

*Vickery*

# TRI-CITY | 1972 WATER FOLLIES



**ATOMIC CUP**  
BEST OF BOAT RACING  
CAVALCADE OF DRUMS  
MISS TRI-CITIES PAGEANT

**TRI-CITIES**  
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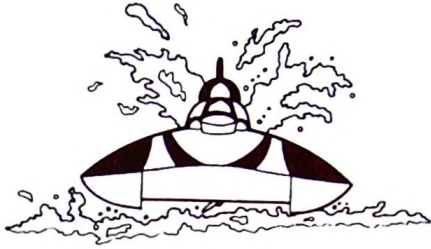
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# FLAME ROOM

Angus Village

Kennewick

## SCHEDULE OF EVENTS TRI-CITY WATER FOLLIES | 1972

Kennewick, Pasco, Richland, Wash.

### Friday, July 14, Miss Tri-Cities Pageant

8 p.m. Kennewick high school auditorium. See the competition to choose Miss Tri-Cities. Eight young ladies will take part in talent, evening gown and swim suit competition. All seats \$2.00. (Not included in season ticket.)

### Saturday, July 15, Grand Parade

11 a.m. Along the river in Columbia Park. The biggest Water Follies parade in history with more floats and more musical organizations. No admission charge.

### Saturday, July 15, Cavalcade of Drums

7:30 p.m. Pasco high school stadium. Drum corps from the entire Northwest and California competing. An exciting evening of precision drilling and music. Tickets: \$1.50/.75 or season ticket.

### Sunday, July 16, Best of Boat Racing

Timing 11 a.m. Racing at 1 p.m. in Columbia Park. A new event. Drags, flatbottoms and inboard hydros all racing on the same program. Both circle and straightaway racing. 2,000 bleacher seats available. Tickets \$1.50/.75 or season ticket. Booster Button for pit admittance.

### Wednesday, July 19, Talent Show

8 p.m. Water Follies outdoor stage, Columbia Park. The finest in young talent competing. Tickets \$1/.50 or season ticket.

### Thursday, July 20

Unlimited hydroplane qualifying and testing in Columbia Park. Pit tours of unlimited boats (Booster buttons required.) Second night of talent show, outdoor stage, Columbia Park, 8 p.m.

### Friday, July 21

Unlimited hydroplane qualifying and testing in Columbia Park. Pit tours of unlimited boats. Atomic Cup Left-Arm Wrist-Wrestling Championships. (Yes, left arm only). 7:30 p.m., outdoor stage in Columbia Park. Allied Arts Association's sidewalk Arts and Crafts show, 10 a.m. till dusk, Harry Kramer Center, Richland.

### Saturday, July 22

Final day of unlimited hydroplane qualifying. Pit tours of unlimiteds throughout the day. Allied Arts sidewalk show from 10 a.m., Richland.

7th

annual

## ATOMIC CUP FOR UNLIMITED HYDROPLANES

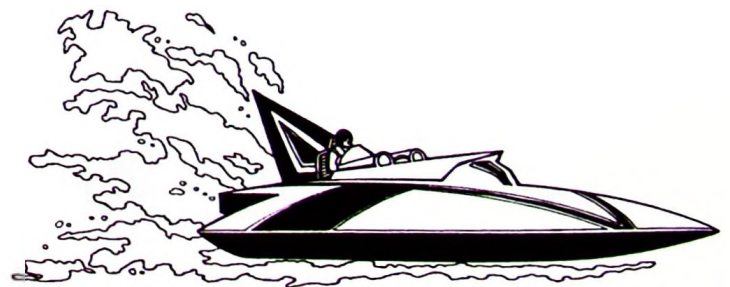
### Sunday, July 23

Water racing's greatest show featuring the fastest race boats in the world. Tickets \$2/\$1 or season ticket. Bleacher seats and reserved parking available for \$2 additional.

Rainier Shows Carnival

Nightly and week ends in Columbia Park

SEASON TICKET BOOK.....Adults \$3.00 / Students \$2.00







**The Tri-Cities Drum and Bugle Corps—The Columbians**





**The Tri-City Water Follies 1972 Parade Float**



**Sunnyside Float—Sweepstake Winner, Water Follies 1971 Parade**





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real thing.  
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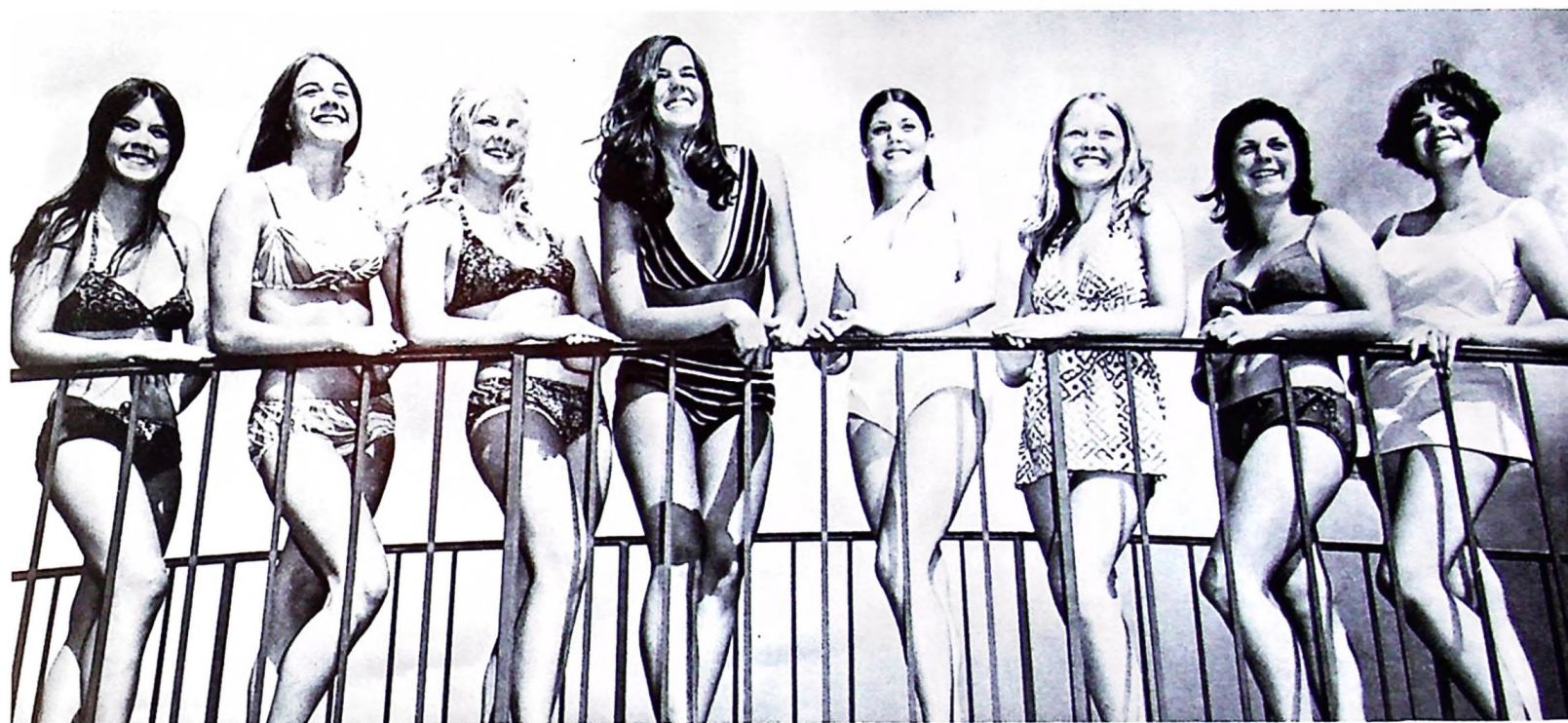
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# The Miss Tri-Cities Pageant/Program of Events

Friday, July 14, 1972 - 8 p.m. - Kennewick High School Auditorium



## COMPARE YOUR CHOICE WITH THE JUDGES

Be a Miss Tri-Cities judge! Judge along with the judges. Talent is worth 50% in the scoring; swim suit and evening gown, 25% each. Score each girl with a maximum of 10 points for talent; 5 points each for swim suit and evening gown. The highest possible score would be 20 points.

CONTESTANT	SWIM SUIT-25% 5 POINTS	TALENT 50% 10 POINTS	EVENING GOWN 25% 5 POINTS	TOTAL
1. Karen Lee Luvaas				
2. Deborah Drake				
3. Cheryl Robanske				
4. Gaylene Agen				
5. Linda Ralls				
6. Lynn Keele				
7. Patricia Shannon				
8. Dian Bowman				

Master of Ceremonies.....Rob Hatfield

Music.....By Kennewick High School Stage Band

Opening Number....."I'm a Yankee Doodle Dandy"  
Miss Tri-Cities Contestants

Miss Jayne Rogers.....Miss Tri-Cities, 1972

Miss Tri-Cities Competition:  
Swim Suit Competition  
Talent Presentations

## INTERMISSION

Evening Gown Competition

Talent Presentations

Announcing of Five Finalists

Coronation of 1972-73 Miss Tri-Cities

Queen's Pageant Committee.....Kennewick  
Junior Woman's Club

Pageant Directors.....Terri Johanson, Betty Hinckley

Judges Committee.....Carol Stancik

Stage Setting.....Judy Willcox

Opening Number.....Judy Massett

Tickets and Ushers.....Arlene Smith

Entries and Concessions.....Jean Graham

Stage Crew.....Jim Hoffman, Don Stancik  
Jim Hinckley, Gary Johanson, Ron Briskey

Sound Production.....Ted Baer, Art Hinckley

Hostesses.....Jill Briskey

Reception for Court.....Barbara Hatfield, Pat Hardy

Queen's Luncheon.....Linda Taylor

Modeling and Training.....Sherry Houston





**Miss Tri-Cities, 1972—Jayne Rogers**



GAYLENE DEE  
AGEN  
KENNEWICK—AGE 18

Talent: Vocal solo,  
"People"



DIAN EARL  
BOWMAN  
PASCO—AGE 19  
Talent: Dance  
routine to "Shaft"



DEBORAH ARLEEN  
DRAKE  
PASCO—AGE 20  
Talent: Dramatic  
monologue "Christy"

LYNN DEE  
KEELE  
KENNEWICK—AGE 17  
Talent: Dance routine  
"Fascinating Rhythm"



## *Who Will Be Miss Tri-Cities?*

KAREN LEE  
LUVAAAS  
PASCO—AGE 17  
Talent: Piano solo,  
Beethoven's  
"Pathetique"



LINDA LEE  
RALLS  
KENNEWICK—AGE 17  
Talent: Singing a medley  
of two songs that she  
has written



CHERYL CHRISTINE  
ROBANSKE  
KENNEWICK—AGE 19  
Talent: Dance routine, "I  
ain't Down Yet"  
from "Unsinkable  
Molly Brown"

PATRICIA JEAN  
SHANNON  
RICHLAND—AGE 22  
Talent: Piano solo, Liszt's  
"Hungarian Rhapsody  
No. 2"



Photos by Dale Schreck Photographers, Pasco



# THE PEOPLE YOU CAN TALK TO



DALE LORT



LEE SANDERS



MARY KIRBY



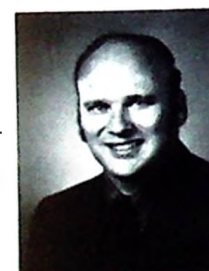
BOB HALL



RICH DENGATE



JOHN DORAN



BUCK HAND



JANET ANDERSON



FRED BOND



JOHN HINMAN



BUCK BOND



ESTHER KAHN



TOM SHIPLEY



BOB LARIMER



TOM TOLAND



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JO ANN LOMBARD



SHIRLEY KILBURY

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THE TRI-CITY WATER FOLLIES PRESENTS

# *The Cavalcade Of Marching Drums*

DRUM AND BUGLE CORPS COMPETITION

SATURDAY, JULY 15, 1972

7:30 p.m. Edgar Brown Memorial Stadium, Pasco

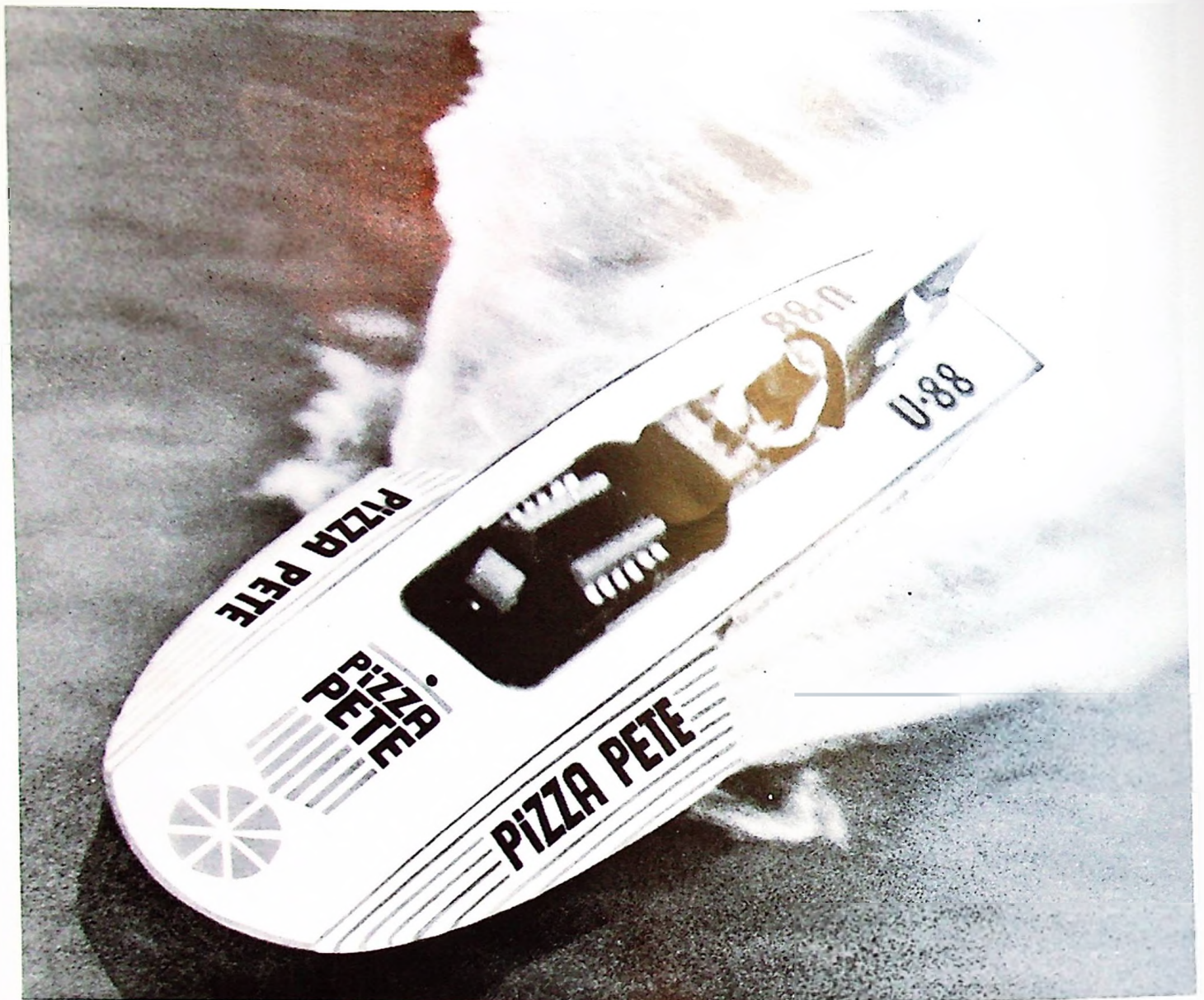
PARTICIPATING CORPS		ESTIMATED SCORE	ACTUAL SCORE	POSITION
<b>CASCADES</b>	Seattle, Wash.			
<b>COLUMBIANS</b>	Tri-Cities, Wash.			
<b>DICKINSON'S CRUSADERS</b>	West Linn, Oregon			
<b>STRUTTERS</b>	Edmonton, Alberta			
<b>FLAMINGOS</b>	Salem, Oregon			
<b>HAWKS</b>	Pendleton, Oregon			
<b>KNIGHT RAIDERS</b>	Sunnyvale, Calif.			
<b>PERCUSSION-NAUT PATRIOTS</b>	Spokane, Wash.			
<b>ROYAL LANCERS</b>	Portland, Oregon			
<b>SHAMROCKS</b>	Seattle, Wash.			
<b>SENTINELS</b>	Bellevue, Wash.			
<b>SUNSETTERS</b>	Astoria, Oregon			
<b>TITANS</b>	Bremerton, Wash.			
<b>VELVET KNIGHTS</b>	Fullerton, Calif.			
<b>CALIFORNIA CRUSADERS</b>	Carson, Calif.			
<b>SPARTANS</b>	Portland, Oregon			
<b>THE BLACK WATCH</b>	Federal Way, Wash.			

