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July 27 • Columbia River

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Testing and Qualifying - Thursday through Saturday, July 24-26

\$57,500 in Prize Money

Heat Sponsors

- 1-A Mark & Pak Stores
- 1-B Robert Young & Associates
- 2-A Tri-Cities Savings & Loan
- 2-B Olympia Beer

Schedule of Racing

- 11:30 a.m. Opening Ceremonies
- National Anthem
- 12:00 noon Heat 1-A
- 12:25 p.m. Heat 1-B
- 2:00 p.m. Heat 2-A
- 2:45 p.m. Heat 2-B
- 4:10 p.m. The Columbia Cup

The Program:

Editor, Mary Lynn Zimmerman; Interior Design, Linda Andrews, Andrews Design; Production Staff, Julie Clark, Helen Maurer.

Cover Illustration: Art Director, Don Usher, Colleagues in Communications; Cover Artwork, Bob Wandesforde.

Production Supervision, Ken Maurer, Advance Advertising; Printing, General Printing, Walla Walla.

Photography, Ralph Smith, Pasco; Sue Sponnable; Bill Osborne, Seattle; Bruce McKim, Seattle Times; Cary Tolman.

Copies of the Columbia Cup program are available from:

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Muncey Claims Columbia Cup '79, National Championship

Bill Muncey, driving the ATLAS VAN LINES U-1, swept the first seven races for unlimited hydroplanes in the 1979 season, including the Columbia Cup. When the season was complete, Muncey had walked away with his third National Championship in four years.

The nine race season proved to be a record breaker, including four new marks set during the Columbia Cup.

The Columbia Cup hosted the largest turn-out of boats since the 1973 Seattle Seafair Regatta. Sixteen boats came to compete on the 2½ mile course. The average race speed of 121.011 was the fastest average of the 1979 season.

Chip Hanauer and THE SQUIRE SHOP took second place in the Columbia Cup behind Muncey and MISS VAN'S P-X driven by Ron Armstrong place third.

1980 Water Follies & Columbia Cup Schedule of Events

Saturday, June 28

Cavalcade of Drums. Edgar Brown Stadium, Pasco. 7:30 p.m. Adults \$4, Children 6-12 \$2.

Saturday, July 12

Columbia Cup Air Fair. Exhibits open at 9 a.m. Tri-City Airport, Pasco.

Sunday, July 13

Columbia Cup Air Show. Aerobatics begin at 1 p.m. Adults \$3, Children 6-12 \$2. Carload in advance \$10. Co-sponsored by the International Aerobatic Club, Chapter #41.

Wednesday, July 16

Ralph Meeker Carnival. Operating through Tuesday, July 22, in Columbia Park. Open weekdays at 6 p.m.; weekends at noon.

Friday, July 18

Miss Tri-Cities Pageant. 7:30 p.m. Kennewick High School Auditorium. All seats \$5.

Tri-City Open Amateur Golf Tournament. Through Sunday, July 20. Tri-City golf courses.

Northwest Open Racquetball Tournament. Through Sunday, July 20. Tri-City Court Club.

Columbia Cup Tennis Tournament. Through Wednesday, July 23. Adults: July 18-20. Juniors: July 21-23. Pasco tennis courts. Co-sponsored by Dunning-Ray Insurance and the City of Pasco Recreation Department.

Saturday, July 19

Columbia Cup Shoreline Run. 7:30 a.m. Richland Fire Station. Entry fee \$5. (Day of Race - \$6.)

Grand Parade. Downtown Pasco, 11 a.m. Seating available in Pasco Stadium.

Northwest Wine Festival. Hanford House, Richland, 4 p.m. \$13.

Sunday, July 20

Pet Fair. Columbia Park, 10 a.m.

Wednesday, July 23

Water Follies Talent Show. 8 p.m. Kennewick High School Auditorium. Sponsored by Kennewick Junior Women's Club.

Kiddie Parade. Pasco. Sponsored by Pasco Parks and Recreation Department.

Fiddler On The Roof. Also on July 25 and 26. 8 p.m., Hanford High Auditorium. Tickets by donation, \$3.50 or \$15 for family. Sponsored by L.D.S. Church.

Thursday, July 24

Columbia Cup Qualifying. Through Saturday, July 26. Columbia Park. All boats must qualify at 100 m.p.h. to be eligible to compete in the Columbia Cup. Pits open for tours of the unlimited boats.

Friday, July 25

Four Wall Handball Tournament. Through Saturday, July 27. Tri-City Athletic Club.

Allied Arts Sidewalk Show. Friday and Saturday, July 25 and 26, 9 a.m. to 9 p.m. each day in Howard Amon Park, Richland. Sponsored by the Allied Arts Association.

Saturday, July 26

Model Airplane Flying. For radio-controlled model airplanes. No admission charge. 8 a.m., Vista Field. Sponsored by Tri-City R/C Modelers.

Columbia Cup for Radio-Controlled Model Hydros. 9 a.m., Columbia Park Lagoon. Sponsored by NAMBA, District 8.

Water Follies Square Dance. 8 p.m., Prairie Shufflers Shanty, 717 N. Irving, Kennewick.

Sunday, July 27

Columbia Cup for Unlimited Hydroplanes. Racing begins at 12 noon. Columbia Cup Course, Columbia River.

Tickets: General Admission, Advance Sale, \$5 (Under 12 years of age free). General Admission on Race Day, \$6. Bleacher Seating \$10. Special Parking, \$25. Anchor Permit \$10.



15
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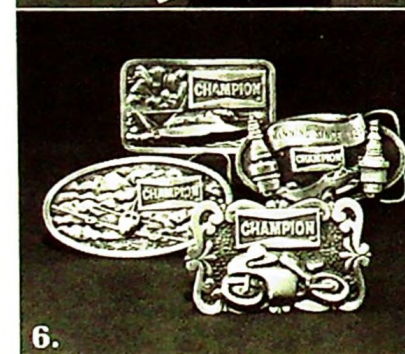
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Mark & Pak Stores

There are 11 Mark & Pak stores operating in Eastern Washington. Locations include Omak, Cashmere, Walla Walla, Wenatchee and the Tri-Cities.

Paul Meyer, who has been with the food industry in the Tri-Cities for 30 years, is vice president and general manager of the southern district.

The stores began operation in 1973 with Associated Grocers of Yakima as the basic supplier.

A new store is planned for the Meadow Springs area with construction slated to start in the Spring of 1981. During the last year, remodeling programs have been completed at three of the Tri-City stores.

Mark & Pak operates as discount supermarkets. In November, a check-out stand "scanning" process will be in operation which will eliminate the necessity of customers having to price their own products. Discount pricing will remain in effect after the addition of the "scanning" convenience.

Paul Meyer and Mark & Pak stores have been unlimited hydroplane sponsors and have provided strong support to the Water Follies and Columbia Cup over the years.

Desert Sun Distributing

Indicative of the growth of Desert Sun Distributing was the move to their new 26,000 square foot warehouse and distribution center in April of this year. The center is located in Pasco near the approach to the Inter-City Cable Bridge.

Desert Sun, the Tri-City Olympia Beer franchise, is owned by Charles and Sharon Loosveldt. The Loosveldt's have lived in the Tri-Cities eight years. He was in the food processing business before his purchase of the distributorship in 1973.

Desert Sun is also distributor for Hamms and Buckhorn beer and for Grenzquell imported beer. Wines include Christian Brothers, Riunite and Cribari.

"Our company has a firm commitment to provide our customers with top quality products with the best service," comments Mr. Loosveldt.

"We also strive to be a good member of the community by supporting various civic groups and celebrations such as the Tri-City Water Follies," he said.

Tri-Cities Savings and Loan Association

Tri-Cities Savings and Loan Association has showed a strong rate of growth since its beginning in December, 1978. The Savings and Loan was formed by a group of Tri-City people who saw the need for a locally-owned financial institution to serve this growing area.

The Association just recently moved into spacious permanent facilities in the new building located at Clearwater Avenue and Columbia Center Boulevard in Kennewick. Included in the new facilities are a drive-in window and safe deposit boxes.

A huge time-and-temperature sign is also operating that is available to community organizations for public service messages.

Rate of growth during the past year has been well above expectations, according to Rick Schmidtke, President.

"Our Association pays the same high rates as any insured Savings and Loan," points out Schmidtke. "The major distinction is that we are home-owned and all of our savings stay at home to aid in the growth of the Tri-Cities," he said.

Over 400 Tri-City area people are stockholders in the organization.

Robert Young and Associates

Robert Young and Associates, leaders in real estate development and management for over twenty years, have made it possible for residents of apartment communities to enjoy an environment of recreational amenities, comfort and privacy unsurpassed in the Tri-Cities. Over 1200 apartment units in convenient locations offer you modern, luxurious living.

Washington Square is the newest Robert Young apartment idea. Located on North George Washington Way in Richland, this 164 unit adult oriented community is closer to Hanford than any other. Washington Square has one and two bedrooms, many with lofts, fireplaces and sunken living rooms.

Robert Young and Associates are dedicated to the people of the Tri-Cities and strive to offer environments which prove compatible to a multitude of life styles.



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Atlas Van Lines, with owner-driver Bill Muncey at the wheel, captured the top honor of the 1979 Columbia Cup. The win made it four victories on the Columbia for Muncey, who went

on to claim the 1979 national title. Miss Tri-Cities, Kyle Kischer, presented the first place plaque to Muncey during the awards banquet at the Red Lion Motor Inn.

1980 Tri-City Water Follies Board of Trustees

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Three Types of Power



15
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OF
RACING

Although you'll see three types of engines propelling the unlimiteds in the Columbia Cup, the dominant power has been 12-cylinder, V-type aircraft engines from World War II. These were the engines used in the P-38's, P-51's and Spitfire fighter planes.

In their raw state - and there are still engines to be found around the world - they cost about \$3,000 - \$5,000. When they are revamped and made race-ready, they are worth about \$15,000 each.

When adapted from fighter plane to race boat, the engine is reversed and the supercharger is turned upside down so that the carburetor sits on top of the engine instead of on the bottom.

A specially-manufactured gear box is used to deliver three times the speed of the engine to the propeller - when the engine is turning 4,000 rpm's, the prop is turning 12,000.

The 12-cylinder aircraft engines weigh approximately 2,000 pounds including the gear box. That means that approximately 45 percent of the total boat weight is engine, drive train and support system.

The mortality rate among engines is fearsome. In fighter aircraft, they were overhauled every 300-400 hours. In a hydroplane, an engine cannot be operated for more than one hour without being completely disassembled. Many engines last less than one 12½-mile racing heat due to the terrific strain, and a \$15,000 engine is then ready for the scrap heap.

One Columbia Cup boat will use automotive power which has not worked very well in the unlimiteds. Best adaptation was the use of two Chrysler Hemis in tandem in the Miss Chrysler Crew of 15 years ago.

Turbine power comes to the Columbia Cup for the second time and this time it might work.

The engine, which comes from helicopters, will develop 3,000 horsepower - about the same as the Rolls Griffon.

However, the helicopter engines don't weigh as much so the new Pay 'N Pak turbine boat will hit the water some 800 pounds lighter than most other hydros.

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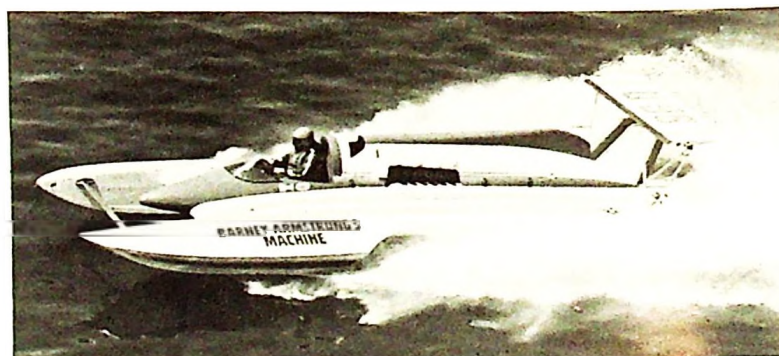
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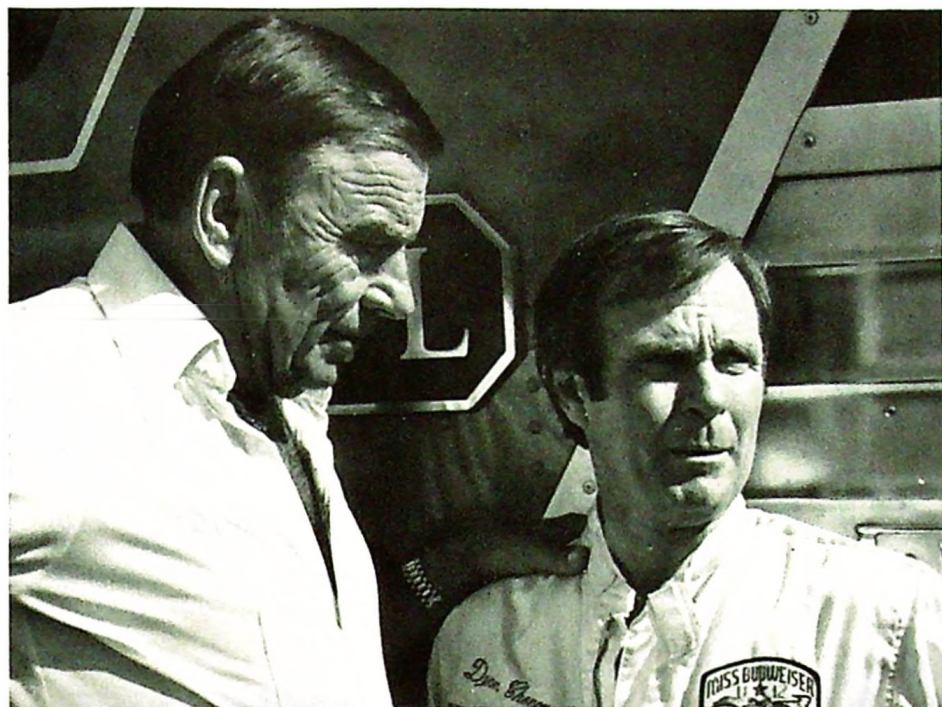
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Call him Mister Budweiser. He's Bernie Little, bon vivant and pre-eminent spokesman for the "Miss Budweiser" unlimited hydroplane racing team.

When the 1980 thunderboat racing season opened on June 8 in Miami, Little unveiled his second new boat in as many seasons, with his sights set on a fifth national championship. Boasting a career record of 29 major victories and more honors than any team owner in the sport, Little began his 28th consecutive season with the distinction of having campaigned more years with the same corporate sponsor (Budweiser) than anyone in the sport.

"Our enthusiasm for unlimited hydroplane racing hasn't dimmed one bit," Little said. "We remain committed to the excellent standards that have always been characteristic of the 'Miss Budweiser' team."

Little first coaxed Anheuser-Busch into backing his new venture with thunderboat racing almost 18 years ago. During his colorful career, he has fielded no fewer than 17 new boats under the banner of the A and the Eagle — an average of almost one boat a year.

Little eased into the sport of unlimited hydroplane racing with a vintage boat he acquired in a trade with bandleader Guy Lombardo. His debut at Guntersville, Ala., was a bit dubious, but within four years, Little was on his way to becoming one of the major personalities in the world of thunderboat racing.

Today, Little stands as the sport's elder statesman and one of

the most distinguished racing team owners in unlimited hydroplane racing. His "Miss Budweiser" team has won four national championships and three American Power Boat Association Gold Cups.

Recognizing Little's achievements, sportswriters and sportscasters voted him membership in the Florida Sports Hall of Fame in 1979. He is only the second boating athlete in the state's history to be so honored and a permanent exhibit is on display at Cypress Gardens.

Beyond the victories and personal achievements is perhaps a more substantive contribution attributed to Little — the inevitable marriage of big time sports and product marketing strategy. Not only is the sport's marketing philosophy a very significant factor for Anheuser-Busch brands, but a foundation for many other U.S. corporations as well.

Little is a virtual personification of the corporate slogan, "Making Friends Is Our Business." His broad smile, handshake and resonant greeting are almost as familiar to the Budweiser clan as the trademark A and Eagle loop.

The multi-dimensional business interests that comprise Little's empire include the Lakeland, Fla.,-based Anheuser-Busch wholesaler-ship, managed to a considerable extent by sons Bernie Jr. and Joe, and daughter Becky.

Little also pioneered in the sale of executive jet helicopters and aircraft in the state of Florida and he owns a thriving aircraft sales and leasing company. Ironically, it was a common interest in aviation that

Bernie Little... Unlimited Hydroplane Racing's Most Successful Owner



15
YEARS
OF
RACING

led to the strong friendship between Little and August A. Busch III.

Banking and selected business investments including choice commercial and residential properties are an integral part of Little's business profile. He serves on the Board of Directors of Palm State Bank, one of the fastest growing financial institutions on Florida's west coast.

Community involvements are equally important for Little and his wife, Jane. One of the couple's most active involvements is with the annual Heart Fund Yacht Rendezvous at Cat Cay in the Bahamas.

A one-time stunt pilot, Little now restricts his aviation activities to business trips in his private aircraft. He commutes twice weekly between Eaglewood, his comfortable waterfront estate in Lakeland, and the Jockey Club in Miami where the luxurious 86-foot yacht, Big Eagle, serves as an elegant setting for business conferences and stylish dinner cruises.

All the elements combine to portray a commanding and powerful presence. Influential though he is, Little retains a comfortable touch of the small town Ohio atmosphere of his youth. He is as much at ease signing autographs for admiring fans as he is negotiating with bank presidents and corporate directors.

