

Budweiser

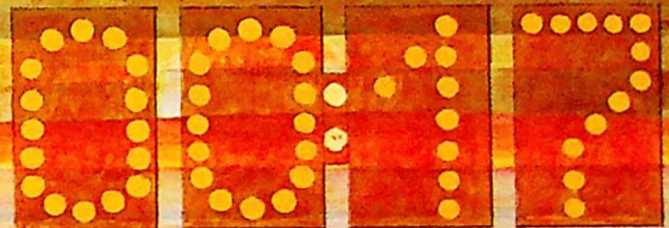
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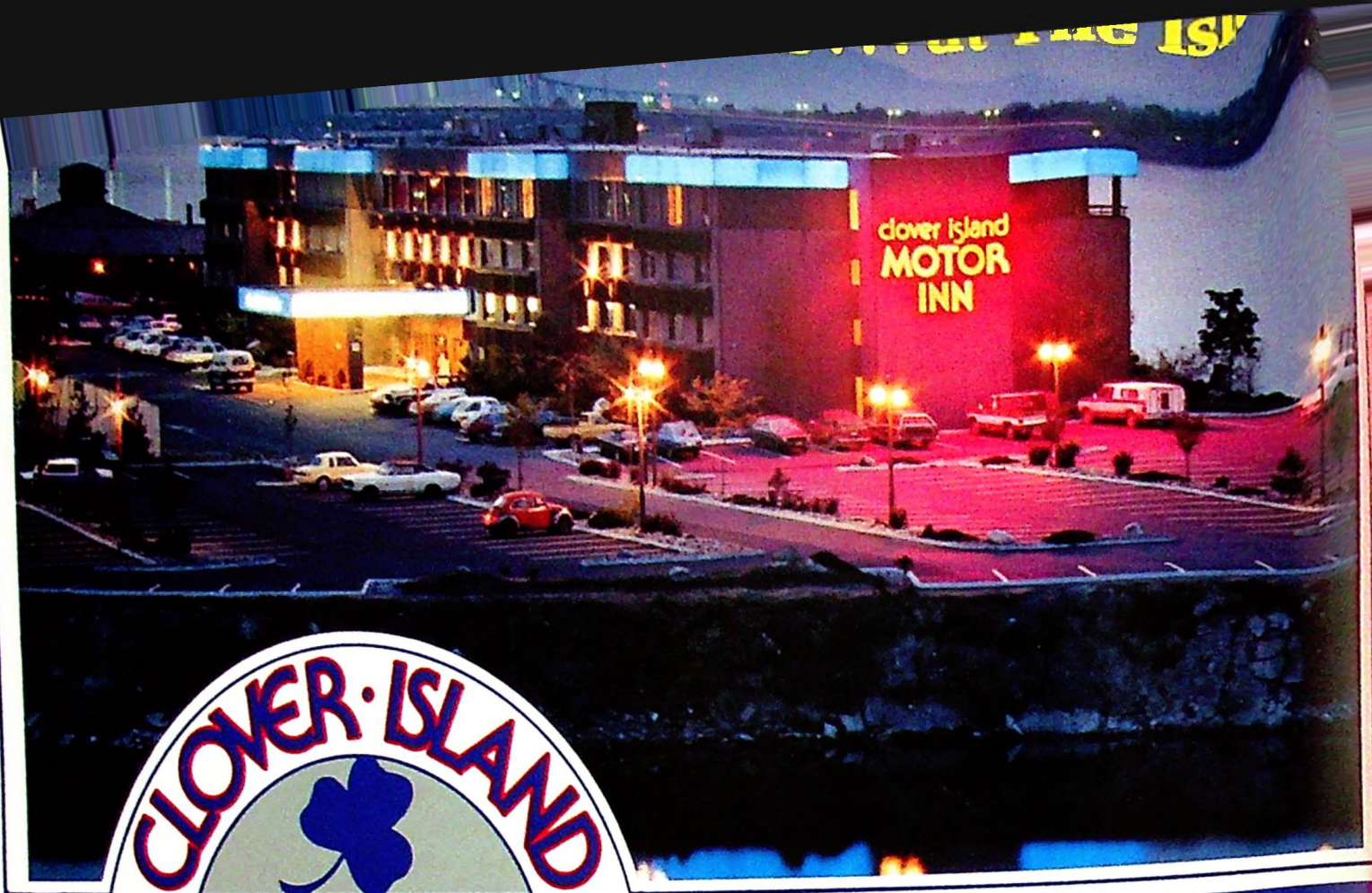
GOLD CUP '84

APBA

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GOLD CUP SCHEDULE

11:30 a.m.	Opening Ceremonies - National Anthem
12 noon	Heat 1-A
12:30 p.m.	Heat 1-B
1:30 p.m.	Heat 2-A
2:00 p.m.	Heat 2-B
3:00 p.m.	Heat 3-A
3:30 p.m.	Heat 3-B
4:00 p.m.	Water Follies Trophy Race
4:40 p.m.	The Budweiser APBA Gold Cup

Program: Editor: Mary Lynn Merri-
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Linda Andrews, Andrews Design,
Inc.; Typesetting: Mary Jochen, The
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Clark, Rich Buel, Cindy Kingman,
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Cover Illustration: Tim Larson
Production Supervision: Ken
Maurer, Advance Advertising, Inc.
Printing: General Printing
Photography: Ralph Smith, Pasco;
Jon Osterberg, Redmond; Rusty Rae,
Renton; Marlin's Photography, Rich-
land; Les Litzenberger, Pasco.