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Tri-Cities





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<b>Pizza Pete</b> 7025 Pacific Ave. Tacoma	<b>Pizza Pete</b> 4550 Univ. Way N.E. Seattle	<b>Pizza Pete</b> 711 South 4th Renton	<b>Pizza Pete</b> 4439 35th S.W. Seattle
<b>Pizza Pete</b> 1123 East 1st Port Angeles	<b>Pizza Pete</b> 400 East Broadway Seattle	<b>Pizza Pete</b> 5904 15th N.W. Seattle	<b>Pizza Pete</b> 143d at Greenwood Ave. Seattle



# Meet The Drum Corps

## The Columbians

Tri-Cities, Wash.

The all-new Columbians are outfitted in brand new uniforms this year. The Corps was organized in the 1930's, was disbanded during World War II and then revived in 1955.

After a two year absence from competition, the Columbians went back into action last year. They started 1972 with two first place wins in "B" division and are now competing in "A" division.

The Columbians participated in the American Legion Nationals in Denver and Las Vegas and the VFW Nationals in Seattle. The Corps was Washington state champion in 1964. In June, the Columbians placed 3rd in the state VFW contest held in Richland.

The director is Vic Mahan; manager, Bob Welsh; assistant manager, Frank Anderson; music director, Bill Welsh; drum instructor, Dave Roberts; drum major, Lynn Snook; color guard commander, Carol Vogel.

## The Flamingos

Salem, Oregon

The Corps is 10 years old and will come to the Tri-Cities direct from an appearance at Casper, Wyoming, and a tour into Canada. The Flamingos are sponsored by the Salem Elks, the Salem Optimist Club and American Legion post. They are the new musical ambassadors for "Oregon's Big One," the Oregon State Fair. They will play an entirely new repertoire of music this year.

Corps director is Courteny Jones; drum major, Pancho Hernandez; color guard captain, Mary Thompson; music arranger, Mike Duffy; bugles, Larry Graves; drums, Bill Linen; drill instructors, Richard Kibbey, Steve Ostrin.

## The Hawks

Portland, Oregon

The Hawks, formed in 1959 and the oldest corps in the Portland area, were 1971 Northwest champions. They have been Oregon champions and in 1970 were finalists in the American Legion Nationals. They toured California in May and have just finished a tour of Canada, Montana, Washington and Oregon. Members come from as far as Longview, Washington, and Pendleton, Oregon.

The Hawks open with the "Victory Parade March" from Ben Hur and their routine includes a salute to John F. Kennedy.

Drum majors are Martha Belmore, Rosemary Leong; M & M, Howard Hawley; bugles, Darrel Meisenheimer; drums, Marty Havlicek, Robert Reed; director, John Parkhurst.

## Edmonton Strutters

Edmonton, Alberta

The Strutters were founded in 1963. Between 1963-68 the corps was sponsored by various organizations and in 1968 broke all ties with sponsorship and became self-supporting. Corps members are between the ages of 13 and 21. The Corps has been a consistent winner of prizes in Canada and placed 5th in the competitions held last year at Casper, Wyoming.

## The Knight Raiders

Sunnyvale, Calif.

The Knight Raiders of the Santa Clara Valley in California were organized in

September, 1969, and are in their second full year of competition. They have traveled and competed throughout California including Disneyland. They have 32 horns, 34 in the color guard and a 19-man drum line. Co-sponsors are the Mt. View Legion and Santa Clara VFW posts.

Director is Bernie St. Pierre; horns, George Smith; drums, Rick Dobbs and Mike LaPorta; M & M, Danny Vannata; drum major, Mike St. Pierre; color guard captains, Debbie Ox and Laura Messimer.

## Dickinson's Oregon Crusaders

West Linn, Oregon

Dickinson's Crusaders was formed two years ago as a competition color guard. Early this year, music was added and they now compete as a competition corps. The corps is sponsored by the Dickinson's family of fine preserves and jellies. This summer the Corps will go on a 3,000 mile tour of five states and two provinces.

Director is Dave Jones; junior directors, Ardyth Brown, Brian Kerr; music, Ron Jones; drum major, Dave Jones; drums, Mike Irwin; color guard captain, Sheron Walker; M & M, Earl England; Executive director, Oran Jones.

## The Titans

Bremerton, Wash.

The four-year old Titans are sponsored by the East Bremerton Legion Post, the Port Orchard VFW Post and an active Booster Club. Members come from five school districts in Kitsap county which surround Bremerton, home of Puget Sound Naval Shipyard. They won the 1970 Northwest "B" Division Championship. The Corps will go on an extended tour of the Mid-West later this month.

The manager is Harry Dedoyard; drum major, Jeannie Rasmussen; horn instructor, Frank Minear; drum instructor, Lynn Davis; M & M instructor, Jerry Logan.

## The Cascades

Seattle, Wash.

The Cascades, organized in 1967, are sponsored by the Starr Sutherland Legion post, the Fletcher Daniels VFW Post and the North Region of the Seattle Public Schools.

The Color guard was Northwest champions in 1968 through 1971; the Corps won the Pacific National Exposition parade honors in 1969, 70 and 71.

The drum major is Phil Madden; color guard captains, Carol Bock and Terressa McDonald; managers, Rod Stubbs; M & M, Jim Sleater; music, Roger Haapanen, Dave Barduhn; drums, Garth Stubbs.

## Percussion-Naut Patriots

Spokane, Wash.

Formed in 1961 as a 7-member percussion ensemble, the Percussion-Nauts have finished their first year as a competitive drum and bugle corps. Already this year, they have won several first places.

Two years the corps toured Europe. This year they will compete in the Midwest and will take part in both the VFW and Legion national championships. They are serving as musical ambassadors for Spokane's "Expo '74" World's Fair.

The director is Howard A. Robbins; brass and M & M, Robert Spevacek;

drum major, Vickie Krewson; drill instructor, Jim McNeal; color guard, Marianne Herman; drums, Howard Robbins; rifle instructor, Sue Burtts.

## Royal Lancers

Portland, Oregon

The Lancers, now in their eighth year of competition, have been Oregon Legion champions five times and Northwest champions once. This year, the Corps will tour Canada and California. Their 1972 repertoire includes "Desert Song," "Pomp and Circumstance," "Midnight Cowboy," "Beer Barrel Polka," and the theme from "Mutiny on the Bounty."

The drum major is Larry Plumb, corps captain, Doug Ziebart; color guard, Karen Billmeyer, Laurie Mumper; drums, Roger Allen; horns, Larry Plumb; color guard instructor, Karen Billmeyer; M & M, Bruce Plumb.

## Seattle Shamrocks

Seattle, Wash.

The "CYO Squires" were formed and sponsored by the Catholic Youth Organization and later became an independent corps and were renamed the Shamrocks. During the past years they have taken part in five national competitions, were several times Northwest champions as well as being undefeated for two consecutive years in Northwest competition. Sponsors are the VFW Post No. 2289, Legion Post No. 160 and the Independent order of Foresters.

The executive director is John Broderick; music director, Charlie Thompson; corps director, Tom Grinolds; drum instructors, Lorin Grinolds, George Gradon; drum major, Steve Montague; business manager, Glenn Jones.

## The Sentinels

Bellevue, Wash.

The Sentinels, formed in 1966, use an all-girl color guard and rifle squad, and the corps is outfitted in distinctive Spanish-style uniforms.

Their travels have taken them to California twice, and to the East coast for participation in the World Open and VFW Nationals. Last year they toured the Midwest and won top honors at the Calgary Stampede. Their 1972 summer tour will be built around a trip to Edmonton, Alberta. The Bellevue Kiwanis, VFW, Legion, Eagles and Jaycees are sponsors.

Corps manager is Jim McCormick; director, Paul Gibbs; drum major, Steve Franke; musical arrangements, Keith Markey; horn instructor, Dave Olson; drums, Brad Whittman; drill, Tim Chambers; color guard, Jim Sind.

## The Sunsetters

Astoria, Oregon

The Sunsetters, representing Astoria and Clatsop County, Oregon, were organized in 1966 and were Northwest "C" division champions in 1970.

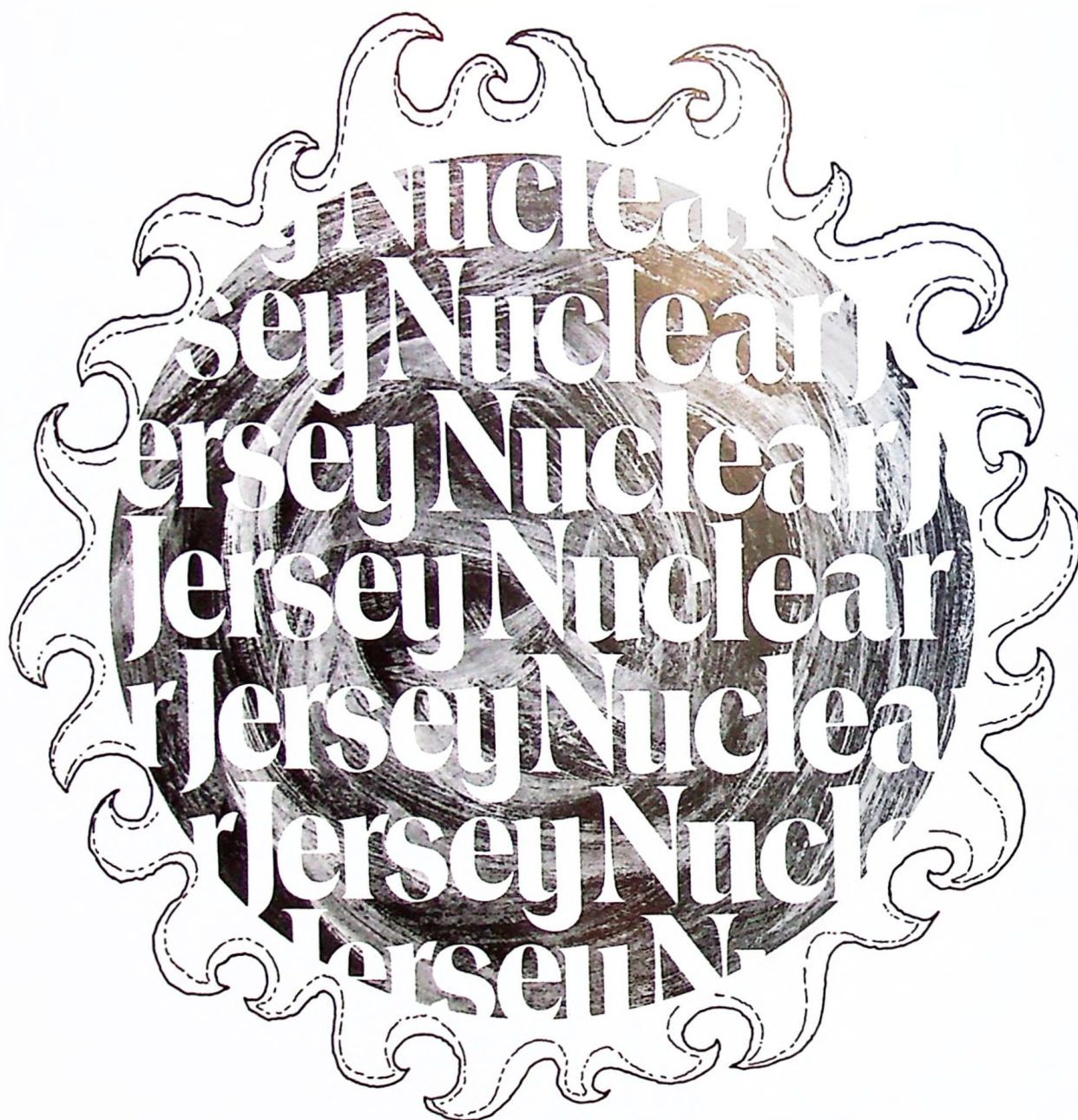
The corps has increased their membership to 70, no small accomplishment for a community of just over 10,000.

The Sunsetters are unsponsored and depend on a hard-working booster group and donations from business and individuals.

The corps commander is Laura Kelley; color guard captain, Vickie Smith; drum instructor, Steve Lawrence; bugle instructors, Darrel Meisenheimer, Kevin Hill; M & M director, Betty Infinger; executive director Jim Infinger.



# Unlimited Energy



WELCOME TO THE SUN SPOT

from the men and women of **Jersey  
Nuclear**



# Cavalcade of drums

## Judging Procedures

As each Corps starts onto the field, they begin with 100 possible points. Those 100 points are divided among the judges as described below. Each error by a Corps detracts from the possible perfect score of 100 at the rate of 0.1 point for each error. The deduction of a point is called a "tick".

## Marching and Maneuvering (M&M)

M & M is an important area for judging. It is worth 30 of the 100 possible points on the score sheet. Judges watch for uniformity of marching, such as: does everyone stop at the same time, are all feet in the same form of position when halted, is the spacing between members the same, and are the squad lines straight?

## Drumming and Bugling

Drums and Bugles are checked by judges who are both on the field and in the stands. Each is worth 20 points on the score sheet (total of 40). The music is judged on how it sounds, how the Corps executes each selection and how the playing members show their musical technique. Music difficulty is also considered and credit is given for expressive changes in style and rhythm.

## General Effect (GE)

GE receives 30 points on the scoring and is judged in the stands! The whole corps is evaluated for looks, polish, sound and how the audience reacts to the show they are performing. This is a "build up" category, with points being added to a Corps' score. Written comments to the Corps are made by the judge on his score sheet. Thus we have accounted for the possible score of 100.

## Penalties

A Corps' performance is to last from 11 to 13 minutes for "A" and "B" division Corps, and from 5 to 6 minutes for "C" division Corps. The time begins as a playing member steps onto the field, and runs until the last playing member is off the field - excluding Color Guard personnel. Penalties are assessed for over time or under time. During the drill, each "A" and "B" Corps must be in motion at least 8 minutes of their total time on the field. Flag etiquette is also important and penalties are given for failure to salute at the right time. You will notice that no other flag ever flies higher in elevation than the American Flag.

## Color Guard

Color Guard judging is on three things: M & M, GE and Flag Etiquette. Flag etiquette is much stricter in Color Guard drill judging than for Drum Corps judging. The drill of a Color Guard is centered around the American Flag, the care, protection and display of it.

