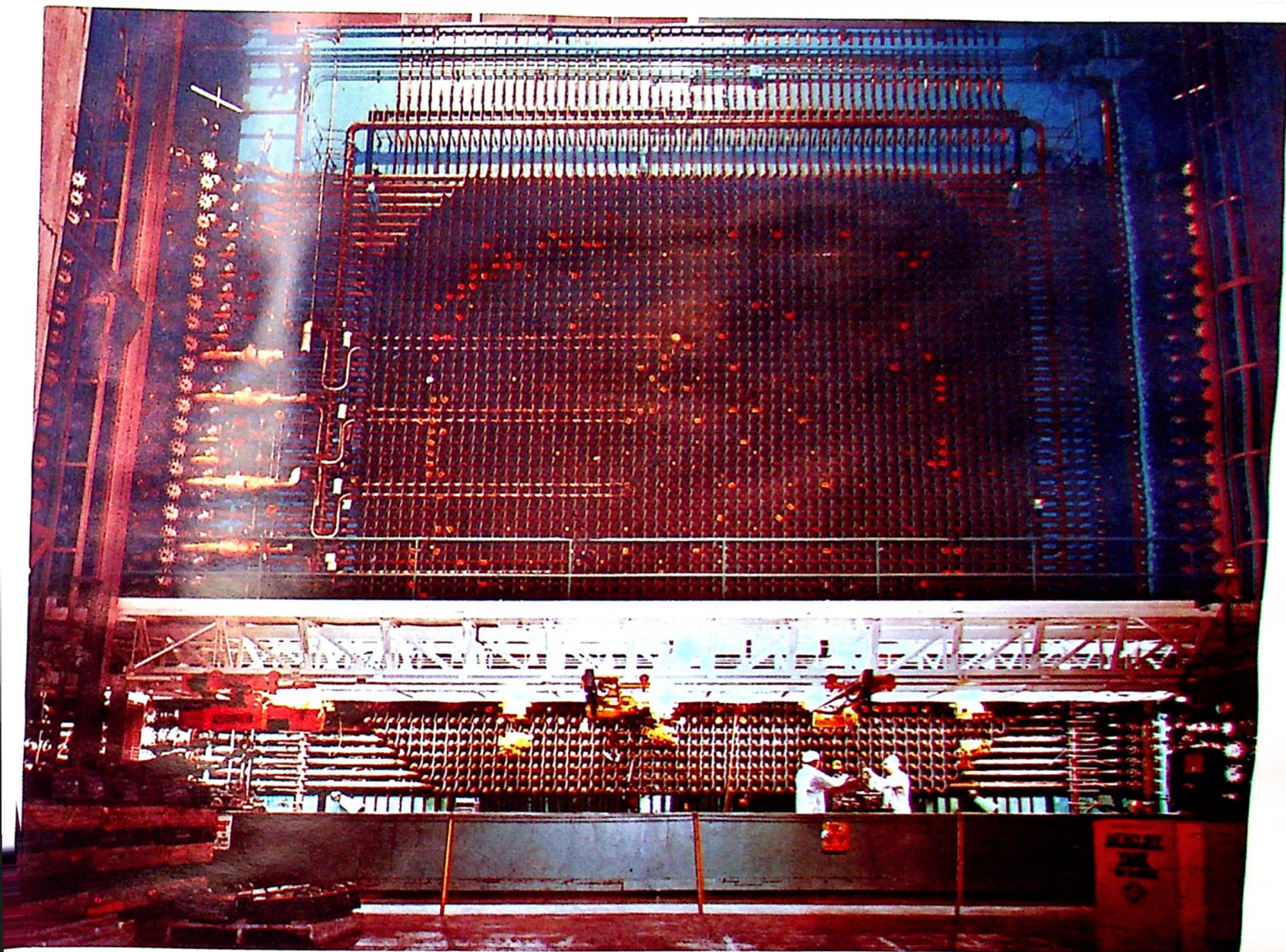
DOUGLAS-UNITED NUCLEAR



BATTELLE-NORTHWEST





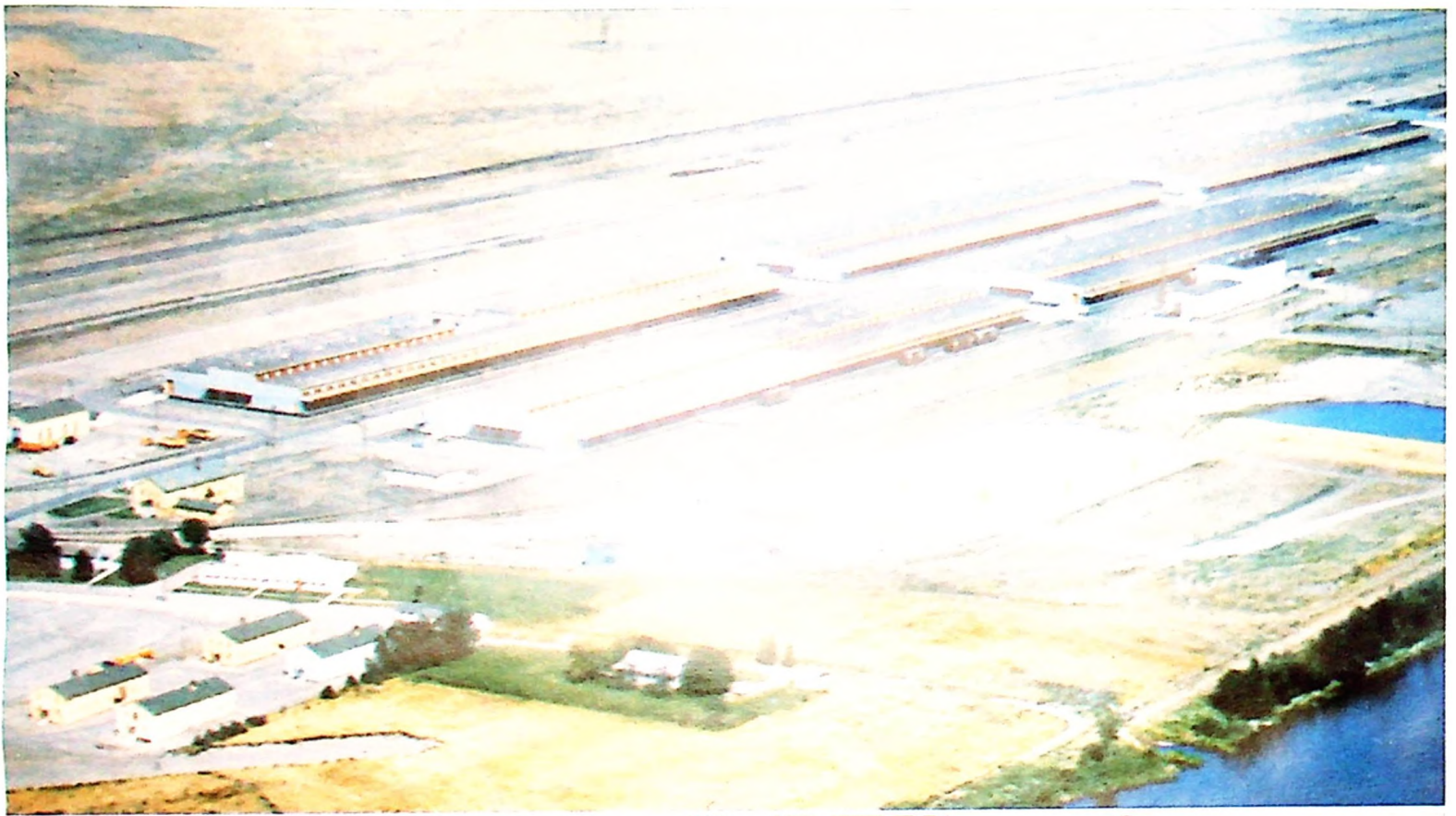


TOP: HANFORD ATOMIC REACTOR

BOTTOM: NATION'S FIRST DUAL-PURPOSE REACTOR







Top: Big Pasco Industrial Park

Right: Everything grows big in the Columbia Basin

Lower: Ultra modern Pasco Rail Switching Yards







BOISE-CASCADE KRAFT PLANT