Ever mindful of the Anheuser-Busch doctrine, Making Friends Is Our Business, Little combines the friendship mission with a consummate passion for winning in racing and business.

COORS LIGHT

The
surprise
is how good
it tastes.



THE PAK IS BACK

by Fred Farley

The familiar orange and black of the PAY 'N PAK Corporation's U-25 will be back on the water this season with an experimental turbine powered hydroplane. The craft will utilize a Lycoming T-53 L-7 gas turbine engine rather than the traditional Allison or Rolls-Royce Merlin.

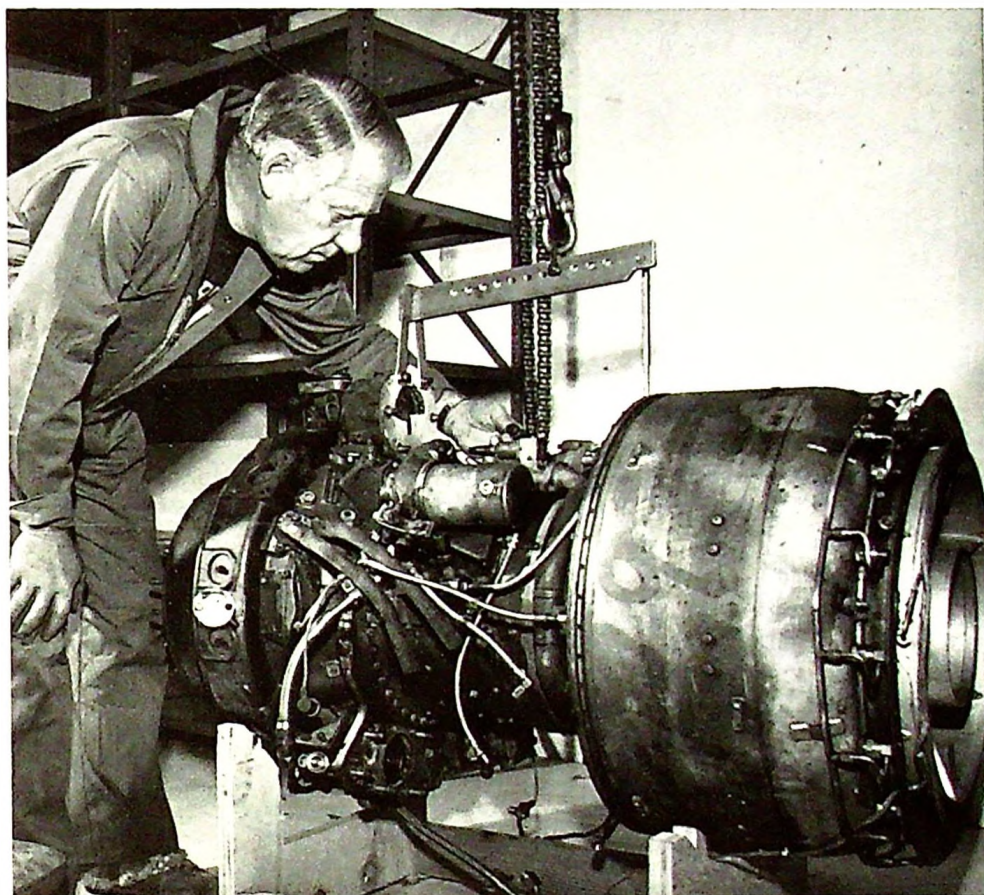
"The PAY 'N PAK team has always been innovative in boat and engine design," said David Heerensperger, Chairman of the Board of the PAY 'N PAK Corporation. "We are coming back to win. Second place has never been acceptable for us."

Heerensperger, who directed the PAY 'N PAK organization to 24 major race victories and three National Championships between 1968 and 1975, has been granted unrestricted clearance for project development over a four-year period by the APBA Unlimited Racing Commission.

"The potential impact of turbine power in unlimited hydroplane racing is probably more significant than we understand at the present time," declared Unlimited Commissioner George Byers, Jr., of Columbus, Ohio. "Dave Heerensperger is one of the most brilliant and innovative team owners that our sport has seen. Everyone expects that he will pick up where he left off — in winning form."

Although the new PAY 'N PAK is basically a competition rig, its owner is considering a possible world straightaway attempt if the boat performs up to expectations. The current mile record stands at 200.419, established in 1962 by Roy Duby in MISS U.S. I. Heerensperger initiated one previous attempt on the record in 1969 when the late Tommy "Tucker" Fults pushed an earlier PAY 'N PAK entry to a speed of 162.162 on Guntersville Lake in Alabama.

Heerensperger feels that the turbine can offer much greater dependability than the piston aircraft engines of other unlimiteds. "This is a jet engine," he said. "Look at jet engines on airplanes. They run for thousands and thousands of hours without hardly any maintenance. We won't be running this engine any harder than it was designed for helicopter use. The Rolls-Royce engines are run



twice as hard as they were designed for airplane use. You are really straining them."

One obvious advantage of turbine engines will be weight reduction, a major trend among the more competitive teams in recent years. Turbine engines weigh approximately one third less than the Allison and Rolls-Merlin. Heerensperger wants the PAY 'N PAK entry to weigh less than 5000 lbs. By comparison, most other unlimited hydroplanes tip the scales at just under 7000 lbs.

The only serious precedent for turbine power in the Unlimited Class was the promising U-95 effort of 1973-74, backed by the late Jim Clapp of Seattle, Washington. After Clapp's untimely death, the U-95 was eventually sold and refitted with a traditional engine. As the first and only "Whiz-per" boat to enter actual competition, the U-95 established a 113.469 mile an hour heat record at the 1974 World Championship Regatta in Tri-Cities, Washington, with Leif Borgersen driving.

Heerensperger estimates that the U-95 weighed around 7000 lbs. One reason that the new PAY 'N PAK will weigh less is because

the PAK will utilize one large turbine instead of two smaller ones. The Lycoming T-55 is an evolution of the T-53 used by the U-95 craft. The T-55 churns out approximately 2400 horsepower — considerably more than the T-53.

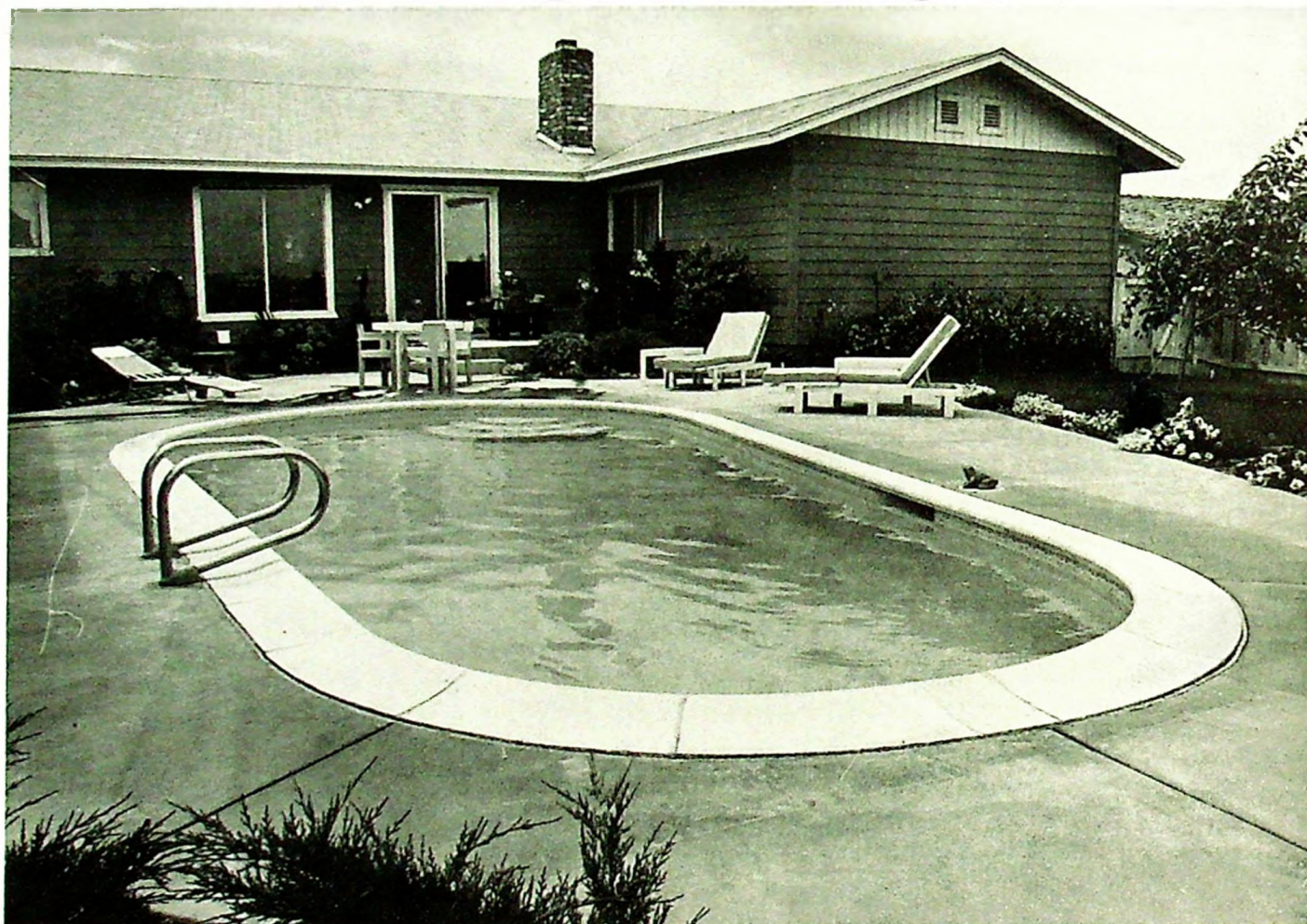
The PAY 'N PAK turbine effort, conceived by Heerensperger, is assured of long term commitment. Thorough research and consultation with leading authorities should provide a strong foundation for success. "A project of this magnitude requires exceptional talent in engineering and aerodynamics," Heerensperger said. "Priority has been given to personnel assignments with Jim Lucero heading the team. Jim was instrumental in our success for many seasons, and we feel that his extensive knowledge will continue to benefit the PAY 'N PAK turbine racing team in the future."

"Initial cost of turbine engines has been a deterrent to unlimited hydroplane owners in the past," Lucero said. "However, the conflict in Vietnam did a great deal to stimulate production of turbine engines for helicopters, and a surplus has been created since the war ended. Industrial development of turbines for commercial applica-



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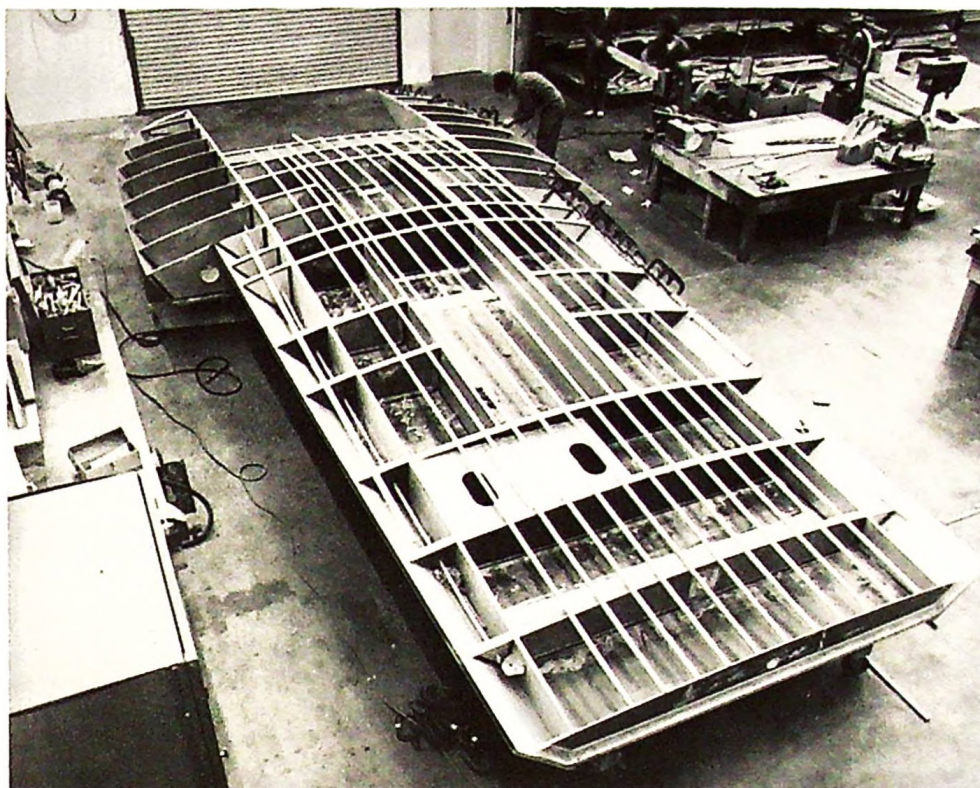
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tions has also increased the availability of turbine engines as newer designs are being created by manufacturers."

The hull itself will be a cabover, constructed of honeycomb and wood. The Jim Lucero design will utilize a horizontal stabilizer wing and resemble the current National Champion, "Atlas Van Lines," which was also designed by Lucero. Limited hydroplane champion John Walters has been named to drive the boat. Previous pilots for the Heerensperger team include such stellar names as George Henley, Mickey Remund, Tommy Fults, Billy Schumacher, Bill Sterett, Sr. and Jr., Warner Gardner, Jim McCormick, Ron Larsen, Ron Armstrong, Norm Evans, Rex Manchester, Steve Reynolds, and Jerry Armstrong.

It's the long-term impact on the sport that will be one of the most significant factors of PAY 'N PAK's turbine boat," Heerensperger believes. "We are making the initial investment for research, development, and ultimately refinement through competition. What we learn in the next two years will pave the way economically for other teams who want to use turbine engines."



Lucero predicts that fewer crew members will be required to travel the circuit with a turbine-powered boat and—even more important — only three to four engines would make a team competitive for an entire season.

"If a team wants to win consistently all year now, they have to

plan to start the season with ten good Rolls-Royce engines," Lucero explains. "There's no denying that's an expensive proposition for any sponsor. The turbine project will be both a technological and economic advance for the sport of Unlimited hydroplane racing."



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OF
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The 1980 Columbia Cup Racing Rules

The Columbia Cup consists of three heats of 12½ miles each (5 laps) for a total of 37½ miles.

To be eligible to race, every boat must have qualified at 100 miles per hour over the 2½ mile Columbia Cup course. To qualify, a boat must complete 3 continuous laps with one lap over 100 miles per hour. Qualifying begins on the Thursday prior to the race.

Boats are placed in the preliminary heats (1A, 1B, 2A, 2B) by the luck of the draw with a maximum of six boats allowed in each section.

The six boats scoring the most points after two heats of racing go into the final heat and the winner of that heat is the winner of the race.

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

Only those boats that are on the course and running in a planing attitude when the one-minute gun fires are allowed to race.

A driver on the course cannot attempt to start his engine after firing of the one minute gun. He must wait until after the heat is complete to start his engine.

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

The race will be stopped immediately if a driver enters the water or if, in the opinion of the referee, an occurrence or situation on the race course makes competition hazardous to participants beyond the usual hazards of competition. If, at the time of the stoppage, the

leader has finished three laps, the heat will be declared completed and the average lap speed of each boat running at the time of the stoppage (based on the number of completed laps) will be used in determining finished positions; except that if the Final Heat is halted, it must be re-run regardless of when stopped. The re-run will be complete if three laps are finished. In no event shall the boat or boats responsible for the stoppage be awarded points in that same heat or section or be allowed to start in any re-run or subsequent re-runs of it.

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

Flags and Signals

Keep your eye on the official barge and you'll see a colorful array of flags throughout the race. Below is a description of what they mean to the drivers out on the course:

AT THE START OF THE RACE:

Yellow Flag: Displayed at the firing of the five-minute gun until the one-minute gun.

White Flag: At the one-minute gun before the start of the race, the yellow flag is lowered and replaced by the white flag.

Black Flag: When a boat does not comply with starting rules, it is used to signal a driver to pull into the infield.

AFTER THE START OF THE RACE:

Red Flag: Signals that the race

has been stopped or postponed. Also accompanied by a discharge of red or orange smoke. Signals boats to return to the pits.

Yellow Flag: Indicates to drivers that there is a hazardous condition on the race course, such as a stopped boat, which should command their attention and caution.

Green Flag: To indicate to a boat signalled that it is starting its final lap.

Checker Flag: Displayed at the finish of the race to indicate to the boat passing the judges' stand that it has completed the race.

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

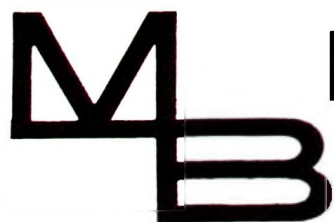
Heli-Ref

A referee in a helicopter hovering over the race course will be used at the Columbia Cup. This is the first year that helicopters will be used for refereeing at all unlimited races.

The huge roostertails thrown up by the boats often block the view of referees located on shore or on the water in the middle of the course.

The helicopter will afford the referee an unobstructed view, especially in the critical area of the lower turn at the start of each heat.

