

ATOMIC CUP

UNLIMITED
HYDROPLANES



TRI-CITY WATER FOLLIES / PASCO, KENNEWICK, RICHLAND, WASHINGTON

Andy Bodin



Photography by Ralph Smith

MISS TRI-CITIES AND MY GYPSY

Miss Tri-Cities, Renee Rogers, poses at the wheel of the unlimited hydroplane, My Gypsy. With her are her princesses, Cathy Routh and Candy Scott. Each year a new Miss Tri-Cities is chosen at the Miss Tri-Cities pageant that is the opening event of the 10-day Tri-City Water

Follies celebration. With the inclusion of unlimited hydroplane racing, the Water Follies has grown to one of the largest water-oriented celebrations in the Pacific Northwest.



Photography by Battelle Northwest Photo Unit

RICHLAND, WASHINGTON — ANNIVERSARY CITY

The city of Richland is currently celebrating a dual anniversary — the 25th anniversary of the Hanford atomic project and 10th birthday as a private city. In 1943, Richland had a population of 240 — a year later there were 11,000 people plus 51,000 workers in a nearby temporary desert city who had arrived to build the super-secret Hanford Atomic Project during World War II. After being a government-owned, company-operated town since 1943, Richland returned to self-government in

1958 and celebrates the 10th anniversary of re-incorporation this year. Among other honors, Richland was named by Look magazine as an All-American city. Richland's population has increased 5,500 since its re-incorporation 10 years ago. The Atomic Town is the 11th largest city in the state with a population today of over 28,500. Richland is the headquarters city for the Atomic Energy Commission and the various Hanford contractors who operate the sprawling Hanford project.

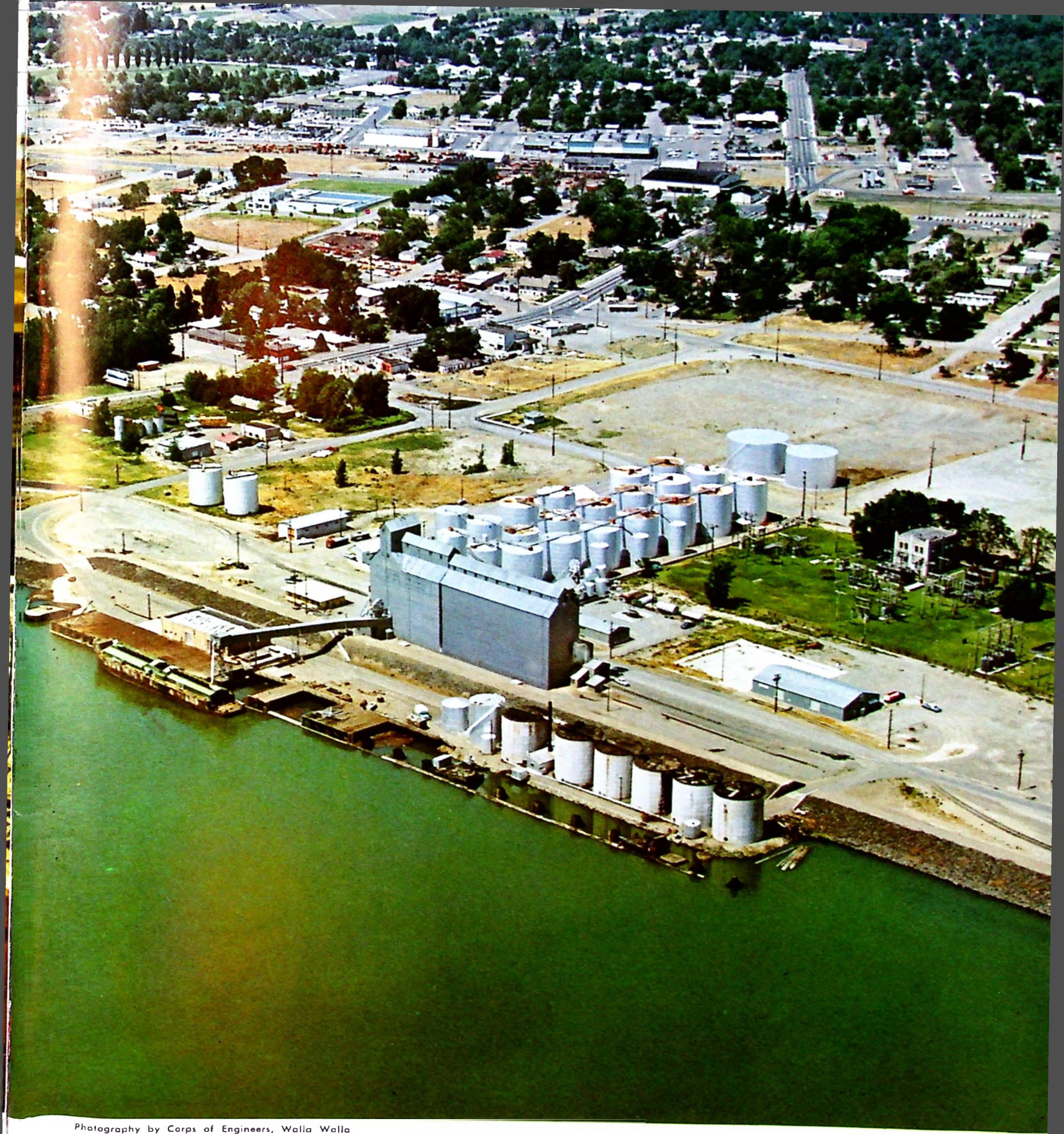


Photography by Lee Faigan

THE KENNEWICK PARKADE

A \$600,000 downtown face-lifting project — the Kennewick Parkade — has just been completed in the city of Kennewick. The idea came from businessmen and city leaders who had a desire to widen side streets, improve parking and make the downtown Kennewick business district more attractive. Concrete canopies shield out the sun. There are seats for shoppers. Shrubs, trees, and flowers now beautify the downtown area.

The Parkade also started a chain reaction that saw many individual businessmen redo and improve the fronts of their stores and business places. Other examples of city beautification are to be found throughout Kennewick. Downtown property owners are sharing the costs of the Parkade improvement through a Local Improvement District.



Photography by Corps of Engineers, Walla Walla

PASCO — TRI-CITY TRANSPORTATION CENTER

Pasco is the industrial portal of the Tri-Cities area. Below is the marine terminal, owned and operated by the Port of Pasco. As dams have been completed and slack water navigation improved on both the Columbia and Snake rivers, tonnage through the port has increased and will continue to increase. The Port also owns and operates Big Pasco Industrial Park, a 565-acre complex of warehousing, distribution, manufacturing and plant sites; and the Tri-Cities airport, that serves the Tri-

City area. Northern Pacific Railway has a major retarder yard at Pasco, a terminal point for transcontinental trains. A \$1-million computer center will be built and put into operation by Northern Pacific in Pasco this year. A number of trucklines headquarter and have their terminals in Pasco. Pipelines that carry petroleum products from Utah's production areas have their terminus in the Pasco area. Pasco has grown from a population of 4,000 in pre-World War II to a population of 15,000 today.



Photography by Bureau of Reclamation, Ephrata

GRAPE CAPITAL OF THE NORTHWEST

6 The Tri-Cities once claimed the largest private Concord grape vineyard in the world, and still is an important northwest producer of the famous juice grapes. Mild winters and a long growing season produce an especially sweet fruit, handpicked about September 1 at the peak of flavor. Other crops have replaced the grape as a cash crop in the Columbia Basin and near Kennewick, which once boasted of over 400 acres

of grapes. Today there are about 50 acres processed by Welch's Grape Juice plant in Kennewick. The annual Grape Festival of early Kennewick changed with the growing agriculture and expanding interests to become the Benton-Franklin County Fair, with hundreds of exhibits and a Rodeo Cowboy's Association-approved rodeo, which draws top cowboys throughout the nation.

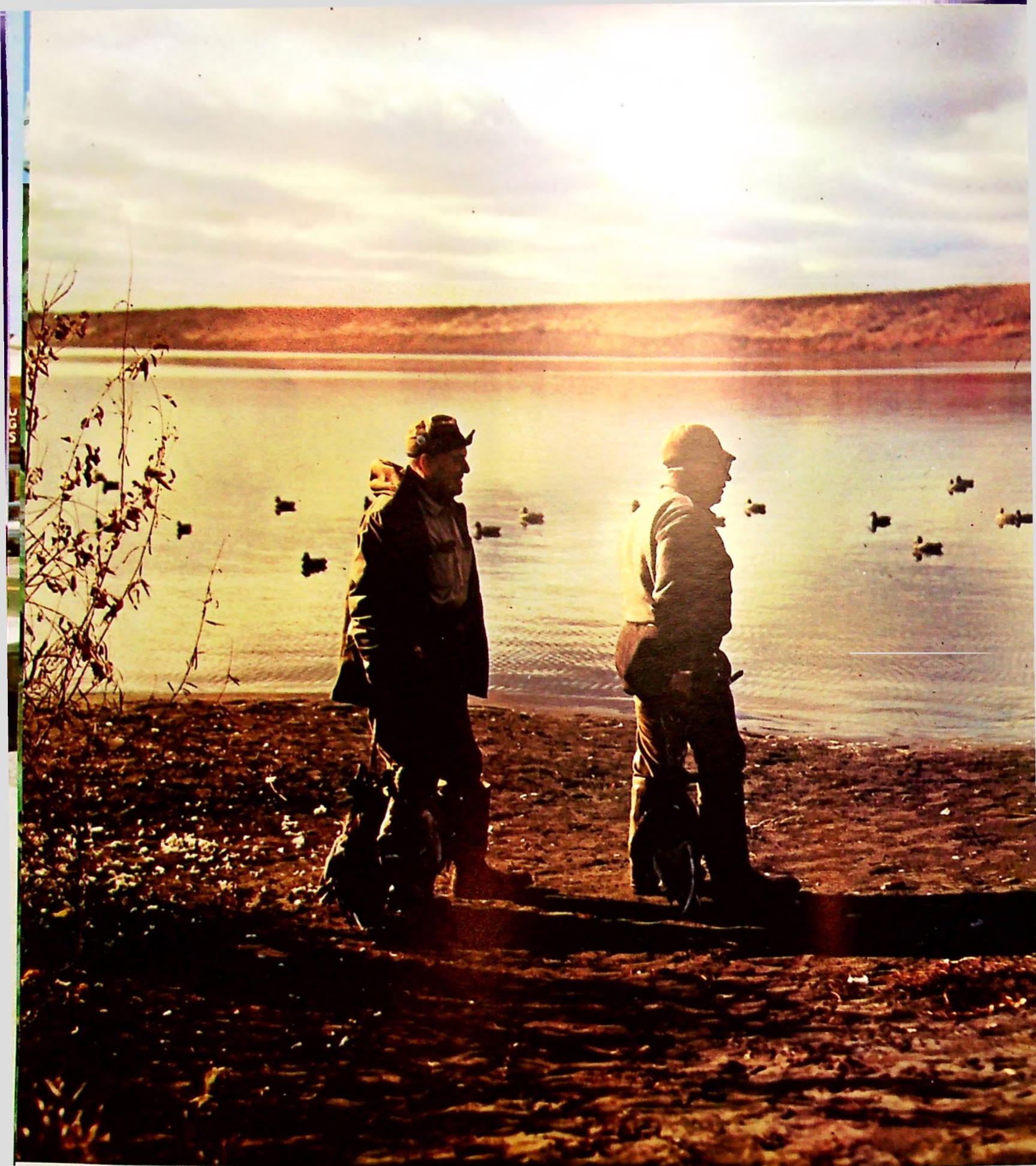


Photography by Wallace P. Howell

PALOUSE FALLS — HIGHER THAN NIAGARA

Palouse Falls, whose waters tumble five more feet than the highest of Niagara Falls, is a 90-minute drive from Pasco. The Palouse River falls 198-feet off sheer rock cliffs to a rocky basin below, then continues another seven miles to join the Snake River. Hearty visitors to the State Park may climb down a trail to the pool for a different view of the falls. Palouse Falls were formed when flood water from melting Ice Age lakes in Northern Idaho, Washington and western Montana carved the Palouse River Canyon between the falls and the Snake River. Lower

Monumental Dam, now under construction, will back water within a half mile of the falls pool, but will be at least 50 feet lower than the pool. The Falls may be reached either by taking Highway 395 to Connell and Route 260 to the park road near Washtucna twelve miles south of the falls or from Highway 124 at Burbank to Lyons Ferry, crossing the Snake River and traveling up the Palouse Canyon. The thundering falls in the middle of the desert are just one of the many amazing natural attractions in the Tri-City area.



Photography by Bureau of Reclamation, Ephrata

PLENTIFUL WATERFOWL YIELD MANY LIMITS

The Tri-Cities marks the southern end of the Pacific Flyway for many types of waterfowl which take advantage of the warm winters and plentiful feed. Hunters bag maximum limits of Canadian geese, and several species of ducks who "drop in" on area corn fields after harvest. Flights include two varieties of Canada Geese, mallard, pintail, green-winged teal, scaup or bluebill, and canvas-back ducks. At McNary Game Re-

serve south of Pasco, almost three million duck-days, and almost two-million goose-days of use were logged in 1967. Hunters also flush thousands of Chinese pheasants, quail and grouse from fields or the hills surrounding the Tri-Cities each season. And when the birds are out of season, there are always plenty of steelhead, salmon and other game fish in the Yakima, Columbia and Snake Rivers.

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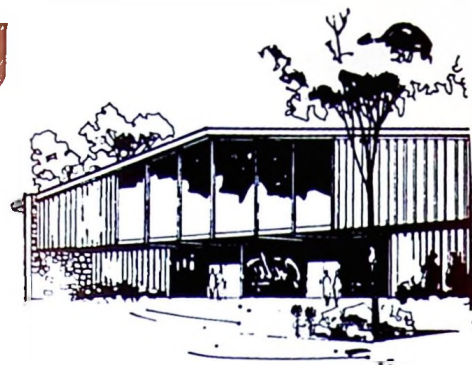
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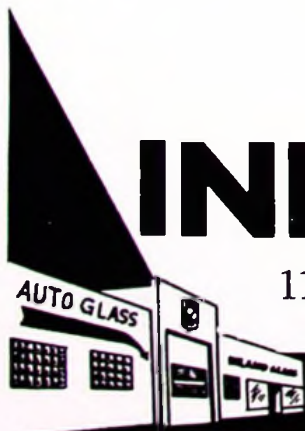


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TRI-CITY WATER FOLLIES

PRESENTS THE 3rd ANNUAL

ATOMIC CUP

FOR UNLIMITED HYDROPLANES

SCHEDULE OF RACING EVENTS

Thursday through Saturday, July 18-20

Speed trials — 10 a.m. to 5 p.m.