Copies of the Budweiser APBA Gold
Cup Program are available from: Tri-
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1984 SCHEDULE OF EVENTS

1984 Water Follies & Gold Cup

Thursday, July 12

4th Annual High School Boy's Basketball Tournament. Through Saturday, July 14, Stevens Jr. High School and Pasco High School. \$1 per game or \$2 per day.

Friday, July 13

Miss Tri-Cities Style Show. 7 p.m., Columbia Center Mall, featuring Miss Tri-Cities Contestants.

Wednesday, July 18

Gold Cup Carnival. Operating through Wednesday, July 25, east end of Columbia Park, 6 p.m. - 11 p.m. daily.

Thursday, July 19

2nd Annual High School Girl's Basketball Tournament. Through Saturday, July 21, Stevens Jr. High School and Pasco High School. \$1 per game or \$2 per day.

"Our Town" play. July 19, 20, 21, 28, 8 p.m., Columbia Basin College Theatre. Adults \$3, Students and Senior Citizens with Gold Card \$2.

Region 12 Senior Swim Meet. Through Sunday, July 22, 9 a.m. preliminaries, 6 p.m. finals, George Prout Memorial Pool, Richland.

Friday, July 20

11th Annual Dunning-Ray Tennis Tournament. Through Thursday, July 25, Pasco School & C.B.C. Courts.

Water Follies Dart Tournament. Through Sunday, July 22, 7 p.m. July 20 - 8 p.m. July 22, Rivershore Motor Inn.

Miss Tri-Cities Scholarship Pageant. 7:30 p.m., Richland High School Auditorium.

Tri-Cities Amateur Golf Championship. Through Sunday, July 22, Tri-City Country Club, Canyon Lakes, Pasco Municipal Course.

Gold Cup Racquetball Tournament. Through Sunday, Tri-City Court Club.

Saturday, July 21

Gold Cup Shoreline Run. 7:30 a.m., Starting at George Washington Way, in front of the Red Robin Restaurant. \$6.50 Advance Registration, \$8 Day of Run.

Novice Water Ski Jump & Ski Show. 9 a.m. Novice, 1 p.m. Ski Show, Columbia Park Ski Jump. \$10 Jump entry fee, free to spectators.

"Life. Be In It." — Family-Day-In-The-Park. 10 a.m. - 4 p.m., Memorial Park, Pasco. A day of family activities from a live band to a square dance exhibition.

3rd Annual Stuart Anderson's Black Angus Waiter's Day Race. 10 a.m., Bonneville Street next to Black Angus in Pasco.

Tri-City Water Follies Grand Parade. 11 a.m., Pasco

3rd Annual Water Follies Wheelchair Basketball Game. 7 p.m., Stevens Jr. High School, Pasco.

Cavalcade of Drums. 7:30 p.m., Edgar Brown Memorial Stadium, Pasco. General Admission, \$4 Advance, \$5 at gate. Children 6-12, \$2; 5 & under free.

Children's Theatre. July 21, 23, 24, 7:30 - 9:00 p.m., Hanford Auditorium. Children \$1, Adults \$2.

Water Follies Dance. 8 p.m. - 12 midnight, Benton Franklin County Fairgrounds. General Admission \$4. Tickets available at Lyles Drugs - Kennewick, Shields - Pasco, BB&M Sporting Goods - Richland.

1984 Gold Cup Chess Tournament. Through Sunday, July 22, 8 a.m., Harry Kramer Center, Richland. \$24 entry fee.

Sunday, July 22

Gold Cup '84 Autocross. 9 a.m., WPPSS Parking Lot, 3040 George Washington Way, Richland. Entry fee \$8 members, \$10 non-members.

Wednesday, July 25

Water Follies Kiddies Parade. 1:00 - 2:30 p.m., Memorial Park, Pasco. \$2 per entrant, \$10 per group.

Tri-City Water Follies Talent Show. 7:30 p.m., Richland High School Auditorium. General Admission \$3.50. Tickets sold at Water Follies outlets and at the door.

Unlimited Rockin' with "The Machine." Through Saturday, July 28, The Machine Rock Band will perform in the Red Lion Inn Ballroom each night!

Thursday, July 26

All Civic Club Luncheon. 12 noon, Red Lion Motor Inn, Pasco. \$6.50 per person, please call the Water Follies office for reservations.