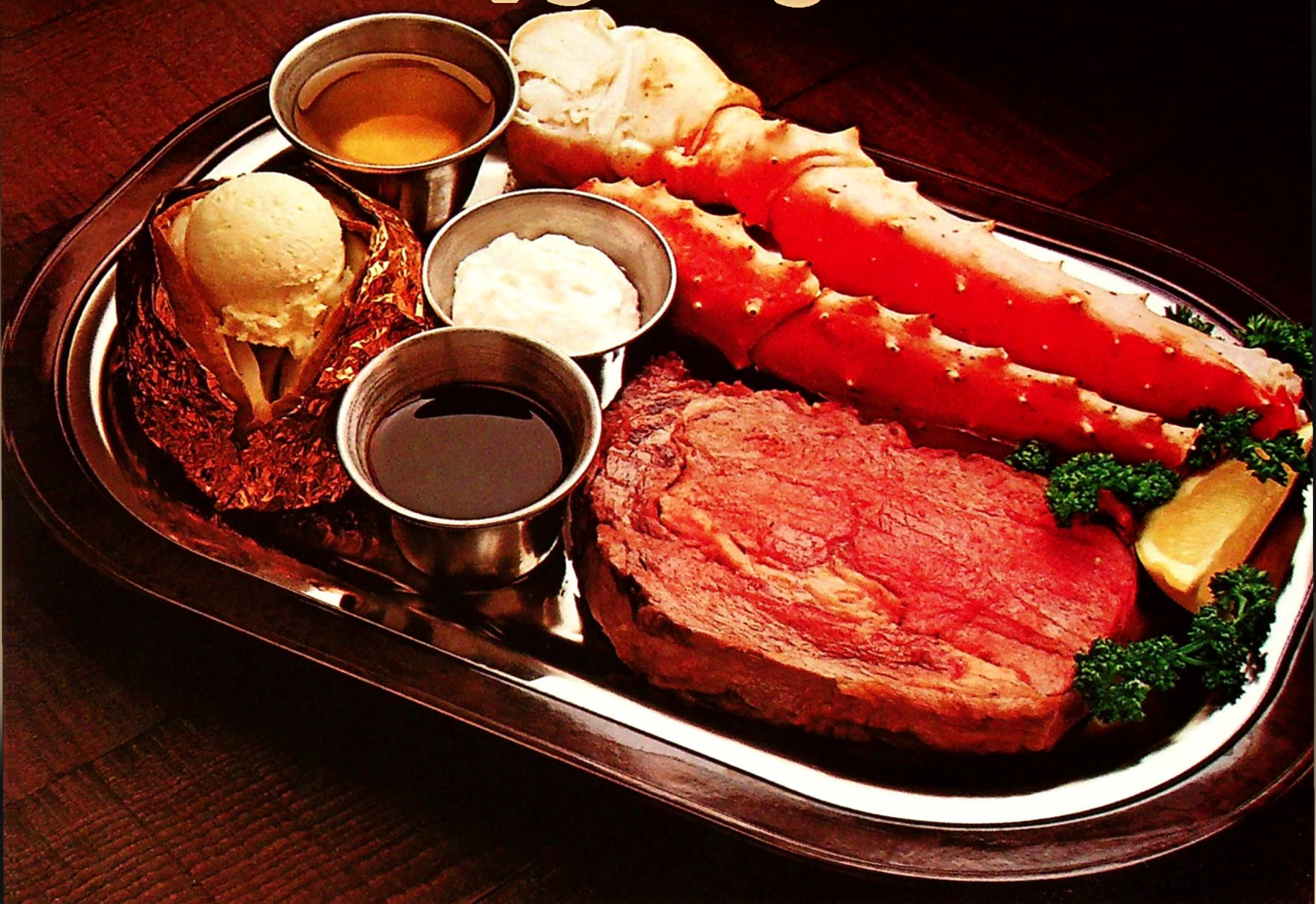
In addition, a closed-band radio system will be used so that the entire refereeing team will have instant communications with each other.



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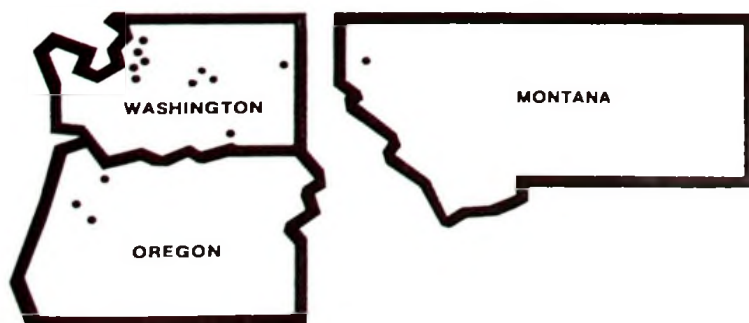
The Squire Shop

Sportswear Specialists

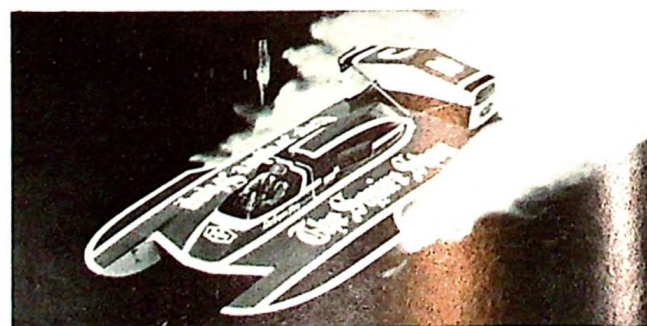


And when you come to watch us race, don't miss Fran Muncey's "Thunderboat Souvenir Trailer" with The Squire Shop, Pay 'n Pak, and Atlas Van Lines souvenirs. She'll be right outside the pits selling every kind of hydro-plane merchandise you can imagine.

27 Locations in the Northwest



If you want quality sportswear and a variety of brands and styles, come into The Squire Shop. We carry brands like: Britannia, Kennington, Bearbottoms and San Francisco Riding Gear.



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Columbia Cup Prize Money

The estimated purse for the 1980 Columbia Cup is \$57,500. The exact amount to be awarded will not be determined until after the race and the performance of all the boats is known.

The prize money for the final heat is \$25,000, but the money starts adding up long before that final run on Sunday afternoon.

During qualifying on Thursday and Friday a total of \$1,000 each day will be up for grabs by the boats. The fastest boat each day earns \$350. After the two days, the fastest qualifying time overall earns its boat an additional \$300 followed by \$200 for the boat that had the next fastest time.

To this is added \$1,500 for each boat that qualifies at 100 m.p.h. and goes on to make a legal start on race day. If the boat completes all five laps of the preliminary heats, it is awarded an additional \$500. Each boat will compete in

two preliminary heats prior to the final.

The winner of the final Columbia Cup heat will capture \$8,500 with the second place boat receiving \$6,000.

If a boat were to make a clean-sweep of the Columbia Cup it could take home as much as \$12,000. During qualifying, a boat that has the fastest finishing time on Thursday earns \$350. If that boat returns to the water on Friday and increases its speed, it is eligible for qualifying money again that day, a possible \$350. If its overall qualifying time is the fastest recorded during the two days, the boat earns an additional \$300. The boat could win \$1,500 by making a legal start during the preliminary heats, and if it finishes all five laps of both preliminary heats, it earns \$1,000. If the boat goes on to win the Columbia Cup final heat, it captures \$8,500 more.

Prize Money Charts

Qualifying (Thursday and Friday)

Fastest	\$ 350
Second Fastest	250
Third Fastest	175
Fourth Fastest	125
Fifth Fastest	100

\$1,000 each day

Overall Qualifying

Fastest \$300, Second Fastest \$200

Final

First Place	\$ 8,500
Second	6,000
Third	4,000
Fourth	3,000
Fifth	2,000
Sixth	1,500

TOTAL: \$25,000

TOTAL PRIZE MONEY FOR A 12 BOAT FIELD

Qualifying Money	\$ 2,500
Legal Start Money	\$18,000
Heat Prize Money	12,000
Final Heat	25,000

TOTAL PURSE: \$57,500



**15
YEARS
OF
RACING**



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Tri-Cities

15 Years of Unlimited Racing

The Tri-Cities in the summer; for the past 15 years, that has meant for 10 days during the end of July the three cities along the Columbia River join in one of the most celebrated festivals in the Northwest. The festival is art shows, air shows, and drum and bugle shows. It is parades, tournaments of all kinds and square dancing. It has been held during pouring rain and scorching heat, neither of which deterred the spirit of the event.

And for 15 years, the culmination of the festival has been the flying of the roostertails on the Columbia River.

Water Follies itself is over 30 years old. It has had several names and various program formats, including its beginning as a carnival. Limited hydroplanes, raced during those earlier days, were the major attraction. But, there was a feeling that the area needed a bigger event to showcase the "unlimited" water potential of the Tri-Cities. Unlimited hydroplanes were the answer.

In the fall of 1965, five Water Follies representatives, then-president Mark Pence, Wally Reid, Keith Bowers, Jack Hamann and Ken Maurer, drove to Lake Tahoe to witness the 1965 World Championship Regatta for unlimited hydroplanes. They talked to owners and drivers about the possibility of racing in the Tri-Cities. They measured and photographed all the facilities needed to stage such a race. And, they observed the enthusiasm of the crowd for the racing spectacle.

To call attention to the area as a potential racing site, the Tri-City Water Follies jointly sponsored one of Bob Gilliam's unlimited

boats in two regattas. The boat carried the name "Tri-City Sun."

Just one year later, the efforts of the Water Follies produced the first unlimited race on the Columbia River. Nearly 50,000 people lined the banks of the river to watch 12 boats vie for the title of champion of the first Atomic Cup. During a pre-race warm-up over the 2½-mile oval, "Wild Bill" Cantrell piloted Joe Schoenith's "Smirnoff" to a speed of 111.386 mph, a Tri-City record that would stand until 1969.

But it was Bernie Little's "Miss Budweiser" that captured both the hearts of the crowd and the Atomic Cup crown. "Miss Budweiser," with Bill Brow at the wheel, won all three of its 15 mile heats, posting an overall average of 94.936 mph.

Other boats on hand during the inaugural Atomic Cup included Bill Sterett, Sr., in the radical twin automotive-powered "Miss Chrysler Crew," Bob Fendler in "Wayfarer's Club Lady," Red Loomis in Mike Wolfbauer's "Savair's Probe" and Mira Slovak in "Tahoe Miss."

During the second Atomic Cup in 1967, 15 boats made their way to the Tri-Cities to compete in a faster Atomic Cup. All the course competition records set during the first race were topped in the second, and they were topped by boats that did not go on to win.

Until 1970, all of the Atomic Cup champions utilized Rolls Royce Merlin power. That changed in 1971 when the community-owned "Miss Madison" with Jim McCormick as chauffeur triumphed over the competition with an Allison V-1710 engine. The "Miss Madison" victories on the Columbia River and three weeks earlier during the Gold Cup made the boat the oldest unlimited hydroplane to win a race. The boat was 11 years old.

Bill Muncey's "Atlas Van Lines" dominated the water of the 1972 Columbia Cup after six unsuccessful

tries. Since that victory, Muncey has won in 1976, 1977 and 1979.

During the 15 years of unlimited racing in the Tri-Cities, the area has gained untold amounts of publicity not only for the unlimited racing, but also about the recreational water and weather assets. The Tri-Cities is mentioned frequently on the unlimited hydroplane radio network and its name appears on the sports pages of newspapers throughout the country.

Monies earned from the racing have been returned to the community by the Water Follies in the form of capital improvements. An automatic sprinkler system was installed in Columbia Park, along with a public boat launching ramp, an outdoor stage, a trash sweeper and hundreds of feet of boat docks. The river also has one of the finest pit areas available for unlimited racing which doubles as a place for boaters and other activities. Total rental fees of approximately \$40,000 have been paid to Benton County for Park use.

The Water Follies sponsors the Tri-Cities float which participates in over 15 parades throughout the Northwest, publicizing the area and the festival. The Water Follies is also responsible for the year-round expenses of Miss Tri-Cities and her court.

The Water Follies is a community event which could not take place without the help and cooperation of the entire community. It is with the help and organization of local municipal bodies who provide the law enforcement and traffic control, the cooperation of private individuals whose homes border the river, the thousands of volunteers who man the gates, park cars, sell booster buttons, tickets, and programs, and plan and execute the many Water Follies events that make it what it is: ten days during the end of July when the Tri-Cities is transformed into a festival of its people.



**15
YEARS
OF
RACING**

Past Race Chairmen



Jack Hamann
1966-68



Don Cooper
1969-72



Ken Thompson
1973-78



Bill Wilcoxson
1979



Dick Pew
1980



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Past National Champion Drivers

1946-1979

YEAR/DRIVER/BOAT

- 1979 Bill Muncey
ATLAS VAN LINES
- 1978 Bill Muncey
ATLAS VAN LINES
- 1977 Mickey Remund
MISS BUDWEISER
- 1976 Bill Muncey
ATLAS VAN LINES
- 1975 Billy Schumacher
WEISFIELD'S
- 1974 George Henley
PAY 'N PAK
- 1973 Mickey Remund
PAY 'N PAK
- 1972 Bill Muncey
ATLAS VAN LINES (5th)
- 1971 Dean Chenoweth
MISS BUDWEISER (6th)
- 1970 Dean Chenoweth
MISS BUDWEISER (6th)
- 1969 Bill Sterett, Sr.
MISS BUDWEISER (6th)
- 1968 Billy Schumacher
MISS BARDAHL (5th)
- 1967 Billy Schumacher
MISS BARDAHL (5th)
- 1966 Mira Slovak
TAHOE MISS (3rd)
- 1965 Ron Musson
MISS BARDAHL (3rd)
- 1964 Ron Musson
MISS BARDAHL (3rd)
- 1963 Bill Cantrell
GALE V (3rd)
- 1962 Bill Muncey
MISS CENTURY 21
- 1961 Bill Muncey
MISS CENTURY 21
- 1960 Bill Muncey
MISS THRIFTWAY (3rd)
- 1959 Bill Stead
MAVERICK (1st)
- 1958 Bill Stead
MAVERICK (1st)
- 1957 Jack Regas
HAWAII KAI III
- 1956 Russ Schleeh
SHANTY I
- 1955 Lee Schoenith
GALE V/WHA HOPPEN TOO
- 1954 Lee Schoenith
GALE V (1st)
- 1953 Lee Schoenith
GALE II
- 1952 Chuck Thompson
MISS PEPSI (2nd)
- 1951 Chuck Thompson
MISS PEPSI (2nd)
- 1950 Bill Cantrell
MY SWEETIE (1st)
- 1949 Bill Cantrell
MY SWEETIE (1st)
- 1948 Dan Arena
SUCH CRUST
- 1947 Danny Foster
MISS PEPSI V
- 1946 Guy Lombardo
TEMPO VI



The Budweiser Crash

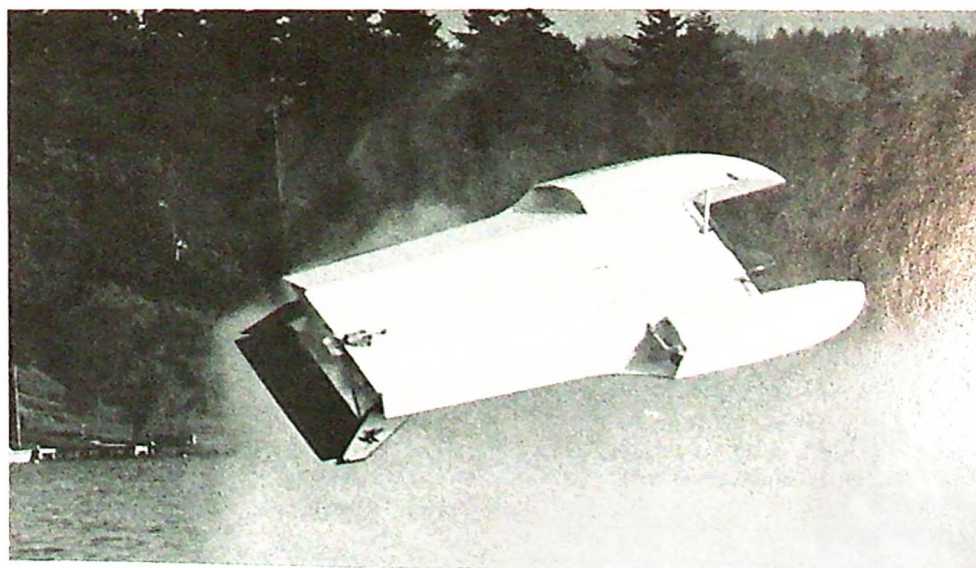
"Miss Budweiser" will be back on the Columbia thrilling the crowd and it will be only the astute race fan that by looking, will realize the boat which was new on the circuit last year is not the same one sending roostertails in the air in 1980.

In 1979, the "Miss Budweiser" that was two years on the drawing board and only four months in the water was destroyed in an attempt by driver Dean Chenoweth to set a world speed record in Seattle. The boat reached 220 mph before it hit debris submerged in the water and did cartwheels across Lake Washington. Chenoweth was pulled from the water concious after being thrown from the boat. The dented high-impact vest that is credited with saving Cheno-

weth's life hangs in the boat's engineering headquarters.

That split-second accident sent the Budweiser team back to those same drawing boards to put together a Budweiser boat for the 1980 campaign. The 1979 "Miss Budweiser" was the most short-lived boat on record.

The 1980 boat will include a slight refinement in the air trap and a left sponson that is radically different from the 1979 design. The sponson has seven different planes and is diametrically opposed to last years. There is also less angle of attack, a change made as a result of the knowledge gained during the world speed record attempt. The changes are designed to improve the cornering ability and acceleration of the new boat.



**15
YEARS
OF
RACING**



**15
YEARS
OF
RACING**



Atlas Winner - Mary Lee Pence was the winner of a scale model of Atlas Van Lines given away at the 1979 Gold 100 social get-together with owners and drivers. With her is Bud Martin,

Spokane, inspector for the Columbia Cup and builder of the mini-size hydros. Mary Lee's husband, architect Mark Pence, is a past president of the Tri-City Water Folies Association.