## 1971 CAVALADE OF DRUMS

General Chairman.....Bob Welsh  
Assistant Chairmen.....Vic Mahan, Bill Welsh  
Dave Roberts, Frank Anderson,  
Steven Haney, Barbara Haney  
Announcer.....Fred Lopez, Lynwood, Wash.

## The Velvet Knights

Fullerton, Calif.

The Velvet Knights are one of the top corps in California. They presently have 90 members and come from 22 cities in Southern California in the Santa Ana-Orange County area. The corps won the 1965 American Legion State Championship. This year, the Corps' trip will take it to Oregon, Washington, Montana and Canada. The average age of members is 16.

The president of the corps is Joe Lintz; Zig Kanstul, vice president; Bill Cadek, manager; Jack Bevins, treasurer, and Fred Mallen, secretary and manager of the training corps. The drum major is David Bandy; rifle sergeant, Crystal Moore, and Lorie Wandrey, captain of the guard.

## The Rangers

Pendleton, Oregon

The Rangers of Eastern Oregon were organized late in 1963 and became a competing corps in 1964. Twenty-six members won individual awards at the Oregon State Legion convention including the trophy for state color guard commander by Donna Jordan. The Rangers host their own show, "Round-Up-Arama," the day after the Cavalcade of Drums.

Ted White is executive director; Ed Berardino, corps director; Bill Welsh, bugles; Steve Chozazy, drums; Jay Seale, color guard instructor; Pat Hart, drum major; Susie McMillan, color guard commander.

## The Black Watch

Federal Way, Wash.

The Black Watch Highlanders are one of the newest drum and bugle corps, having been organized only last year. They started with eight young men—now have over 60 in their corps that is dressed in Scottish uniforms.

The drum major is Dwight Lushen; executive director, Dan Anderson; business manager, Keith Purvis; color guard commander, Kathy Sparhawk; drum instructor, Lee Engle; musical director, Keith Markey; color guard, Carol Swanson, Kathy Shinbo and Karin Anderson.

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**Albertson's**

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**Supermarket**



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Each year thousands of people in Benton & Franklin Counties enjoy the parks and water-side recreation areas created by the pools behind hydro-electric dams. The Atomic Cup

is a perfect example. We get electric generation plus recreation as a by-product. Electricity also aids environmental progress. It provides the power for such things as pollution control equipment, outdoor lighting for safety and the energy for re-cycling. People live, work and play better in a pleasant electrical environment.

Let's  
Bag  
It...



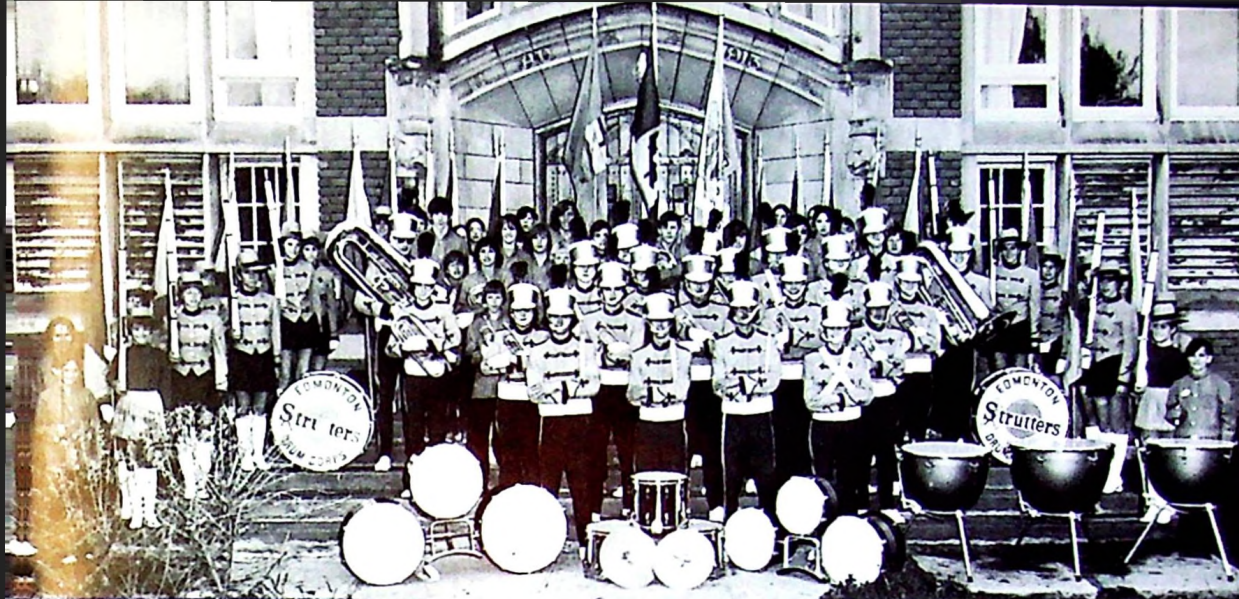
Trash bags are being provided to spectators of the Atomic Cup by your two PUD's. Please place all of your trash and refuse in these bags, tie them shut and leave them behind to be picked up. Thank you for your cooperation.

## Your Public Utility Districts

BENTON COUNTY  
P.U.D.

FRANKLIN COUNTY  
P.U.D.





# **SOME OF THE CORPS**

Left, Top to Bottom

Edmonton Strutters  
Percussion-Nauts  
The Hawks  
The Titans

Above, Top to Bottom

The Lancers  
Cascades  
Knight Raiders



Tri-City Water Follies  
and  
Atomic Cup

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YOU CAN BANK ON



TRI-CITY CLEARING HOUSE ASSOCIATION

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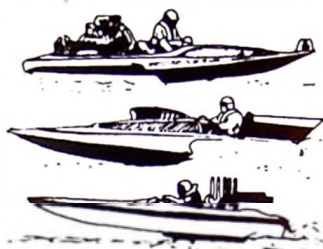
203 NORTH FOURTH - PASCO

MEMBERS F.D.I.C.



# A NEW WATER FOLLIES EVENT

# Best of Boat Racing



Drag Boats

Inboard Hydros

Flatbottoms

## Sunday, July 16

TIME TRIALS — 11 A.M. — RACING 1 P.M.

COLUMBIA PARK

### RACING SCHEDULE

#### Saturday, July 15

Course open for testing, 1 to 4 p.m.  
(immediately following Grand Parade)

#### Sunday, July 16

10:30 a.m.

Driver Qualifications

11 a.m. - 12:30 p.m.

280 cc and 225 cc eliminations  
(if needed)  
Drag Time Trials

#### 1 p.m. Racing Schedule

Circle Racing  
280 Class, 1st heat  
SS Class, 1st heat  
ERR Class, 1st heat  
225 Class, 1st heat  
KRR Class, 1st heat  
SK Class, 1st heat

#### Drag Eliminations

60-70 mph boats  
70-80 mph boats  
80-90 mph boats  
90-100 mph boats

Gas & Fuel Eliminator

Unblown Gas Flatbottom  
Unblown Gas Hydro  
Unblown Fuel Flatbottom  
Unblown Fuel Hydro

Blown Gas Flatbottom  
Blown Gas Hydro  
Blown Fuel Flatbottom  
Blown Fuel Hydro

#### CIRCLE RACING — FINAL HEATS

280 Class  
SS Class  
ERR Class  
225 Class  
KRR Class  
SK Class

Testing & Qualifying Saturday after the Parade  
It's brand new! This year the Tri-City Water Follies inaugurates an exciting new format in boat racing — "The Best of Boat Racing."

It's 100% spectator-oriented. It features the best in three different types of racing boats. Included will be circle racing around a mile and one-half course and drag racing over a quarter-mile straightaway course.

Included will be the most competitive classes of limited hydros and the flatbottoms right on up to the Unlimited KRR's.

There'll be 2,000 bleacher seats set up on the finish line for the drags and the starting line for the circle classes. In the pit areas, you'll be able to see the widest range of boat racing equipment ever assembled in the Tri-Cities.

### PRIZE MONEY

#### Drag Boats

60-70 miles per hour	\$50
70-80 miles per hour	\$50
80-90 miles per hour	\$50
90-100 miles per hour	\$50

Gas Eliminator	\$75
Fuel Eliminator	\$75

Unblown Gas Flatbottom	\$100
Unblown Gas Hydro	\$100
Unblown Fuel Flatbottom	\$125
Unblown Fuel Hydro	\$125

Blown Gas Flatbottom	\$150
Blown Gas Hydro	\$150
Blown Fuel Flatbottom	\$200
Blown Fuel Hydro	\$200

(Plus Trophies)

#### Inboard Hydros

	1st	2nd	3rd
280 Class	\$100	\$60	\$30
225 Class	\$100	\$60	\$30

(Plus Trophies)

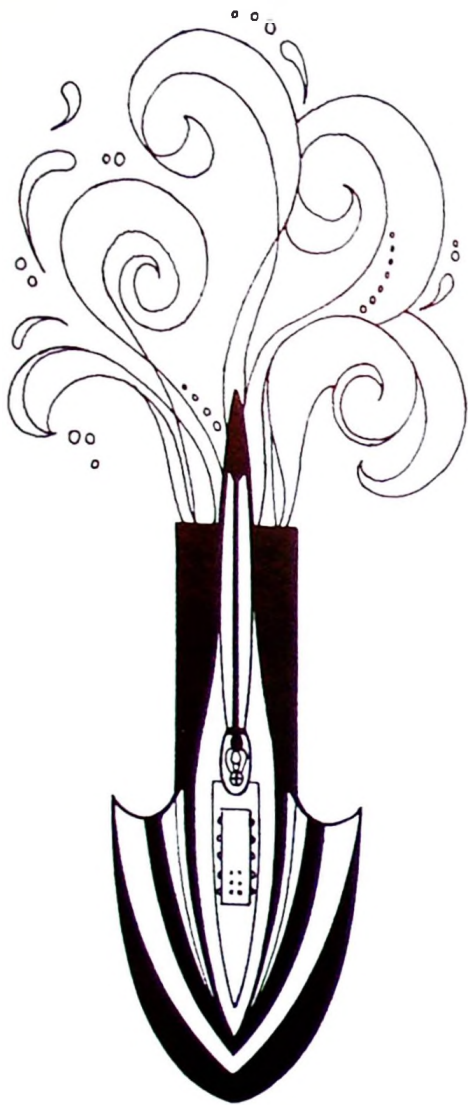
#### Flatbottoms

KRR	\$100	\$60	\$30
SS	\$100	\$60	\$30
SK	\$100	\$60	\$30
ERR	\$100	\$60	\$30

(Plus Trophies)

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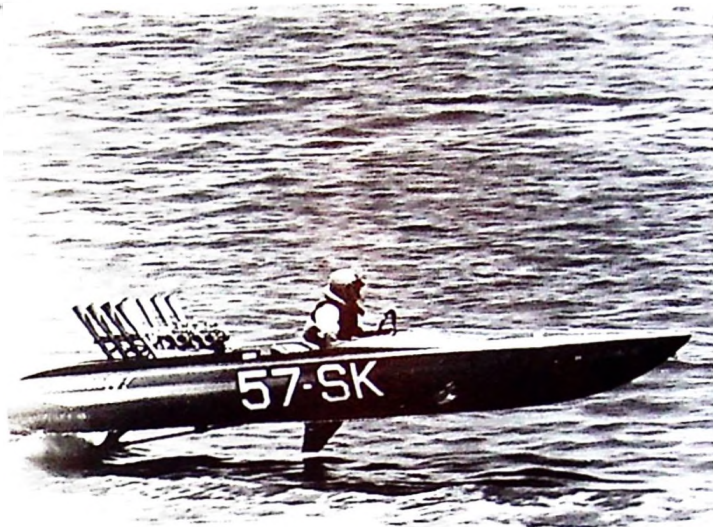
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# BEST OF BOAT RACING

## SKI RACING RUNABOUT (SK)



An SK boat that's nearly air-borne

The SK's, with their beautiful turning ability, are certainly one of the most spectacular classes on the water. The boats must be powered by one U.S. passenger car engine, limited to 400 inches of displacement. There can be no fuel injection or supercharging and pump gas is used. An SK boat must be at least 16 feet long and must weigh not less than 1500 pounds. The cockpit must accommodate two persons.

Because they can turn with minimum deceleration, they keep their average speeds between 70-85 miles for most five mile races.

The competition record of 87.891 mph was set last year at Lake Havasu by Bill Foster of Tustin, Calif. The straightaway record for SK's is 104.789 mph.

## K RACING RUNABOUT (KRR)

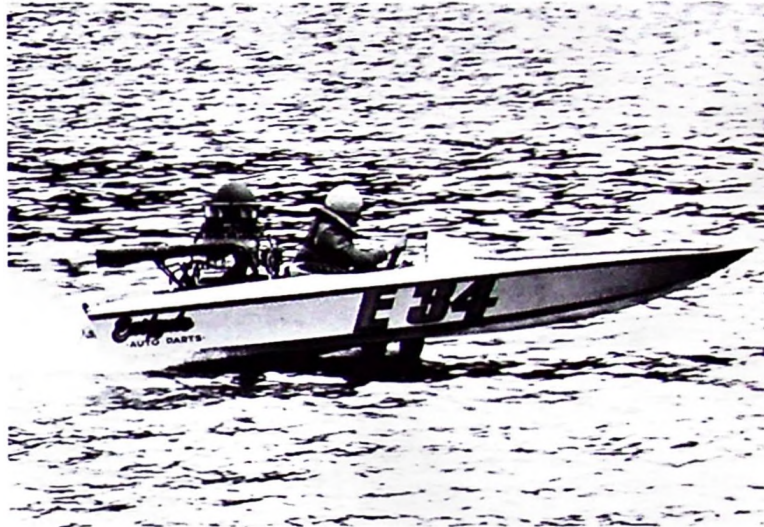


"Creme Bement" owned by Dick Bement, Portland. Region high point champion, '69, '70. A top boat.

K Racing Runabouts are the unlimiteds of the flatbottom fleet. Hulls must be a flatbottom runabout design, but this is the only class limitation. Any type of fuel may be used and power plants range from twin engine set-ups to aircraft engines. Superchargers, injection and carburetors are used in many interesting variations. They carry the identification letter "K".

Robert LaRue of Rolling Hills, Calif., set a new competition record last year at Merced, Calif., of 90.18 mph. The straightaway record is 111.325, also set last year at Parker, Arizona, by Don St. John.

## E RACING RUNABOUT (ERR)



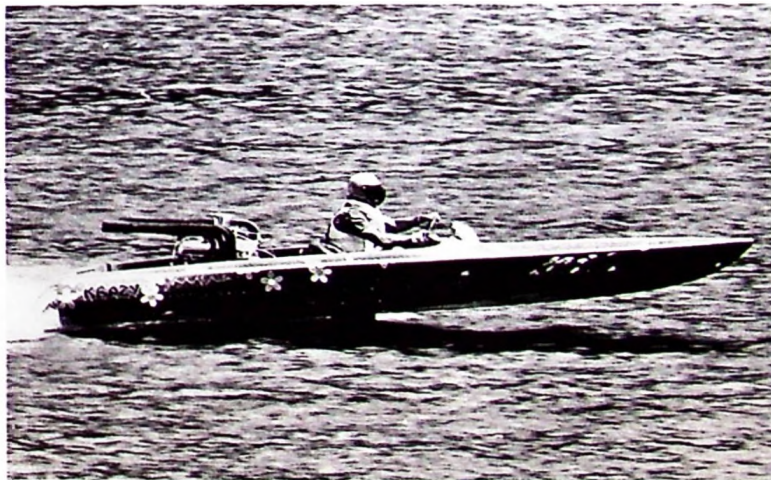
"Watachee" owned by Dave Baugh, Renton. Second in national points, 1971; top ERR boat in the area.