Gold Cup Qualifying. Through Saturday, July 28, 9 a.m. - 5 p.m., Columbia Park. The fastest racing boats in the world will try to qualify for the Budweiser APBA Gold Cup on Sunday. Admission free.

Gold Cup Pit Tours. Through Saturday, July 28, 9 a.m. - 5 p.m., Columbia Park. See the hydroplanes up close during a guided tour of the working pits. Admission, Gold Cup Booster Button.

"Company" — A Musical Comedy. July 26, 27, August 2 - 5, 8 p.m., Columbia Basin College Theatre. Adults \$5, Senior Citizens \$2.50. Tickets sold at the door, Band Box, Bookplace, and Columbia Basin College.

Friday, July 27

Allied Arts Annual Sidewalk Art Show. Through Saturday, July 28, 9 a.m. - 9 p.m., Howard Amon Park, Richland.

6th Annual Water Follies Square Dance Weekend. Through Saturday, July 28, 8 - 11 p.m., Prairie Shufflers' Shanty, 717 N. Irving Street, Kennewick. \$6 per couple per night.

Saturday, July 28

Radio Controlled Unlimiteds' Gold Cup. 8:30 a.m., Columbia Park Lagoon.

1984 Water Follies R/C Fun Fly Contest. 9 a.m., Rosadell Nutley R/C Model Airplane Field in Finley, Haney and Erickson Roads.

Gold Cup Evening at Cavanaugh's. 7:00 - 8:30 p.m., Cavanaugh's Motor Inn. Meet and mingle with the owners and drivers of the hydroplane boats. Tickets sold at the door.

Gold Cup BMX Race. 8 - 9 p.m., Benton Franklin County Fairgrounds. Admission free for spectators.

Sunday, July 29

Gold Cup for Unlimited Hydroplanes. 12 noon, Columbia Park. General Admission, Advance Sale \$7, Race Day \$8, Children 12 and under free. Bleacher Area \$12, Special Parking \$5.

Gold Cup Awards Banquet. 7 p.m., Red Lion Motor Inn.



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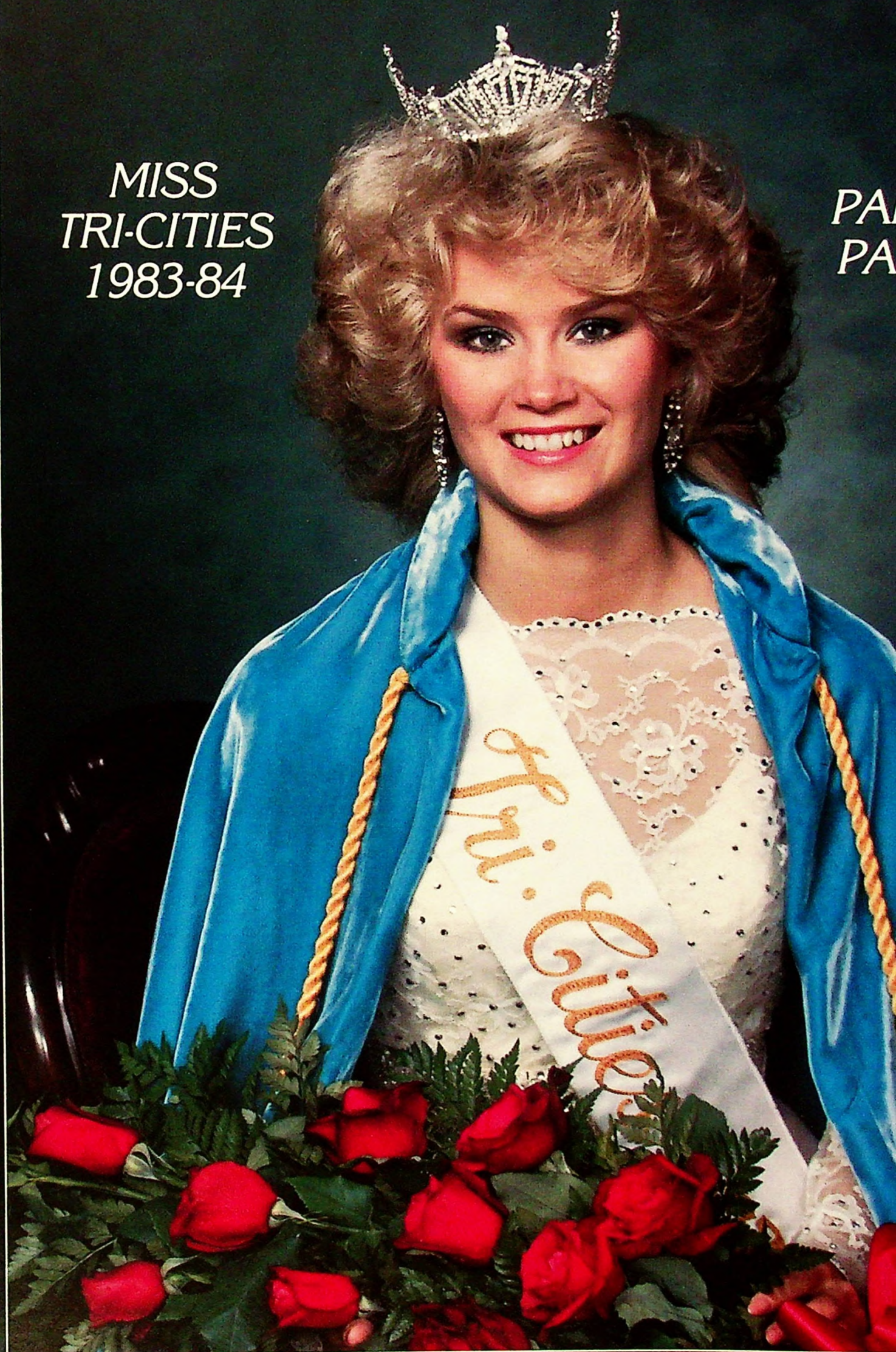