Sunday, July 21 — Tri-Cities Atomic Cup

12 noon — Heat 1-A, elimination

12:30 p.m. — Heat 1-B, elimination

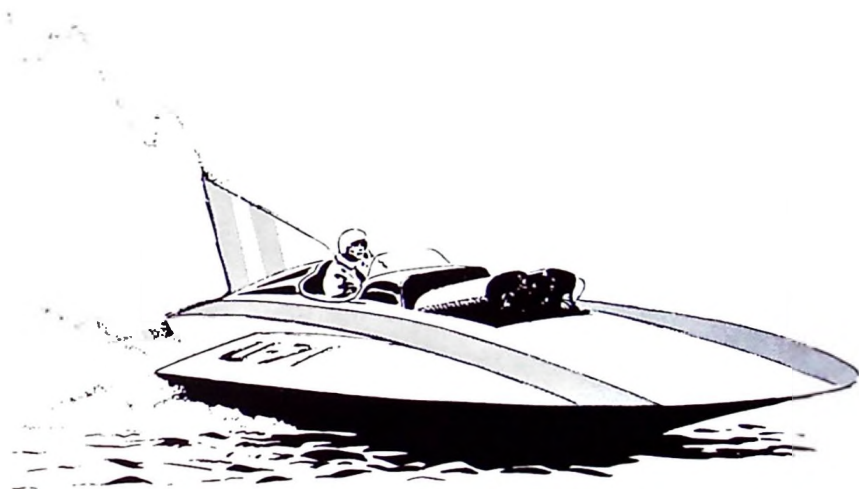
1:00 p.m. — Heat 1-C, elimination

2:15 p.m. — Heat 2-A, elimination

2:45 p.m. — Heat 2-B, elimination

3:15 p.m. — Heat 2-C, elimination

4:30 p.m. — Tri-Cities Atomic Cup
FINAL HEAT



The Atomic Cup Trophy

The winner of the third running of the Atomic Cup will receive a free-form, abstract letter-A trophy that was hand-sculpted.

Designer and creator of the handsome 32-inch trophy is Lewis McCord, division chairman of the performing arts department, Columbia Basin College, Pasco.

McCord began with a four-inch slab of rough wood. After a month of off-and-on work, and using a variety of chisels, gouges, saws and sandpaper, there was created the Atomic Cup trophy.

McCord calls it a "psych-atomic" Letter-A. Don't look for it in the dictionary, but "psych-atomic" refers to the perspective of people living within range of one of the world's largest atomic installations.

The winner of the trophy will have no fear of duplication. Into his trophy case will go the only psych-atomic trophy in the world!



Suzi Mirus poses with the Atomic Cup Trophy.

Photo by Dale Schreck, Pasco

THE PROGRAM:

Editor, Ken Maurer. Cover Illustrator, Andy Bodin. Interior Design and Layout, Roger Conrad, Jim Marvin. Photography, Back Cover, Jerry Townsend, Richland. Advertising Sales, Gene Kelsey, Tom Wood, Wally Reid, Herb Brindamour, Bruce Glenn. Production Supervision, Advance Advertising, Inc. Printing, Pischel Yearbooks, Inc., Pasco.

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Liberty Theatre

Riverview Drive-In

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Richland Theatre

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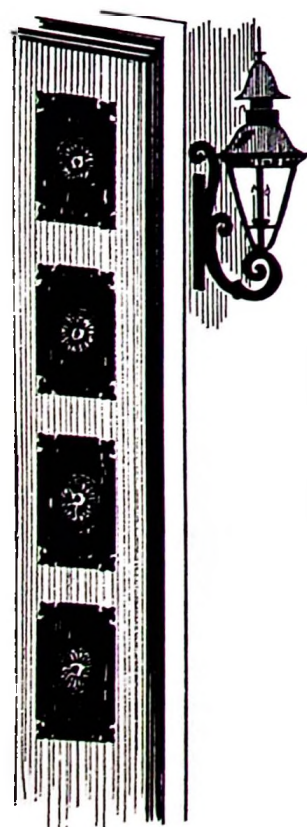
Dennis Halvorson

Lew De Broux

John Garrison

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Game . . .
Is Living!

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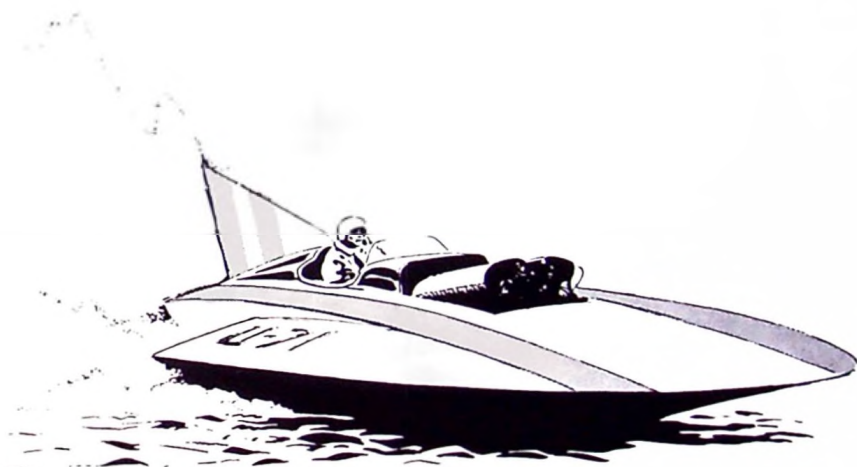
TRI-CITY WATER FOLLIES ASSOCIATION OFFICERS



JIM E. DYER
Vice President



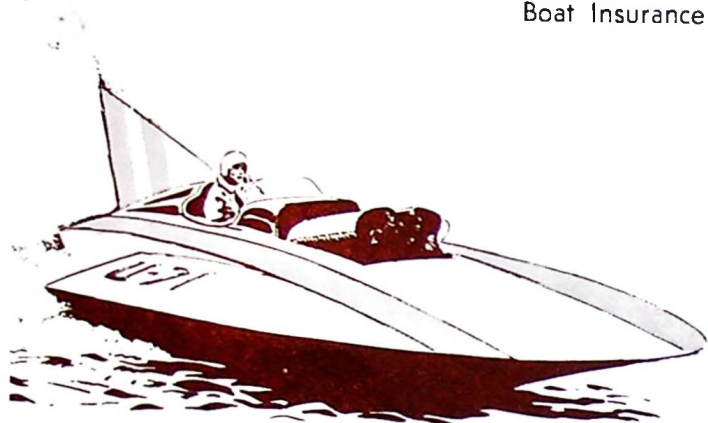
BILL WARREN
Vice President



TRI-CITY WATER FOLLIES ASSOCIATION BOARD OF TRUSTEES

Front row, left to right: Keith Bowers, Doug Tillson, Tom Brutzman, Bill Jones, George Grant, Durrell Sargent, Wally Reid, Bruce Glenn. Back row: Bill Williams, Bob Welsh, Jim Nelson, Rod Carey, Al Lux, Clay White, Jack Hamann, Jim Dyer, Jack Smith, Jerry Horrobin. Not pictured: Bob Allen, Bill Bell, Bill Bradley, Dale Glenn, Ed Hendler, Bob Kimbrough, Clif LaHue, Gary Meyer, Mark Pence, Warren Slout, Len Suhadolnik, Bill Warren, Bill Watts.

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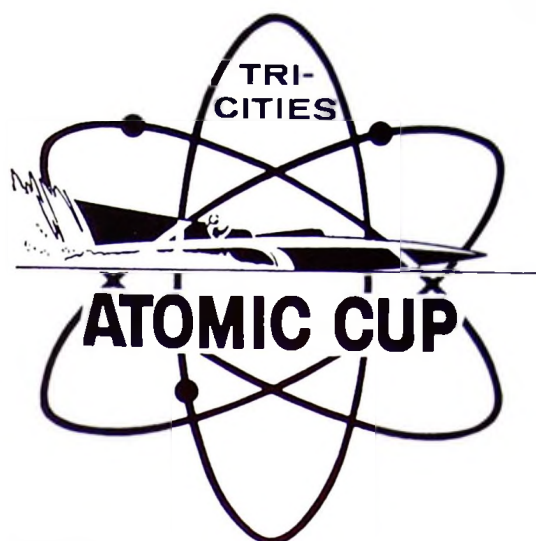
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TRI-CITY

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Fencing	Richland Jaycees
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Archery	Colyak Bowhunters Jon Mathrole, Chairman
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CBC Melodrama	Dan Sarton
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Historical Pageant	Mrs. Margaret Thompson
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Transportation	Bill Bell
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North Shore Control	Pasco Jaycees
Race Headquarters	Wally Reid



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Race Chairman



KEITH BOWERS
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DON COOPER
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ATOMIC CUP OFFICIALS

Race Chairman	Jack Hamann
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Assistant Referee	Harry Woods, Spokane
Pit Chairman	Keith Bowers
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Barge Chairman	Al Lux
Announcer	Phil Cole
Chief Scorer	Lucile Woods, Spokane
Starter	Don Dunton, Spokane
Measurer	Harold Carman, Spokane
Timer	Ches Young, Spokane
Recorder	Marie Young, Spokane
Communications	Chas. D. Wallace
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Course Survey	Al Stanley
Buoys & Anchors	John Rake
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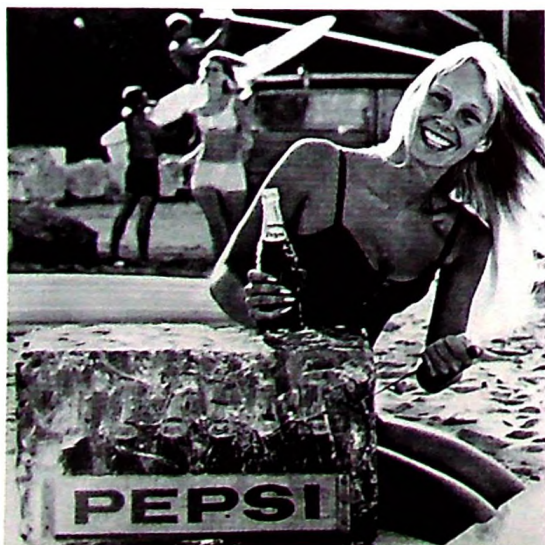
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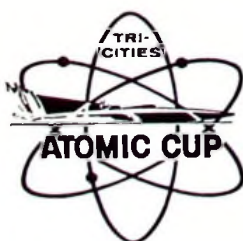
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taste that beats the others cold!



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It's a cold fact: Pepsi-Cola is bottled as cold
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U-2 MISS U.S.

Owner U.S. Equipment Co. Detroit
 Power Rolls-Royce Merlin V-12
 Design Les Staudacher, Kawkawlin, Mich.

Dimensions Length, 30 feet; width 13 feet;
 Weight, 6,500 Pounds.
 Construction Plywood, Aluminum



BILL MUNCEY
Driver



U-3 HARRAH'S CLUB

Owner Harrah's, Reno and Lake Tahoe
 Power Rolls-Royce Griffon V-12
 Design Les Staudacher

Dimensions Length, 32 Feet; Width, 12 Ft.,
 4 Inches; Weight, 7 800 Pounds.
 Construction Aluminum, Durol, Wood



BURNETT BARTLEY
Driver



U-6 MISS MADISON

Owner City of Madison, Indiana
 Power Allison V-12
 Design Les Staudacher

Dimensions Length, 30 Feet, 6 Inches; Width,
 12 Feet; Weight, 5,800 Pounds.
 Construction Aluminum, Durol, Wood



ED O'HALLORAN
Driver



U-7 NOTRE DAME

Owner Shirley Mendelson McDonald
 Power Rolls-Royce Merlin V-12
 Design Jon Staudacher, Kawkawlin, Mich.

Dimensions Length, 30 Feet; Width, 12 Feet;
 Weight, 6,700 Pounds.
 Construction Aluminum, Plywood



JACK REGAS
Driver

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Don't be a stay-at-home. Get out and go . . . live a little extra. Do something you'd like to do. Go horseback riding. See a play. Go on a hike. Take in a zoo — giraffes, monkeys, lions, elephants, peanuts and all. Or get that creak out of your golf swing. Go some place pretty and take pictures. Or grab the wind and sail a Saturday away.

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U-8 PARCO'S O-RING MISS

Owner Golden State Racing, Inc.
Power Rolls-Royce Merlin V-12
Design Chuck Hickling, Seattle; Bob Patterson,

Long Beach, California

Dimensions Length, 30 Feet; Width 12 Feet
4 Inches; Weight, 6,000 Pounds.

Construction Wood, Aluminum.



FRED ALTER
Driver



U-10 SAVAIR'S MIST

Owner Savair Products Co.
Power Allison V-12
Design Kade-Dube, Detroit

Dimensions Length, 30 Feet; Width 12 Feet;
Weight, 6,000 Pounds.

Construction Aluminum, Wood



WALTER KADE
Driver



U-12 MISS BUDWEISER

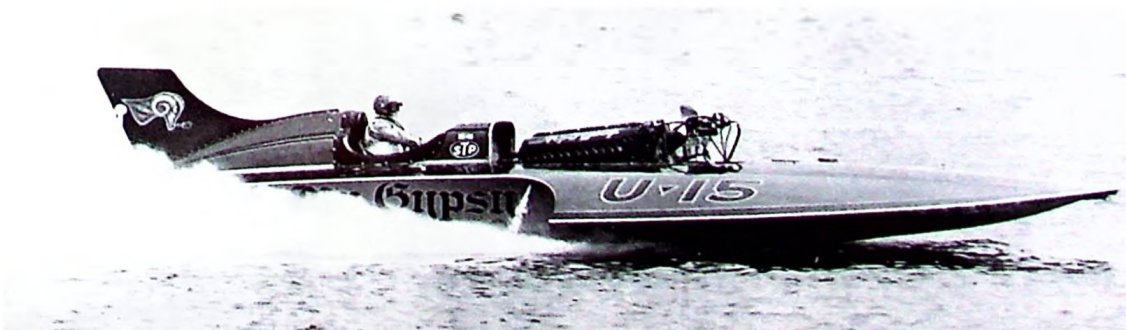
Owner Bernie Little and Tom Friedkin
Power Rolls-Royce Merlin V-12
Design Ed Karelson, George McKernan, Seattle

Dimensions Length, 30 Feet; Width, 13 Feet,
4 Inches; Weight, 7,200 Pounds.