There are two different styles of E boats — the conventional flatbottom design with the engine behind the driver and the older type with the engine in front of the driver.

You are limited to only one engine. However, you can race with an engine that does not exceed 246 cu. in. and burn methanol or you can use a maximum 330 cu. in. and burn only pump gas. Superchargers are not allowed but any number and type of carburetors are permissible. There is no engine cost limit. Boats carry the identification letter "E".

The competition record is 83.68 mph set in 1970 at San Diego by Bud Murphy, Whittier, Calif., driving "Go for Broke." The straightaway record is 111.325 mph.

## SUPER STOCK (SS)

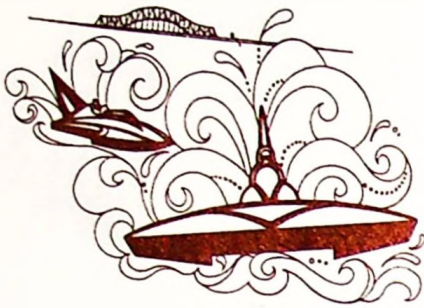


"Krazy Kanaka," owned by Don Due, Seattle. Five mile world record holder. National Champ, 1971.

Superstock engines may not exceed 428 cu. in. or have more than \$2500 invested in them complete. U.S. passenger car engines are used. Carburetion is limited to a single 4-barrel with pump gas the only legal fuel. Engines produce over 600 horsepower with speeds reaching 90-100 mph in the back stretch. Boats carry the identification letters "SS".

Don Due of Seattle, driving "Krazy Kanaka," broke the competition record on Memorial Day in 1971 at 89.91 mph. The straightaway record is 101.689.





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# BEST OF BOAT RACING

## 280 CU. IN. CLASS (E)



"Buccaneer" owned by John Leach, Federal Way, Wa.. Constant winner—runs close to the record

This is probably the largest and most competitive class in the Northwest. It is the most popular inboard class in the United States with 224 boats registered for racing in 1971. Some of the top boats in the nation come from the state of Washington.

All parts must be strictly stock and there can be no polishing or modifying of parts. They are powered by a stock automotive engine, they run on pump gas with a single, four-barrel carburetor. The letter identification for this class is "E".

Ed Curtis of Edmonds set the competition record of 84.986 mph in 1971 at Yelm driving "Gladiator." The straightaway record is 108.591. Last year's national high point champion boat was "Buccaneer" owned by John Leach of Federal Way, Wash.

## 225 CU. IN. CLASS (N)



"Alouette Angel," owned by Don Ryan. Boat was 1967. 68, 70 National High Point Champion

The 225's are another of the highly competitive classes in the Northwest. Power plant is a stock auto engine not to exceed 226 cu. in. The identification letter is "N". Engines are generally Buick or Ford and the fuel is restricted to pump gas only. Minimum length is 16 feet and cost of the motor and extras cannot exceed \$1,000.

The competition record is 89.02 mph set in 1970 in St. Petersburg by Ted Panateros driving "Goodie Wagon." He also holds the straightaway record at 133.313 mph. The 1971 national high point boat was "Special Edition" owned by Bob Best Jr. of Everett.



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#### BEST OF BOAT RACING

A new Water Follies action event. First time ever in Eastern Washington. Limited hydros, drag boats and flatbottoms competing on the same afternoon

of racing. Drags over a quarter-mile straightaway plus circle racing over a mile-and-a-half course at Columbia Park, Sunday, July 16.



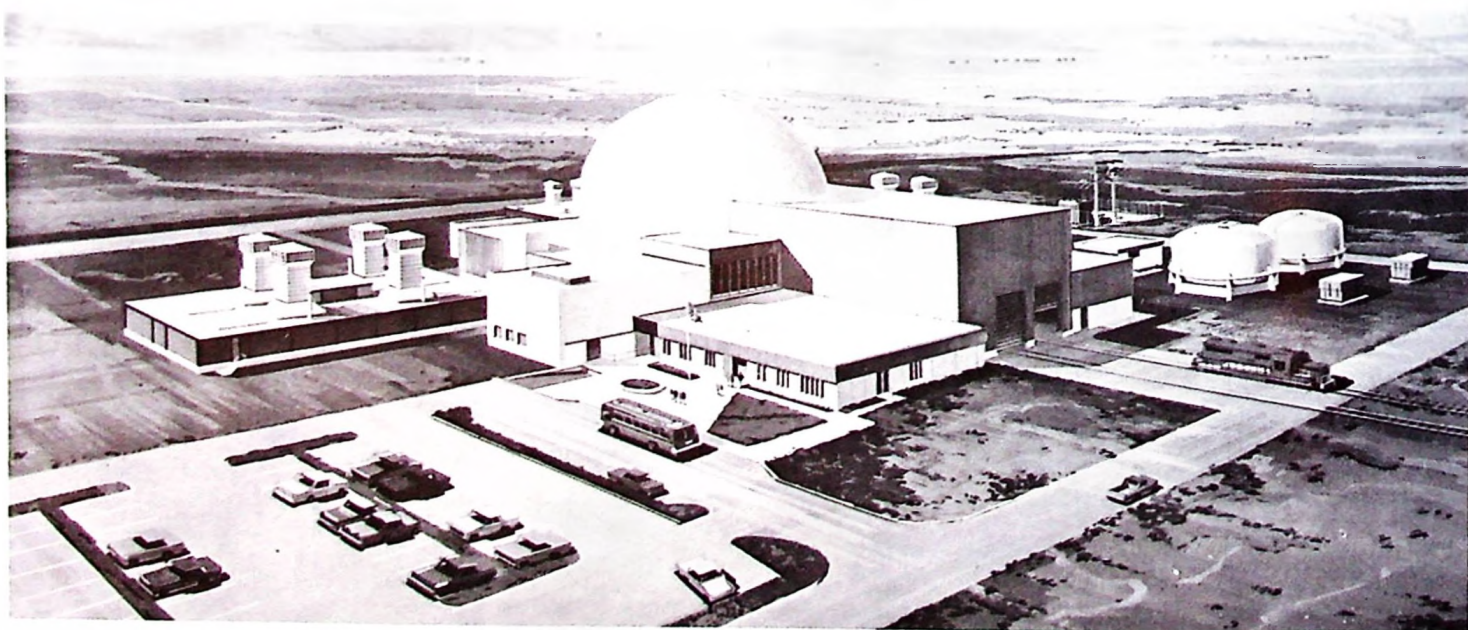
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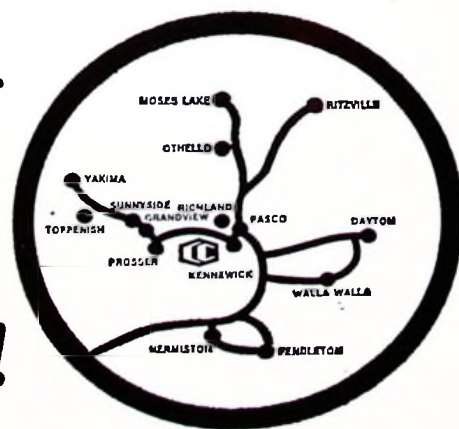
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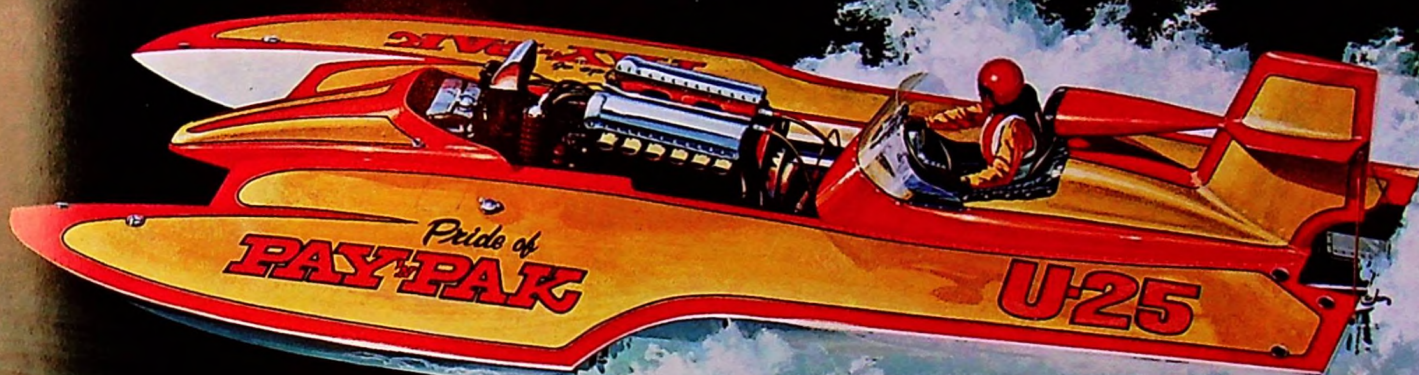
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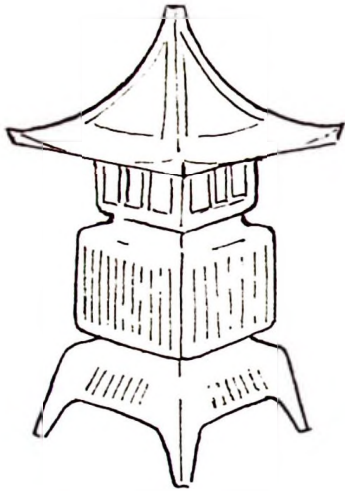


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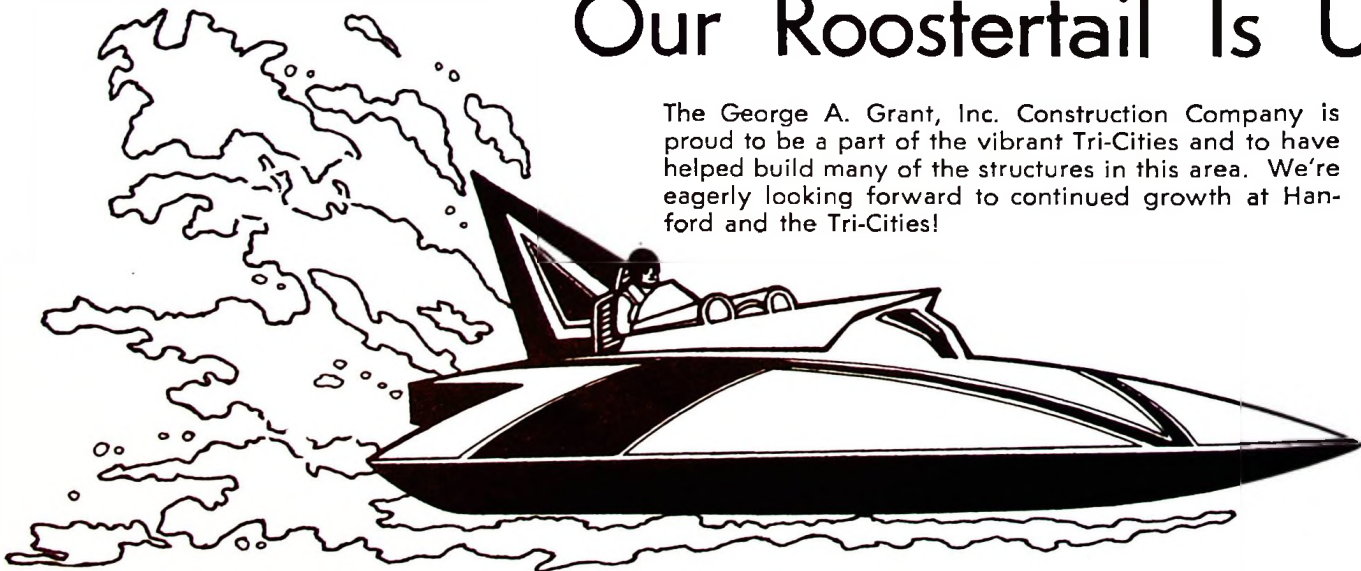
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The George A. Grant, Inc. Construction Company is proud to be a part of the vibrant Tri-Cities and to have helped build many of the structures in this area. We're eagerly looking forward to continued growth at Hanford and the Tri-Cities!



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## TRI-CITY WATER FOLLIES

PRESENTS THE 7TH ANNUAL

# ATOMIC CUP

July 23



### SCHEDULE OF RACING

Thursday through Saturday, July 20-22  
Qualifying and Speed Trials

Sunday, July 23, Tri-Cities Atomic Cup

11:45 a.m. .... Opening Ceremonies  
National Anthem  
12:00 p.m. .... Heat 1-A .... Elimination  
12:30 p.m. .... Heat 1-B .... Elimination  
12:45 p.m. .... Sky Diving Exhibition  
Thunderbird Sport Parachute Club  
1:30 p.m. .... Heat 2-A .... Elimination  
2:00 p.m. .... Heat 2-B .... Elimination  
2:15 p.m. .... An appearance, the Atomic  
Cup Air Force, Robert F. Tac-  
hell, commanding general  
and chief pilot.  
3:00 p.m. .... Tri-Cities Atomic Cup  
FINAL HEAT

## The Atomic Cup Trophy

This year's Atomic Cup trophy is of fused bronze and welded steel as designed and created by Ted Neth, chairman of the division of performing arts at Columbia Basin College in Pasco. The trophy is an abstract representation of the atomic symbol with an energy burst as the focal point.