PHOTO BY MAR

The GOLD CUP

Information provided by Fred Farley

The Gold Cup is the World Series, the Kentucky Derby and the Indianapolis 500 all rolled into one aquatic carnival of speed, color and excitement. And, the most prestigious event in power boat racing is coming to the Tri-Cities for the fourth time in the 19-year history of unlimited hydroplane racing on the Columbia River.

The Gold Cup competition dates back to 1904 when it was run on the Hudson River in New York as America's answer to England's Harmsworth Trophy. The Gold Cup course was then 16 nautical miles up and down the Hudson, unlike the oval 2 1/2-mile course used today. The winning speed of the three-heat, 96-mile race was an average of 23.160 miles per hour. Scoring in those days was accomplished by a unique point system: one for each heat started and one for each boat defeated. "Standard," the winning boat, won the Gold Cup with a total of seven points.

From 1904 to 1907, a handicap system was utilized that took into account the power and size of each boat and gave them time allowances accordingly. The winners in the 1905, '06, and '07 contests were all victorious on the basis of corrected time—even though other participants ran faster. Protests from losing entrants were instrumental in the scrapping of handicaps, thereby making the Gold Cup a free-for-all with unlimited hull

and engine size permitted. Speeds, and costs, spiraled upward.

The Gold Cup competition entered the "Gar Wood Era" in 1917. During his involvement with the sport, Wood won the Gold Cup four times as an owner and five times as a driver. In the final 30-mile heat of the 1920 race around a 5-mile course, Wood in "Miss America I" turned a phenomenal 70.412 miles an hour—a record that would stand until 1946.

Beginning in 1922, the Gold Cup rules were changed so that it was open only to boats of displacement design: hulls with "steps" or "shingles" were outlawed altogether along with engines larger than 625 cubic inch piston displacement. The intent was to put Gold Cup racing into the range of more pocketbooks and to encourage the construction of boats that would be useful for something in addition to racing. In 1922 a field of 13 "gentlemen's runabouts" appeared; it was won by Jesse Vincent in "Packard Christcraft" with a 90-mile race average of 40.253 miles per hour. Unfortunately, costs continued to spiral upward and the boats were not the desired "gentlemen's runabouts."

Hulls with "steps" were readmitted to the Gold Cup Class in 1929. Many of the owners of displacement entries "shingled" their v-bottom monoplanes in compliance with the new regulations. One of these was George Reis who revamped his veteran "El Lagarto" which had made its debut in 1922. Reis drove the aging craft to

Gold Cup victories in 1933, '34 and in '35 with the fastest heat speed since the cubic inch displacement limitation: 60.866 miles per hour.