Construction Aluminum, Oak, Reinforced
Plywood.



BILL STERETT
Driver



U-15 MY GYPSY

Owner James Ranger Enterprises
Power Allison V-12
Design Bill Cantrell, Lee Schoenith, Fred Dube

Dimensions Length, 32 Feet; Width, 12 Feet
4 Inches; Weight, 6,600 Pounds.

Construction Marine Plywood



TOMMY FULTS
Driver

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for the future



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Best Wishes To "Our" Water Follies

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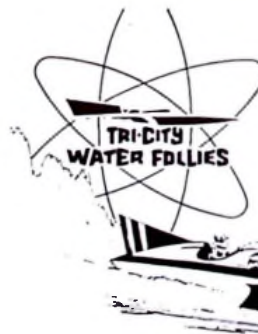


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TRI-CITIES ATOMIC CUP

UNLIMITED HYDROPLANES

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1010 Bruneau
Ave.
Kennewick



U-21 MISS EAGLE ELECTRIC

Owner Eagle Electric Co., Spokane
Power Rolls-Royce Merlin
Design Les Staudacher

Dimensions Length, 30 Feet; Width, 12 Feet;
Weight, 5,635 Pounds.
Construction Aluminum, Wood.



WARNER GARDNER
Driver



U-35 ATLAS VAN LINES

Owner Bob Fendler
Power Rolls-Royce Merlin V-12
Design Fred Wickens, Englewood, Calif.

Dimensions Length, 35 Feet; Width, 13 Feet;
Weight, 7,400 Pounds.
Construction Aluminum and Wood.



JIM McCORMICK
Driver



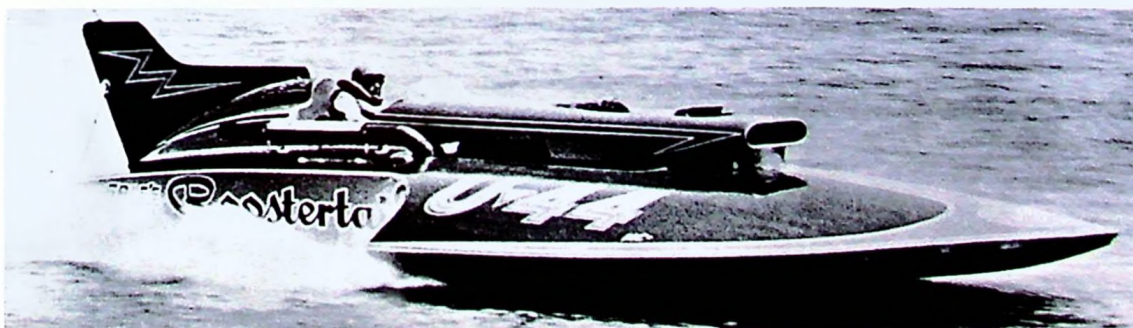
U-40 MISS BARDAHL

Owner Bardahl International Oil Co.
Power Rolls-Royce V-12
Design Ed Karelson

Dimensions Length, 30 Feet, 4 Inches; Width
13 Feet, 2 Inches; Weight, 6,900 Pounds.
Construction Aluminum and Wood.



BILLY SCHUMACHER
Driver



U-44 GALE'S ROOSTERTAIL

Owner Gale Enterprises
Power Allison V-12
Design Les Staudacher

Dimensions Length, 32 Feet; Width, 12 Feet;
Weight, 7,000 Pounds.
Construction Wood and Metal



JERRY SCHOENITH
Driver

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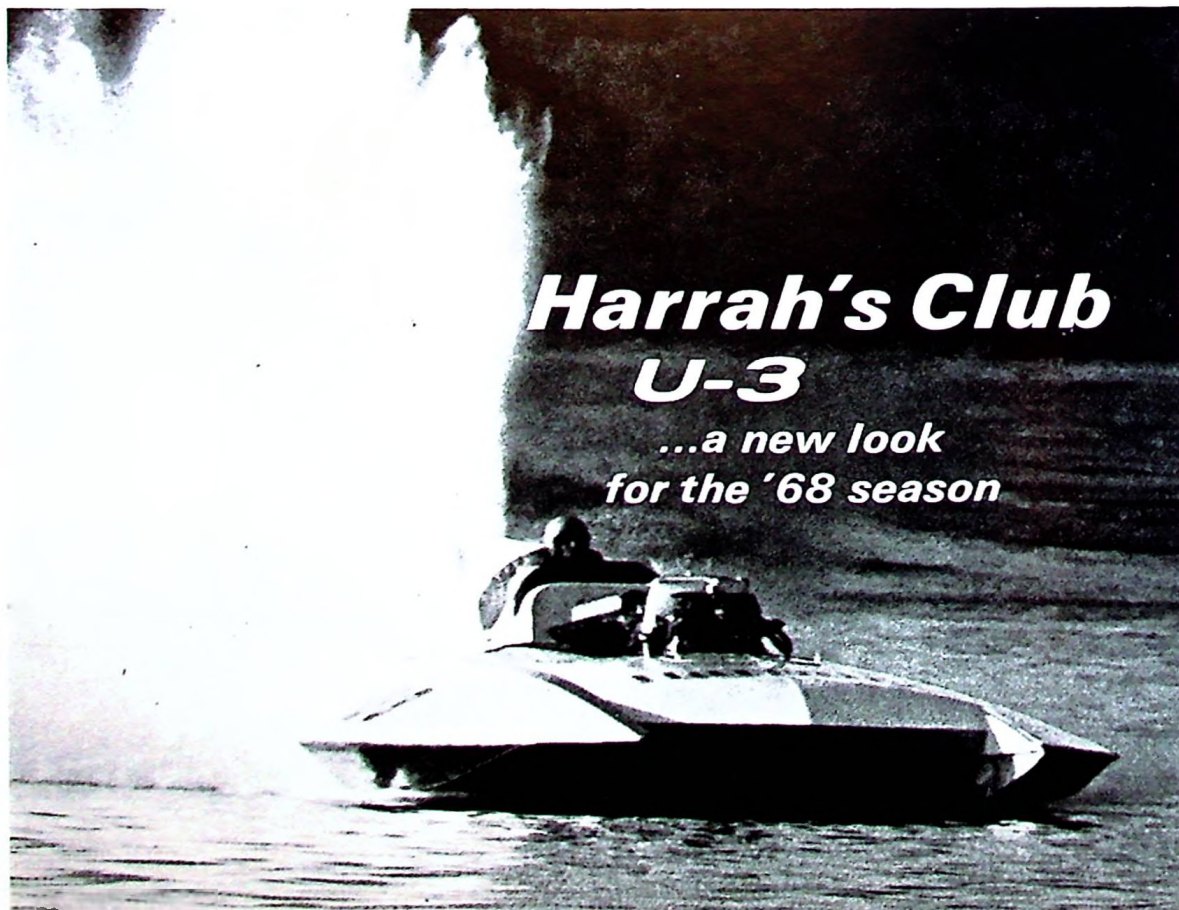
WM. HARRAH • OWNER



HARRY VOLPI • MANAGER



BURNETT BARTLEY • DRIVER





U-80 SMIRNOFF

Owner Gale Enterprises
 Power Rolls-Royce Merlin V-12
 Designer Schoenith, Cantrell, Brantsner

Dimensions Length, 30 Feet; Width, 12 Feet
 4 Inches; Weight, 8,000 Pounds.
 Construction Wood.



DEAN CHENOWETH
Driver



U-88 HILTON HYPERLUBE

Owner Bob Gilliam
 Power Rolls-Royce Merlin V-12
 Design Bob Gilliam

Dimensions Length, 30 Feet; Width, 12 Feet;
 Weight, 7,000 Pounds.
 Construction Wood



BOB GILLIAM
Driver

for today . . . for the future . . .



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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.			
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—	98.109
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)

Welcome to the Water Follies '68



The Finest Fashion . . .

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in the Mid-Columbia Area

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*The sunny stop
along the way that
offers the
niceties a traveler
appreciates.*



A peek into one of our banquet rooms will give you an idea of the extensive facilities we have for CONVENTIONS, SPECIAL PARTIES or FORMAL DINNERS. Service accommodates from ten to five hundred guests.

Twelve rambling acres on the banks of the Columbia reserved just for your pleasure.

One hundred and twenty five deluxe units and suites.

Dining and banquet rooms to fill almost any need.

A bright, cheery Coffee Shop for on-the-spot service.

For CONVENTION needs — meeting rooms to accommodate from 10 to 750 delegates.

One day laundry and valet service.

Baby sitting care.

Airport Limousine service.

COLOR TV in each unit.

RIVERSHORE
Motor Inn
Richland, Washington

*All designed to provide
the very MOST for the
casual and commercial
traveler.*



Photography by Battelle Northwest Photo Unit

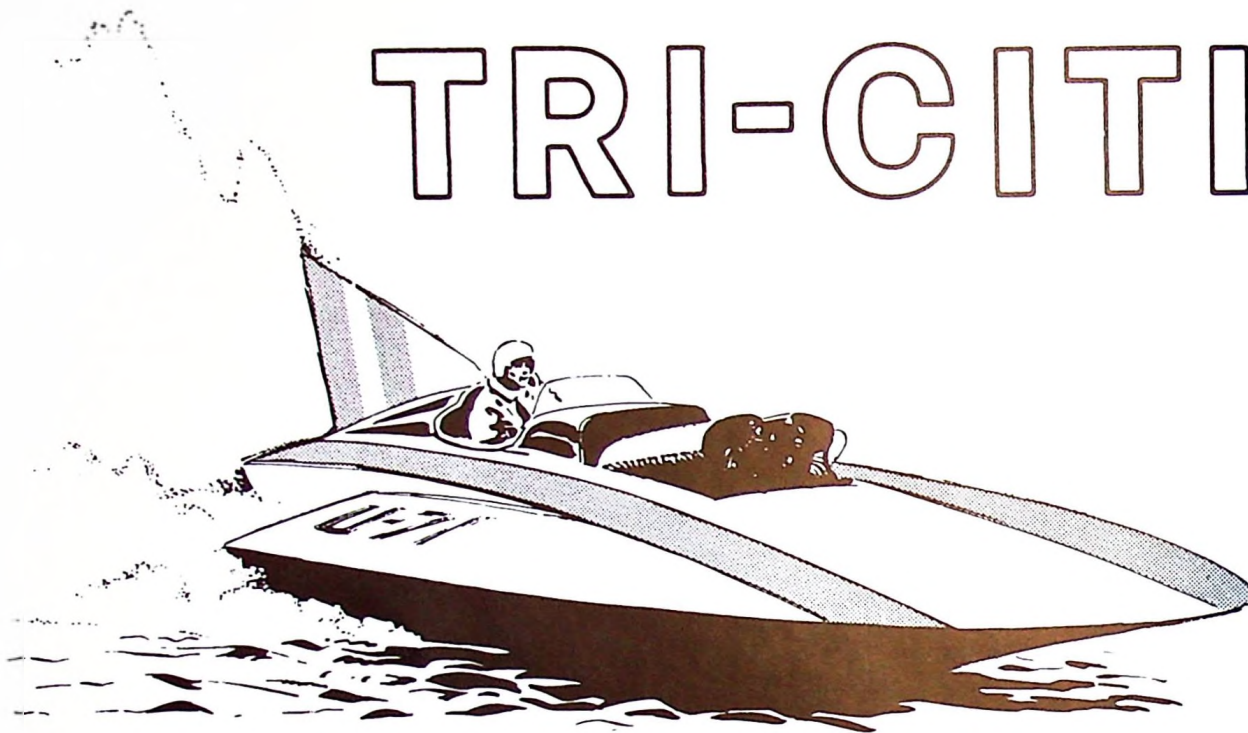
AWARD-WINNING LABORATORY

The Battelle-Northwest Richland Research Complex in Richland, winner of the 1968 Laboratory of the Year Award from *Industrial Research* magazine, echoes the rugged beauty of the Columbia Basin countryside in its textured stone facade of rich tans and browns. A leading panel of architects and research directors selected the Battelle buildings for their beauty, functional design and flexibility, from over 40 new research complexes throughout the United States. This four-building, first phase

of a ten-year expansion program at Battelle, covers about ten acres and will eventually cover more than 45 acres. Construction will begin this fall on the second phase which will double the space available for laboratories and offices. Interior courts with a variety of colorful plantings provide attractive centers of interest. A large pool which will be the center of the complex also serves as an attractive heat dissipator for the air conditioning systems.

TRI-CITY NEW-CAR DEALERS ASSOCIATION
WELCOMES YOU TO THE THIRD ANNUAL

TRI-CITIES



Your Tri-City New Car Dealers Assoc.

Bell-Bangert Ford

Richland

Bussell Motor Sales

Kennewick

Grand Prix

Kennewick

Jerry Horrobin Ford

Pasco

Jim Lahtinen Buick

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Osborne Chevrolet

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Tri-City Motors

Kennewick

Sadler MacNeil

Kennewick

Sandvig Olds

Kennewick

Stromme Motor Sales

Pasco

Webb Chrysler-Plymouth

Kennewick

ATOMIC CUP

Welcome to the largest sporting event in Eastern Washington -
THE ATOMIC CUP FOR UNLIMITED HYDROPLANES!

The Tri-City New Car Dealer's Association invites you to take a moment and think of the behind-the-scenes activity by thousands of Tri-Cities' boosters which has made this event possible.

Many of the things you see around you on race day have been donated: cranes, gravel, electrical supplies (we donated the chassis for the Tri-Cities float), and all kinds of machinery.

And the people who took your tickets at the gate, the ones who sell you cold drinks, and most everyone you see working are volunteers.

So, with this in mind, enjoy your race.

And, thanks for coming!