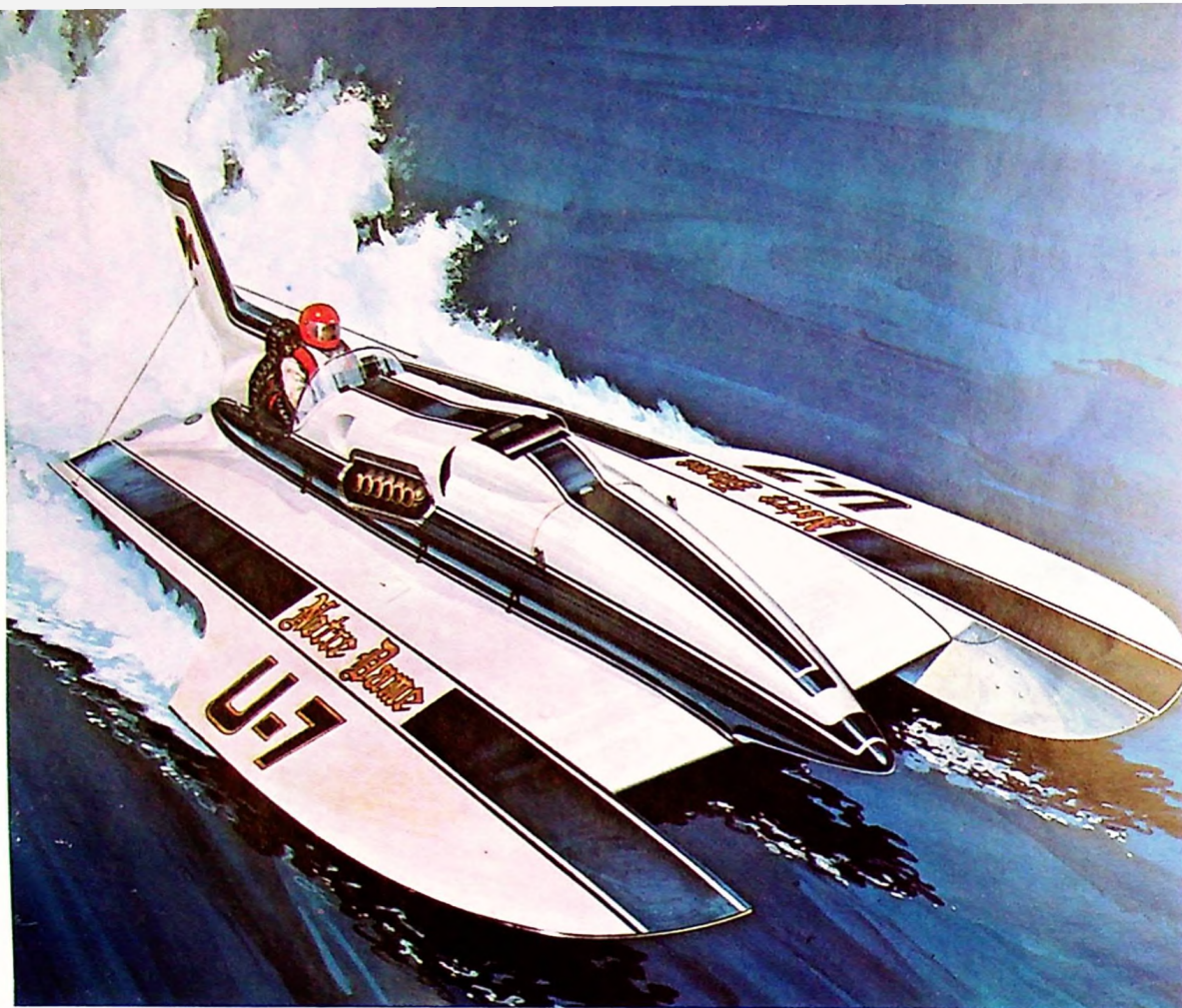


Kathy Clement of Richland poses with the 1972 Atomic Cup Trophy

**THE PROGRAM:** Editor, Ken Maurer. Cover Illustrator, Walter Graham Studios, Yakima. Interior design and layout, Carla Pettus. Production staff, Christie Hatfield, Patty Brain. Photography, Ralph Worsham, Tri-City Herald; Ralph Smith, Battelle-Northwest Photography Unit, Dick Hodges Custom Photography, Day's Studio. Boat Photography, George Gerber, Tri-Cities; Eileen Crimmin, Bob Stearns, Lloyd Swanson, Bob Carver, Seattle. Production supervision, Advance Advertising, Inc. Printing, Pischel Yearbooks, Inc., Pasco.

Program copies available from Tri-City Water Follies Association, 1313 W. Clark, Box 2051, Pasco, Tri-Cities 99302. Phone (509) 547-2203.





### U-7 NOTRE DAME

The 1972 Notre Dame joins Miss Madison as the two brand new boats for the 1972 current racing season. Notre Dame was built by Ron Jones of Costa Mesa, Calif. It is owned by Shirley Mendelson McDonald of Detroit. The boat is 30' in length and powered by Rolls Royce Merlin V-12. One of the best-equipped teams on the circuit, this boat has always been a top contender but has been a bridesmaid due to a succession of unique situations or unusual breakage. Dean Chenoweth shifted over from Miss Budweiser to helm the New Notre Dame.



### U-71 ATLAS VAN LINES

With veteran Bill Muncey at the wheel, Atlas started the 1972 season with two straight wins at Miami and Owensboro. The boat is owned by Gale Enterprises and was designed by Lee Schoenith. Length is 32 feet, width 12' 6", weight 7,000. It is Rolls powered. The new boat is a lighter, improved version of the 1970 Myr's Special. New in 1971, the hull won two races last season.



### U-1 MISS BUDWEISER

Owned by Bernie Little and Tom Friedkin; sponsored by Anheuser-Busch-Budweiser. Driven this year by Terry Sterret whose dad piloted the boat to the national championship in 1969. Designed and built by Ed Karsen of Seattle. Length 30', beam 13' 4", weight 7,250 pounds in racing trim. One of the most competitive boats in unlimited class racing. Winner of three national championships, two APBA Gold Cups. The current boat is the sixth in the line of Budweiser-sponsored superboats. This year, Miss Bud is out after her fourth straight unlimited championship—a feat no other unlimited hydro has ever accomplished. The boat is powered by Packard-built Rolls-Royce V-12.



## U-25 PRIDE OF PAY 'N PAK

Owned by Pay 'N Pak stores and Dave Heerensperger of Seattle. Driven by Billy Schumacher of Seattle. The boat was designed and built by Ron Jones of Costa Mesa, Calif. Weight 7,000 lbs., length 28'6", Beam 13'9". Powered by Rolls Royce Merlin. In 1971, Pay 'N Pak won more races than any other hydro on the race circuit. In 1969 Heerensperger pioneered with a creative now tri-hull boat. When this proved a disappointment, he returned with a cabover design in 1970—went back to the drawing board to come up with the re-designed Pay 'N Pak. Pay 'N Pak stores are an electrical and plumbing supply chain throughout the western United States. In the Tri-Cities, Pay 'N Pak has a store in Kennewick.



## U-29 LINCOLN THRIFT

Owned and campaigned by Bob Fendler of Phoenix. Built and designed by Wickens, the boat has a unique cab-over design. Length 28'6", weight 6,000, beam 12'8", powered by Allison. Fendler began unlimited racing in 1966 with Miss San Diego and then Wayfarer's Club Lady. His 1970 entry was a low-profile hull powered by twin Chrysler hemis. The 1972 boat has a new turbocharger set up and has been improving greatly as the season rolls on. The boat could be one of the hottest and most dependable of the season. The driver is again George Henley.

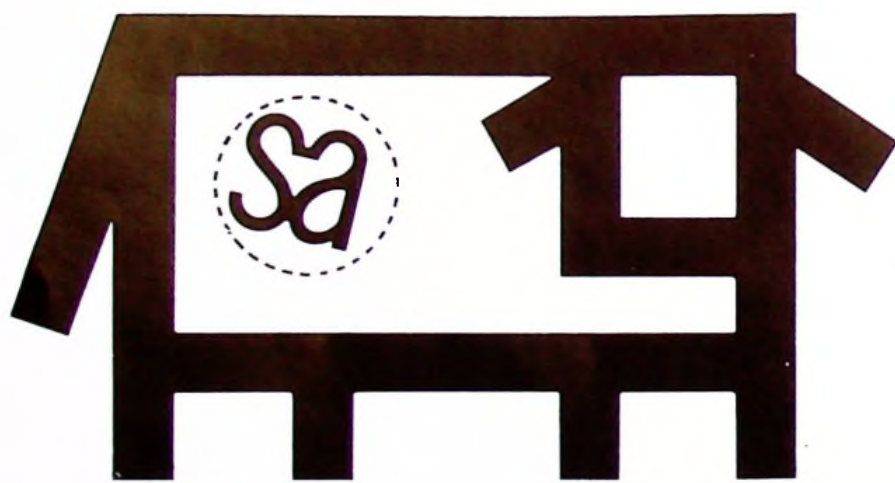
## U-6 MISS MADISON

A brand new boat this year. Built by Gale Enterprises of Detroit. A new and modern design; powered by Allison engines. This marks the 12th year a Miss Madison hydro has been on the circuit; the first for a brand new Miss Madison. A community drive raised \$25,000 to finance the new boat. Last year's Miss Madison won the Gold Cup on its home course and the Atomic Cup in the Tri-Cities; placed second in national point standings. A rookie driver, Charlie Dunn of Miami, will be at the controls. Madison, Indiana, is the only city in the United States to own and race an unlimited boat.





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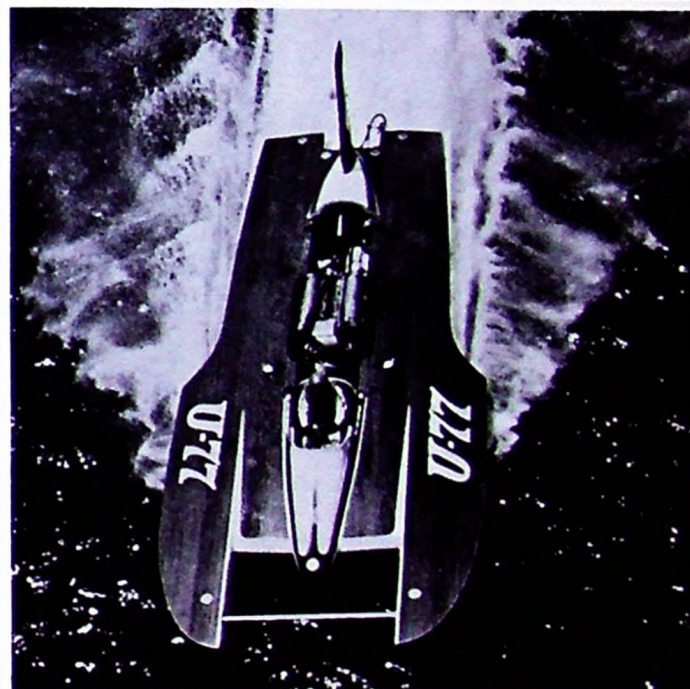
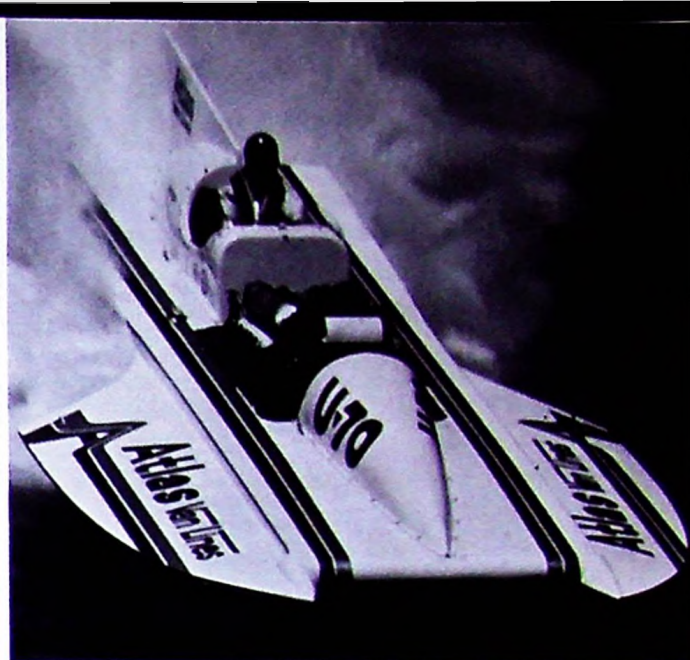
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**U-5 TOWNE CLUB**—Sponsored by Towne Club Beverage and owned and driven by Fed Alter. The boat is the former Gale's Roastertail, designed by Lee Schoenith and built in his Gale Enterprises Racing Shop in Detroit. It is Allison-powered.

**U-77 COUNTRY BOY**—Was built last year but saw little racing. Its 1972 starts have been complete with problems. The boat is owned by George Walther of Dayton, Ohio, president of the country's largest maker of cast steel wheels for trucks and trailers. It is designed and built by Ron Jones and has Rolls power.

**U-70 ATLAS VAN LINES II**—The back-up boat for Atlas Van Lines. Is an

improved of the 1970 Myr's Special. It is owned by Joe Schoenith; designed and built by Bill Cantrell and Lee Schoenith. It's long—32 feet—and weighs 7,000 pounds. It has Rolls Power.

**U-21 VALU-MART**—This is a brand new boat, owned, designed and built by Bob Gilliam. He describes it as: "A lighter than average boat, designed to compromise the advantages of both the new pickle-fork and the conventional designs. It is 29½ feet long, beam 12½ feet, weight, 6,000 pounds and powered by Roll's Royce Merlin V-12. The colors are red, yellow, white, and black. The sponsor is Valu-Mart Shopping centers, a division of Weisfields. The chain has a store in Kennewick.

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## U-4 SMOOTHER MOVER

Owned and campaigned by Bob Murphy of Burien. The Atomic Cup will be the boat's first 1972 outing. The U-4 is the former Notre Dame built by Les Staudacher. It is 30' in length, beam 12', weight 7,000, powered by Rolls Royce Merlin V-12. Late in the 1970 season, Murphy secured Smythe Moving Co. as a sponsor. Murphy was bitten by the hydro bug while working on an unlimited crew. He is the owner of Burien Rug and Upholstery.



## U-88 PIZZA PETE

After years of driving just for the love of the sport, Bob Gilliam deservedly has a full-time 1972 sponsor for his boat. Last year it was the Valu-Mart. Some years ago the boat raced as the Tri-City Sun. The sponsor is a Seattle-based specialty restaurant franchise that has stores in Richland, Walla Walla and Yakima. The U-88 is 30' long, weight 7,000, beam 12'. Owned, built and designed by Gilliam. One of the most stable hulls at high speed of the unlimited fleet. In his first race under his new sponsor, Gilliam placed fourth and won over \$3,000 in prize money. The U-88 saw its first action in the 1960 Apple Cup on Lake Chelan as KOLroy I.

## U-44 MISS TIMEX

Jim McCormick is the latest in the driver-turned-owner category. This year he campaigns the U-44 the former Miss U.S. The boat was designed by Les Staudacher of Kawkawlin, Mich. It is 30' long, beam 13', weight 6,500 lbs. The power is Rolls-Royce Merlin V-12.





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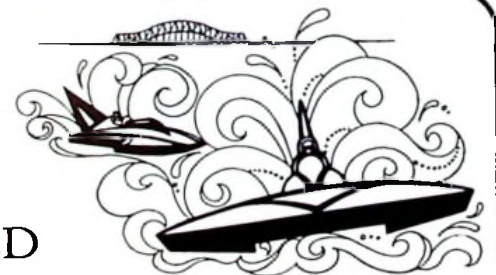
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# MEET THE HYDRO DRIVERS



**JIM McCORMICK**  
Owensboro, Kentucky  
Driver - Miss Timex  
Age - 38  
Occupation - Mechanical Contractor  
Married - Bonnie  
Two Children

July 4, 1971, was Christmas Day for Jim McCormick. Also his birthday, Easter, graduation day, anniversary and all the other joyous occasions you can think of. That day was when McCormick quite literally stunned the sports world by winning the biggest boat race of them all, the APBA Gold Cup, before a screaming hometown crowd of 110,000.

McCormick broke into unlimiteds with Miss Madison after a career in limited inboards in the Ohio Valley. He finished second in his first race and kept that boat in the thick of things throughout 1966. In 1967 he moved to Notre Dame, but moved to Wayfarer's Club Lady in mid-season. He opened the 1968 campaign with Atlas Van Lines, but moved to Harrah's Club in mid-season of that year, then transferred his loyalties back to Miss Madison the next season.

In 1972, Jim will drive his own boat, the Miss Timex, and he'll be one of the very few owner-drivers to be competing on the tour.



**BILLY SCHUMACHER**  
Seattle, Washington  
Driver - Pride of Pay 'N Pak  
Age - 29  
Occupation - Pay 'N Pak Stores, Inc.  
Married - Cyndee

If ever there was a prohibitive favorite in the national champion winterbook, it's got to be Billy the Kid. He took a totally unsuccessful hull in 1971 and, working with owner Dave Heerensperger and crew chief Jim Lucero, brought it around to the point where it swept the last three races, was virtually unbeatable, and was easily the class of the field.

Success isn't new to Billy. Driver of everything from outboards to superboats ever since he was nine, winning three US titles, five world championships and two Canadian crowns, plus three APBA inboard championships.