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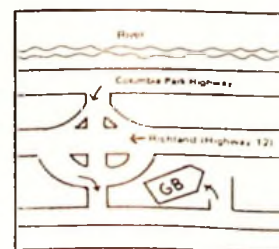
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Rainier Beer — with the flavor so light and
distinctive it's called Mountain Fresh.

Rainier Brewing Company, Seattle, Washington



Whether it be the flying water from the unlimited hydroplanes on the Columbia River or the flying ash from the Mount St. Helens volcano - the hydroplane driver

will be well prepared. Driver Bob Maschmedt wears the flame-retardant mask worn as part of the safety equipment by the drivers.

World Records



**15
YEARS
OF
RACING**

The 1979 Columbia Cup was a record-smashing affair. For the first time in unlimited racing, speed records in all available categories were smashed at the same race!

It went like this:

- * 133.136 mph, 2½ mile qualifying lap by Circus Circus
- * 129.125 mph, 2½ mile competition lap by Miss Budweiser
- * 124.412 mph, 12½ mile heat average, Atlas Van Lines
- * 121.168 mph, 37½ mile race average, Atlas Van Lines

In addition, the average qualifying speed for the 10 boats that made the final field was 115.483 - a record high.

1979 Driver Standings

RANK	DRIVER & BOAT	POINTS
1.	Bill Muncey ATLAS VAN LINES	9,600
2.	Steve Reynolds MISS CIRCUS CIRCUS	6,769
3.	Jack Schafer, Jr. TRI-CITY TILE & MASONRY ..	4,713
4.	Bob Maschmedt DR. TOYOTA	4,524
5.	Dean Chenoweth MISS BUDWEISER	4,250
6.	Chip Hanauer THE SQUIRE SHOP	4,000
7.	Ron Armstrong MISS VAN'S PX.....	2,819
8.	Jon Peddie PAT O'GRADY'S MY GYPSY	2,201
9.	Chuck King BARNEY ARMSTRONG'S MACHINE	1,192
10.	Chuck Hickling TEMPUS	1,185
11.	Terry Turner CANDYMAN	1,032
12.	Tom Martin SCHRADER WOOD STOVES ...	873
13.	E. Milner Irvin III MISS MADISON	619
14.	Brian Keogh DETROIT RADIOGRAPHICS	254
15.	Bob Miller ELECTRICRAFT	127

SRO

96KALE

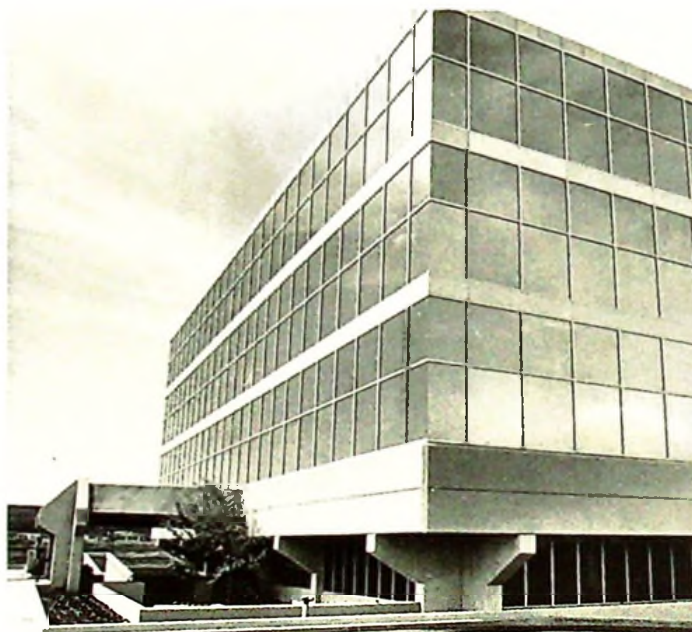
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It was a long day in the Tri-City sun for Circus Circus driver Steve Reynolds at the 1979 Columbia Cup. After winning the first prelim-

inary heat, the prop shaft tore out of the boat in the second heat and Reynolds was through for the day.



15
YEARS
OF
RACING

15 Years of Columbia Cup Winners

1979	Bill Muncey	ATLAS VAN LINES	121.011
1978	Ron Snyder	MISS BUDWEISER	109.462
1977	Bill Muncey	ATLAS VAN LINES	112.383
<i>A.P.B.A. GOLD CUP</i>			
1976	Bill Muncey	ATLAS VAN LINES	109.141
1975	George Henley	PAY 'N PAK	107.185
<i>A.P.B.A. GOLD CUP</i>			
1974	George Henley	PAY 'N PAK	110.278
<i>WORLD CHAMPIONSHIP</i>			
1973	Dean Chenoweth	MISS BUDWEISER	107.782
<i>A.P.B.A. GOLD CUP</i>			
1972	Bill Muncey	ATLAS VAN LINES	108.000
1971	Jim McCormick	MISS MADISON	98.564
1970	Tommy Fults	PAY 'N PAK 'LIL BUZZARD	98.169
1969	Dean Chenoweth	MYR'S SPECIAL	100.496
1968	Warner Gardner	MISS EAGLE ELECTRIC	102.687
1967	Billy Schumacher	MISS BARDAHL	101.161
1966	Bill Brow	MISS BUDWEISER	94.936

"Our Congratulations to the Tri-City Water Follies Association for staging one of the largest community celebrations in the Pacific Northwest."

On behalf of the community, we would like to thank the hundreds of volunteers who give of their time and talents to put on the Columbia Cup races and the Tri-City Water Follies.

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The Tri-City New Car Dealers

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Kennewick

PHOTO: BRUCE McKIM

Hydros: The Fastest Boats

Information Provided by Fred Farley

Unlimited hydroplanes are the fastest racing boats in the world. They'll go the length of a football field in 1.1 seconds.

In 1979, the previously unconquered 113 mile-an-hour speed barrier on a 2½-mile closed course was attained. Steve Reynolds did it first with Circus Circus at 133.136 mph on the Columbia River in the 1979 Columbia Cup. Two months later, Bill Muncey in Atlas Van Lines raised the standard to 133.929 miles per hour on San Diego's Mission Bay. The Columbia Cup and Mission Bay remain the two fastest race courses on the unlimited circuit.

Today's hydroplane hulls are designed so that air pressure on top of the curved front deck keeps the boat down while air pressure in a tunnel between the sponsons lifts it up. One compensates for the other in a properly balanced boat.

As the boat rises on a column of air, it "walks" from sponson to sponson, spilling out air to keep the boat from becoming airborne. At racing speed, the total wetted surface area at three points is roughly equivalent to the size of a man's handkerchief.

In recent years, more and more builders of hydroplane hulls have opted for the cabover - or forward cockpit - design. With its flatter and wider profile, a cabover provides a smoother ride than its rougher-riding, rear-cockpit, engine-forward predecessor.

At racing speeds with only one blade of the propeller in the water, an unlimited throws up a wall of water that is a roostertail 50 feet high and as long as 200 feet.

Poster Available

Full-color posters of the photo on page 13 of the Columbia Cup program are available from: Nova Albion Poster Company, P.O. Box 15706, Seattle, WA 98115. The 22½ by 29 inch poster sells for \$6.00 which includes postage.

The photo was taken during the 1979 racing season by Bill Osborne, Seattle photographer.



Bud Driver Honored

"Miss Budweiser" driver Dean Chenoweth (right) and former New England Patriots football star Darryl Stingley (left) shared the lime-light in London, England as finalists in balloting for the International Award For Valour In Sports. Sponsored by the British government, the award is presented annually to the athletes who exemplify courage in their respective sports. Stingley and Chenoweth, two of the most pop-

ular sports celebrities at the international gathering in 1980, won admiration from British royalty and sports press covering the elite ceremony. Stingley overcame a paralyzing tackle that ended his playing career with the Patriots to build a new career with the team in personnel. Chenoweth survived a 220 mph crash in "Miss Budweiser" to race a brand new boat in 1980.

1980 Unlimited Hydroplane Race Schedule

DATE	RACE/CITY/LOCATION
June 8	Champion Spark Plug Unlimited Regatta Miami, Florida; Marine Stadium
June 22	Thunder on the Ohio II Evansville, Indiana; Ohio River
June 29	Spirit of Detroit Regatta Detroit, Michigan; Detroit River
July 6	A.P.B.A. Gold Cup Madison, Indiana; Ohio River
July 13	El Dorado Thunderboat Regatta El Dorado, Kansas; Lake Bluestem
July 27	Columbia Cup Tri-Cities, Washington; Columbia River
August 10	World Championship Race Seattle, Washington; Lake Washington
August 24	Big Mac Thunderboat Regatta Ogallala, Nebraska; Lake McConaughy
September 1	Utah Governor's Cup Regatta Ogden, Utah; Willard Bay
September 13	Bay Fair Thundertub Race San Diego, California; Crown Point
September 21	Circus-Circus Thunderboat Regatta San Diego, California; Mission Bay



15
YEARS
OF
RACING



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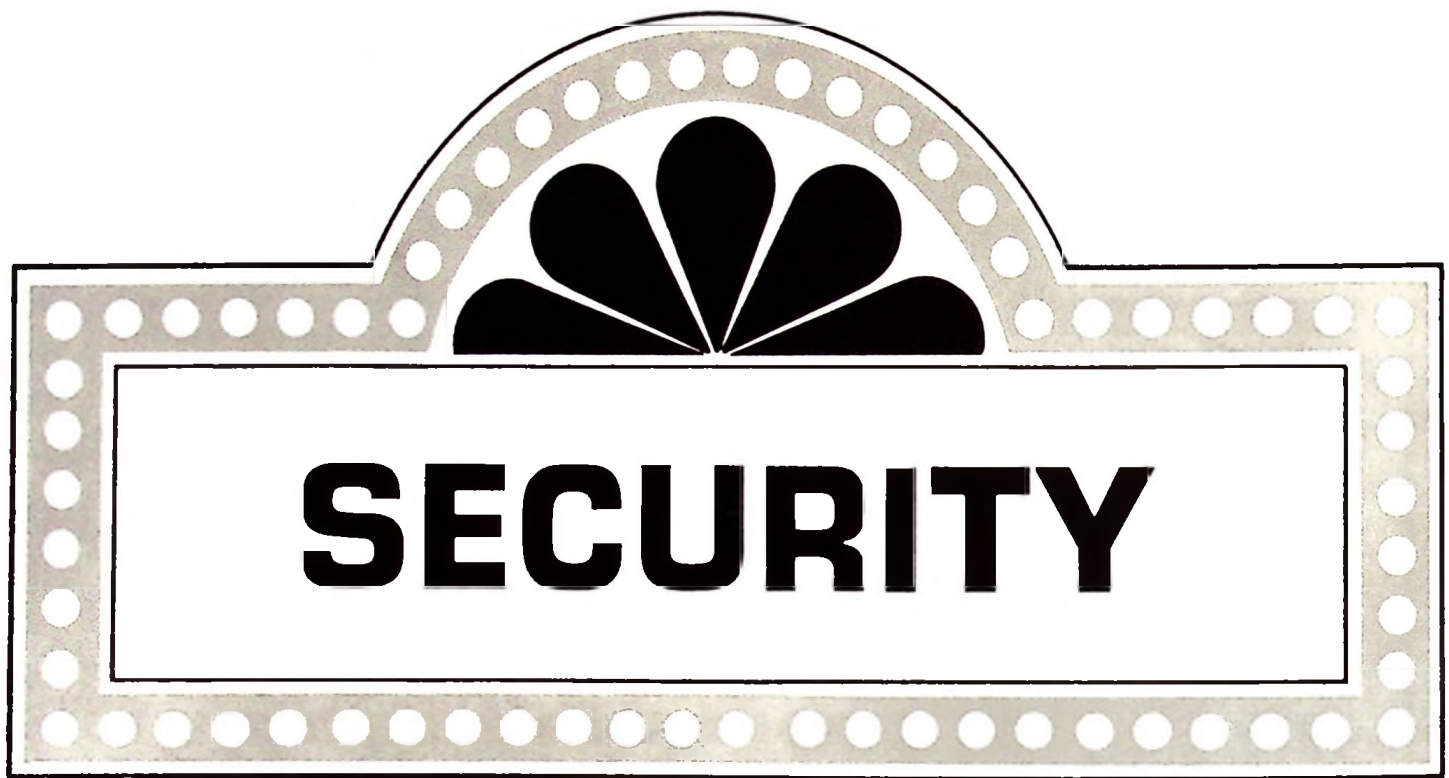
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YEARS
OF
RACING**



Joe Jarrell
pit tour guides



Bob Welsh
Cavalcade of Drums



Todd Eggers, left, Doug Tillson
Columbia Cup pits



Mike Stevens and Mike Berriochoa
air show



Chuck Hudon, chairman, and Dorothy Schoeppach,
Grand Parade.



Steve Osborne
concessions



Everett Goodwin, left, and Henry Stevens
Richland Kiwanis Club, parking.



Ralph Smith
photographer



**15
YEARS
OF
RACING**

Columbia Cup Committee List

Columbia Cup: Dick Pew, race chairman; Al Scott, assistant race chairman; Bob Bold, course chairman; Steve Barraclough, assistant course chairman.

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

Divers, Drivers, Deckhands, EMT, Communications

Personnel: Phil Webb, Scott Winsor, Robert Spurck, Jay Bold, Barb Fecht, Jim Harless, Doug Hively, Andy Howell, Karl Kiichle, Ernie McColley, Dennis McLean, Dick Alvis, Tom Batter, Keith Brutzman, Paul Buechler, Dan Cook, Hayes Cooper, Nancy Pyke, Craig Rinker, Mark Schneider, Al Scott, Glenn Washam, Lloyd Washam, Cal Washam, Steve Barraclough, Larry Davenport, Rob Schelling, Larry Stark, Ron Pearson, Betty Egbert, Patty Gray.

U.S. Coast Guard: Commanding officer, CWO R.H. Ross; Executive officer, CPO Bill Weaver; Operations officer, BM1 Monte Perry.

Coast Guard Auxiliary: Division 9 Captain, Marion Hughes; Operations officer, Dick Thomas.

Pit Area: Todd Eggers, Pit Boss; Doug Tillson, Assistant Chairman; Jerry Shiley, Jerry Livingston, Dennis Shoemaker, Roger Shatz, Frank Schricker, Jerry Bates.

Pit Fire Protection: Benton County Fire District No. 1, Bob Tweedt, chief; Tri-City Fire Prevention Bureau.

Pit & Barge Security: W.F. (Doc) Ganders;

Pit Tours: Joe Jarrell, chairman.

First Aid: Rick Burnett, American Red Cross, coordinator.

Press & Publicity: Ken Maurer, Press Trailer, Herb Brindamour.

Admission Gates: Ron Hue, coordinator. Bob Berger, Shrine Dirty Dozen; Glen Reeder, Pasco Lion's Club; Dave Ferguson, Pasco Jaycees; Duke Rauh, Pasco-Kennewick Rotary Club.

Parking: Everett Goodwin, Henry Stevens, Richland Kiwanis Club.

Franklin County Viewing: Chuck Keltch.

Hospitality: Dean Mitchell.

Parade Float: Rod and Linda Lewison, Royal City, designers and builders; Chuck and Carol Keltch, coordinators.

Concessions: Steve Osborne.

Ticket Distribution: Sue Metully, Sisu Women's Club.

Program Sales: Dick Peterson, chairman.

Columbia Center Mall Ticket Sales: Chapter AQ, P.E.O.

Booster Button Sales: Chapter EL and Chapter GF, P.E.O., P.E.O. Sisterhood, Kennewick.

Photographer: Ralph Smith.

Pit Booth Sales: Dave Dickerson.

Buoys & Anchors: Ken and Tana Nelson, chairmen.

Air Show: Mike Berriochoa.

Allied Arts Sidewalk Show: Jane Kuechle, chairman; Muriel Scott, co-chairman; Polly Heid, publicity chairman.

Cavalcade of Drums: Bob Welsh.

Fiddler on the Roof: Norm Rambow.

Miss Tri-Cities Pageant: Diane Lundgren, Pageant Director; Dorothy Schoepach, Hostess Chairman.

Model Airplane Fun Fly: Wu Chin, Tri-City R/C Modelers.

R/C Model Hydros: Bob Brackett.

Parade: Chuck Hudon, chairman.

Kiddies Parade: Paul Whitemarsh, Pasco Parks & Recreation Department.

Pet Fair: Debbie Hodge, chairman.

Racquetball Tournament: Tom Boyes, Tri-City Court Club.

Shoreline Run: Mike Cleavenger, Richland Police Department.

Square Dance: Virginia Bauer, Prairie Shufflers.

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

Tennis Tournament: Paul Whitemarsh.

Wine Festival: Coke Roth, chairman; Tri-Cities Visitors & Convention Bureau.