Guess the final Atomic Cup Standings

HEAT 1 _____

HEAT 2 _____

FINAL

1 _____

2 _____

3 _____

4 _____

5 _____

6 _____

7 _____

8 _____

9 _____

10 _____

11 _____

12 _____

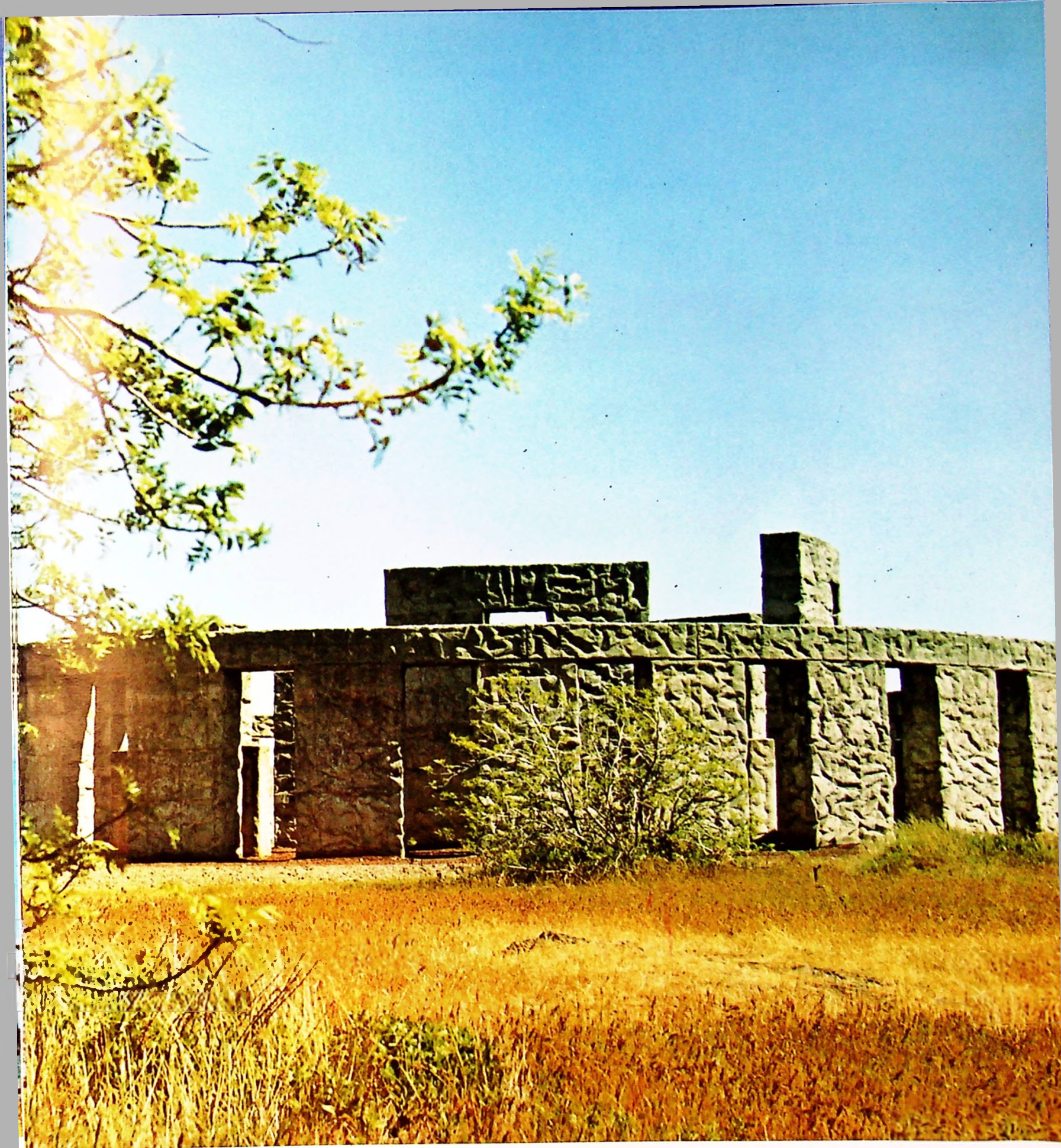


Photography by Wallace P. Howell

MONUMENT TO THE PAST

"Here, Marcus and Narcissa Whitman ministered to the spiritual and physical needs of the Cayuse Indians and immigrants of the Oregon Trail from 1836 until killed by the Indians in 1847." Today, this monument near Walla Walla and a museum mark the site of the Whitman Mission, one of the first two Protestant missions in the Northwest. The Whitmans built Waillatpu, which means "Place of Rye Grass," in the Cayuse language, in 1836, twenty-five miles east of Fort Walla Walla on the Columbia River. Mrs. Whitman, newly-wedded, was the first white woman to reach the Northwest territory by overland route, along

with the Rev. and Mrs. Henry Spaulding, who assisted in building Waiilatpu and started the Lapwai mission near Lewiston, Idaho. Whitman taught the Indians farming, the use of tools and reading. (He and Spaulding translated and printed the first books in the Cayuse language on a missionary press.) Triggered by the influx of settler and an epidemic of measles, the Indians revolted in 1847 and massacred Whitman, his wife, and 12 others at the mission. The massacre was the beginning of the Oregon Indian wars, which led to the creation of the Oregon Territory in 1848, and military protection for settlers.

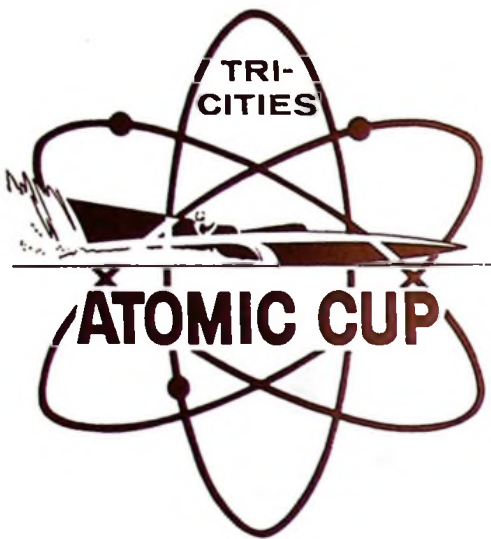


Photography by Ralph Smith

THAT YOUNG MEN SHOULD DIE NO MORE

Samuel Hill, builder of Maryhill Museum overlooking the Columbia River, funded the building of an exact replica of the famous Stonehenge Monument in Wiltshire, England, as a memorial to World War I soldiers killed in battle. The monument, one of the first war memorials in America, is a reproduction as Stonehenge was before many of its 20-ton stones were taken for millstones. The original Stonehenge was thought to have been constructed by Druid priests as a sacrificial temple for the war gods. Hill, a Quaker, felt the monument suitable to youths

sacrificed in modern wars. The replica is placed exactly like the original in reference to the sun, moon and stars. Archeologists now believe that Stonehenge may have been a calendar for predicting eclipses and other "signs" in the heavens which required human sacrifices. Although the original stones may have come from Africa, Hill's Stonehenge was constructed from native Washington rock. The fascinating replica is just a short distance from Maryhill Museum, slightly more than two hours' drive from the Tri-Cities on Highway 12.



The Symbol
Of
Entertainment!

The Symbol
Of
Saving Safety!



**Start Saving Today
For a Brighter Tri-City Future**

YOUR TRI-CITY SAVINGS & LOAN ASSOCIATION

**First Federal
SAVINGS & LOAN**

Kennewick

HOME OFFICE
WALLA WALLA

**Walla Walla
FEDERAL SAVINGS & LOAN**

Kennewick

HOME OFFICE
WALLA WALLA

**Yakima Federal
SAVINGS & LOAN**

Pasco-Richland

HOME OFFICE
YAKIMA

TRI-CITY WATER FOLLIES

SCHEDULE OF EVENTS — 1968

PASCO - KENNEWICK - RICHLAND, WASHINGTON

Friday, July 12

Miss Tri-Cities Pageant, 8 p.m.
Pasco High School

Saturday, July 13

Cross-Country Races, 10 a.m.
Grand Parade, 11 a.m.
Boat Parade, 12 noon
Sail Boat Races, 2 p.m.
Water Ski Show, 6 p.m.
Historical Pageant, 8 p.m.
Columbia Park
Cavalcade of Drums, 8 p.m.
Sunday, July 14

Archery Contest, 10 a.m.
Little Atomic Cup, 12 noon
Limited Hydroplane Races

WEST COAST SHOWS
CARNIVAL AND
CONCESSION ROW DAILY

Sunday (Cont.)

Historical Pageant, 8 p.m.
Columbia Park

Monday, July 15

CBC Summer Spectacular, 8 p.m.
Columbia Park

Tuesday, July 16

CBC Summer Spectacular, 8 p.m.
Columbia Park

Wednesday, July 17

Talent Show, 8 p.m.
Columbia Park

Thursday - Saturday

Atomic Cup Qualifying (daily)
Columbia Park

Thursday, July 18

Talent Show, 8 p.m.
Columbia Park

Friday, July 19

Kid's Parade, 7 p.m.
Pasco and Richland
Battle of Bands, 8 p.m.
Columbia Park

Saturday, July 20

Baton Twirling Contest, 9 a.m.
Richland High School Gym
Jeep Field Day, 11 a.m.
Columbia Point

Final day of unlimited hydroplane
qualifying

ATOMIC CUP

For Unlimited Hydroplanes
Sunday, July 21 - 12 Noon to 4 p.m.
Columbia Park

ATOMIC CUP

ART FESTIVAL
BEAUX ARTS GALLERY -
KENNEWICK

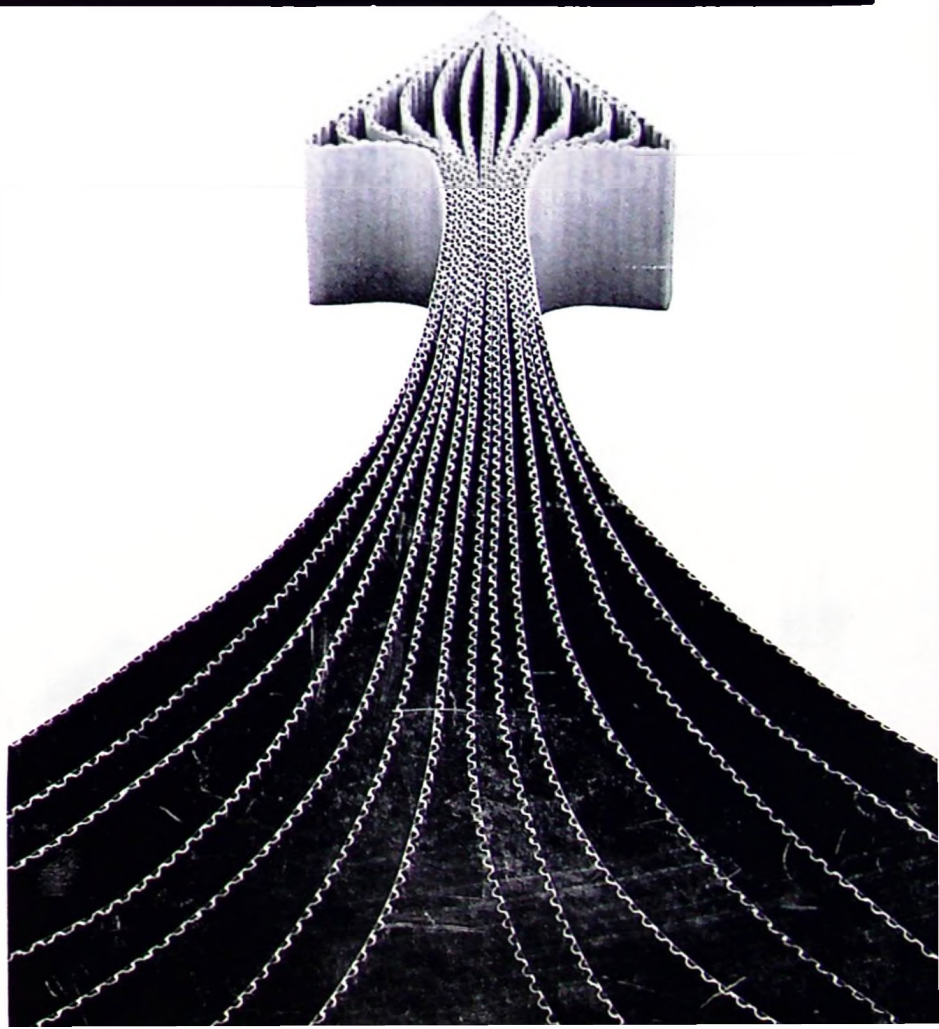
Welcome

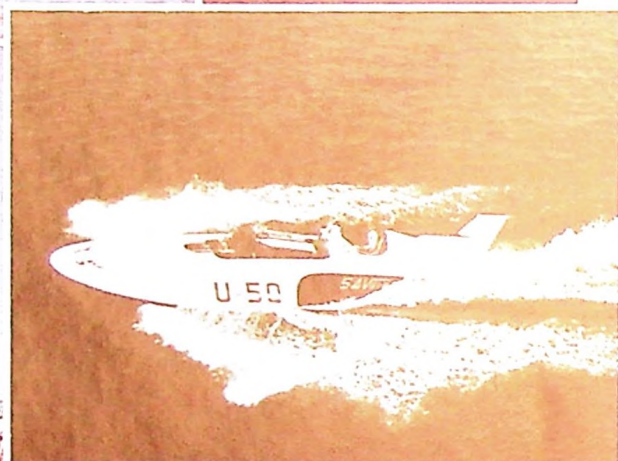
WELCOME TO THE 1968 TRI-CITY WATER FOLLIES, one of the finest race programs in unlimited hydroplane racing. We at Boise Cascade Papers, Wallula are proud of their growth and the fact that we have a hand in it. With the increasing rate of use for our corrugated medium and kraft linerboard, like you see here, we look forward to making an ever bigger contribution to our upward looking community.



BOISE

CASCADE







SECOND RUNNING

Tri-City Atomic Cup

For Unlimited Hydroplanes

1967

Winner: **Miss Bardahl**



Banks Of The Tri-Cities

INVITE YOU TO
ENJOY OUR

Unlimited Fun In The Sun

The Banks of the Tri-Cities are pleased to join our community in extending a warm welcome to our many visitors during the Tri-Cities Water Follies. We hope you have a wonderful time!