Winner of the APBA Gold Cup in 1967, he dominated the sport in Miss Bardahl, winning almost every race. Prior to the time he steered Tool Crib, Cutie Radio and \$ Bill. Following 1967, he moved to Parco O Ring Miss for a season and then on to Pay 'N Pak.



**TERRY STERETT**  
Owensboro, Kentucky  
Driver - Miss Budweiser  
Age - 24  
Occupation - Sterett Construction Company  
Marital Status - Single

1972 is a history making year for Terry Sterett. He becomes the first son ever to drive a championship hydroplane previously helmed by his father. He also hopes to become the first driver ever to push a thunderboat to a fourth straight national championship.

Since breaking in as an unlimited driver aboard his dad's Miss Owensboro in 1969, Terry has driven a number of boats, among them two Atlas Van Lines hulls, Smythe Smoother Mover, Budweiser Malt Liquor and, of course, Miss Owensboro, the consistency champ of the 1969 circuit.

Named co-rookie of the year with brother, Billy, in 1969, Terry traces his racing roots back to Soap Box derby cars, then on to limited hydroplanes and finally to the big leagues of water racing.



**BILL MUNCEY**  
San Diego, California  
Driver, Atlas Van Lines  
Age - 44  
Occupation - Vice President, Atlas Van Lines  
Married - Fran  
Six Children

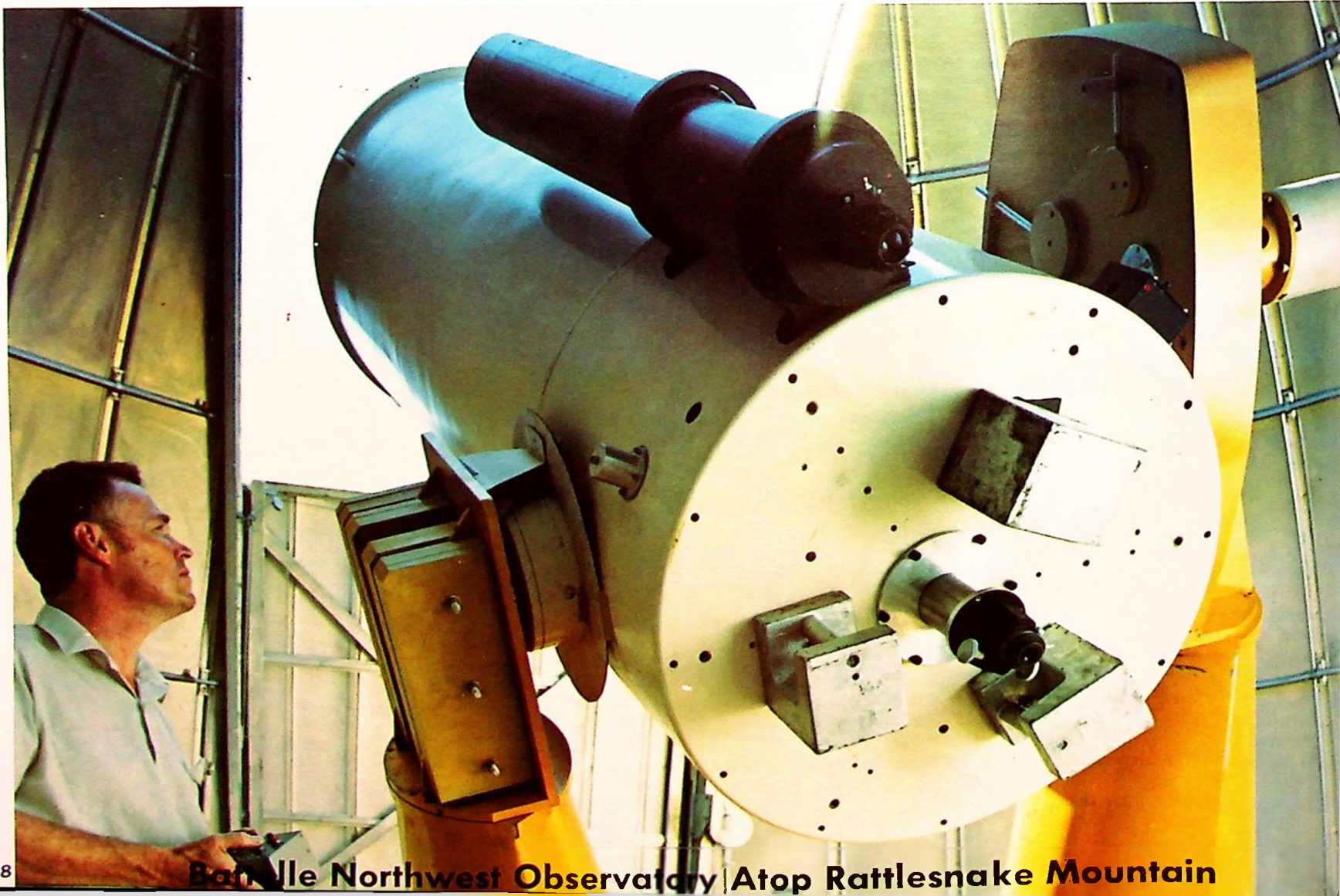
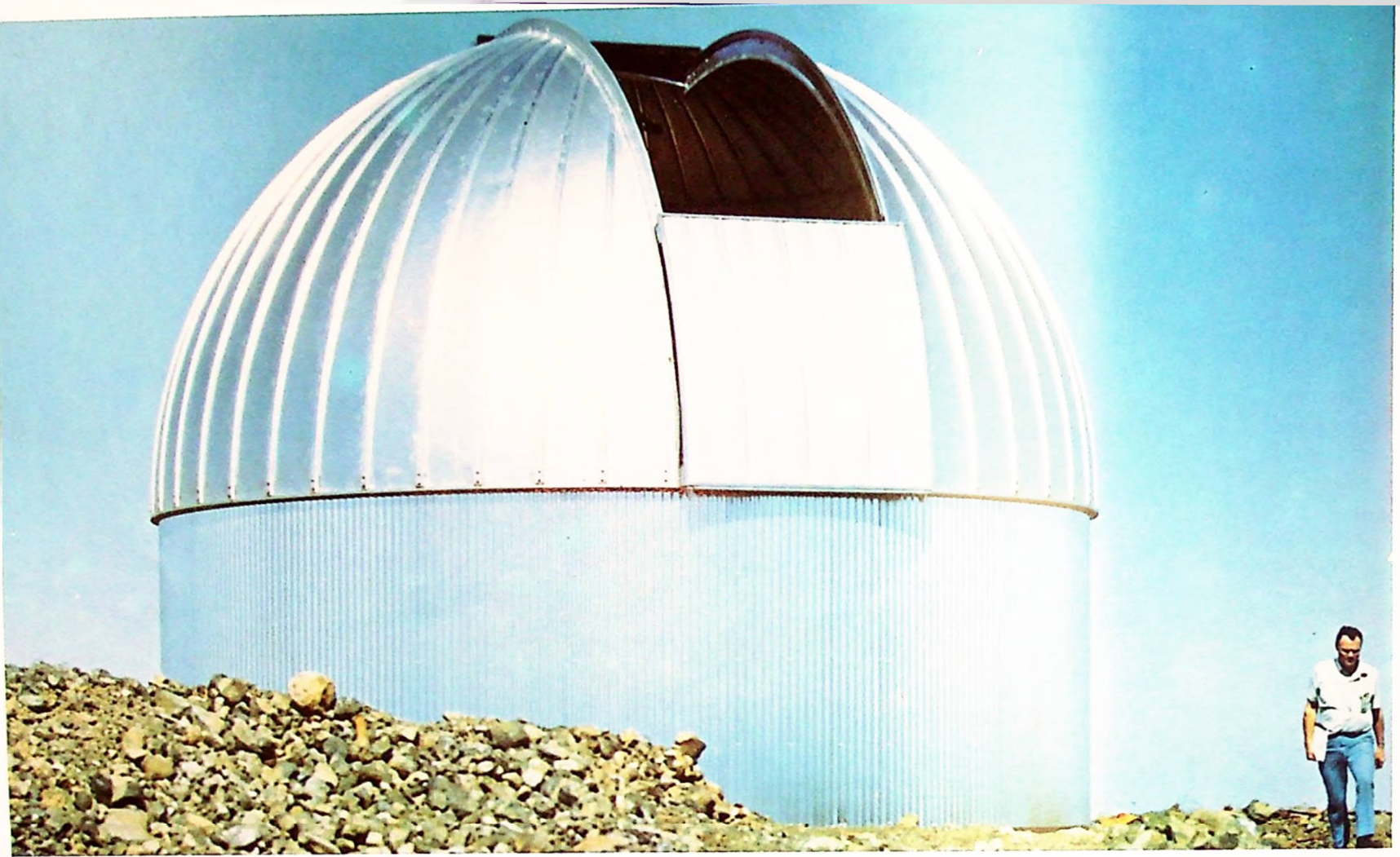
In his 17 year career aboard thunderboats, Muncey has won—

- Four APBA Gold Cups.
- Three national championships.
- Five President's Cups.
- Three Indiana Governor's Cups.
- Two Kentucky Governor's Cups.
- Three Seattle Seafairs.
- Three Diamond Cups.
- Four Detroit Races.
- Two World Championships.
- A pocketful of other assorted championships.

In his past are rides in such fantastic machines as Miss Thriftway, Miss Century 21, Notre Dame, Miss U.S., \$-Bill and Such Crust.

Muncey travels the nation for Atlas Van Lines, conducting sales seminars and other programs.







# TRI-CITIES A FINE PLACE TO LIVE

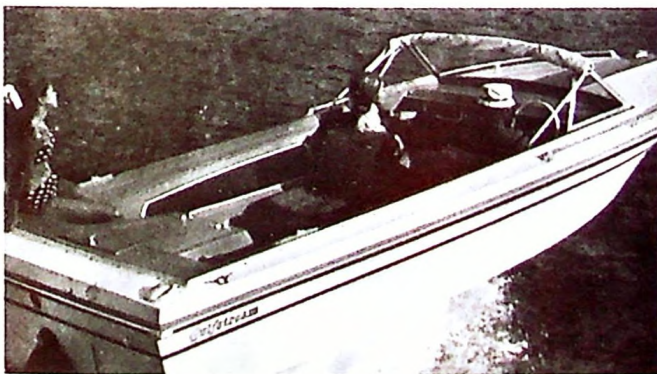
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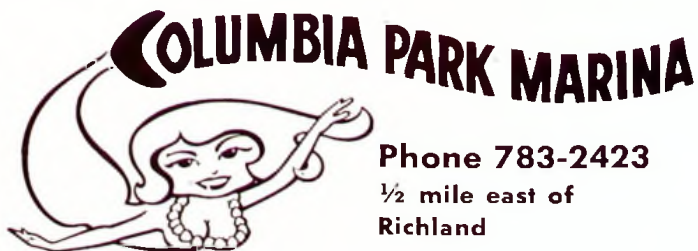


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# MEET THE HYDRO DRIVERS



**DEAN CHENOWETH**  
 Xenia, Ohio  
 Driver - Notre Dame  
 Age - 38  
 Occupation - Automobile Dealer  
 Married - Kathi  
 Children - Kelli, Dean Jr.

Gold Cup winner, repeat national champion, victor at almost every race in the United States - what do you do for an encore with that record?

If you're Dean Chenoweth, you move your life jacket to a brand new boat that's a challenge, hook up with a team that has been denied a winner for over 10 years and start digging in to start all over again.

Chenoweth, who broke in aboard Smirnoff in 1968, won two races aboard that hull in 1969 (Myr's Special) before moving to Miss Budweiser. In the Budweiser he won an APBA Gold Cup, two national championships, races at Tampa, Florida, Madison, Indiana, Seattle, Washington, San Diego, California, Miami, Florida and Detroit, Michigan. He was also involved in a spectacular crash at Tri-Cities, Washington in 1970 but recovered to win his next two starts.

After much discussion and lots of consultation, he decided to part company with Budweiser and move to the Notre Dame, where he will open the 1972 campaign.



**SALT WALTHER**  
 West Carrollton, Ohio  
 Driver - Country Boy U-77  
 Age - 24  
 Occupation - Marina Operator  
 Marital Status - Single

One of the few drivers in the world today who drives in the big leagues of both auto and water racing - that's Salt Walther, who, in the space of two years, has moved to the head of the class as an unlimited driver and also competed this year in Indianapolis and on the USAC circuit.

Last year was something of a disappointment for Walther and his brand new Country Boy Hydro. The revolutionary rear-engined boat showed speed and promise but lacked staying power. After a season of hard work, everything came together at Dallas, Texas and the Country Boy showed her roostertail to the field in a preliminary heat, only to have the race stopped after an accident.

Salt has won many major trophies in the 7 litre hydroplane class.

His career in sprint cars, Indianapolis cars, limited and unlimited hydroplanes spans but five years, but in that time he has made giant strides.

He is a product of Dayton University and Miami University, manager of Walther Marine in West Carrollton and his hobbies include weight lifting.



**BOB GILLIAM**  
 Seattle, Washington  
 Driver - Pizza Pete  
 Age - 46  
 Occupation - Racing accessories and equipment  
 Marital Status - Single

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

Always the "low budget" operator of the unlimited fleet, Bob has his first full-time sponsor this year in Pizza Pete. The pizza chain has stores in this area in Richland, Walla Walla, and Yakima.

His boats have campaigned under many names - Mr. P's, 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.

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



**GEORGE HENLEY**  
 Eatonville, Washington  
 Driver - Lincoln Thrift & Loan  
 Age - 35  
 Occupation - Marine Products Sales Engineer  
 Married - Mary  
 Two Children

Like most unlimited drivers, Henley is a product of the fastest classes of limited hydro competition. In 1968 and 1969, Henley was a national champion in the rugged 225 cubic inch class.

He has also campaigned 266, 280 and 7 litre hydroplanes in the Pacific Northwest and has a reputation for being a quietly competent pilot with a great competitive instinct. His fellow competitors in the Pacific Northwest predict he'll assert his presence quickly, albeit in an understated manner.

His 1970 ride was in the Burien Lady where he finished second in the Seattle Seafair.

Last season he drove the Lincoln Thrift and Loan in West Coast races.



# The Trophy Place

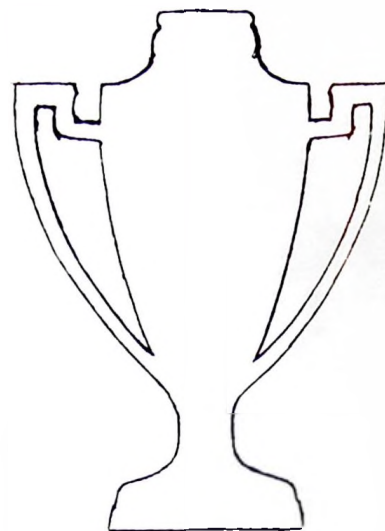
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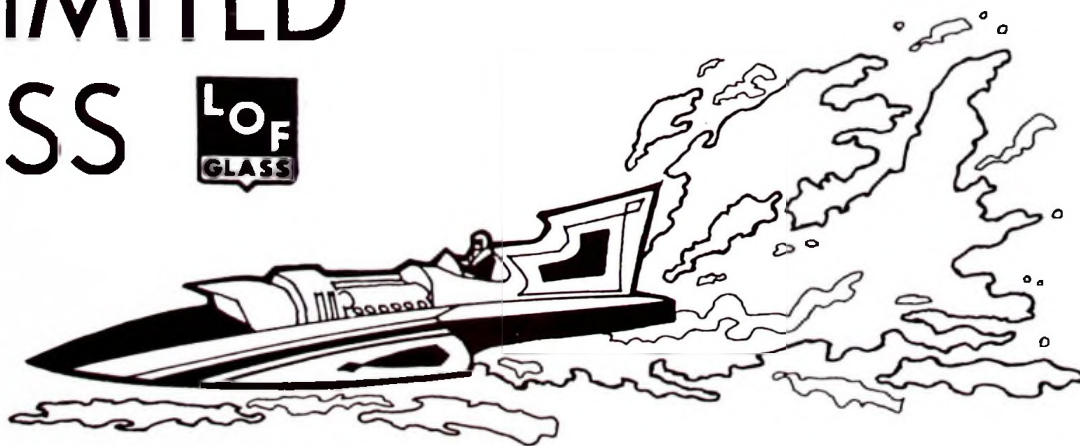
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# MEET THE HYDRO DRIVERS



**BILL WURSTER**  
 Seattle, Wash.  
 Driver of Valu-Mart  
 Age - 48  
 Single  
 Occupation - Kirby Sales Manager

While watching a Seafair Unlimited race in Seattle in 1960, Bill Wurster said to his brother: "I'm going to race one of those unlimiteds someday." His brother said: "I'll bet you \$100 you don't." Bill took the bet and won it a dozen years later when he took his first ride in the new Valu-Mart boat. Two weeks later after he made the bet, Bill bought himself a outboard racing outfit and starting working his way up. He has driven in over a hundred outboard regattas and has more trophies than he has room to display them.