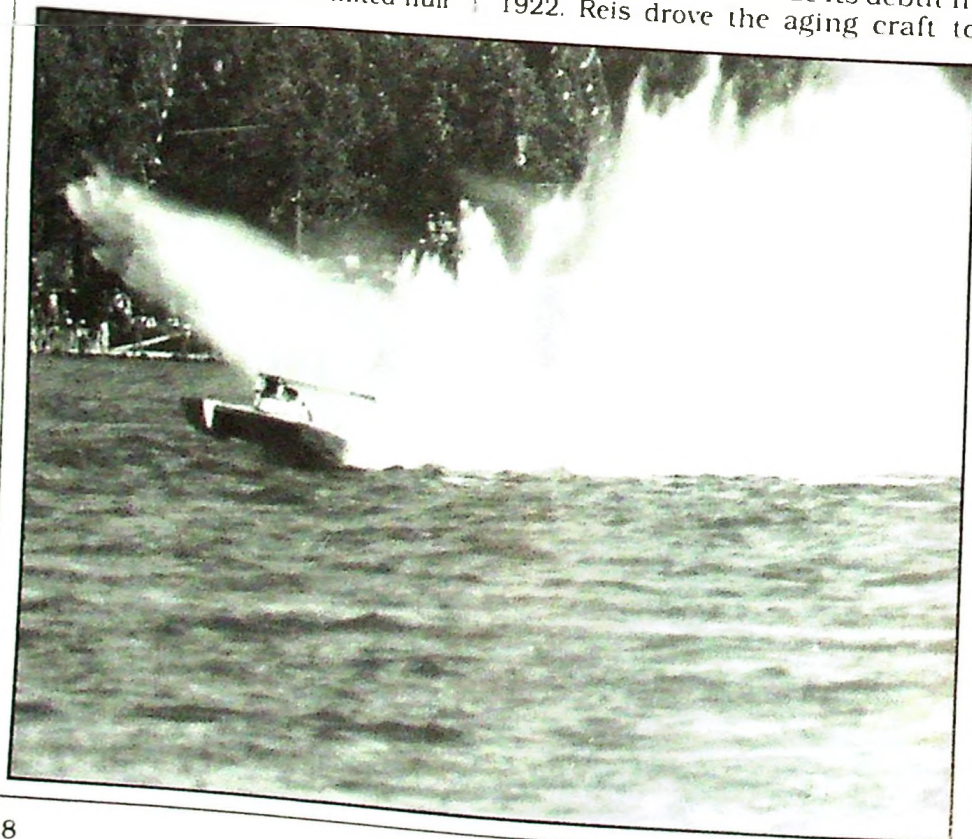
With World War II and gasoline rationing, Gold Cup competition was suspended. Racing resumed in 1946 and the American Power Boat Association voted to allow entry of boats of unrestricted cubic inch piston displacement in the Gold Cup Class. This was necessary because there were no suitable engines being manufactured in the sizes prescribed by the then-current rules. The introduction of converted Allison and Rolls-Royce Merlin aircraft and other types of engines developed by the war was expected to produce a renewed enthusiasm for the Gold Cup. Bandleader Guy Lombardo, at the wheel of his "Tempo VI," won the first post-war Gold Cup, clocking a speed of 70.890 and passing Gar Wood's 26-year-old 30-mile record.

The Gold Cup was ushered into its modern era in 1950 with "Slo-Mo-Shun IV," owned by Stan Sayres, driven and designed by Ted Jones and built by Anchor Jensen. They thoroughly debunked the well-publicized impression that three-point suspension hulls became hopelessly uncontrollable at racing speeds and especially in the corners. The boat was not the first hydroplane to "prop-ride" on a semi-submerged propeller, but it was the first craft to reap championship results. Overnight, competition speeds of over 100 miles an hour and straightaway speeds of over 150 were commonplace.

Over the past decade, Gold Cup racing has continued to evolve to its present level of sophistication. The boats of today tend to be wider, flatter, less box-shaped and can turn quicker than their predecessors, although the straightaway speed is not significantly faster than the traditional post-1950 configuration. Today at racing speed, the modern hydroplane's total wetted surface is roughly equivalent to the size of a man's handkerchief.

If one famous name above all others is to be singled out as having exerted the greatest influence on post-World War II Gold Cup Competition, it would be Bill Muncy. Muncy qualified for every Gold Cup contest between 1955 and 1981, an unprecedented feat. He was victorious a record eight times: 1956, '57 in "Miss Thriftway," 1961, '62 in "Miss Century 21," and in 1972, '77, '78 and '79 in "Atlas Van Lines."

Only a handful of other repeat winners in the history of the Gold Cup can be considered in the same "class" as Muncy. This includes Jonathon



Wainwright (in 1905, '06, '07), Gar Wood (1917, '18, '19, '20, '21), George Reis (1933, '34, '35), Lou Fageol (1951, '53, '54), Ron Musson (1963, '64, '65) and four time Gold Cup champion Dean Chenoweth (1970, '73, '80, and '81).

In the early days of the Gold Cup the site of the race was determined by the yacht club of the winning boat. In 1963, the selection of the site was altered significantly, with the location being awarded to the city with the highest purse bid. The Tri-Cities won the right to the 1984 Gold Cup with a bid of \$85,000.

Gold Cup competition has progressed considerably during the past 80 years with speeds increasing from 20 to over 120 miles per hour. The Gold Cup perpetual trophy itself hasn't changed much. It bears more winners' nameplates on its base now, but it's still the same Gold Cup, made of filigreed metal intrinsically worth about \$750 in 1904 American money.

The Gold Cup Tri-Cities Style

The Tri-Cities first hosted power boat racing's most prestigious event in 1973. The twin favorites that year were the former Pay 'n Pak, renamed the Miss Budweiser and driven by Dean Chenoweth, and a new Pak driven by Micky Remund. After an intense series of preliminary heats, Remund had the Pak in front in the first lap of the final, with a reading of 119 mph. On the second backstretch, the Pak lost a propeller and the Miss Budweiser team, driver Dean Chenoweth and owner Bernie Little, claimed the Gold Cup victory with a speed of 107.752 mph.