● **OLD NATIONAL BANK**
PASCO AND RICHLAND

● **KENNEWICK NATIONAL BANK**
KENNEWICK

● **PEOPLE'S NATIONAL BANK**
KENNEWICK AND RICHLAND

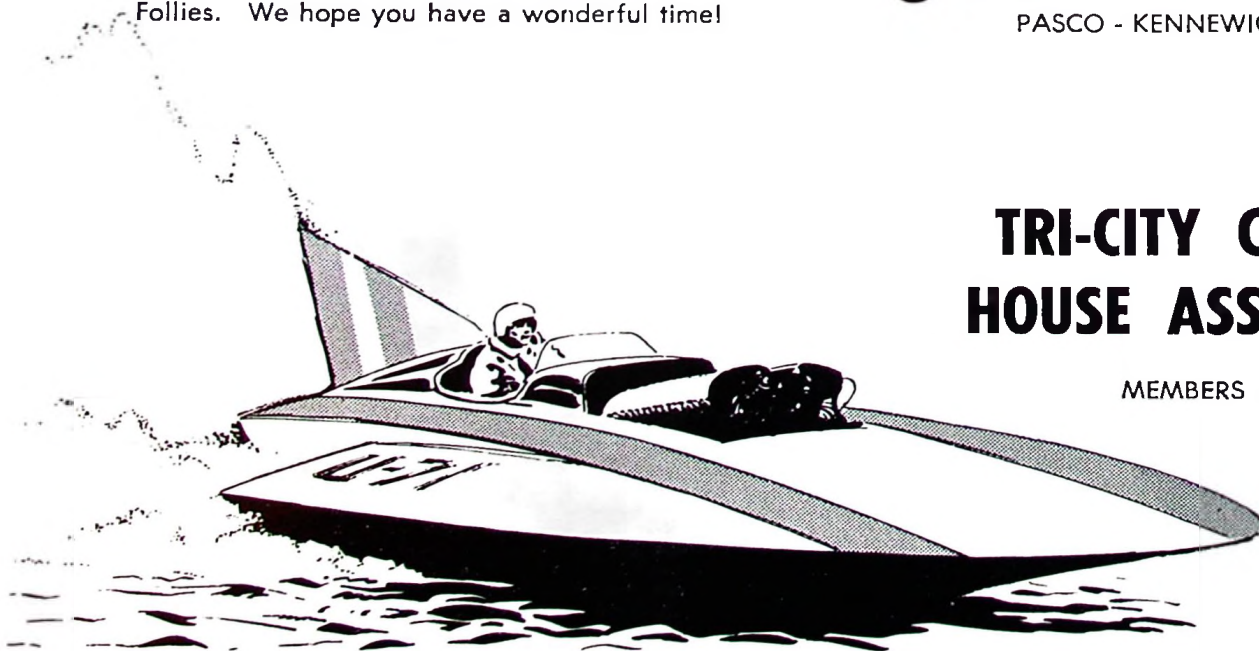
● **NATIONAL BANK OF COMMERCE**
PASCO

● **WASHINGTON MUTUAL SAVINGS
BANK** KENNEWICK

● **SEATTLE FIRST NATIONAL**
PASCO - KENNEWICK - RICHLAND

**TRI-CITY CLEARING
HOUSE ASSOCIATION**

MEMBERS F.D.I.C.



1967 Championship Drivers Point Standings

Position	Driver	Point Totals	Position	Driver	Point Totals
1.	Bill Schumacher	8,325	11.	Bill Sterett	2,852
2.	Bill Muncey	5,308	12.	Mira Slovak	2,502
3.	Jim McCormick	4,991	13.	Fred Alter	1,625
4.	Mike Thomas	4,904	14.	Chuck Hickling	1,450
5.	Walt Kade	3,472	15.	Red Loomis	1,159
6.	Warner Gardner	3,445	16.	Bob Gilliam	1,102
7.	Bob Schroeder	3,230	17.	Norm Evans	994
8.	Ed O'Halloran	3,071	18.	Jack Regas	746
9.	Jim Ranger	3,071	19.	Bob Fendler	394
10.	Bob Miller	3,005	20.	Roy Duby	225

1967 NATIONAL CHAMPIONSHIP UNLIMITED HYDROPLANE POINT STANDINGS

POSITION	BOAT	POINT TOTALS	POSITION	BOAT	POINT TOTALS
1.	U-40 MISS BARDAHL	8,325	11.	U-7 NOTRE DAME	1,740
2.	U-77 MISS CHRYSLER CREW	5,354	12.	U-8 PARCO'S O-RING MISS	1,625
3.	U-2 MISS U.S.	5,038	13.	U-1 HARRAH'S CLUB	1,450
4.	U-15 MY GYPSY	4,959	14.	U-11 MISS WICKMAN	1,159
5.	U-12 MISS BUDWEISER	4,904	15.	U-6 MISS MADISON	1,150
6.	U-19 WAYFARER'S CLUB LADY	4,391	16.	U-88 HILTON HY-PER-LUBE	1,102
7.	U-10 SAVAIR'S MIST	3,472	17.	U-21 MISS EAGLE ELECTRIC	469
8.	U-9 MISS LAPEER	3,445	18.	U-21 \$ BILL	469
9.	U-22 ATLAS VAN LINES	3,230	19.	U-80 SMIRNOFF	225
10.	U-50 SAVAIR'S PROBE	3,005			

ATOMIC CUP — TRI-CITIES, WASHINGTON JULY 23, 1967

FINAL STANDINGS:	Points	Avg. MPH
1. MISS BARDAHL, Billy Schumacher	1,200	101.161
2. MISS CHRYSLER CREW, Bill Sterett	1,000	102.325
3. WAYFARERS CLUB LADY, Jim McCormick	925	99.944
4. SAVAIR'S PROBE, Bob Miller	738	94.377
5. MISS BUDWEISER, Mike Thomas	727	
6. \$ BILL, Norm Evans	469	86.261
7. MY GYPSY, Jim Ranger	450	
8. MISS U.S., Bill Muncey	400	
9. NOTRE DAME, Jack Regas	325	
10. HARRAH'S CLUB, Chuck Hickling	225	
11. ATLAS VAN LINES, Bob Schroeder	169	

HEAT 1-A	mph	HEAT 2-B	mph
1. CHRYSLER CREW	100.297	1. MISS BARDAHL	97.826
2. MISS BUDWEISER	98.684	2. ATLAS VAN LINES	DNF
3. MY GYPSY	90.909	3. HARRAH'S CLUB	DNF
4. ATLAS VAN LINES	87.747	4. SAVAIR'S MIST	DNS
5. SAVAIR'S MIST	DNF	5. HY-PER-LUBE	DNF

HEAT 1-B	mph	HEAT 2-C	mph
1. MISS BARDAHL	101.427	1. WAY. CLUB LADY	105.386
2. WAY. CLUB LADY	98.003	2. CHRYSLER CREW	104.367
3. HARRAH'S CLUB	95.676	3. NOTRE DAME	92.847
4. SAVAIR'S PROBE	91.247	4. \$ BILL	85.039
5. NOTRE DAME	88.091		

HEAT 1-C	mph	FINAL HEAT	mph
1. MISS U.S.	105.181	1. MISS BARDAHL	104.448
2. \$ BILL	90.909	2. CHRYSLER CREW	102.583
3. MISS LAPEER	DNF	3. WAY. CLUB LADY	96.878
4. HILTON HY-PER-LUBE	DNS	4. SAVAIR'S PROBE	93.945
		5. MISS BUDWEISER	69.767
		6. \$ BILL	DNF

HEAT 2-A	mph	Fastest lap - 110.024 mph
1. SAVAIR'S PROBE	98.217	MISS U.S.
2. MISS BUDWEISER	96.947	Fastest heat - 105.386
3. MY GYPSY	96.947	WAYFARERS CLUB LADY
4. MISS U.S.	DNF	Fastest race - 102.325
		MISS CHRYSLER CREW

RACE WINNER - MISS BARDAHL

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

\$600 PER DAY OF QUALIFYING
3-days — July 18-20

Each Day

First.....\$300 Second.....\$200
Third.....\$100

*Boat must exceed its own previous speed
each day to be eligible for additional
qualifying awards*

\$500 per boat for each legal starter

UNLIMITED HYDROPLANE RECORDS

FASTEST RACE - 45 Miles - 115.064 MPH	Set October 3, 1965 at San Diego, California, by Ron Mussen driving Miss Bardahl, owned by Ole Bardahl
FASTEST HEAT - 15 Miles - 116.079 MPH	Set October 3, 1965 at San Diego, California, by Ron Mussen driving Miss Bardahl, owned by Ole Bardahl (3 mile course).
FASTEST HEAT - 15 Miles - 109.756 MPH	Set June 27, 1965, at Guntersville, Alabama, by Roy Duby, driving Miss U.S. V owned by George Simon (2½ mile course).
FASTEST LAP - 3 Miles - 117.870 MPH	Set October 3, 1965 at San Diego, California, by Ron Mussen driving Miss Bardahl owned by Ole Bardahl.
FASTEST LAP - 2½ Miles - 115.380 MPH	Set June 2, 1968 at Guntersville, Alabama, by Bill Muncey, driving Miss U.S. V, owned by George Simon



Photography by Corps of Engineers, Walla Walla

RECREATION UNLIMITED

Fishhook Park, just above Ice Harbor Dam on the Snake River near Pasco is typical of the water-side recreational areas close-at-hand to the Tri-Cities.





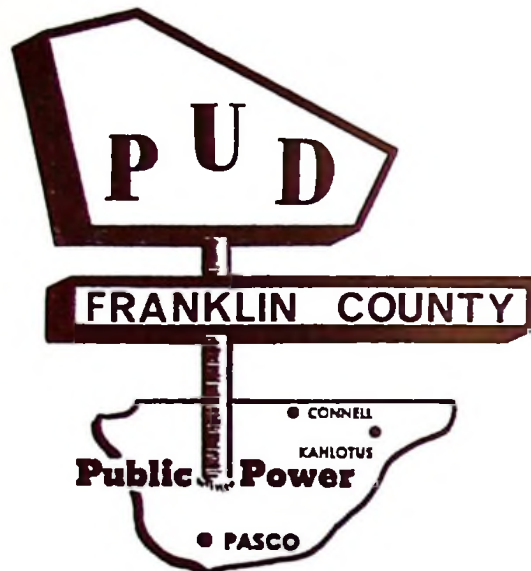
Photography by Corps of Engineers, Walla Walla

UNLIMITED FUN IN THE TRI-CITY SUN

America's fastest-growing recreation activity for the entire family is water-oriented. Boating, swimming, water skiing and picnicking are recreation fun for every member of the family. Tri-City people have a ready access to many parks and recreation areas such as Hat Rock State Park, some 30 miles south of the Tri-Cities. The line-up of dams on the Columbia and Snake Rivers have created a string of on-the-water recreation spots that include picnic areas, viewpoints, rest rooms, change

houses, boat launching ramps, boat moorings and parks. Eventually, a continuous slack-water pool, with appropriate public recreational facilities will be available on the Columbia River from Banneville to the Tri-Cities and up the Snake River to Lewiston, Idaho. The warm, dry climate of the Tri-Cities presents an inviting opportunity for out-of-door enjoyment on a year-round basis.

...A TRI-CITY SIGN OF PROGRESS



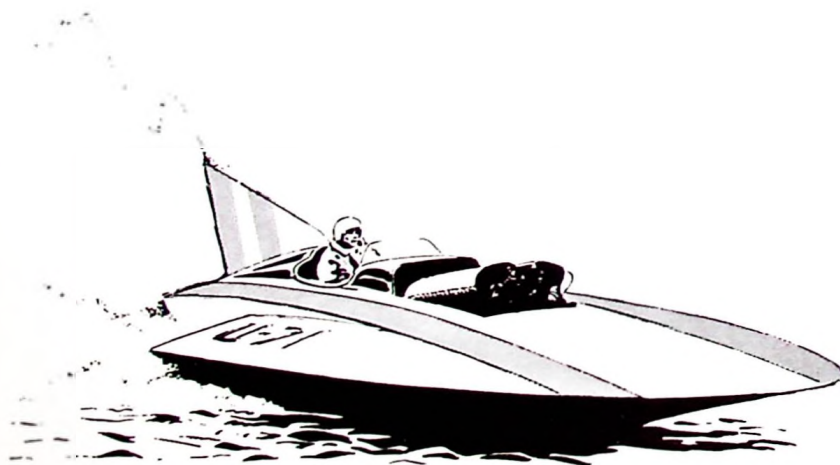
★ LOW ELECTRIC RATES
1/2 NATIONAL AVERAGE

★ POWER USE AID
INDUSTRY-AGRICULTURE

★ CONSUMER-OWNED

Building Today --- For Your Future Tomorrow

Franklin County Public Utility District



Hydro Control

When those screaming unlimited monsters

lean into a corner at speeds near 100

miles per hour, you can bet sure control

is a necessity!

**CONTROL IS IMPORTANT
TO US TOO!**

Our specialty is non-corrosive metal fabrication for nuclear construction and fertilizer needs. For this type of work, "quality control" must be our watch word.

**J. A. JONES
CONSTRUCTION CO.**

**801 First Street
Richland, Washington**

TRI-CITIES ATOMIC CUP RACE

1—400
2—300
3—225

4-169
5-127

[illegible][illegible]



Photography by Wallace P. Howell

ONCE A ROARING RIVER CUT A PATHWAY TO THE SEA

Wallula Gap south of the Tri-Cities on Highway 395 is a product of late Ice Age floods and a rising terrain. The steep cliffs and odd rock formations are reflected in the waters of the now-placid Lake Wallula on the Columbia. The Gap became a permanent channel of the Columbia River when the Horse Heaven Hills began rising about 10-million years ago, and the river cut its way slowly through the rock as the surrounding hills rose. When Ice Age snows melted, the torrential young Columbia smashed through the valley, with the water moving at several

cubic miles an hour and possibly reaching 1,200 feet above sea level, 600 feet above the present surface. The turbulent water left stately rock towers and bare basalt to be scoured clean by frequent winds. With the coming of the dams on the Columbia, water no longer rages through the Gap and Tri-City boaters can take a leisurely overnight jaunt through the gap to Hat Rock State Park on the Oregon shore, with a rest stop at Port Kelly along the well-marked channel.

Meet The Hydroplane Drivers . . .

BILL MUNCEY, MISS U.S. — This Seattle marketing executive has won every major race — and won most of them several times — during his 14-year career as an unlimited pilot. He's a four-time Gold Cup champion and the winningest driver in unlimited history. Set the all-time fastest lap record for a 2½ mile course (115.380 mph) this year at Guntersville; holds the Atomic Cup fastest lap record at 110.024 mph.

BURNETT BARTLEY, HARRAH'S CLUB — A graduate (Cum Laude) of Yale, 42-year-old Bartley has been driving limited hydroplanes since he was 18 years old. He was national 7-litre champ in 1951-52, and former holder of the world straightway record. His first experience in unlimited driving was this year at Guntersville where he finished fourth. Bartley lives in Pittsburgh where he is vice president and general manager of the forest division of Koppers corporation.