Courtesy of

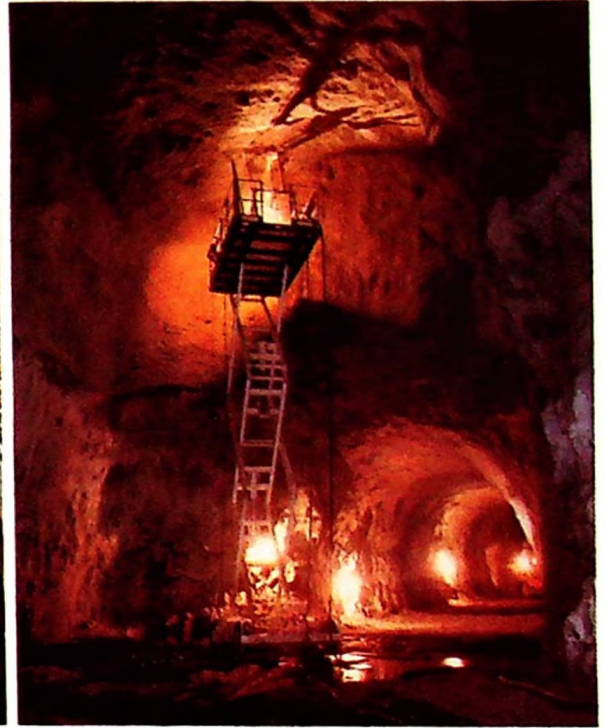
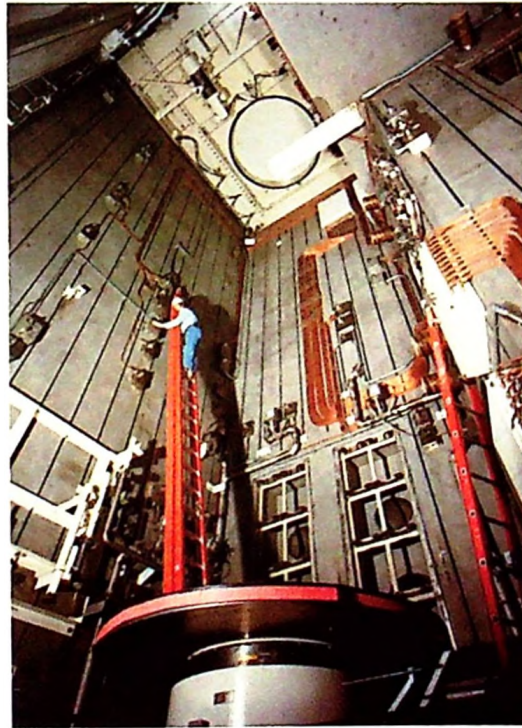


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Past National Champion Boats

YEAR	BOAT
1979	ATLAS VAN LINES (9th)
1978	ATLAS VAN LINES (9th)
1977	MISS BUDWEISER (8th)
1976	ATLAS VAN LINES (8th)
1975	PAY 'N PAK
1974	PAY 'N PAK
1973	PAY 'N PAK
1972	ATLAS VAN LINES (5th)
1971	MISS BUDWEISER (6th)
1970	MISS BUDWEISER (6th)
1969	MISS BUDWEISER (6th)
1968	MISS BARDAHL (5th)
1967	MISS BARDAHL (5th)
1966	TAHOE MISS (3rd)
1965	MISS BARDAHL (3rd)
1964	MISS BARDAHL (3rd)
1963	MISS BARDAHL (3rd)
1962	MISS CENTURY 21
1961	MISS CENTURY 21
1960	MISS THRIFTWAY (3rd)
1959	MAVERICK (2nd)
1958	MISS BARDAHL (2nd)
1957	HAWAII KAI III
1956	SHANTY I
1955	GALE V (1st)
1954	GALE V (1st)
1953	GALE II
1952	MISS PEPSI (2nd)
1951	MISS PEPSI (2nd)
1950	MY SWEETIE (1st)
1949	MY SWEETIE (1st)
1948	SUCH CRUST
1947	MISS PEPSI V
1946	TEMPO VI



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Jim Hendrick
Broadcast Announcer



**15
YEARS
OF
RACING**

Top 10 Driver's Career Performance Chart

RANK	DRIVER	RACE WINS		
1	Bill Muncey	57	8	Dave Denny (Aust. *) 11
2	Bill Cantrell*	20	9	Jack Regas 10
	Danny Foster*	20		Bob Saniga (Aust. *) 10
3	Bill Schumacher	17		Lou Fageol 10
4	Chuck Thompson	16		Mickey Remund 10
5	Guy Lombardo*	15	10	Mira Slovak 9
6	Dean Chenoweth	13		Bill Stead 9
7	George Henley	12		
				*Deceased

*Deceased

1979 National Boat Championship Final Standings

RANK	BOAT	OWNER	POINTS
1	ATLAS VAN LINES (9th)	Bill Muncey, La Mesa, California	9,600
2	MISS CIRCUS-CIRCUS (2nd)	Bill Bennett, Las Vegas; & Bill Pennington, Reno, Nev.	6,769
3	MISS BUDWEISER (11th)	Bernie Little, Lakeland, Fla.	5,494*
4	MYRNA KAY/ TRI-CITY TILE & MASONRY	Ken Thompson, Tri-Cities, Washington	4,713
5	DR. TOYOTA (2nd)	Bill Wurster, Seattle, Washington	4,524
6	THE SQUIRE SHOP (3rd)	Bob Steil & George Wade, Seattle, Washington	4,000
7	MISS VAN'S P-X (1st)	Bob Patterson, Van Nuys, California	2,819
8	BARNEY ARMSTRONG'S MACHINE (3rd)/ MISS ORANGE COUNTY	Chuck King & Roger Janke, San Juan Capistrano & Fullerton, California	1,192
9	TEMPUS	Chuck Hickling, Bellevue, Washington	1,185
10	CANDYMAN	Carroll Kern, Miami, Florida	1,032

* Includes 1,244 points earned at 2 races by a back-up hull.



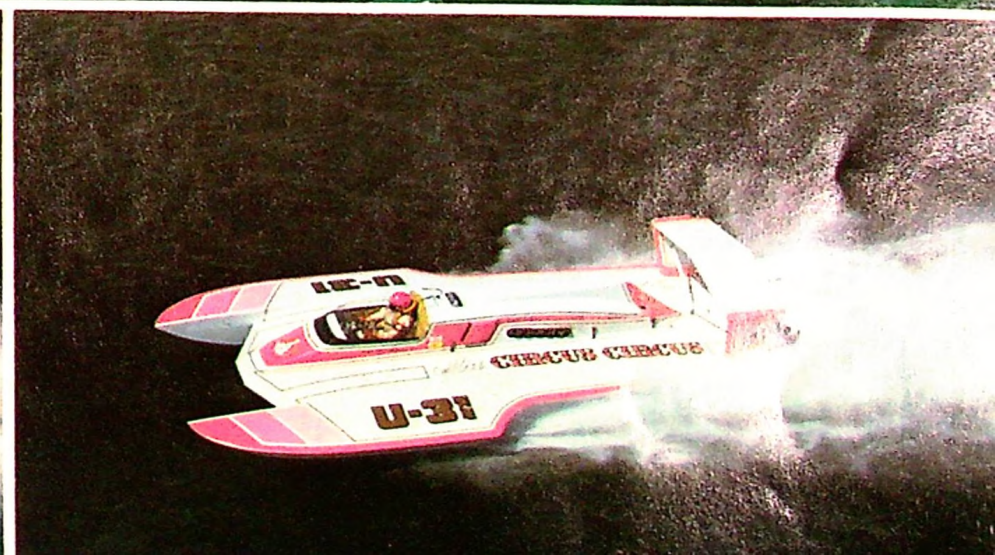
In Memorium

Harry Woods, Spokane, an official at all of the 15 Tri-City unlimited hydroplane races, passed away on January 1. Harry served as referee for both limited and unlimited races and his involvement with the sport spanned three decades. His wife Lucille, also served in an official capacity at many of the Northwest races. Harry was also involved in the effort to put the Miss Spokane on the hydroplane circuit beginning in 1958. Harry Woods will be remembered for the human qualities that he brought to his endeavors. He will be missed.



COLUMBIA CUP XV

1980





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DESIGNER: Jim Lucero
BUILDER: Norm Berg
BUILT: 1977. Powered by Rolls Royce Merlin

Atlas Van Lines' position as "top dog" in unlimited racing came under jeopardy as the 1980 season opened. At Miami, Bill Muncey and Atlas could do no better than third. Last year, Atlas won 7 out of 9 races on its way to the national championship. In 1978, the boat won every race on the circuit except the Columbia Cup.

The design technology that once made Atlas the "cornering" champ of the fleet is now used and refined by several other boats. The big Atlas edge is no longer there.

Boat designer and crew chief Jim Lucero still serves as a consultant but has returned full time to guide the fortunes of the Pay 'N Pak Turbine, another boat of his design.

Owner-driver Bill Muncey remains as Thunderboating's most successful driver. He ended the 1979 season with a career total of 57 wins. He's been in boat racing for 28 years and raced limiteds in the Tri-Cities even before

Atlas Van Lines

U-1



the big boats arrived. Muncey won seven national titles and has seven Gold Cup wins. He serves as vice president of corporate affairs for Atlas Van Lines.



OWNER-DRIVER: Bill Muncey

DESIGNER: Dave Knowlen
BUILDER: Norm Berg
BUILT: 1979. Powered by Rolls Royce Merlin

The cabover Squire matches closely in design with Circus Circus, and both were built simultaneously in the Norm Berg boat shop in Tacoma in time for last year's season.

The boat placed 6th in national standings and won the Governor's Cup at Ogden, Utah, the Squire Shop's first unlimited victory.

Co-owners Bob Steil and George Wade operate 22 Squire Shops in Oregon and Washington (including Columbia Center in the Tri-Cities).

Driver Chip Hanauer is a 1976 graduate with honors from WSU in clinical education. A specialist in education for disadvantaged students, he finished the school year at Port Townsend in 1978 and then went to work as personnel manager for the Squire Shop. He began with the unlimiteds driving Tad Dean's U-22. At 25, he is unlimited racing's youngest chauffeur.

The Squire Shop

U-2



OWNERS: Bob Steil and George Wade **DRIVER:** Chip Hanauer

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DESIGNER AND BUILDER:

Ron Jones

BUILT: 1976. Powered by Rolls Royce Merlin

"Have Boat. Need Sponsor. Will build brand new boat for right sponsor." That pretty well sums up Ken Thompson's position for the 1980 season.

Thompson, who has served the Water Follies well as race chairman and president, bought the former Miss Budweiser at the end of the 1978 season. He raced the entire season last year and placed fourth in national standings, a very good showing for the first year out. Best finishes were a second at Detroit and third places at Miami and Evansville. Thompson is owner of Tri-City Tile and Masonry and Thompson Mechanical.

When a suitable sponsor was not available, Thompson chose not to race the entire 1980 circuit. Crew chief Jim Kerth is on temporary loan to Circus Circus.

Driver Jack Schafer, 35, has his own aircraft sales business in Santa Ana, Ca.

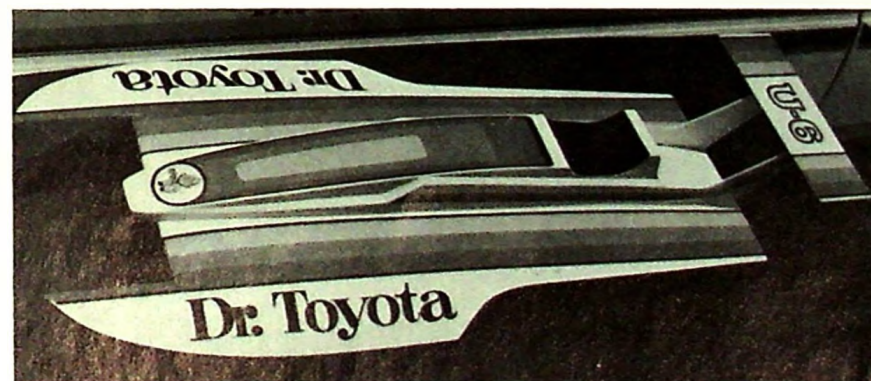
Ken Thompson's

U-3**OWNER:** Ken Thompson**DRIVER:** Jack Schafer**DESIGNER AND BUILDER:**

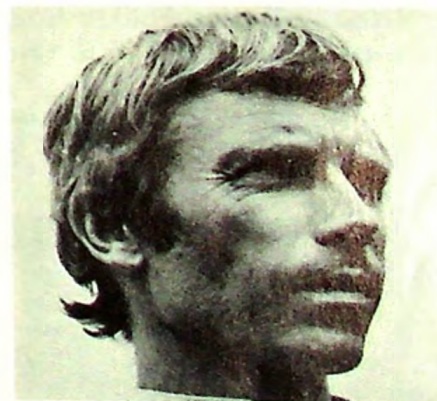
Jim Lucero

BUILT: 1973. Powered by Turbo Allison.

Dr. Toyota

 (Miss Madison)**U-6**

Miss Madison comes to town under the sponsorship of Frank Kenney Toyota of Seattle. The boat was a former big winner as Pay 'N Pak and Atlas Van Lines. It won four straight national titles and a total of 21 races. The community of Madison, Indiana, home of this year's Gold Cup, is the owner of the boat. Milner Irvin, Coral Gables, Florida, first raced in 1974 as the pilot of Miss Madison and since has compiled the best percentage of heats completed among active drivers. Owner of an electric company, Irvin first went boat racing in 1967 driving the limiteds.

**DRIVER:** Milner Irvin

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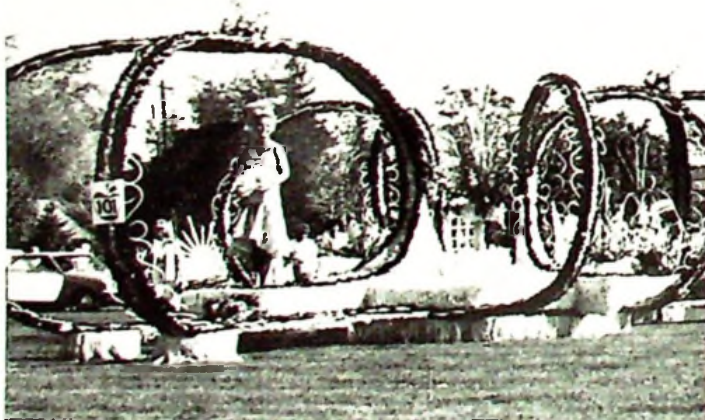
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DESIGNER AND BUILDER: Ron Jones
BUILT: 1980. Powered by Rolls
Royce Griffon

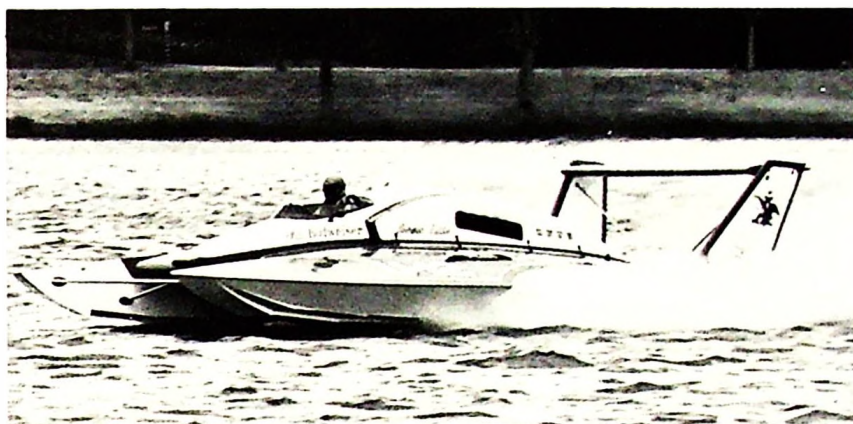
Bernie Little's brand new boat may be the fastest unlimited that ever raced. Miss Budweiser opened the 1980 season by winning eight straight heats and the first two races at Miami and Evansville. The Rolls Griffon engines, used for the first time last year, boast a thousand more horse power than the more conventional Rolls Merlin. Programmed for a lower gear ratio and moderate rpm's, the boat utilizes larger propellers to make best use of the extra power.

This is the second new boat for Budweiser in two years. It is an exact duplication of the '79 Bud that was destroyed while attempting the straightaway speed record in Seattle. A cabover design, it features unique step sponsons, offset engine and gear box for better cornering and a lower center of gravity.

Driver Dean Chenoweth, appropriately a Budweiser distributor in Tallahassee, Florida, escaped permanent injury when he was thrown from the Bud traveling 225 miles per hour in last year's speed record attempt. Chenoweth is a two-time national champion and a two-time Gold Cup winner.

Miss Budweiser

U-12



OWNER: Bernie Little



DRIVER: Dean Chenoweth

DESIGNER AND BUILDER:
Chuck Hickling

BUILT: 1978. Powered by Rolls
Royce Merlin

Chuck Hickling is a 25-year racing veteran in the unlimiteds. Tempus was designed and built by Chuck in the shop at his Bellevue home. Last year, in two outings, the boat placed 5th in the Columbia Cup and 6th at Seattle. He plans to add Ogden and San Diego to his 1980 schedule.

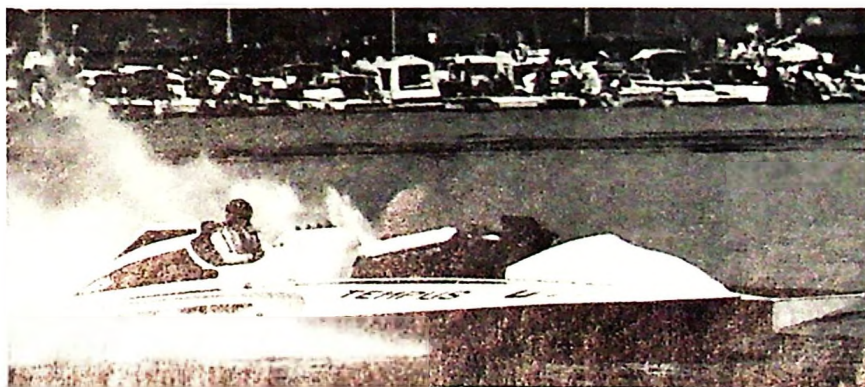
Chuck's present boat is for sale and he has plans and materials for a tunnel boat that he will build for next year.

Hickling's personal driving career with the unlimiteds includes: "Pay 'N Save," "S-Bill," "Miss Budweiser," "Harrah's Club," and others. He won the 1969 Chelan Apple Cup.