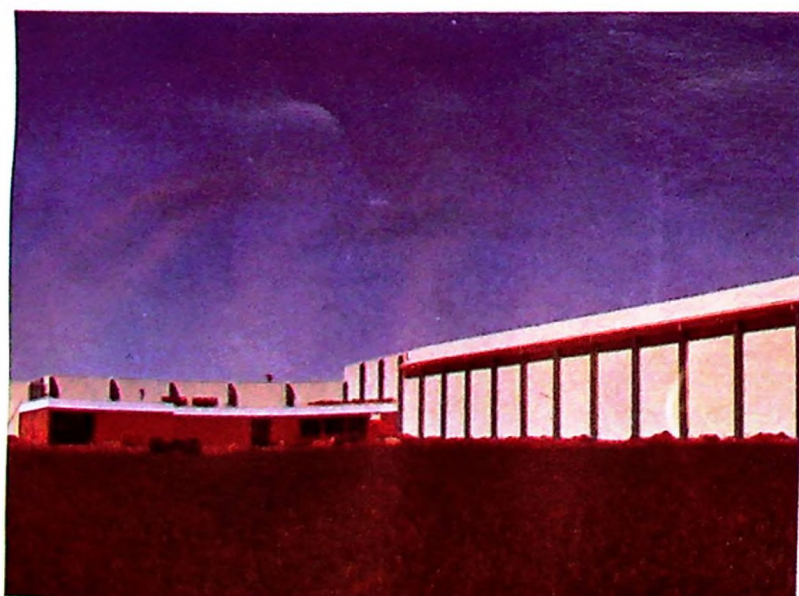
TRI-CITY BUILDING BOOM . . . FRANKLIN COUNTY P.U.D. BUILDING, PASCO



KENNEWICK CITY HALL



FEDERAL OFFICE BUILDING, RICHLAND



COUNTRY GARDENS POTATO PROCESSING PLANT



MID-COLUMBIA REGIONAL LIBRARY, KENNEWICK



WALLA WALLA FEDERAL SAVINGS & LOAN





## BENTON COUNTY'S COLUMBIA PARK

640 ACRES  
OF UNLIMITED RECREATION!