ED O'HALLORAN, MISS MADISON — Detroited Ed O'Halloran, an electrician by trade, drove Miss Madison for the first time last year. Prior to that time his only thunderboat ride was aboard Savair's Mist in 1964, and Such Crust in 1965 and 1966. When Miss Madison did not make the western swing last year, Ed sat out two events, then came back as driver for My Gypsy, scoring well.

JACK REGAS, NOTRE DAME — Born in LaGrande, Oregon, Jack had no experience with boating until 1953 when his employer Henry Kaiser, Sr., offered him a chance to drive "Scooter Too." Jack has been one of unlimited racing's top drivers ever since. Regas is best known for his sensational 1956-57-58 performances in Kaiser's fantastic Hawaii Kai III when he won 5 consecutive races, set 15 new lap, heat, race and qualifying records and became national high point champion. He is now employed as a quality control technician by Kaiser Aluminum and lives in San Leandro.

FRED ALTER, PARCO'S O-RING MISS — Fred has piloted a long list of unlimited boats including Miss U.S., Such Crust, Mariner, Gale VII, Blue Chip and Miss Dixi Cola. He's been driving since the late 1940's. He took over the wheel of Parco's O-Ring Miss late in 1967 and just missed winning the San Diego race. Fred is 41 years old and is a marine industry consultant in Detroit.

WALTER KADE, SAVAIR'S MIST AND PROBE — He's the dean of the unlimited drivers. At 64, (he's a grandfather with 10 grandchildren) he can still run with the best of them when he gets behind the wheel of an unlimited. His career in unlimiteds has spanned 22 years. To show he's just as sharp as ever, he won second at the Madison, Wisconsin, race earlier this year. Walt works for Mike Wolfbauer's Savair Products company.

BILL STERETT, MISS BUDWEISER — After two campaigns with the auto-engine powered Miss Chrysler Crew, Bill is at the helm of a new boat this year, Miss Budweiser. He started in his series of hot boats in 1963 and dominated the 7-litre scene nationwide for three

years. In Miss Chrysler Crew, an unlimited he built in his own shop, he placed second last year in the Atomic Cup. He was seriously injured last year in the National Inboard Championships in his 7-litre "Miss Crazy Thing" — but was back driving on January 1, 1968 in the International Grand Prix at the Orange Bowl. Bill is a contractor in Owensboro, Kentucky.

TOMMY FULTS, MY GYPSY — Fults, 27, is a national champion dragster and drag boat king who has turned to the unlimiteds. Before "dragging" on water, he was a hot car man. In 1966 he won the National Hot Rod Association championship at a speed of 220 mph. He was championship runner-up in last year's drag boat nationals in California. Fults is a machinist at Walnut Creek, California.

WARNER GARDNER, MISS EAGLE ELECTRIC — He is a retired Air Force lieutenant colonel who won World War II decorations for bravery as a fighter pilot. During the time he was in the Air Force, he pursued limited hydro racing as a hobby and then turned to the unlimiteds. He started out with Notre Dame, then went to Jim Herrington's Mariner Too and Miss LaPeer. At the end of the 1967, he signed as driver of the Spokane-based boat.

JIM McCORMICK, ATLAS VAN LINES — He's a tall, good-looking air conditioning contractor from Owensboro, Kentucky, the home town of Bill Sterett. McCormick has owned and driven three different 280 cu. in. hydros and has driven in almost all limited classes. In 1966 he drove the community-owned Miss Madison. Last year he started out in Notre Dame and then traded for Wayfarers Club Lady and placed third in the Atomic Cup.

BILL SCHUMACHER, MISS BARDAHL — He won the Atomic Cup last year, went on to win the Gold Cup and the National championship. He started boat racing in outboards when he was nine years old. In his background are three U.S. titles, five world crowns and two Canada championships in the outboards; three inboard national championships and assorted world records. He started his 1968 winning ways with a victory in the Madison Cup race in Wisconsin.

JERRY SCHOENITH, GALE'S ROOSTERTAIL — Jerry grew up in the number one boat racing family in the nation. The Schoeniths have campaigned no fewer than 15 or 16 of the expensive thunderboats. He first drove Gale V in 1964 and the new Gale's Roostertail in 1965-66.

DEAN CHENOWETH, SMIRNOFF — He's the latest in a series of midwest limited hydro drivers to make it to the thunderboats. He drove his first outboard when he was 12. By 14 he won three outboard national championships. From 1952-58, Chenoweth won 8 national championships and 30 regional championships. After graduating from the University of Miami, he returned to the limiteds and another case full of trophies. As to occupation, he owns an automobile dealership.



home
is just a
dial-tone
away

Let Them Know
How Much You're
Enjoying Your
Summer Fun
During the Tri-Cities
Water Follies

Pacific Northwest Bell
Pasco, Washington



Welcome
to the
Water
Follies
from
MAYFAIR

Open 7:00 a.m. to 1:00 p.m.

Richland - Pasco - Kennewick

Mayfair stores will be open for your shopping
convenience during the Water Follies Celebration.

Home of USDA CHOICE
"MAYFAIR BLUE RIBBON BEEF"

***Here's
Wishing
You
Smooth
Sailing...***

Of course, how can you miss? Couple the excitement of the hydroplane races with that special Tri-Cities' summer fun and friendliness, and a good time is assured.

In a way we're authorities on the subject of smooth sailing. It is our 1,150 employees' responsibility to supply the Hanford atomic plant with smooth, well run support services which are necessary to its operation. So take it from a friendly expert — while in the Tri-Cities you are in for smooth sailing. We sincerely hope you enjoy your visit.

Don't forget to visit the Hanford Science
Center located in the Richland Federal Bldg.

ITT Federal Support Services, Inc. **ITT**

ATOMIC CUP

Hair Styles



SHARON - 1966



PAM - 1967



CAROL - 1968

Hair Styling By Jolene, Pasco

1967 RACE WINNERS

TAMPA SUNCOAST CUP RACE, TAMPA FLORIDA, JUNE 11, 1967
Miss Bardahl, Owner Ole Bardahl, Driver Billy Schumacher

WORLD'S CHAMPIONSHIP RACE, DETRIOT, MICHIGAN, JULY 2, 1967
Miss Chrysler Crew, Owner-Driver Bill Sterett

HORACE E. DODGE MEMORIAL TROPHY, DETROIT, MICHIGAN,
JULY 2, 1967
Miss Wickman, Owner Ben Stormes, Driver Red Loomis

INDIANA GOVERNOR'S CUP RACE, MADISON, INDIANA, JULY 9, 1967
Miss Bardahl, Owner Ole Bardahl, Driver Billy Schumacher

TRI-CITIES ATOMIC CUP, TRI-CITIES, WASHINGTON, JULY 23 1967
Miss Bardahl, Owner Ole Bardahl, Driver Billy Schumacher

SEATTLE SEAFAIR TROPHY, SEATTLE, WASHINGTON, AUGUST 5, 1967
Miss Chrysler Crew, Owner Bill Sterett, Driver Mira Slovak

GOLD CUP, SEATTLE, WASHINGTON AUGUST 6, 1967
Miss Bardahl, Owner Ole Bardahl, Driver Billy Schumacher

BRITISH COLUMBIA CUP RACE, KELOWNA, B.C., CANADA,
AUGUST 19, 1967
Miss Budweiser, Owner Hydros, Inc., Driver Mike Thomas

SACRAMENTO CUP, SACRAMENTO, CALIFORNIA, SEPTEMBER 17, 1967
Miss Bardahl, Owner Ole Bardahl, Driver Billy Schumacher

SAN DIEGO CUP, SAN DIEGO, CALIFORNIA, SEPTEMBER 24, 1967
Miss Bardahl, Owner Ole Bardahl, Driver Billy Schumacher

AVERAGE SPEED ALL HEATS 1967

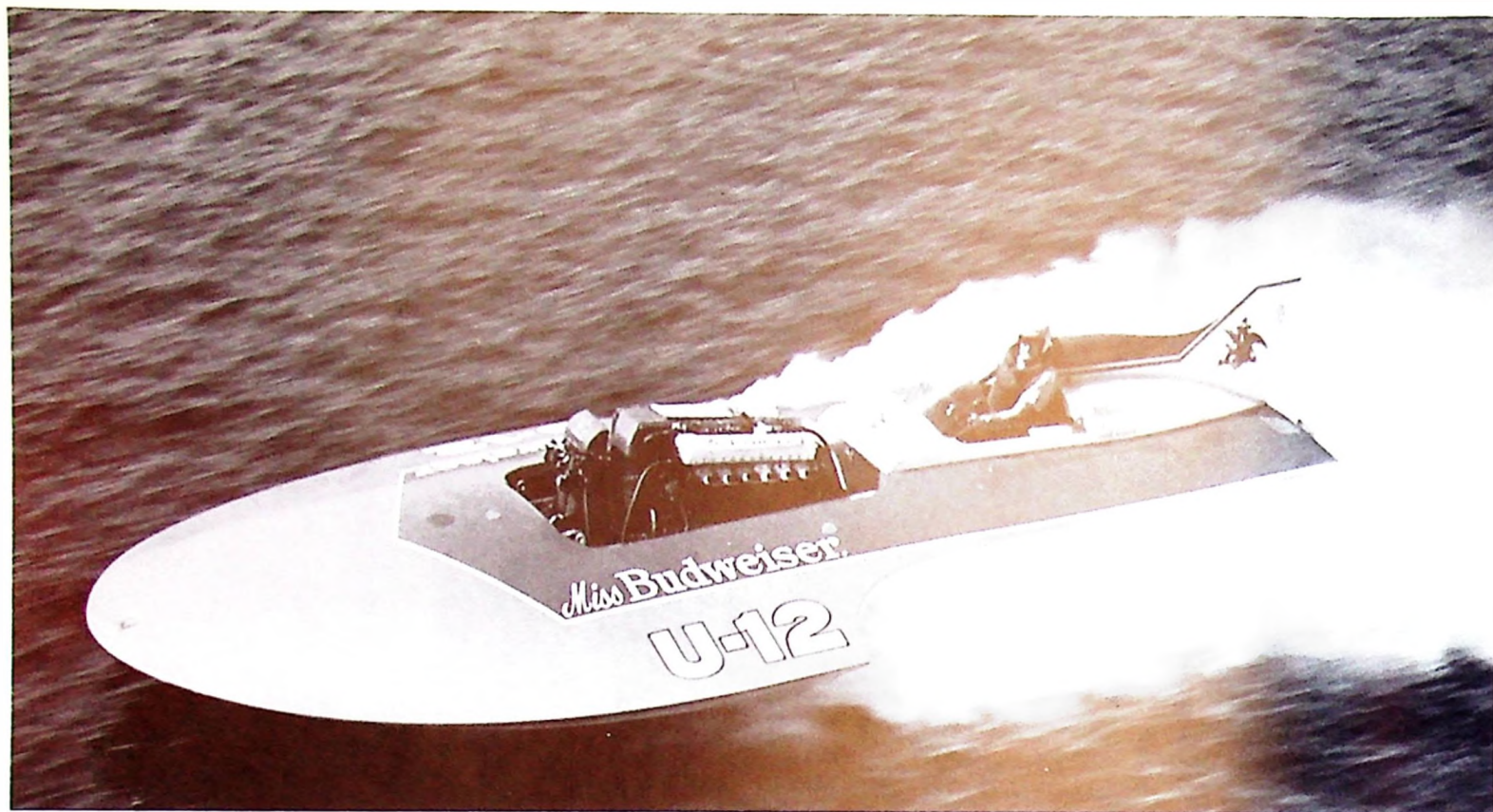
Miss Bardahl	99.239 mph
Miss U. S.	97.742 mph
Miss Lapeer	95.448 mph
Chrysler Crew	94.781 mph
Wayfarers Club Lady	91.192 mph

100 MPH AND ABOVE LAPS BY RACES

San Diego, California (San Diego Cup)	72
Seattle, Washington (APBA Gold Cup)	56
Pasco, Washington (Tri-Cities Atomic Cup)	52
Kelowna, B. C., Canada (British Columbia Cup)	35
Sacramento, California (Sacramento Cup)	36
Madison, Indiana (Governor's Cup)	19
Detroit, Michigan (World Championship)	10
Tampa, Florida (Suncoast Cup)	12

1968 Unlimited Hydroplane Race Schedule

Date	City	Race Name	Water Body
June 2..	Guntersville, Alabama	Dixie Cup	Lake Guntersville
June 9..	Washington, D.C.	President's Cup	Potomac River
June 16..	Madison, Wisconsin	Wisconsin Cup	Lake Monona
June 30..	Detroit, Michigan	APBA Gold Cup	Detroit River
July 7..	Madison, Ind.	Indiana Governor's Cup	Ohio River
July 21..	Tri-Cities, Wash.	Tri-Cities Atomic Cup	Columbia River
Aug. 4..	Seattle, Wash.	UIM World Championship	Lake Washington
Aug. 11..	Couder d' Alene, Idaho	Diamond Cup	Lake Couder d' Alene
Sept. 15..	Sacramento, Calif.	Sacramento Cup	Lake Folsom
Sept. 22..	San Diego, Calif.	San Diego Cup	Mission Bay



HERE SHE COMES!

MISS BUDWEISER . . . one of the world's fastest unlimited hydroplanes. Miss Budweiser was the winner of the first running of the Atomic Cup in 1966, the first time that unlimited hydroplanes had ever raced on the Columbia River. She's sponsored by Budweiser, . . . and she's a brand new beauty. Come see her!

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Putting The "Varoom" In The Hydros

An unlimited hydroplane race is to boat racing what the Indianapolis "500" is to auto racing.

An unlimited hydroplane is the "king" of water racing. They are approximately 30 feet long, weigh something like 3 tons and are powered by 2,500 horsepower converted fighter aircraft engines.

They are so powerful that they throw a "roostertail" of water behind them that is 50 feet high, a football field in length and contain 12 tons of suspended water in the air.

An unlimited is half airplane, half boat! Instead of plowing through the water, the three-point hydroplane skims over the water with only half of the propeller and approximately one square foot of each sponson in the water.

For all practical purposes, they are airborne. They often walk back and forth from one sponson to the other. The hulls are delicately designed so that the air pressure on top will keep the boat down on the water, while the air pressure underneath on the bottom will tend to lift the boat up. When you maintain this delicate balance all goes well and an unlimited can reach speeds of almost 200 miles an hour on a straightaway.