This year Chuck plans to phase out of driving and will turn the wheel over to Bob Maschmedt of Seattle. Maschmedt is a veteran offshore powerboat racer and has driven Tad Dean's U-22, Bob Murphy's U-4 and Bill Wurster's U-8. He is a manufacturer's rep for marine and sporting goods and owns Rivers Inlet Resort on the Coast.

Tempus

U-17



OWNER: Chuck Hickling



DRIVER: Bob Maschmedt

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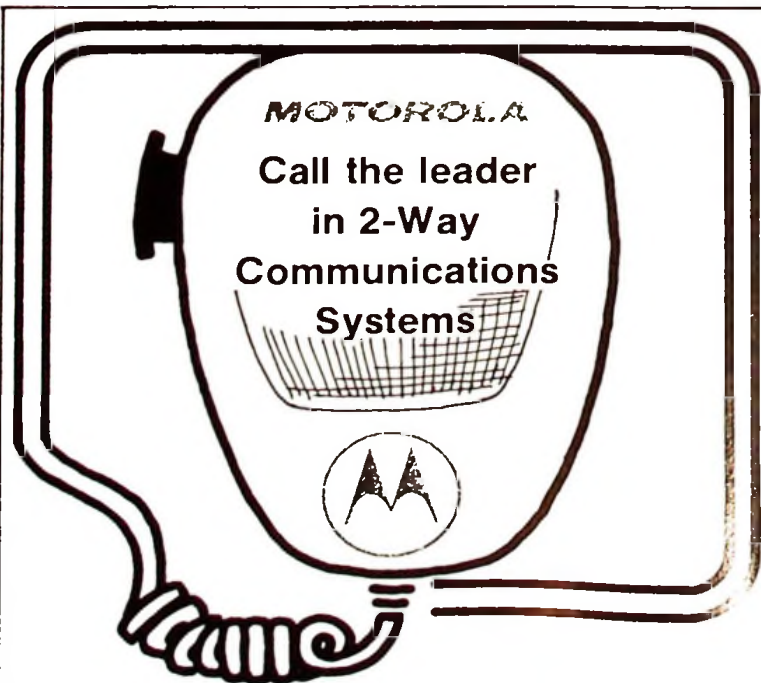
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DESIGNER AND BUILDER:

Jim Lucero

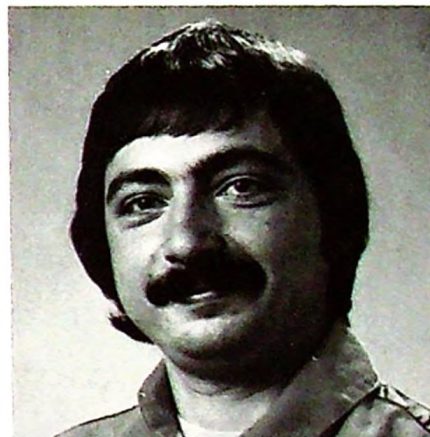
BUILT: 1980. Turbine Power.

The "Pak is Back" with a revolutionary approach to hydroplane power — a new turbine boat. Power comes from a Lycoming helicopter engine developing 2,500 hp. Builder, designer and guiding genius is crew chief Jim Lucero who, with a victory total of 44 in 9 seasons, is the winningest crew chief of them all. Lucero and the boats he built and designed won six national championships for Pay 'N Pak and Atlas Van Lines. The new boat is a slight refinement of the Atlas Van Lines which dominated racing for three seasons.

The driver is John Walters, Seattle, a limited driver, member of the Atlas Van Lines crew for three seasons and closely involved in the construction of the new Pak boat.

Owner is Dave Heerensperger and Pay 'N Pak stores, a company with 80 stores in 132 states doing in excess of \$125-million in sales.

Pay 'N Pak

U-25**OWNER:** Dave Heerensperger**DRIVER:** Dave Walters**DESIGNER:** Dave Knowlen**BUILDER:** Norm Berg**BUILT:** 1979. Powered by Rolls Royce Merlin

Unlimited racing's newest big-time sponsor is Circus Circus, operator of casino-hotels in Las Vegas and Reno. The boat ended last year with a win at San Diego and placed 2nd in national standings.

At the Columbia Cup, the team may have two unlimited hydroplanes ready. The one that proves fastest will race. Boat No. 2, sometimes called the "hydrodynamic rocketship," uses a revolutionary four-point suspension. It will slightly resemble the cars used in speed record attempts with two planing services in back and one under the cockpit in front.

While with the limited hydroplanes, driver Steve Reynolds won every race he entered in 1975, shattered the world speed record in 1976, and was high-point champion in 1977-78. As a Vietnam helicopter crew chief, he accumulated 34 air medals, two purple hearts and three presidential citations. In the unlimiteds, he was second in driver standings for 1979 and won "Rookie of the Year" honors.

Circus Circus

U-31**OWNERS:** William Bennett and William Pennington**DRIVER:** Steve Reynolds

Dine Royally at *The King's Table* **Rivershore Motor Inn**

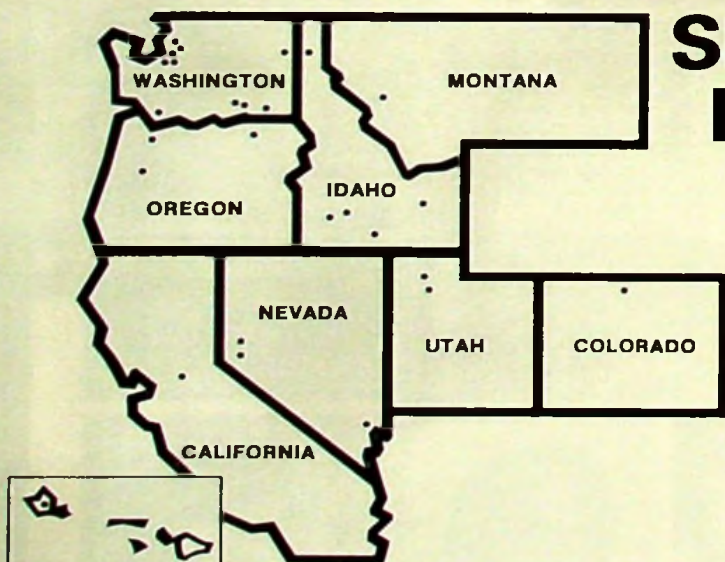
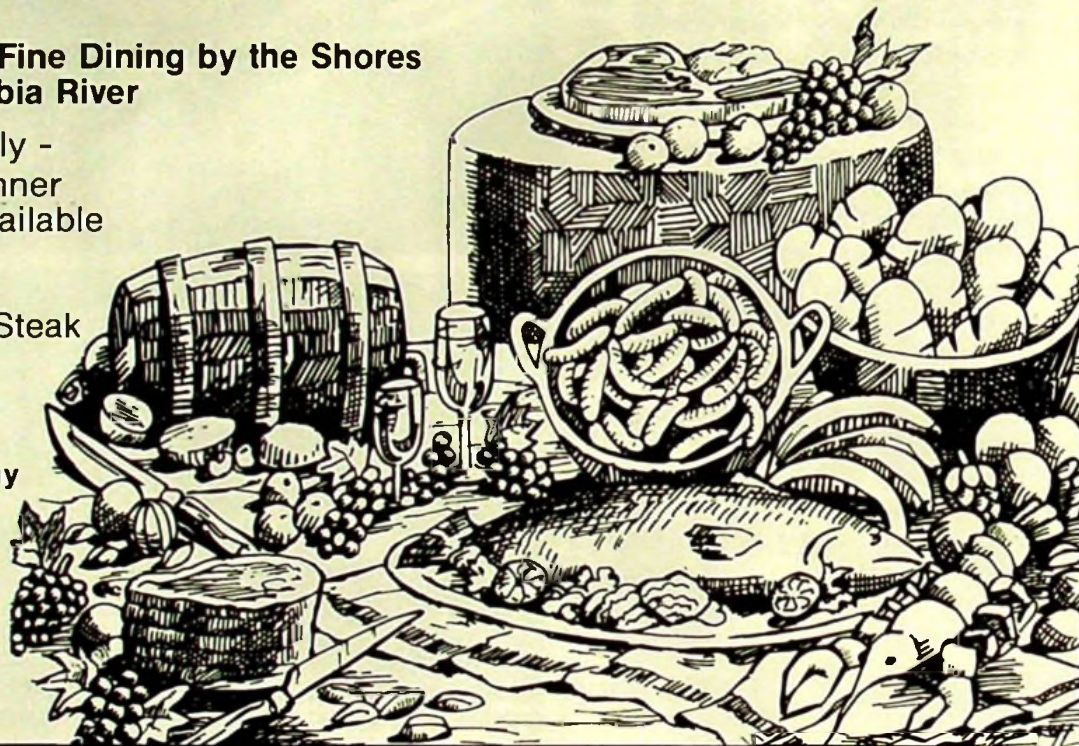
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DESIGNER: Chuck Hickling
BUILDER: Bob Patterson
BUILT: 1967. Powered by Turbo-charged Allison

Don Campbell's Food Service is the new business name for Van's PX. Campbell has sponsored a boat in recent years on the Western circuit.

Boat owner Bob Patterson from Van Nuys, CA, owns world speed records, high point titles and championships in the crackerbox class. His firm manufactures all of the headers used by off-shore power boats.

Driver Ron Armstrong, Lakewood, CA, is a mechanical engineer for Dresser Industries. A veteran limited class driver, Armstrong has driven "Valu Mart," "Lincoln Thrift," "Super Cinders," and "Pay 'N Pak." The boat was built originally as "O-Ring Miss" and was substantially remodeled in 1978 to a cabover design.

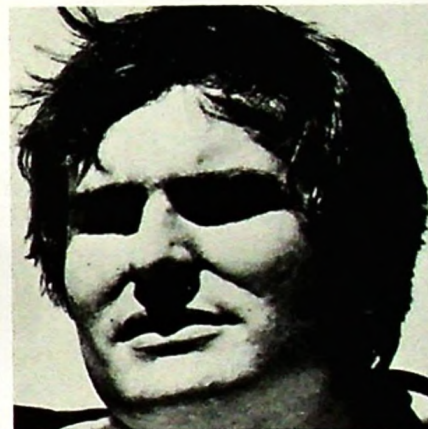
Don Campbell's Food Service is the largest mobile catering company in the Northwest. Now in its 37th year, the company serves industrial plants and others from Olympia to the Canadian border.

Don Campbell's Food Service

U-80



OWNER: Bob Patterson



DRIVER: Ron Armstrong

DESIGNER AND BUILDER:
 Ron Jones
BUILT: 1966. Powered by Rolls Royce Merlin

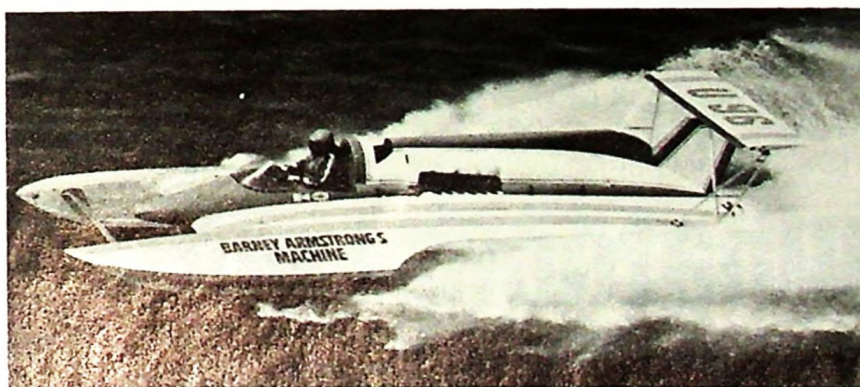
The original hull for the U-96 was built for the first turbine boat on the unlimited circuit. In 1980, the U-96 returns with Rolls power, and a new turbine hull also makes its debut.

Boat racing in 1979 was not particularly kind to owner-driver Chuck King of San Juan Capistrano, CA. He placed 4th in the Columbia Cup, 5th in Seattle and failed to start in San Diego. Boat damage plus a truck fire in Seattle added to his problems. Plus, the California mud slides earlier this year caused considerable damage to his property. King is a general contractor and real estate developer.

But, like the swallows, the lure of boat racing returns each spring to Capistrano and Chuck King.

Chuck King's

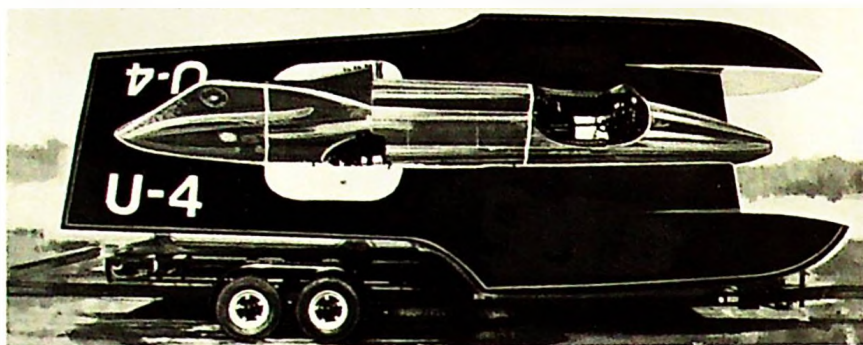
U-96



OWNER-DRIVER: Chuck King

U-4**U-4**

DESIGNER & BUILDER: Don Sooy
 BUILT: 1977. Automotive powered



New owner of the U-4 is Rick Bowles, Tri-City real estate man, who bought the boat from Tri-Citizen Bob Murphy. Power comes from a 427 Chevy engine.

The boat has never raced and didn't qualify last year because of continuing problems. This spring, testing has been done on Lake Chelan at the Norm Evans

marina. Norm's youngest son, Mitch, is listed as probable driver in the Columbia Cup.

U-29**Bob Miller's**

DESIGNER: Jim Lucero
 BUILDER: Fred Wickens
 BUILT: 1970. Powered by Allison Turbo

**OWNER-DRIVER: Bob Miller**

Bob Miller, a machinist from Everett, has raced unlimited hydroplanes for 20 years. His rides have included "Probe," "Vernor's," "Atlas Van Lines," "Fascination," "Miss Tri-Cities," and others. A year ago he purchased

the U-29, a hull formerly owned by Bob Fendler.

The boat raced for several years as Lincoln Thrift and was purchased in 1978 by Miller. It was one of the first to use the current turbocharging system on

an Allison engine. After take-over, Miller added a wing to the boat and purchased additional Allison equipment from the Squire Shop racing team.

U-66**Whatcom Lady**

DESIGNER & BUILDER: Les Staudacher
 BUILT: 1971. Powered by Allison

**DRIVER: Jack Schafer, Jr.**

Since its launching nine years ago, the U-66 has been through many owners and many names. It could show up at the Columbia Cup as U-28. The owner is now Vern Purttman, Everett restaur-

ant manager, and if no sponsor is found, will race as "Everett Mist." It's been here before as "Elliott Dog Ration."

Driver of "Everett Mist" will be U-3 driver Jack Schafer, Jr. With

the Thompson's U-3 sidelined, Schafer will be on loan to this boat for the 1980 racing season.

The Columbia Cup will be the boat's first appearance.

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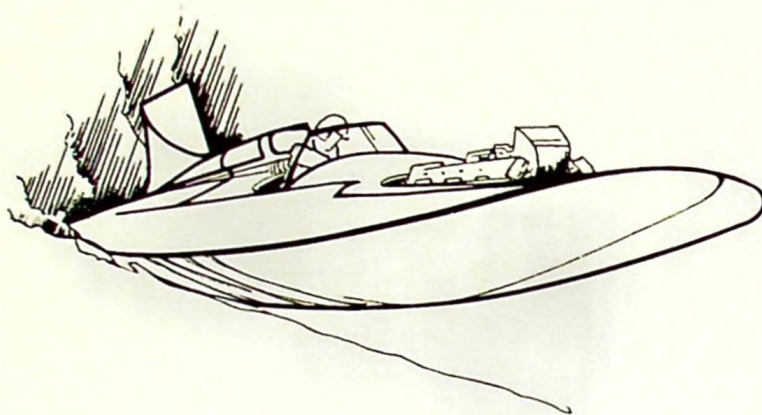
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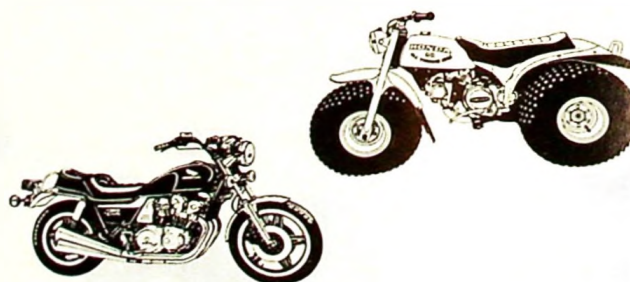
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BUILT: 1962. Powered by Allison

Evergreen Roofing

U-10

This is one of the ancients. It was built as the first modern-era Notre Dame and has carried a multitude of names over the years - including Budweiser, Smoother Mover, Burien Lady, Greenfield Galleries... etc. Norm Evans, Chelan, bought the boat from Bill Wurster. Norm's oldest son, Mark, is listed as driver.

Norm Evans, a Lake Chelan contractor and marina owner,

has driven a variety of boats including Miss LaPeer, \$-Bill, Miss Spokane, Eagle Electric and Coral Reef. He won the 1958 Apple Cup Race at Lake Chelan. The sponsor is a roofing contractor in Seattle.