The Gold Cup returned in 1975 with the Pay 'n Pak, driven by George Henley, claiming the victory with a winning speed of 110.276 mph.

In 1977, Bill Muncey claimed the Gold Cup in a new Atlas Van Lines with a trend-setting cabover hull. It was the first craft with a forward cockpit to win first place on the Columbia River. Atlas demonstrated faster cornering than any other boat in history, with a competitive lap speed of 124.309 mph on the first round of the final heat. Second place went to Mickey Remund in the Miss Budweiser which sank during a practice run two days before and was the subject of a feverish round-the-clock repair effort. Muncey's winning speed was 112.382.



"Miss Budweiser" owner Bernie Little, left, congratulates driver Dean Chenoweth on his 1973 Gold Cup victory in the Tri-Cities. Looking on is Patty Puckett, Miss Tri-Cities 1973-74.



"Pay 'n Pak" owner Dave Heerensperger accepts the Gold Cup trophy for his team's victory during the 1975 Gold Cup. "Pay 'n Pak" driver George Henley is at the far left.



The 1977 Gold Cup was captured by the "Atlas Van Lines" team. Standing with the trophy after the Gold Cup Awards Banquet were Jim Lucero, left, Bill Muncey, Fran Muncey, Atlas crew member, Sandi Varley, Miss Tri-Cities 1977-78; and Atlas board chairman O.H. Frisbee.

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Gold Cup '84 Racing Rules

By tradition, the race for the Gold Cup trophy is a longer race consisting of 3 preliminary heats and the final. Both the heats and the final consist of 6 laps, rather than 5, around a 2½ mile course, for a total of 60 miles.

The 12 boats with the fastest qualifying times will be placed in the three heats (1A, 1B, 2A, 2B, 3A, 3B) by the luck of the draw after the course is closed on Saturday. A maximum of six boats will be allowed in each heat.

A hydroplane receives a number of points for its order of finish in each heat. To win points, the boat must finish all six laps of the heat involved within fifteen minutes of the official start. All points scored in the race are accumulated during the season and used to determine the National Champion boat and driver at the end of the racing season.

Points are awarded as follows: First - 400 points; second - 300 points; third - 225 points; fourth - 169 points; fifth - 127 points; sixth - 95 points.

To Qualify for the Gold Cup

To be eligible to participate in the Gold Cup, all boats must have appeared at a race on the 1984 unlimited hydroplane circuit prior to the Gold Cup or be a new boat making its first race appearance.

To qualify for the Gold Cup, every boat must have recorded one lap at the minimum of 105 miles per hour over the 2½ mile course. The qualifying attempt must be three consecutive and continuous laps, with the fastest lap taken as a qualifying speed.

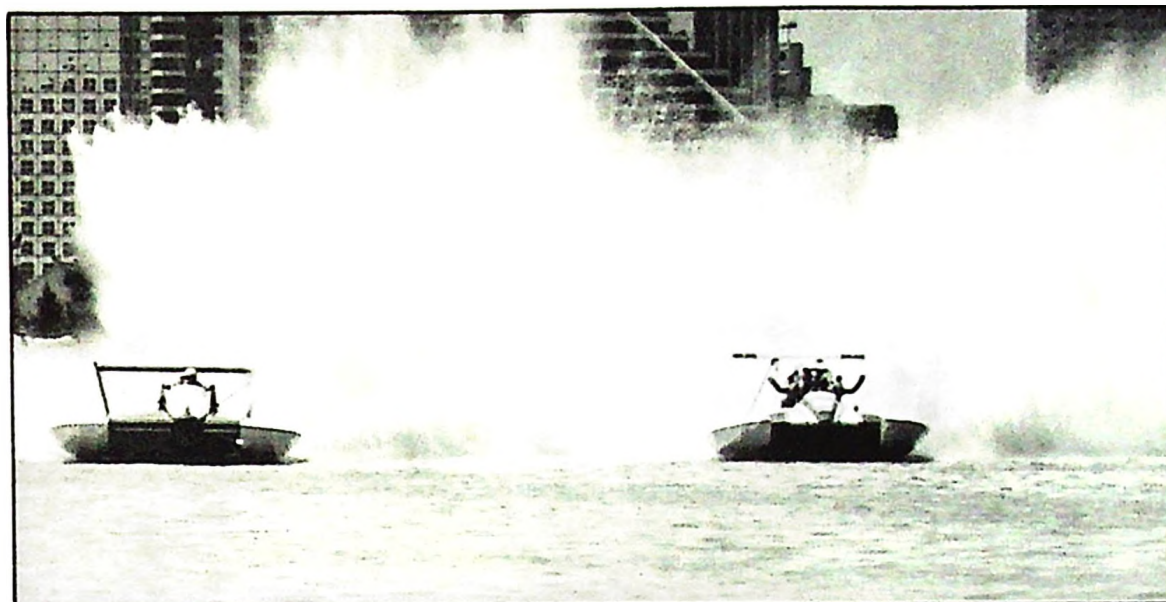
A boat may try to qualify as many times as necessary during the time period allotted for qualifications (Thursday, Friday and Saturday). They may also attempt to improve their qualifying speeds during this time.