**CHARLIE DUNN**  
 Miami, Florida  
 Driver of Miss Madison  
 Age - 35  
 Occupation - Real estate broker  
 Marital status - single

Dunn, a slim 5-foot 5-inches, is in his first year as a driver of the unlimiteds. During his apprenticeship, he has driven everything from outboards to offshore boats, 48 hydros to 7 litres.

He has won national and world championships in both the 280's and 5 litres. He holds the 5-litre world competition record. In 1971, he again was the 5 litre world champion when he had the fastest overall time at the world and national races — including competition with the 7-litre boats. He was 1971 national and continental champion. In 1970-71, he won eight out of 12 Grand Prix races in 5-litres which were open to all classes including 7 litres.



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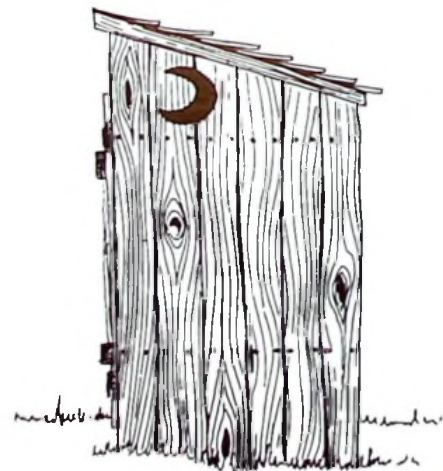
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# TRI-CITY ATOMIC CUP WINNERS

		DRIVER	OWNER	SPEED
1971	MISS MADISON	Jim McCormick	City of Madison	98.624 MPH
1970	PAY 'N PACK LIL BUZZARD	Tom Fults	Dave Heerensperger	98.148 MPH
1969	MYR'S SPECIAL	Dean Chenoweth	Joe Schoenith	100.547 MPH
1968	MISS EAGLE ELECTRIC	Warner Gardner	Dave Heerensperger	102.913 MPH
1967	MISS BARDAHL	Billy Schumacher	Ole Bardahl	101.237 MPH
1966	MISS BUDWEISER	Bill Brow	Bernard Little	95.0 MPH

Race Record \_\_\_\_\_ 102.913 MPH \_\_\_\_\_ Miss Eagle Electric, 1968

Heat Record \_\_\_\_\_ 106.635 MPH \_\_\_\_\_ Miss Eagle Electric, 1968

Lap Record \_\_\_\_\_ 110.294 MPH \_\_\_\_\_ Atlas Van Lines, 1969

## 1971 Boat High Point Standings

1.	Miss Budweiser	7,823
2.	Miss Madison	7,238
3.	Pride of Pay 'N Pak	7,217
4.	Atlas Van Lines (71)	5,726
5.	Hallmark Homes	3,563
6.	Notre Dame	3,544
7.	Atlas Van Lines (70)	2,869
8.	Miss Timex	1,928
9.	Towne Club	1,897
10.	Valu-Mart	1,286
11.	Lincoln Thrift's 7-1/4 % Special	1,204
12.	Smythe Smoother Mover	1,079
13.	Miss Miami	825
14.	Budweiser Malt Liquor	619
15.	Van's PX Country Boy	584

## 1971 Driver High Point Standings

1.	Dean Chenoweth	7,823
2.	Jim McCormick	7,238
3.	Billy Schumacher	7,217
4.	Bill Muncey	6,595
5.	Terry Sterett	3,698
6.	Leif Borgersen	3,563
7.	Billy Sterett	3,544
8.	Ron Larsen	1,928
9.	Fred Alter	1,897
10.	Bob Gilliam	1,286
11.	George Henley	1,204
12.	Tom Sheehy	825
13.	Mickey Remund	489
	Salt Walther	

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BILL NEWTON  
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HARRY M. WOODS  
Assistant Referee



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Owner  
Pay 'n Pak



BOB FENDLER  
Owner  
Lincoln Thrift



GEORGE WALTHER, JR.  
Owner  
Country Boy



BOB MURPHY  
Owner  
Smoother Mover



BERNIE LITTLE  
Owner  
Miss Budweiser



SHIRLEY McDONALD  
Owner  
Notre Dame



PHIL COLE  
Executive Secretary  
Unlimited Board



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# THE INSIDE OF A THUNDERBOAT

Building an Unlimited class race boat is a labor of love, curiosity, challenge and frustration. It is a custom business in which only three men have approached a production concept — Michigan's Les Staudacher, whose total must be around 45 by now; Seattle's Ted Jones, who approached the 6-12 mark; Detroit's Bill Cantrell who produced between 5 and 10 but seldom gets credit for them; and Seattle's Ed Karelsen who has a half dozen presently racing under his decal.

Gilliam, Wickens, Lauterbach, Ron Jones and others have turned out three, two and one over the years. And there are a few half-boats and quarter-boats lying around unfinished, too.

In Seattle it takes at least one month just to gather materials. Elsewhere, it takes six months! Special spruce for engine stringers, white oak for frames, special fir plywood and aircraft birch — in the quality desired all these seldom are available in this state of ours which prides itself on being the highest lumber producer in the nation!

Aircraft fasteners are used for light weight plus strength. Special waterproof glues which absorb twisting stresses without breaking their adhesion are mandatory. Aluminum in .90 and .125 thickness must be available for sheathing of stringers, sponson bottoms and main hull bottom.

Northwest Unlimited builders can thank The Boeing Airplane Company for an enormous supply of scrapped material and parts which are sold to surplus/salvage yards. These aircraft items make construction of an unlimited here about one-third the cost of building one elsewhere!

Designer/builder Ed Karelsen, who presently has more boats competing than any other single builder, cited some unusual construction concepts. "Since we must start with the 30-foot engine stringers laminated of spruce and plywood then aluminum sheathed and placed on sawhorses, the boat itself becomes its own construction jig, or foundation.

"Another unusual feature is boat susceptibility to atmospheric conditions. Most of them expand and contract about a quarter inch overnight. Imagine the change in boats trailered from the moist air of Seattle to the dry air of California, or to the high humidity of Florida, then into, say, the desert dryness of the Dakotas? Since wood is a living material it dries and shrinks, later soaks up moisture and

expands. And these changes affect the boat's riding characteristics. Some teams re-true the sponsons at each race to offset this factor."

Years of the many myths and mistiques about Unlimited boats die hard. Karelsen said: "The one about exceptionally sturdy construction due to speed stress, strain and impact loading is a good example," he said. "A properly designed and balanced boat is dancing over the water, hardly touching it, because air in the space between the sponsons is carrying most of its weight," said Karelsen. "Only boats running out of proper attitude suffer extreme stress and impact loads.

"Another myth concerns minor debris poking holes in boats. Generally, if a boat hits something small, the object sinks or disintegrates, not the boat. But the real problem of small debris is that it may plug up the water pickups and burn up an engine, or nick the rudder or prop, or if large enough, knock them out of alignment.

"One unsuspected reason Unlimiteds are built as sturdily as they are is the non-racing life they lead. They travel under the worst of road, weather and highway-speed conditions. Also, most of them are maintained and stored under poor conditions where fuels, oils and other injurious items come in daily contact with them. Look at it this way — how would a grand piano look, sound and withstand the ravages of storage in a wrecking yard?"

Probably the strangest paradox about building Unlimited hydros derives from constant criticism of each boat by non-experts. Said Karelsen, "Every boat is a custom job, a one-of-a-kind item. There are no technological standards because there is no scientific basis for comparison studies. Everything is trial and error, which is the most inefficient way to work. Unfortunately, each builder tends to guard discussion about his successful boat, even though the major information is all public. In fact, this latter situation is like having a secret document printed on the sports pages nationwide!

He continued, "To my knowledge no builder ever made any real money off his Unlimiteds, and all of us have been deeply frustrated. So the lure of the work must be the curiosity, challenge and love of the sport!"

—Seattle Seafair Magazine



# 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—	89.109
1	14—	121.622	1	28—	102.273	1	42—	88.235
1	15—	120.000	1	29—	101.124	1	43—	87.379
1	16—	118.421	1	30—	100.000	1	44—	86.538
1	17—	116.883	1	31—	98.908	1	45—	85.714

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

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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

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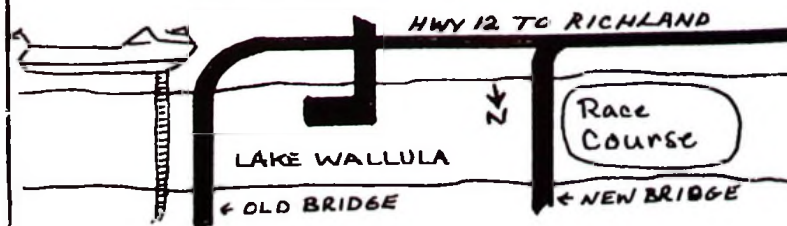
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## TRI-CITY WATER FOLLIES

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**Parade Float:** Bill Cox, Jr., CHAIRMAN; Roy Thompson, Jim Perry, Bill Cox, Sr.

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**Press & Publicity:** Ken Maurer, CHAIRMAN; Bruce Glenn; George Dalen, Pat Patterson, PRESS TRAILER.

**Grand Parade:** Marv Bailie, CHAIRMAN; Kemit Krueger, Bud Keene, George Keene, Bob Parnell, John Hash, Chuck Ericson, Lloyd Livermore, Floyd Bullock.

**Program Sales:** Kiwanis Club of Pasco.

**Legal Council:** Roger Olson.

**Hospitality:** Dean Mitchell.

**Concessions & Carnival:** Jim Kilgore.

**Miss Tri-Cities Pageant:** Kennewick Junior Women's Club.

**Wrestwrestling:** Doyle Clapper.

**Talent Show:** Sacajawea Jr. Women's Club.

**Atomic Cup Gate:** Burbank Lions Club.

**Financing and Pledges:** Clif LaHue.

**Cavalcade of Drums:** Bob Welsh.

**Fencing & Patrol:** Hill & Gully Motorcycle Club, Lowell Pierce, CHAIRMAN.

## ATOMIC CUP

**Race Chairman:** Don Cooper; ASSISTANT CHAIRMAN, Ken Thompson.

**Race Officials:** Bill Newton, REFEREE; Harry Woods, ASSISTANT REFEREE; Lucille Woods, CHIEF SCORER.

**Course and Engineering:** Bob Loving, CHAIRMAN; Al Stanley, SURVEY; Ken Thompson, BUOYS & ANCHORS.

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**First Aid:** John Lynch, Dr. Orval W. Patchett.

**U. S. Coast Guard:** CWO Boyd Davis, CPO Jack Blanchard; Bob Mapes, Joe Ambrose, COAST GUARD AUXILIARY.

**Spectator Moorage:** Dale Metz, Kay Metz.

**Official Barge:** Tom Burdine, CHAIRMAN; Tim Burdine, Charles Wallace; John Allen, ELECTRICAL AND CLOCK.

**Pit Area:** Keith Bowers, PIT BOSS; Doug Tillson, Jerry Reis, Bruce Williams, Bob Sorenson, PIT OPERATIONS; Cecil Hendricks, Ron Winklesky, CRANES.

**Pit Tours:** Bud Davis, Chuck Green.

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## Best of Boat Racing

Drag boats that can hit 200 mph. speeds in a quarter mile will compete on the new "Best of Boat Racing" regatta to be held Sunday, July 16. The top photo is of the fastest quarter-mile dragboat in the Northwest. It's owned by Dave Brumpton, Seattle, who times in at 160-180 mph. The boat is a Sanger hull with an 1800 blown fuel Chrysler. The second boat pictured is owned by Jerry Sawyers of Pasco, who has been beaten

only once this season and who is leading the nation in the APBA point standings for his class. The boat is a Baracuda hull powered by a 428 Ford engine. Sawyers races in the 90-100 mile class. Four classes of flatbottoms, and the 225's and 280's from the limited hydros will also race on the program that is a brand new Water Follies event.

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# THE SPECTATOR

## Real Hero of Unlimited Hydroplane Racing

For one week of the year, boat racing becomes a way of life in the Tri-Cities. Along about Monday of race week, there's the often asked question: "Are any of the boats in yet?"

Then, as the unlimiteds begin to arrive in town, there's many a towns person who can tell you exactly who the early boat arrivals are and just where they are parked prior to heading for the pits.

For one week, boat racing takes over. It's a time when a somewhat strange band of outsiders comes to town. They come with their trailers, their boats, their trucks, their buses and sometimes their own living quarters on wheels.

They've been here often enough now so that a good share of the local folks know most of the drivers, owners and crewmen by sight and can call them by first name.

Unlimited hydroplane racing is perfectly suited to areas such as the Tri-Cities. It's a "big time" spectator event that is not usually available to areas the size of the Tri-Cities.

Professional football, basketball, hockey—that's only for large metropolitan areas. But, it's difficult for large cities to find any water on which the unlimiteds can race — or any shore space for the unlimited spectator.

We can never hope for big-time professional sports. But, we are in water racing's "big time" with the Unlimiteds.

No one can count the number of words of publicity received by the Tri-Cities in the nation-wide coverage of unlimited racing. The Tri-Cities has been mentioned thousands of times, coast to coast.

And, every bit of this publicity is focusing attention on the Tri-Cities "Desert Sun and Water Fun."

There was a time when the unlimited boats raced one another, and sometimes trains, along rivers for miles and miles without either a sponsor or a regatta site.

When a three-point hydro won the 1939 Gold Cup, race crowds began to increase and the "folksy" little band of unlimited hydro people were thrown into the big time.

The crowds got even larger when Seattle's Ted Jones drove Stan Sayres "Slo-Mo-Shun" to a Gold Cup victory in Detroit in 1950. That set off the rivalry in the two "camps" of unlimited boats — Detroit and Seattle.

You can't run an unlimited boat today without drawing a crowd. Let one of them come to the Tri-Cities to test

—even during a snowstorm—and you still get a sudden turnout of people lining both sides of the Columbia.

Throughout the past six years, the citizenry has learned the finer points of how to be comfortable while watching an unlimited race in 100-degree temperatures.

They descend on Columbia Park with chairs, umbrellas, ice chests, rubber mattresses, lunch boxes and sun tan lotion.

They turn parachutes into tents for shade. They haul in scaffolding for view-towers. They use semi-trailers as their own "official" barge.