If the boat is improperly designed — or if something happens to destroy the delicate air pressure balance — flips and mishaps take place.

When running good, only half of the 13-inch propeller is in the water which creates the huge roostertails.

On the 2.5 mile Atomic Cup course boats will average just over 100 mph for the 6-lap heat, hitting around 150 on the straightaways.

The engines are big 12-cylinder V-types, most of which are surplus from World War II fighter planes. Although the original engines were designed to run at 2,800 rpm's, most boat crews have them set up to turn 4,000 rpm. The special and critical gear box steps up the propeller speed three times that fast to 12,000 rpm's. And, the superchargers on the Rolls engines turn about six times as fast as the engines! Which is why the quill shaft (the thin rod that connects the supercharger to the engine) is so important.

Several of the boats use nitrous oxide (you know it better as laughing gas) to boost their horsepower. The set up, which injects the gas into the carburetion system every 20 seconds when in use, adds about 300 horsepower to the normal output.

The nitrous oxide system is generally used in the turns where the boats have to slow up which causes them to sink in the water. The extra boost lifts them back out of the water, helps to keep the nose high and the speed up.

Fuel used by the engines is high octane aviation gasoline. Boats will use from 55-60 gallons during one heat of racing.

But, when the mechanics have finished their tuning . . . the crane lifts the boat into the water . . . and the engine roars to life . . . then, it's still all up to the guy who's riding in that one little seat!

Staging the Atomic Cup

In just three years, the Tri-City Water Follies has become one of the largest sports attractions in the Northwest. It all happened because of unlimited hydroplane racing.

The Atomic Cup has proven its ability to draw spectators in amounts estimated from between 50 to 70,000 people. It began 3 years ago when the Water Follies gambled \$75,000 to bring in the unlimiteds as a star attraction of the 10-day Water Follies celebration.

The 1966-67 races were a success — all the bills were paid and there was some money left over. But, each year costs go creeping up — bills for this year's Water Follies and Atomic Cup are expected to go over the \$85,000 mark.

And, \$85,000 is the "wholesale" price because you can't stage an unlimited race unless it becomes a community project. Pay for everything you must have at "list" price and you would easily be out \$200,000.

The Tri-Cities has a Water Follies and Atomic Cup only because of the donations in time, money and materials on the part of local individuals and business firms.

And — most important of all — because people have enjoyed unlimited racing and will spend admission money to see it.

What things are donated? Cranes, gravel, concrete, boats, machinery, trucks, electrical supplies, heavy equipment . . . supplies, equipment and services of all descriptions.

Local pleasure boat owners provide crash boat and patrol service. A guard's union takes care of the security.

Local service clubs handle such things as parking, program sales, ticket taking, patrol and fencing.

The Atomic Cup hydroplane pits are as good as any you will find on the unlimited circuit. Each year they have

been improved. And the majority of the work has been done through donated time, materials and services.

A hundred Tri-City businessmen and individuals have pledged financial underwriting. Should the Atomic Cup lose money, these men will personally share the losses on a pro-rata basis.

The printed program you are reading has taken on the status of a community magazine. Businesses have used it for personnel recruitment. Local people send it to "the folks back home" to tell about the Tri-City area.

Why is all of this done? So that the Tri-Cities could at last have a community celebration as good as any in the Northwest. It is done so that people throughout the United States may know of our "unlimited" recreation possibilities in terms of water, climate and recreation facilities.

The Water Follies organization is strictly non-profit, seeking only enough money to put on a top-flight celebration, pay its bills and have enough money left over to put on an even better show next year.

Any surplus money is returned in the way of community improvement. Last year the Water Follies purchased a mechanical trash sweeper for Columbia Park. In previous years, Water Follies donations have gone for portable bleachers, boat docks and a launching ramp for the park.

To name all of the people and business firms who have helped in the Water Follies and Atomic Cup is an impossibility. To name some would mean that a like number would be overlooked.

We can only say that staging the Tri-City Water Follies and Atomic Cup has been truly a community effort in which the three cities have united.

The result is an \$85,000 outdoor show — we hope you like it.

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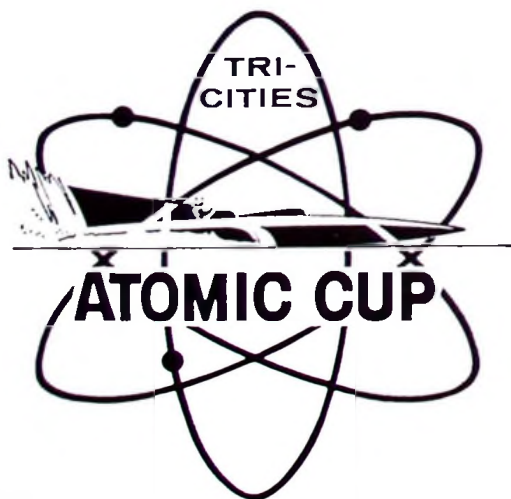
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July 13 & 27



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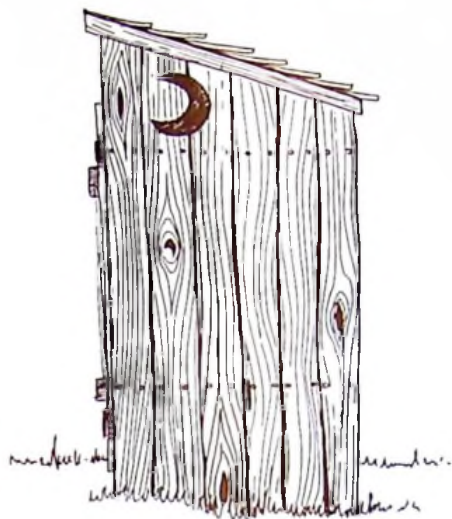
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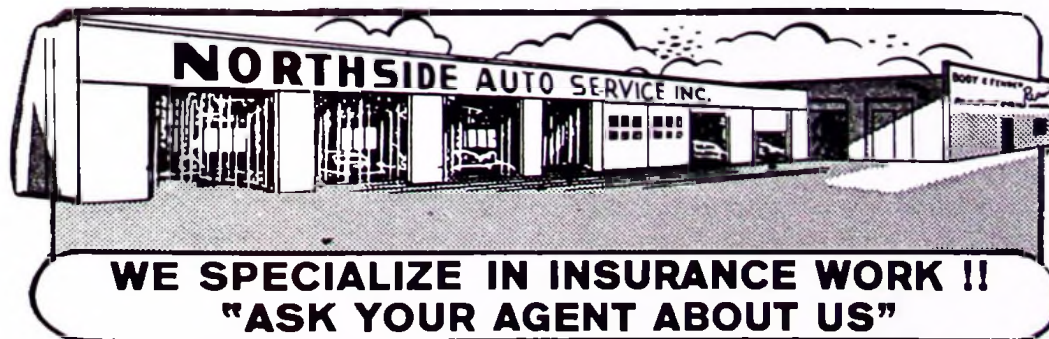
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Meet The Hydroplane Owners . . .

SHIRLEY MENDELSON McDONALD — "The woman in coveralls" has become the identifying phrase applied to the one woman in unlimited racing whose indomitable spirit has earned her the respect and devotion of the entire sport.

Shirley Mendelson McDonald gained her love of unlimited racing as a child because of her father's racing activities.

In a family of three girls and two boys, Shirley was the youngest daughter of the late industrialist, Herbert Mendelson. Just as frail health suffered in childhood strengthened her spirit, her father's love of boat racing increased her own enthusiasm for the sport. Shir-



Shirley
McDonald



Ole
Bardahl

ley was her father's constant boat racing companion — first with five limited inboard Chris Craft runabouts.

In 1935, Mr. Mendelson's unlimited Notre Dame won the President's Cup. Two years later, a second Notre Dame annexed the APBA Gold Cup, richest of them all.

Stimulated by these memories, Shirley finally decided to return the Mendelson name to racing. She promised herself that she would win another Gold Cup with a boat named Notre Dame. After several years of racing smaller craft, in 1962 Shirley was ready to enter unlimited racing. She asked the University of Notre Dame for permission to carry its name and seal into competition on her race boat. Permission was granted, the boat was purchased, and the rest is current racing history.

Traditionally, boat racing has been a man's sport. Yet Shirley created for herself a position that commands respect and admiration from the entire unlimited contingent.

OLE BARDAHL—Born Trondheim, Norway, 1903, he immigrated to United States in 1922. He is president and chairman of the board of Bardahl Mfg. Corp., manufacturers of Bardahl additive motor oils and other products.

Ole began his business career in the construction business. He founded Bardahl Mfg. Corp. in 1939 and built it to the international concern that it is today.

He has owned and sponsored racing vehicles of all types, including, in addition to unlimited hydroplanes, Indianapolis cars, Grand Prix Cars, airplanes, motorcycles and other equipment.

His Miss Bardahl hydros, under a variety of drivers, have won the APBA National High Point Championship five times — 1958-63-64-65-67. He has won the APBA Gold Cup on four occasions, 1963-64-65-67 and has won every major race in the United States.

The present boat is the fifth hull to bear the Miss Bardahl name. His unlimited drivers include Norman Evans, Mira Slovak, Bill Brow, Jack Regas, Ron Musson and his present driver, Billy Schumacher.

BILL HARRAH—Tall, grey-haired Bill Harrah comes from South Pasadena, California, where he was born 56 years ago. He attended UCLA as an engineering student and moved to Reno in 1937 to open a bingo parlor.

In 1946, Harrah entered the legalized gaming casino business in Reno. Harrah's is Nevada's — and thus the world's — largest casino operation. In 1955 Bill began the operation that has now become famous as Harrah's Tahoe. Currently a resort hotel is under construction for Harrah's in downtown Reno which will be 24 stories when completed in the fall of 1969.

Harrah is also deeply interested in preserving historical lore of the West. In 1963, a 22-foot high Pony Express statue and monument, donated by Harrah's, was dedicated at Stateline, Nevada, and has proven to be an outstanding tourist attraction.

Harrah's, of which Bill is chairman of the board, has the world's largest collection of antique, vintage and classic automobiles, many of which are completely restored. The Harrah's automobile collection is open to the general public in Reno.

Bill entered the unlimited hydroplane racing sport in 1962 when he purchased the old "Maverick" and



Bill
Harrah



Jim
Ranger

ran it as Harrah's Tahoe Miss. A new Harrah's Tahoe Miss came off the drawing board in Reno in 1963 and had the distinction of being the only unlimited hydroplane ever built in the state of Nevada.

It was decided the boat was too heavy for competition, though, so Harrah ordered Harrah's Tahoe Miss built. This one was constructed in the boat shops of Les Staudacher in Kawawlin, Michigan, in the spring of 1964. The following year it won the coveted Gold Cup on the way to the National Championship. The hull is still going strong and is the "Harrah's Club" competing this year.

JIM RANGER — When he was 14, Ranger came west to live with his mother at Port Orchard, Washington. After a stint in the Marine Corps where he served as a mechanic, Jim returned to Port Orchard and worked in the logging business. Moving to California in 1960, he was a structural steel worker and then turned rancher to start raising Arabian horses.

With their purchase of an unlimited hydroplane in 1966, Ranger and his wife, Yvonne, continue a Dodge family tradition in boat racing. The latest Dodge boat — "My Gypsy" — is named for the former Dodge entries and for Ranger's wife.

Ranger won the Seattle Seafair



Bernie
Little



Dave
Heerensperger

(first time ever for a rookie), was runnerup for national championship honors and was selected by his fellow competitors as 1966 "Rookie-of-the-year."

Recently, Jim Ranger embarked on a brand new venture — marketing of ski clothes and sportswear on a nationwide business.

BERNIE LITTLE — You wouldn't believe Bernie Little were he to be placed between the covers of a best-selling book. He is a composite of all charismatic qualities attributed to some of the heroes of the business world.

Small wonder, then, that in six short years he's left an indelible imprint on his favorite sport of thunderboating. Plagued with disastrous luck at some times, Little's path has been marked at other intervals by astounding success.

In six years, he's owned eight different hydroplanes, seen three of them crashed into splinters, lost three drivers, two in racing-flips, and encountered assorted miseries. He's also accepted trophies for winning races in the United States and Canada and his racing team is among the most feared on the circuit.

Little is a member and vice commissioner of the Unlimited Racing Commission. He was honored as Sportsman of the Year in 1965 for his efforts to promote thunderboating.

Wherever he goes, Little eludes an aura of magnetism that reacts to his benefit in many pursuits. President of Pinella Aircraft, St. Petersburg, Florida's International Airport occupant, Little is also chief executive officer of a number of other corporations. Hobbies, other than hydro racing, are tennis and flying.

DAVE HEERENSPERGER — Dave is the owner of Eagle Electric and Plumbing Supply in Spokane.

The Eagle Electric that Heerensperger will campaign in 1968 is the second hydro to bear that name. He campaigned a sister ship in 1963 and 1964 after purchasing it from an interested Spokane group.

At mid-season last year, Heerensperger purchased \$-Bill from Californian Bill Schyler and renamed it. Running as \$-Bill the thunderboat finished well up in the final three races of the season.

During the off-season, Heerensperger renovated the boat from stem to stern, added a lustrous new paint job, hired a new crew chief and driver and intends to go all out on the circuit in 1968.

In addition to his boat racing activity, Heerensperger campaigns several drag automobiles and owns several rare English and Italian sports cars.

GEORGE SIMON — Active in Unlimited racing since the early 1950's, George Simon has been both owner and driver. As a driver, he was a hard-charging daredevil. As an owner, he demands just as much dedication and spirit from his present day team.

There have been a series of boats bearing the U.S. name and most sporting the blood-red colors of Simon's company. One of his cherished honors came on April 17, 1962, when Miss U.S. I, driven by Roy Duby, slammed across Lake Guntersville, Alabama, at an average speed of 200-419 MPH, thereby setting a new world's straightaway record and at the same time becoming the first propeller-driven boat to exceed 200 MPH. This record still stands.

Simon, who started his business in his home in Detroit, now has warehouses and reconditioning shops covering over 200,000 square feet with a stock of over 3,000 machines, including the latest automated equipment in storage or process of rebuilding.

Simon's firm, largest in the world in its field, supplies plants in the



George
Simon



Bob
Fendler

United States, South America and Europe.

Recently Simon expanded his interests to control marketing resin impregnated cotton fibres to the auto and bedding industries. Another firm supplies rolling service parts and automotive after market items. In addition, Simon has a finance corporation, and interest in a domestic drop forge mill and a Detroit area ski resort.