The final qualifying time of a boat is particularly important during the Gold Cup as the field of boats is limited to the 12 boats with the fastest qualifying speeds. Alternate boats will be determined by qualifying speeds and may race only if one of the faster 12 fails to start.

The Gold Cup

At the firing of the 1-minute gun, the boats are not to cross the starting line until the face of the clock is totally black. 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.

Only those boats that are on the course and running in a planing attitude when the 1-minute gun fires are allowed to race. A driver on the course cannot attempt to start his engine after the firing of the 1-minute gun; he



must wait until the heat is completed. Should one of the eligible boats for the final heat withdraw, or be unable to start, then the next boat in order of point standings will be allowed to enter the final heat as an alternate starter. The driver of the alternate boat may start his boat's engine and enter the course if all boats eligible are not on the course and running at the 5-minute gun. If all starters are on the course at the 1-minute gun, then the alternate must leave the course; if any starter is not running at this time, the alternate may proceed to starting position and start the race.

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

The race will be stopped immediately if a driver enters the water or, in the opinion of the referee, an occur-

rence makes it hazardous to participants. If, at the time a race is stopped, the leader has finished three consecutive laps, the heat will be declared completed and the average lap speed of each boat running at this time (based on the number of completed laps) will be used in determining finishing positions. The exception is the final - if it is halted, it must be re-run regardless of when stopped. The re-run will be completed if three laps are finished. In no event shall the boat(s) responsible for the stoppage be awarded points in that same heat or be allowed to start in any re-run.

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 help is needed. When no signal is received, it indicates that the driver is injured and requires immediate aid.

The Flags and Signals

Various colored flags are used during the Gold Cup by race officials as signals to the drivers on the course. The flags are displayed from the official barge which is stationed at the race starting line. Flags identical to those displayed on the official barge are also displayed by a boat stationed on the infield of the course.

AT THE START:

Yellow Flag: Displayed at the firing of the 5-minute gun until 1-minute gun.

White Flag: At the 1-minute gun before the start, 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 into the infield.

AFTER THE START OF THE RACE:

Red Flag: Signals that the race has been stopped or postponed. Also accompanied by discharge of red or orange smoke. Signals boats to return to the pits.

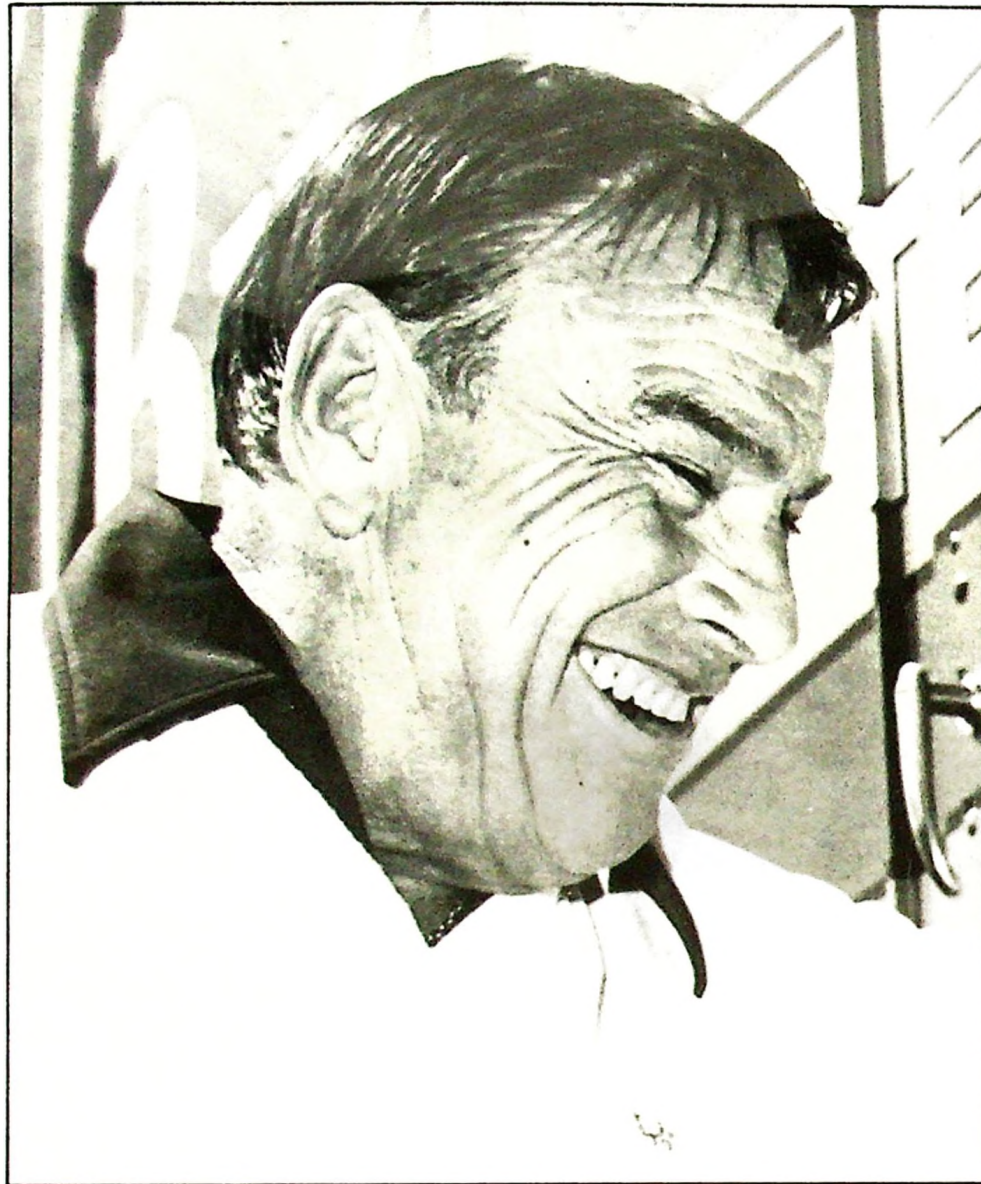
Yellow Flag: Indicates that there is a hazardous condition on the course, such as a stopped boat, which should command their attention and caution.