They start lining up at the main gate a dozen hours before opening time. In the dead of night, a few float down the Columbia in the weeds, close to shore trying to get by unseen to get in free. But, often as not they are plucked out of the water by watchful guards, cognizant of the fact that it costs a pile of dough to put on an unlimited race and everyone should buy a ticket.

Those fortunate enough to have homes along the race site throw their homes open for race parties. But, like as not, your invitation to attend will be dependent on the fact that you have a race ticket in your possession when you arrive.

And, the Tri-Cities is fortunate to have the finest spectator viewing area of any race site in the United States. Only at the Atomic Cup is there a 600-acre park available for viewing. Only at the Atomic Cup is there close-up people-space available on both sides of the course.

And, for this excellent viewing space, Atomic Cup spectators should express their thanks: To the Benon-County Parks and Recreation Department, who allow the use of Columbia Park and who must perform "mop up" duty every year after the thousands of Atomic Cup spectators have gone; to the Corps of Engineers, who show total cooperation to spectators on both sides of the river; to the home-owners on the Franklin County side and on Canal Drive, who show patience and tolerance when the hordes of spectators invade the near-vicinity of their property.

And, as the Seattle Seafair magazine puts it: "On Sunday the boats will look as grand as ever. Their roostertails will be spectacular. Their roars will be as pulsating and awe-inspiring as always. Hero-drivers will strut, owners will suffer, crews will toil and the total scene will vibrate with color, sound and movement. May Day in Lenin Square or chariot races in the Roman Coliseum could hardly out-spectacle our extravaganza."

You out there. You reading this. You, the Spectator. You are the real hero of Unlimited racing.

Salute! And thank you!



## Atomic Cup Jumpers

Watchers of the Atomic Cup will be entertained by parachute jumps made by members of the Thunderbird Sport Parachute Club of Richland. Jumpers will include Bob Hannigan, Glenn Rowlette, Dave Courson, Phil Owen, Dave Bennett, Steve Seaman, Terry Guske, Larry Warner, Hardin Terrill, Dave Clark, Bob Ford, Kent Bell, Don Rabe, Paul Gifford, Tom Bailey and John Bach.

Included will be the formation of a five-man star with star burst from 13,000 feet during a two minute free fall; demonstration of a cutaway using three parachutes; demonstration of the para plane, a high-performance chute with a forward speed of 30 mph. designed at Notre Dame University for Viet Nam flyers so they could get a farther glide and get back to friendly territory.

## Atomic Cup Air Force

Billed temporarily as the "Atomic Cup Air Force," Atomic Cup watchers will see a demonstration of crop-dusting aircraft. These are Gruman Ag Cats, specially-built for crop dusting. The two airplanes were built in 1971, have a cruising speed of 110 mph and are powered with a 600 horsepower Pratt and Whitney engine. The two wings give the planes a high-lifting capacity for the heavy loads they must carry and also make possible a short turning radius, vital to crop dusting. The planes are owned by Robert F. Tachell, Crop Dusting and Spraying, and are based at Vista Field in Kennewick. Pilots are Tachell and Charlie Landell.

## Left-Arm Wristwrestling

It could be the first ever! A tournament for "left" arms only. It's the Atomic Cup Left-Arm Wristwrestling Championships, Friday, July 21, at 7:30 p.m. on the Outdoor stage in Columbia Park as a Water Follies event. Sign up is at 6:30 p.m.

Men's division includes: flyweight, 150 pounds and under; light weight, 151-175; middleweight, 176-200; plus an unlimited open division.

Fran Ayers, Kennewick, winner of the world's wristwrestling championship for women at Petaluma, Calif., will be the referee for the women's division.

There will be a special competition open only to those with the unlimited crews.

## UNLIMITED COURSE RECORDS

### MIAMI, FLORIDA

Race — 104.494	Atlas Van Lines	1972
Heat — 105.448	Atlas Van Lines	1972
Lap — 111.386	Atlas Van Lines	1972

### MADISON, INDIANA

Race — 106.900	Miss Exide	1963
Heat — 112.211	Miss Thriftway	1957
Lap — 115.342	Miss Thriftway	1957

### TRI-CITIES, WASHINGTON

Race — 102.913	Miss Eagle Electric	1968
Heat — 106.635	Miss Eagle Electric	1968
Lap — 110.294	Atlas Van Lines	1969

### DETROIT, MICHIGAN

Race — 108.230	Miss Bardahl	1968
Heat — 111.248	Miss Bardahl	1968
Lap — 116.379	Miss Bardahl	1968

### SEATTLE, WASHINGTON

Race — 109.459	Harrah's Tahoe Miss	1963
Heat — 112.500	Miss Thriftway	1963
Lap — 114.894	Miss Thriftway	1963

### WASHINGTON, D. C.

Race — 109.184	Miss Thriftway	1962
Heat — 111.639	Miss Thriftway	1962
Lap — No Lap Records Kept		

### OWENSBORO, KENTUCKY

Race — 105.146	Atlas Van Lines	1972
Heat — 106.529	Atlas Van Lines	1972
Lap — 113.636	Atlas Van Lines	1972

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Where the Atomic Cup Gets Its Name—The Hanford Atomic Project



## UNLIMITED HYDROPLANES

# WHAT MAKES THEM RUN?

They've tried. They've experimented. But as of now, no one has been able to find a better power plant for unlimited hydroplanes than World War II aircraft engines.

In recent years, there have been boats that have tried one and two automotive engines. There has been experimentation along the line with turbines. But as of the seventh running of the Atomic Cup, the Allisons and the Rolls Royces are still THE engine.

The engines used are the big 12-cylinder, V-type aircraft engines which gave the free world air superiority in World War II. They were the P-38's, the P-51 Mustangs, the P-39's, Grumman Bearcats and Hellcats that ruled the skies, all powered by Rolls-Royce Merlin and Allison powerplants.

Putting an engine into one of these huge racing machines isn't simple. Major changes are necessary to adapt an aircraft engine to water usage.

### Engines Must Be Revamped

For instance, here's how Miss Budweiser's Rolls-Royce engines are changed:

First, the engine, as set up for airplane use, is reversed and the front becomes the rear. Second, the supercharger is turned upside down, so that the carburetor sits on top of the engine instead of on the bottom. Fighter planes had air intakes on the bottom of their fuselage and the carburetor was mounted upside down. Third, the propeller gears are removed and a special gearbox manufactured especially for racing is installed. This gearbox delivers three times the speed of the engine to the propeller—when the engine is turning 4,000 RPM's the propeller is turning over 12,000 RPM's.

The 4,000 RPM's is definitely not normal for these engines, made for the most part from lightweight metals such as aluminum, magnesium, etc. They were designed for 2,800 RPM's maximum. Internal modifications and the competitive desire of the driver causes this limit to be exceeded constantly, sometimes up to 4,500 RPM's.

An increase in horsepower is obtained with faster engine speed. Originally developed to put out about 2,200 horsepower, these engines actually deliver 1,000 to 1,500 more horsepower than that at racing speeds.

The mortality rate among engines is, indeed, fearful. In fighter aircraft these engines 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 fifteen mile heat, due to the terrific strain.

Fastest moving parts on the engine are located in the supercharger, which compresses air for faster engine operations. Razor sharp fans on the supercharger's impeller blade whirl around at above 35,000 RPM's per minute—near supersonic speed. When a boat leaps from the water, instant overspeeding of the engine results, with an accompanying increase in supercharger speed. Metal in this blade gets white hot instantly and "grows" to cause a supercharger malfunction.

### Small Size Propellers

Surprisingly, to most new hydro fans, the propeller on these huge boats is small. Only 13 inches in diameter it is hand-forged in Italy, costs \$1,000 and is shaped with a tremendous degree of pitch. That's where the boat gets its speed. It's even more unusual when you stop to consider that—at racing speeds—only one fluke of the two-bladed tail is in the water. One fluke is constantly out of the water, throwing water skyward as it emerges from beneath the surface. This roostertail—75 feet in the air and 100 yards long—is one of the most colorful sights in the sporting world. It's also a fearsome weapon in the hands of an expert driver fighting for an advantage over another driver.

Extreme propeller speeds in one constant direction tends to throw the stern of the boat to one side. This phenomenon is known as "propeller torque". To compensate for this, boats feature a tail fin with an adjustable trim tab. Air pressure thus counteracts water pressure and maintains a straight line attitude for the speeding hydros.

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" on its two sponsons, spilling out air, keeping the boat from becoming airborne, but just barely touching the water.

There are "minimums" but no "maximums" on the size and power of these boats — the largest and fastest race boats in the world.

They must be at least 28 feet long and must be powered by an internal combustion engine that turns a propeller. The limitations end here and the sky's the limit.

### Will Boat Size Be Cut?

There have been attempts in recent years to change the rules to allow smaller size boats in the unlimited class. This would mean that boats of less than 4,000 pounds and smaller than 28 feet could enter.

Most of those who seek the rule change are seeking a smaller boat that could be powered by one of today's automotive engines. This is looking towards the day — and it could come rather soon — that the supply of aircraft engines from World War II — may be exhausted.

Mechanics who can work on auto-engines are also in more plentiful supply. And, there are those who say that the spectator public can "identify" with today's auto engine when few of the young people know or care about World War II aircraft.

However, today's unlimited owners have chosen not to bend the rules to allow a size of boat that would be practical for automotive power.

Today's owners worry about safety and say that a smaller boat would have unsafe going in the wake and roostertail of today's aircraft-powered Thunderboats.

Will the change come? Only the future can tell.

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# 1972 RACE SCHEDULE

Date, City and Trophy	Water Body	Purse
June 4, Miami, Florida Champion Spark Plug Regatta	Marine Stad.	\$25,000
June 11, Owensboro, Ky. Ky. Governor's Cup	Ohio River	\$25,000
June 25, Detroit, Mich. APBA Gold Cup	Detroit River	\$42,500
July 2, Madison, Ind. UIM-APBA World Championship	Ohio River	\$30,000
July 9, Washington, D.C. President's Cup	Potomac River	\$25,000
July 23, Tri-Cities, Wash. Tri-Cities Atomic Cup	Columbia River	\$25,000
August 6, Seattle, Wash. Seafair	Lake Wash	\$30,000

## UNLIMITED HYDRO RECORDS

<b>FASTEST RACE—45 Miles</b> .....	115.064 MPH October 3, 1965 San Diego, California Set by Ron Musson Driving Miss Bardahl
<b>FASTEST HEAT—15 Miles</b> .....	116.079 MPH October 3, 1965 San Diego, California Set by Ron Musson Driving Miss Bardahl
<b>FASTEST LAP—3 Miles</b> .....	117.870 MPH October 3, 1965 San Diego, California Set by Ron Musson Driving Miss Bardahl
<b>FASTEST LAP—2½ Miles</b> .....	120.321 MPH October, 1968 Phoenix, Arizona Set by Bill Sterett Driving Miss Budweiser

## WINNERS AND AVERAGES

### 1971 RACE

<b>Champion Spark Plug Regatta</b> Miami, Florida — Miss Budweiser .....	88.345 MPH
<b>Kentucky Governor's Cup</b> Owensboro, Kentucky — Atlas Van Lines .....	101.074 MPH
<b>President's Cup</b> Washington, D. C. — Atlas Van Lines .....	99.450 MPH
<b>Horace E. Dodge Memorial</b> Detroit, Michigan — Miss Budweiser .....	92.363 MPH
<b>APBA Gold Cup</b> Madison, Indiana — Miss Madison .....	98.520 MPH
<b>Tri-Cities Atomic Cup</b> Tri-Cities, Washington — Miss Madison .....	98.624 MPH
<b>Seattle Seafair</b> Seattle, Washington — Pride of Pay N Pak .....	107.623 MPH
<b>Oregon Emerald Cup</b> Eugene, Oregon — Pride of Pay N Pak .....	104.337 MPH
<b>Atlas Van Lines Trophy Race</b> Dallas, Texas — Pride of Pay N Pak .....	103.486 MPH

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2:00 2A

# OFFICIAL SCORING FORM 1972 ATOMIC CUP RACE

BOAT NUMBER	BOAT NAME	DRIVER	FINAL QUALIFYING SPEED	FIRST HEAT			SECOND HEAT			CHAMPIONSHIP		TOTAL POINTS
				SECTION	FINISH ORDER	SPEED	POINTS	SECTION	FINISH ORDER	SPEED	POINTS	
1	Budweiser *	Donny Stewart		1A			300	2B	B		300	900
28	Purple Pig			1A			225	2B	2A		300	525
25	Purple Pig	Billy Stewart		1A	111	400	400	2B			400	800
44	James			1A		169	225	2B			225	619
4	Smother Mouse			1B		—	—	2B			—	—
29	Smother Mouse			1B		300	300	2B			300	300
21	Valie Mart			1B		225	225	2B			169	894
70	Arthur * Van Jones	Bill Murray		1B	Exp 114, 116 110.65	400	400	2B	A		400	1200

## APBA POINT SCORING

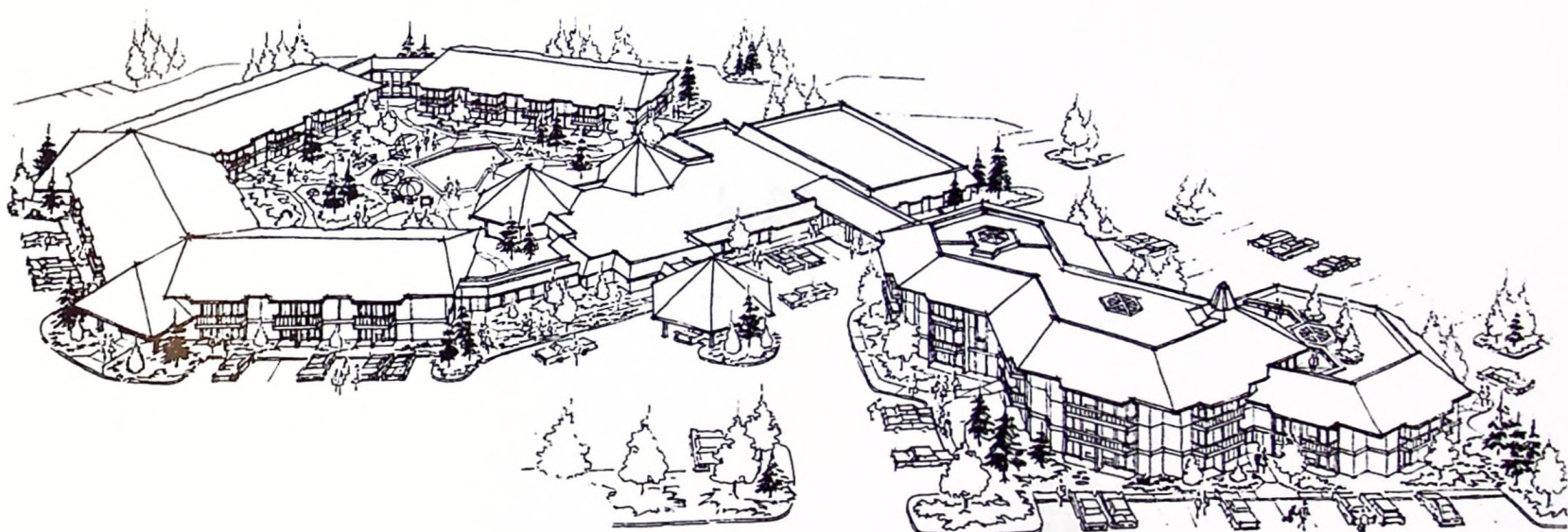
(Points awarded for each heat)

- 1—400
- 2—300
- 3—225
- 4—169
- 5—127





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