BOB FENDLER — 1968 marks the first year Bob Fendler has devoted himself to the chores of being an owner. Prior to that he was, in succession, rookie-of-the-year, in 1966, and a parttime driver-owner in 1967.

In mid-season, last year, he turned over his driving chores to Jim McCormick and assumed a strictly administrative post with his racing team. This year, he vows, will be all shore duty.

His boat finished 6th in national high points last year after a 4th place finish in 1966.

This year also marks Fendler's first alliance with the Atlas Van Lines organization. Last year's Atlas boat finished 9th in points.

Fendler is a Los Angeles attorney whose other credentials include: one-time national ranking as an Olympic caliber high jumper (best competitive effort of 6'10"); building of a one-man helicopter; calf-roping at rodeos; competition in sailboats and drag boats; crop-dusting; earning a brown belt in judo.



Mike
Wolfbauer



Laird
Pierce

MIKE WOLFBAUER — Mike purchased the former Lumberville in 1964 and campaigned her as Savair's Mist. A year later he purchased the former Tempest and has campaigned it as Savair's Probe, entering practically every race as a team.

Quiet and unassuming, he can be seen at every race, directing the strategy of his racing team. When he finishes up in final standings, he is quietly happy. When disappointment meets the efforts of his boats, he accepts it matter-of-factly and begins to plan for the next event.

Mike heads up Savair Products Co., a Detroit area firm that specializes in air retention machinery.

Savair employees and their families have taken such an interest in the "Probe" and "Mist" that Mike brings in radio reports of each race so everyone will know how "their" boats are doing.

LAIRD PIERCE — Last year's brand new Parco's O-Ring Miss stunned the thunderboat circle when, after a late start, it turned in impressive performances at Sacramento and San Diego, California. Builder Bob Patterson and designer Chuck Hickling incorporated many new features into its design and have high hopes for the 1968 season.

A limited class racer himself, Pierce first entered unlimited hydro racing in 1966 with the purchase of the boat he named Miss Dixi Cola.

His 266 cubic inch hydro "Miss Parco" was national champion in its class in 1964 and 1966.

Pierce is the owner of Plastic and Rubber Product Co., of Los Angeles.



J. Lee
Schoenith



Bob
Gilliam

J. LEE SCHOENITH — In 10 years as unlimited commission chairman, Schoenith has propelled unlimited racing to new heights. Since taking over the average number of boats attending each race has risen from 5 to 14. They used to race only for trophies. Now, purses range as high as \$75,000.

Prior to accepting the reins of leadership, Schoenith was a driver, himself, winning the APBA Gold Cup in 1955 aboard Gale V. His driving career started in 1949 and lasted for 10 spectacular years, during which he won four national championships. A back injury forced his retirement in 1959.

Schoenith is president of W. D. Gale, Inc. and its subsidiaries.

BOB GILLIAM — The self-described "junkman" of the fleet, Gilliam takes equipment others throw away, puts it together and races on the western circuit each season.

His boats have campaigned under many names — Miss B & I, Fascination, KOL-Roy, Hilton HyPerLube, Miss Tri-City Sun, just to name a few.

Gilliam's boats have never attained fame but he has aided many races and helped fill out many fields when racing needed boats in the pits.

He built his first boat while stationed in the Army at Ft. Lewis, Wash. He and a group of buddies wangled a sponsorship from a supermarket chain and wound up at the Gold Cup Race in Detroit. Since that time Gilliam has been a consistent part of the hydro scene.

Lately, he has expanded his interests and now sells racing equipment and accessories to all classes of race boats and cars.

TOM FRIEDKIN — Comparatively new to the hydro racing scene, Friedkin is a partner in the Hydros, Inc., organization with Bernie Little, which owns and campaigns Miss Budweiser. Friedkin is well-known as an owner of Indianapolis 500 race cars, National and Group 7 and late model stock cars. His racing teams have won several of the larger races around the United States.

Born in Hollywood, Calif., he is the son of the founder of PSA Airlines and is a veteran of the U.S. Air Force.

He brings to hydroplane racing a zest for speed and racing that is almost infectious. Teamed with Bernie Little, the combination gives Miss Budweiser one of the most aggressive of ownership combines.

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Progress In The Tri-Cities

Current Happenings Plus a Forecast of Things to Come

The Hanford Atomic Project Payroll continues with more than 8,750 people connected with the total operation. The Atomic Energy Commission's 1968 fiscal operation budget for Hanford is \$131 million.

The Kennewick Port District has \$2.3-million in new facilities for the storage and distribution of frozen foods. Rogers Walla Walla Canning is operating at \$2.5-million frozen food plant at Pasco. Unique Frozen Foods has opened a \$1.5-million food processing plant at Connell.

Columbia Basin College at Pasco now has a student body of over 2,200 students. Architects are formulating a building program to expand and re-design the college's physical plant.

Private Companies at Hanford now include Douglas United Nuclear, ITT Federal Support Services, Battelle Northwest, Donald W. Douglas Laboratories, Atlantic Richfield Hanford Company, Computer Sciences Corporation, California Nuclear.

A \$750,000 **Feed Lot** is being built near Pasco by the Atlantic Richfield Hanford Company in conjunction with the McGregor Land and Livestock Company.

A \$4-Million **Barge Terminal** and plant is being constructed by Collier Carbon and Chemical in Kennewick. Raw materials will be shipped from Alaska in 480-foot, 10,000 ton barges. Standard Oil has announced a \$3.5 million expansion to their Kennewick fertilizer plant.

A \$16-Million a Year tourist and convention industry is forecast for the Tri-Cities when new convention facilities become available in 1968 and 1969.

The Boise Cascade Pulp and Paper Mill, just east of Pasco, completed a \$9-million expansion program in 1967 and employment is now more than 400 persons. Boise Cascade has invested a total of \$38-million in this facility.

The \$87.5-Million Hanford Test Reactor (Fast Flux Test Facility) is now in its design stages. It will be built on the Hanford project.

99,075 people now reside in Benton and Franklin counties. The population of Pasco-Kennewick-Richland and the immediate vicinity is approximately 80,000.

A New \$1-Million **Bank** for Seattle First National is being built in Pasco. Yakima Federal Savings and Loan in Richland and Washington Mutual Savings Bank in Kennewick moved into new buildings.

A \$10-Million **Regional Shopping Center** is now under construction by the Bon Marche between Kennewick and Richland. Grigg's Department Store of Pasco is completing a \$500,000 expansion program.

A \$1.5-Million **Graduate Center** is now under construction on an 84-acre site overlooking the Columbia River in North Richland. Its operation and administration will be a joint effort by the University of Washington, Washington State University and Oregon State University.

Assessed Valuations Hit a New High in Benton and Franklin counties in 1967 when they climbed \$10-million to a total of \$134.3 million. Bank deposits were up \$7.7 million. There was \$20.7 million in construction activity in the Tri-City area last year.

A \$6 Million **Educational Park** and second high school is planned for Richland. A new \$3.2-million high school is planned for Kennewick. Tri-City school enrollment is now highest in history.

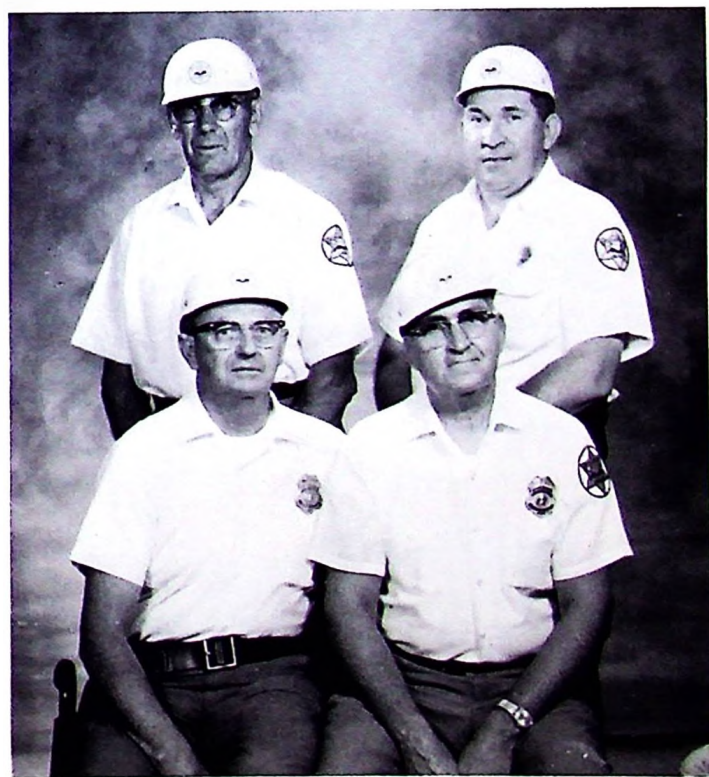
A \$4.5-Million **Hospital** to replace the existing Kadlec Methodist Hospital which has served from early-Hanford days, is planned for Richland. Construction is being completed on a \$750,000 total improvement and expansion project for Kennewick General Hospital.

The \$1.2-Billion Hanford Investment is playing a new role in southeastern Washington's economy as the transition is made from war-time to peaceful nuclear applications. Scientific research and development are now prime objectives.

A \$3-Million **Convention Hotel** is being built in Richland by Atlantic Richfield and Vance Hotels. A new resort hotel, The Rivershore Inn, has just opened in Richland and two large complete-facility motels are under construction in Pasco. The Brass Door Restaurant, with outstanding decor, has opened in Richland.

Over One Million Tons of Products were handled through the the Port of Pasco's marine terminal in 1967 — a 20 per cent increase. The port is excavating a new barge slip. Barge tonnage at McNary Dam was up 350,000 tons over the year before.

(Information courtesy Tri-City Herald)



GUARDS ON BUSMAN'S HOLIDAY

An outstanding example of the community spirit that has made possible unlimited hydroplane racing to the Tri-Cities is that of the Hanford Guards Unions. Seventy or more of the Hanford Guards are donating their time to provide security services during the Atomic Cup. Men like those above: D. W. Nelson and L. Longcrier (front, left to right) and W. F. Gander and W. W. Mitchell (back row) are among the guards who will donate a combined total of over a thousand hours of security, guarding the boats, pit area and official barge. The Hanford guards pull round-the-clock duty from Wednesday through the remainder of the Atomic Cup week. As their regular job, the men provide security and protection to the Hanford atomic plant as employees of ITT Federal Support Services.

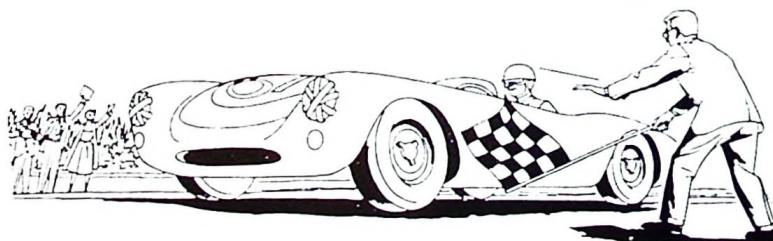
Some Of Us Won't Make It To The Races This Year

You see, we're responsible for the 24-hour-a-day operation of four huge reactors which produce plutonium for national defense and other isotopes for peaceful purposes. One of these reactors, N Reactor, also feeds up to 800,000 kilowatts of electricity into the regional power distribution grid. Our plants are 45 miles upstream on the Columbia River from the race course, a little too far to hear the roar of the hydroplanes but close enough for us to brag about "our" Water Follies celebration.

WE HOPE ALL OF YOU WHO ARE ATTENDING THE
WATER FOLLIES ARE HAVING THE TIME OF YOUR LIFE!



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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.

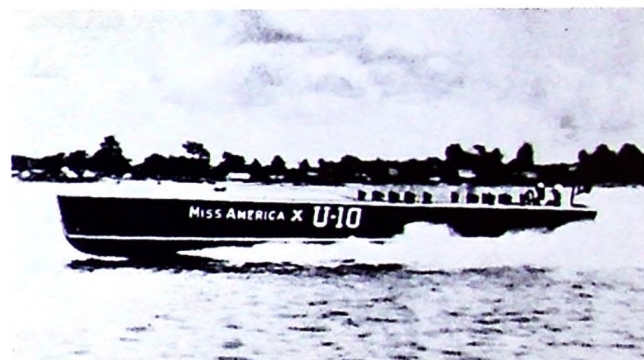
Since that year, the Gold Cup has been an annual event, progressing from a pleasure boat race to a speed—or powerboat—race. The competition was suspended during World War II, but was resumed in 1946.

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.

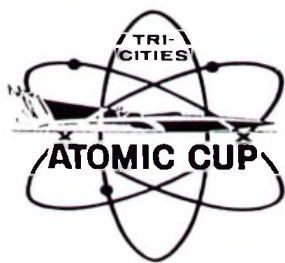
Boats will continue to set new records for speed and endurance until the very ultimate in speeds for these thunderboats is reached. This time may not be very far away. What then?

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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*Come
Sail
With
Me....*

TRI-CITY STYLE





Photography by Bureau of Reclamation, Ephrata

PICTURESQUE STREAM WITH UNGLAMOROUS NAME

Crab Creek meanders for some sixty miles in Adams and Grant counties just north of the Tri-Cities. Some places you can jump across

it — in others it's a small river. But, it has some of the finest #1 in the state for German Brown trout.



Photography by Battelle Northwest Photo Unit

THE DESERT BLOOMS





(Top) Photography by Wallace P. Howell

(Bottom) Photography by V. R. Holmquist

THE SEVERAL MOODS OF RATTLESNAKE





Photography by Battelle Northwest Photo Unit

SENTINEL IN THE DESERT

Rattlesnake Mountain, west of Richland, overlooks the Tri-Cities. It is one of the highest unforested mountains in the state, and the highest mountain in central Washington caused by a folding of the earth's crust. The mountain may still be rising, geologists say. The 3,581-foot high mountain is now the site of ecological preserve being developed by Battelle-Northwest Laboratories to study desert life and the effects

of modern technology and pollution on local wildlife. Highest peak in the Tri-City area, it is also the site of a Battelle-Northwest weather-information center. Rattlesnake Mountain, part of a range of hills of the same name, was probably named by pioneers for the poisonous snakes found on its warm slopes.



Photography by Battelle Northwest Photo Unit

WHITE BLUFFS — FORMED DURING THE ICE AGE



Photography by Roger Conrad



Photography by W. C. Townsend