OWNER: Norm Evans

BUILT: 1963. Powered by Allison

Miss Burien Hobby Center

U-15

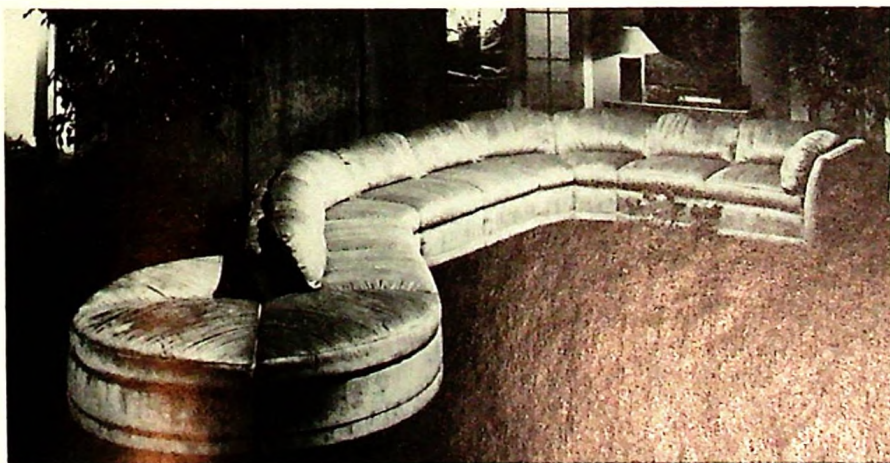
U-15, once number U-51, ran in the 1972 Gold Cup as "Sweet Thing." The boat is now owned by Bob Warner, a Boeing engineer and owner of Burien Hobby Center and several other businesses. The crew chief is Carol Lee, Seattle telephone executive, who was named "Crew Person of the Year" for 1979 by the unlimiteds.

The driver will be Fred Leland, a brick mason from Lynnwood. Leland raced limited class hydros for 10 years and builds his own engines.



DRIVER: Fred Leland

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Miss Tri-Cities Pageant

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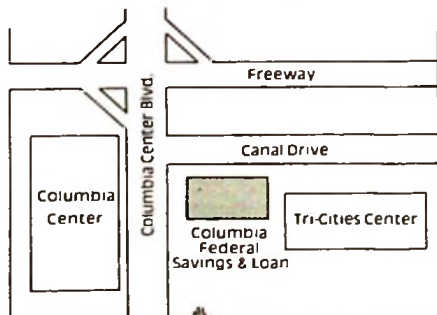
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Water Follies Float

"Follies" is the theme of the 1980 Water Follies float which will represent the Tri-Cities in over 15 parades throughout the Northwest.

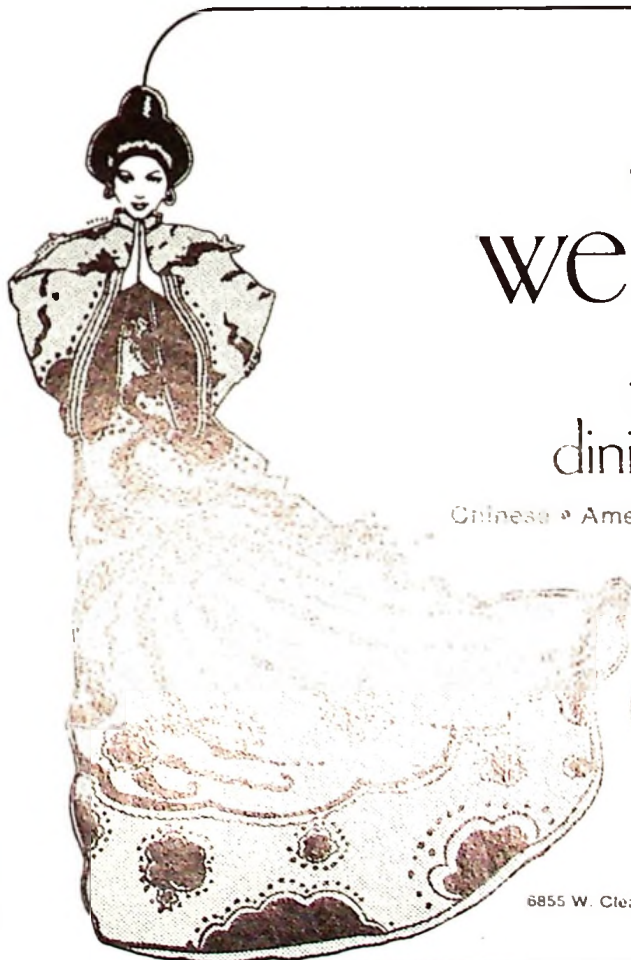
The colors of hot pink and white highlight the metal scroll work on the uniquely curved float. Black and gold accent the lines and add a touch of elegance. Revolving design pieces complete the theme.

The designers and builders of the float are Rod and Linda Lewison of Royal City. Charles Keltch,

vice president of the Water Follies, is in charge of this year's float committee.

Local residents will have an opportunity to see "Follies" in the Grand Parade on July 19 in Pasco.

Expense of the local float is borne by the Tri-City Water Follies Association. It represents the Tri-City community as well as publicizing the annual Water Follies and Columbia Cup for unlimited hydroplanes.



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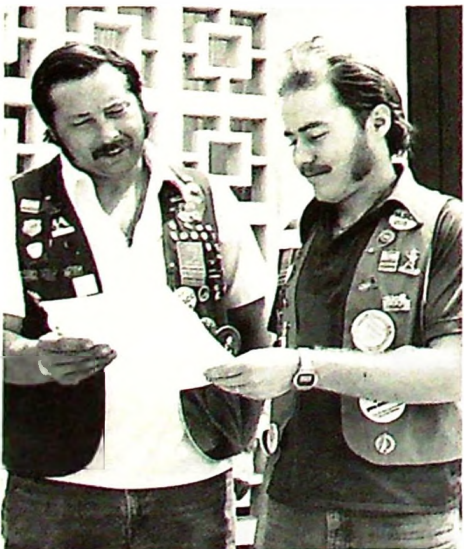
Columbia Cup Gates



Pasco Kennewick Rotary Club, left, Duke Rauh and Rick Peenstra.



Pasco Lions Club, left, Glen Reeder and Shrine Dirty Dozen, Bob Berger.



Pasco Jaycees, left, Paul Nye and Dave Ferguson.



Coast Guard

Providing valuable assistance over the years in the staging of the unlimited hydroplane races has been the U.S. Coast Guard station on Clover Island. The station provides aid to navigation service over a wide area and is also

responsible for search and rescue, boating safety and marine and environmental protection. Pictured are, left to right, CWO Richard H. Ross, BM1 Monte Perry and MK1 Brian Neighbor.



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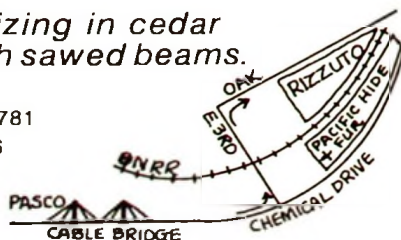


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Air Show

Bob Hoover, left, in his P-51 and Art Scholl, in his Super Chipmunk, headlined the biggest Water Follies Air Show to be held at the Tri-Cities Airport in Pasco. The two pilots are both famous for their

precision and aerobatic flying. The Air Show was the climax of a two-day Air Fair that included seminars and demonstrations for pilots and the public. Over 10 pilots performed in the show.



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Square Dance

The Prairie Shufflers Square Dance Club is celebrating its 25th anniversary and part of that celebration will be the second annual Water Follies Square Dance on Saturday, July 26.

The dance will be from 8 to 11:30 p.m. and it will be called by nationally recognized caller Jerry Jestin, formerly of Red Deer, Alberta, and now living in Houston, Texas.

The dance is open to all square dancers and will be at the Shuffler's Shanty, 717 N. Irving in Kennewick.

Talent Show

People from throughout the Tri-City area will be taking the stage during the Water Follies Talent Show to be held Wednesday, July 23, at 8 p.m. in the Kennewick High School auditorium.

Sponsored by the Kennewick Junior Women's Club, the show will include dance, vocal, instrumental and other types of entertainment.

Tickets are available at the door.

Musical

The musical "Fiddler on the Roof" will be a new addition to the Water Follies events. It will be presented on July 23, 25 and 26 at Hanford High School Auditorium, Richland, at 8 p.m.

It is a story of a small Jewish village in the Russian Ukraine in the time of the Tsars.

The play is sponsored by the Pasco Church of Jesus Christ of Latter Day Saints.

Grand Parade

Pasco will be the location of the 1980 Water Follies Grand Parade scheduled for July 19 at 11 a.m.

The route will begin at the Franklin County Courthouse, continue through downtown Pasco to Edgar Brown Memorial Stadium by way of Sylvester. An awards ceremony will take place in the stadium following the parade. Admission to the ceremony will be free with a booster button.

Eleven divisions are planned including community floats, commercial, non-commercial, band/musical, adult and youth drill teams, equestrian, specialty and antique cars.

The parade will be the final appearance of Miss Tri-Cities 1980, Kyle Kischer, and the first appearance of the new Miss Tri-Cities and her court, crowned the evening before at the Miss Tri-Cities Pageant.



Art Show

More than 200 artists from throughout the West will display their work at the annual Allied Arts Association Sidewalk Show in Howard Aron Park, Richland, on Friday and Saturday, July 25 and 26.

The show began 30 years ago as an informal fun gathering of local artists. In 1975 it was opened to all artists and craftsmen and has grown to be Eastern Washington's largest outdoor show. All items on display are originals, created and produced by the artist. Items will include paintings, sculpture, leather, macramé, ceramics, jewelry and other work in all media.

In addition to displays, demonstrations will be taking place during the two-day event.

The show is open from 9 a.m. to 9 p.m. and there is no charge.

Kiddies Parade

The younger generation of Tri-Citians will have their chance to participate in a parade this year during the first Kiddies Parade set for July 23 at 11 a.m.

The parade will form at the parking lot of Memorial Park in Pasco, and the route will circle the Park.

Following the parade, prizes will be awarded in categories such as best decorated bike and best costume.

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



Model Airplanes

Ground-Bean Carry, Flour Bomb Drop and Hi-Lo Speed Trap are just some of the events that will be a part of the Fun Fly on Saturday, July 26.

Sponsored by the Tri-City R/C Modelers, the contest will start at 8:30 a.m. on the north runway of Vista Field in Kennewick (behind C-Wing).

Planes will be maneuvered through six events and prizes will be based on the pilots skill in controlling his airplane. Prizes totaling \$500 will be awarded.

Participants must have an AMA and FCC license. Registration begins at 8 a.m.

Spectators are welcome to attend the event which will continue into late afternoon.



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Handball

For the fourth year the Four-Wall Handball Tournament will be a part of the Water Follies festivities. They will have four divisions, open singles, open doubles, B doubles and B singles.

Play will begin on July 25 and continue through July 27 at the Tri-City Athletic Club.

The public is invited to watch the tournament play which begins at 9 a.m. and continues into the evening.



Shoreline Run

The third annual Columbia Cup Shoreline Run on Saturday, July 19, is expected to attract over 1,000 runners.

The largest run in the Tri-City area, it has been extended to 10 kilometers (6.2 miles). The course begins and ends in front of the Richland Fire Station on George Washington Way.

Following the run, over 70 awards will be presented during an awards ceremony at John Dam Plaza. Columbia Cup Shoreline tee shirts will be given to all participants.

The race begins at 7:30 a.m. and is sponsored by the Water Follies, Richland Exchange Club and the Richland Police Department.

Golf

Four hundred golfers from throughout the West Coast will be participating in the 6th Tri-City Amateur Open Golf Tournament.

The tournament is scheduled for July 18 through 20 with play at three courses - the Tri-City Country Club, Pasco Municipal and Sham-Na-Pum. The Tri-City Country Club will be the tournament headquarters.

The tournament will be a 54 hole stroke play golf championship. Awards will be given in the various divisions and all contestants will receive a tee gift.



Pet Fair

A Pet Fair and Show sponsored by the Benton-Franklin County Humane Society will again be taking place in Columbia Park as a part of the Water Follies festivities. It will take place on Saturday, July 20 at the east end of Columbia Park.

Children between the ages of 4 and 14 will be bringing their dogs to be judged by Miss Tri-Cities and her court. The program will also include demonstrations on how to train and show dogs, guide dog puppies, and the Humane Society will have its van there handing out information about pets.

The show begins at 10 a.m. and there is no charge to enter a dog or to view the show.

Tennis

The Columbia Cup '80 Tennis Tournament will again be a part of the Water Follies festival with play scheduled for July 18 through 23.

The tournament will be divided into adult and junior divisions. Adult play will begin on July 18 and the juniors are set to start on July 21.

Competition will include singles, doubles and mixed doubles. Players may sign up for a maximum of three events.

The tournament will be played on various Pasco tennis courts.

It is sponsored by the Pasco Parks and Recreation Department and Dunning-Ray Insurance Agency.

Racquetball

The fourth annual Columbia Cup Open Racquetball tournament is scheduled this year for July 18, 19 and 20 at the Tri-City Court Club.

Anyone may enter the tournament which will be played on six championship courts with balcony viewing. Play will begin at 3 p.m. on Friday.

There will be divisions for women and men, each having doubles and singles events. The men will also have a novice class.

The event is sponsored by the Tri-City Court Club.



Wine Festival

For the second year, Tri-Citians will have an opportunity to sample some of the best regional wines during the Northwest Wine Festival on Saturday, July 19 from 4 to 7 p.m. at the Hanford House.

Wineries from throughout the Northwest and Canada will be bringing their finest wines to be judged by a panel of wine writers, winemakers and experts in the wine industry, and also to be sampled by those attending.

The event is sponsored by the Tri-Cities Visitor and Convention Bureau.

Model Hydros

While the unlimiteds are making qualification runs on the Columbia River on Saturday morning, July 26, Radio Controlled Unlimiteds (R.C.U.) will be racing on the Columbia Park Lagoon starting at 9:30 a.m.

The R.C.U.'s are 1/8 scale replicas of past and present unlimited hydroplanes and are built completely by hand. The typical R.C.U. reaches speeds upwards of 75 miles per hour.

Over 30 boats from Washington, Oregon and California are expected to participate.

There is no admission charge.



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Communications



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Patrol and Rescue



Bob Bold
Course Chairman



John Allan
Clock Operator



Doug Hively, left, Dive Master; Steve Barraclough, Assistant Course Chairman; and Cal Washam, Assistant Dive Master.



Rescue Sleds

The four flat-looking boats that are stationed along the Columbia Cup course are rescue sleds. Built and designed in the Tri-Cities specifically for unlimited racing, the sleds carry divers, rescue personnel and firefighting equipment.

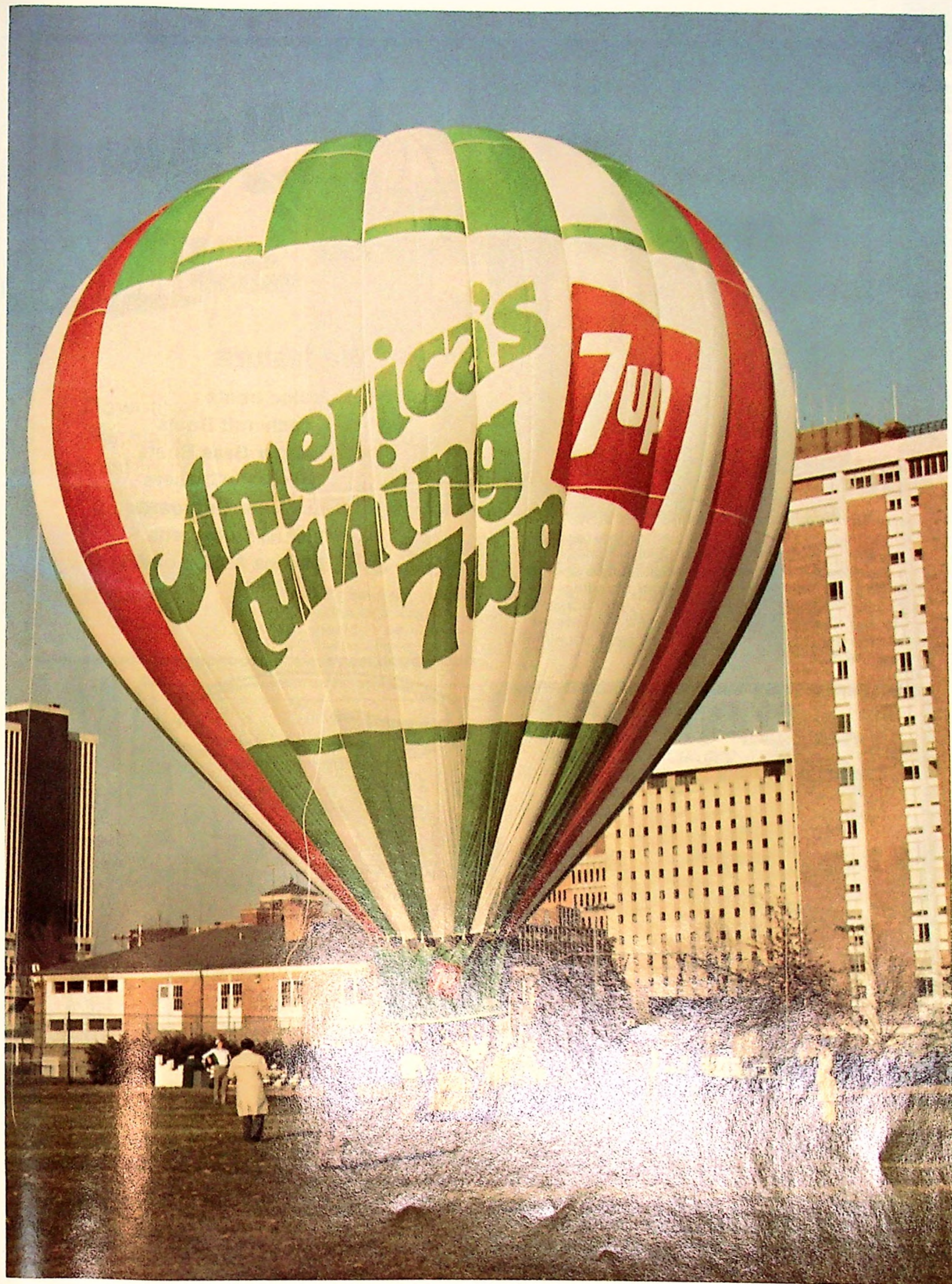
The sleds ride low in the water, matching the height of the hull of an unlimited hydroplane. This low profile makes it easy for race personnel to step from the sleds onto the hydroplane to give quick emergency assistance as well as making it easier for the divers to get into the water quickly.

The sleds are also used before the race in handling buoys used in marking the Columbia Cup course.

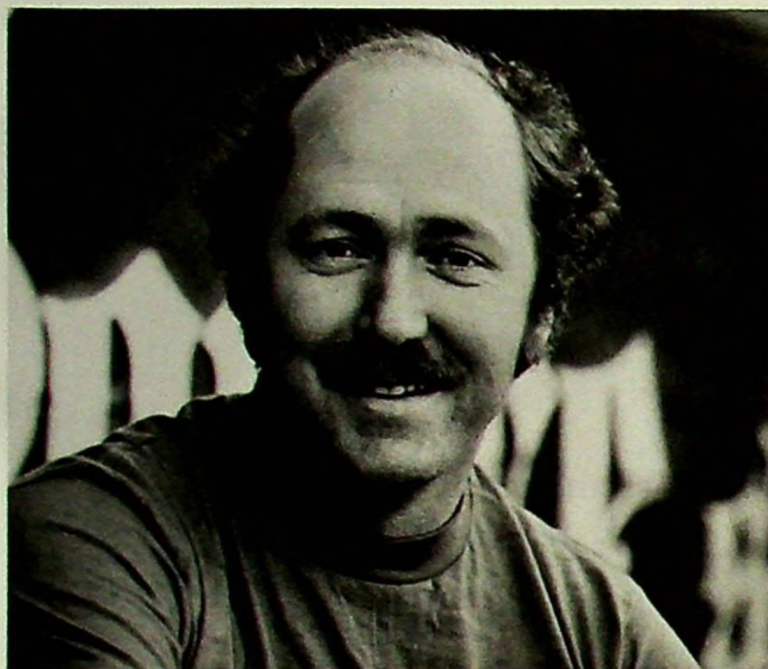
Pictured on the sled are Jim Hinckley, Dick Pew and Doug Hively.



Safety Personnel: Bottom row, left to right, Denny McLean, Dick Alvis, Steve Barraclough, Karl Pearson, Karl Kiichle, Craig Rinker, Keith Brutzman and Al Scott; Middle row, Jim Harless, Ernie McColley, Ron Pearson and Patty Clay; Top row, Bob Spruck, Doug Hively, Hays Cooper, Cal Washam, Jay Bold and John Bold.



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Jerry Zuvich is the second winningest, active crew chief in unlimited hydroplaning. Jerry's most prolific years were in the late 1960's while crew chief of the Miss Bardahl. His last winning season was a second place finish in the National High Point Standings in 1976 with the U-74, "Olympia Beer". Jerry brings with him to The Squire Shop a high degree of experience, knowledge and communication in the sport of unlimited hydroplane racing.



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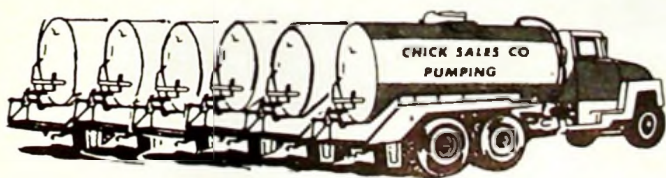
The New Circus Circus

By definition it's an unlimited hydroplane. Computers say it should be an ultra-fast race boat. The unlimited, with its revolutionary four-point suspension, has

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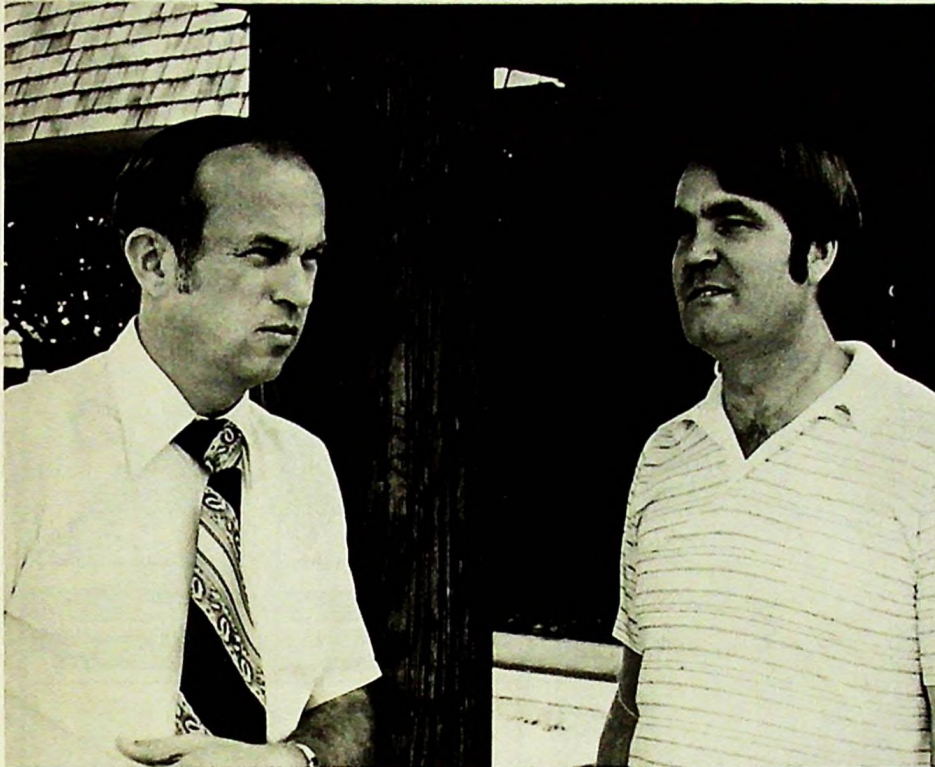
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Arleta Bartlett, Manager
Gordon Towne, President
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After the Columbia Cup is over, some 70 tons of trash must be removed. Making plans for the 1980 clean-up are Rick Schmidtke, left, Water Follies vice president in charge; and Leonard Dietrich of Basin Disposal, Inc. For many years, Basin Disposal has provided the specialized equipment and

personnel to accomplish the clean-up job as a community service. Basin Disposal's contribution to this community festival is representative of the many Tri-City businesses who provide direct assistance to stage the Columbia Cup and the Tri-City Water Follies.



Indy Winner - Roger

Ward, team manager of the Circus Circus boat, is a noted race car driver and two-time winner of the Indianapolis 500. He is director of Special Events for Circus Circus Hotels, Inc., and pilot of its hot-air balloon. Ward is responsible for acquisition and marketing of promotional items associated with Miss Circus Circus.

Qualifying Speed Raised

To be able to enter the 1980 Columbia Cup, boats must qualify at 100 miles per hour over the 2½ mile Columbia River Course, five miles faster than was required in previous years.

The faster qualifying speed was set in rule changes adopted at the annual winter meeting of the unlimiteds. Boats must do at least one lap at 100 miles per hour during qualifying, Thursday through Saturday.



15
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OF
RACING

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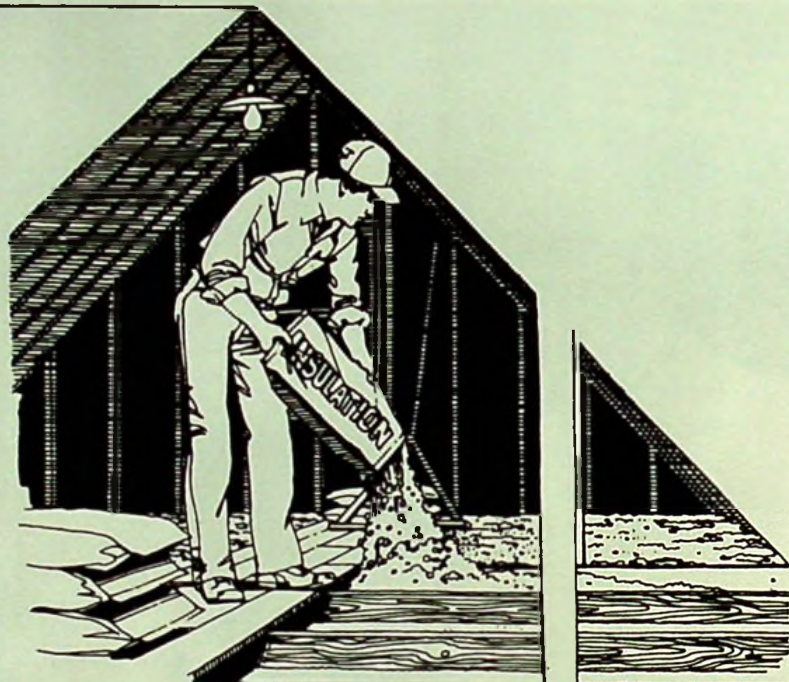
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Fran Muncey receives the award on behalf of her husband, Atlas driver Bill, as a winner at the 1979 Columbia Cup. Making the

presentation is Charles Loosveldt of Desert Sun Distributing and Olympia Beer, one of the 1979 heat sponsors.



15
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OF
RACING

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Pageant Director

The Director of the 1980 Miss Tri-Cities Pageant is Diane Lundgren. This is the second year that she has served as director and she has been involved in the production and choreography of the pageant for several years.

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1946-1979

RANK	BOAT NO.	BOAT NAME	CAREER VICTORIES
1	U-25/U-1	PAY 'N PAK	21
	U-76	ATLAS VAN LINES (8th)	21
	U-6	MISS MADISON (4th)	21
2	U-1/U-00	ATLAS VAN LINES (9th)	19
3	U-60	MISS THRIFTWAY (3rd)	14
	U-60	MISS CENTURY 21	14
	U-25	PRIDE OF PAY 'N PAK (3rd)	14
	U-12	MISS BUDWEISER (7th)	14
	Vs-22	MISS BUD	14
4	U-40	MISS BARDAHL (3rd)	12
5	U-12/U-1	MISS BUDWEISER (6th)	11
6	U-8	HAWAII KAI III	10
	U-40/U-1	MISS BARDAHL (5th)	10
7	U-99	MISS PEPSI (2nd)	8
	G-13	TEMPO VII	8
	U-99	SHORT CIRCUIT (2nd)	8
	U-99	MISS DETROIT (1st)	8
	U-71	ATLAS VAN LINES (5th)	8
8	U-77	MISS WAHOO	7
	U-101.5	WAHOO	7
	U-75	MISS EXIDE (2nd)	7
	U-3	TAHOE MISS (3rd)	7
9	U-3	MY SWEETIE (1st)	6
10	U-55	GALE V (1st)	5
	U-00	MAVERICK (2nd)	5
	U-40	MISS BARDAHL (2nd)	5
	U-70	MYR'S SPECIAL	5
	U-70	MYR'S SHEET METAL (1st)	5
	U-12	MISS BUDWEISER (8th)	5
	U-3	TRI-CITY TILE & MASONRY	5

(Number in parentheses after boat name designates hull number in series campaigned under same name or sponsor.)

Columbia Cup Course Records

DISTANCE/BOAT/DRIVER	YEAR	SPEED
60 mile race (on 2½ mile course)	1975	108.974
MISS U.S., Tom D'Eath		
45 mile race (on 2½ mile course)	1972	108.000
ATLAS VAN LINES, Bill Muncy		
37½ mile race (on 2½ mile course)	1979	121.011
ATLAS VAN LINES, Bill Muncy		
15 mile heat (on 2½ mile course)	1977	114.869
ATLAS VAN LINES, Bill Muncy		
12½ mile heat (on 2½ mile course)	1979	124.412
ATLAS VAN LINES, Bill Muncy		
2½ mile lap	1979	129.125
MISS BUDWEISER, Dean Choweth		
2½ mile qualification lap	1979	133.136
MISS CIRCUS-CIRCUS, Steve Reynolds		



15
YEARS
OF
RACING

Tri-Cities Columbia Cup Race

Official Scoring Form

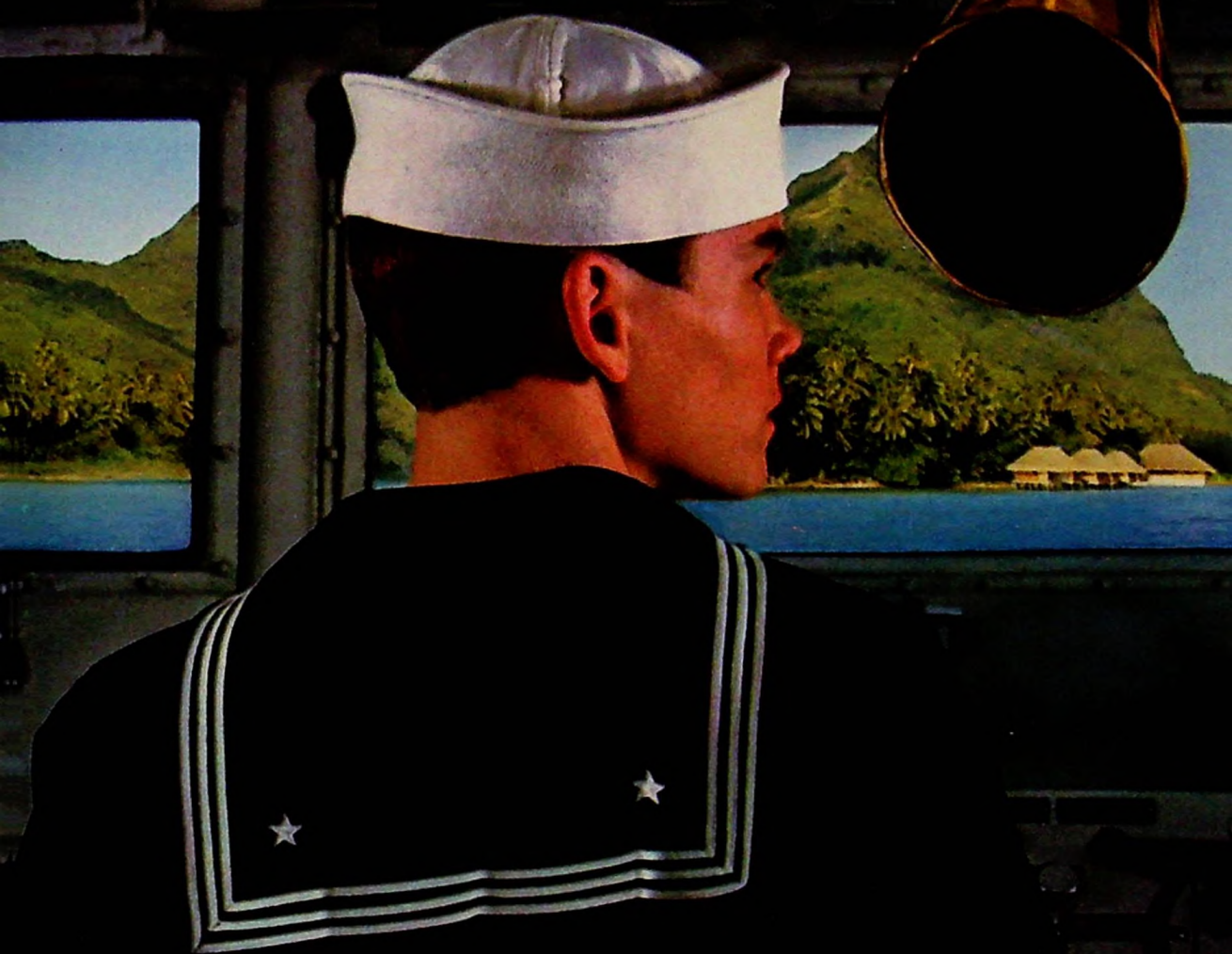
APBA Point Scoring

(Points awarded for each heat)

1—400 3—225 5—127
2—300 4—169 6—95

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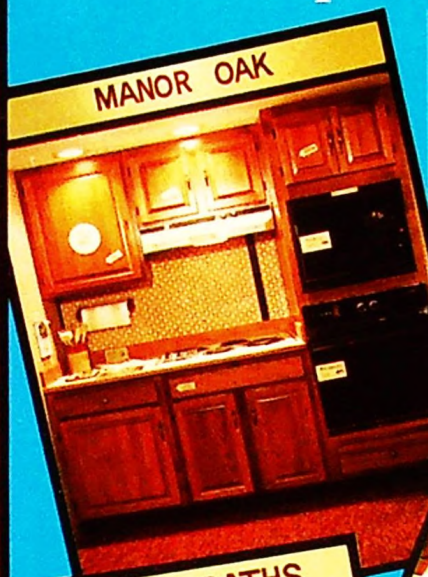
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Bellevue	Kent	Mt. Vernon	Spanaway	Wenatchee	Albany	Portland (3)	Coeur d'Alene	Sandy	Las Vegas
Bellingham	Longview	Olympia	Spokane (3)	White Center	Beaverton	Salem	Lewiston	Salt Lake City	Reno
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