Green Flag: To indicate to the boat signaled that it is starting its final lap.

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

Bernie Little:

Unlimited Hydroplane Racing's Most Successful Owner



Bernie Little entered the 1984 unlimited hydroplane season, number 22 as the owner and driving force behind the Miss Budweiser, with 6 National and 1 World Championship, 5 Gold Cups, and 45 wins. This record easily makes him the winningest owner in the sport.

Little's accomplishments in the sport are all the more impressive in light of the less-than-auspicious introduction he had to the unlimiteds at the outset. In 1963, at the Dixie Cup Race in Guntersville, Ala., Little stepped into the world of the thunderboat's with his first boat, Tempo, which he had acquired in a trade with bandleader Guy Lombardo.

"I thought racing meant nothing more than buying gasoline," he said. "But, when I looked down along pit row and saw the Bardahl trucks and the

sophistication of the Gale racing entourage, I wondered just what I was getting into."

Little's boat blew its engine, prematurely terminating its chances for first-time success. A rival racing team's crew chief would later inform Little that Tempo would probably operate more efficiently if its crankshaft was not installed backward. During the awards banquet, Little's first race was the subject of much amusement for the veteran unlimited racing fraternity.

"I hate being the butt of jokes," Little said. "I could very easily have gone home after Guntersville and sold out. But instead I flew back to Tampa, got organized, began negotiating for new engines and equipment and made the commitment to become a winner in unlimited hydroplane racing."

The results of that commitment, from 1963 through the present, are part of the records and legends of the sport of unlimited hydroplane racing. In the Tri-Cities his teams have won 3 of 18 races, including the 1973 A.P.B.A. Gold Cup.

The Miss Budweiser dynasty, initially a modest pact inked between Little and August A. Busch III, chairman and president of the Anheuser-Busch Companies, Inc., has become one of the most successful owner/sponsor relationships in the world of motorsports. Each year the Miss Budweiser roars off on the unlimited circuit with the name and the "A and Eagle" insignia of Anheuser-Busch. And, each year, the number of victories mounts and the trophy case becomes more crowded. Little's relationship with Anheuser-Busch has the distinction of being the longest owner/corporate sponsor relationship in the sport.

Little, a native of McComb, Ohio, has built his record of hydroplane successes atop a firm foundation of business achievement. Growing up in the Depression era of the 1930s, he worked as a youth operating a morning and evening paper route and in his father's construction business. It was after U.S. Navy service in World War II that Bernie and his wife, Jane, settled in Florida and laid the foundation for business in aircraft and transportation sales.

Beginning with an automobile dealership, Little went on to exercise his interest in aviation, first as a stunt pilot with the "All Miami Air Show" and later as a pioneer in Florida's helicopter sales industry. It was at the Tampa airport, in fact, where Little met Busch and discovered that each had a strong interest in aviation and motorsports, including unlimited hydroplane racing.

As an Anheuser-Busch distributor, Little took over a three-county Florida market (Polk, Highland and Hardy counties) and tripled profits nearly overnight. His long association with Miss Budweiser reflects the marketing and sales promotion expertise with which he has made his distributorship a success.

Today, Little stands as the sport's elder statesman and one of the most distinguished racing team owners in motorsports. In 1979 his achievements were recognized by sportswriters and sportscasters who voted him membership in the Florida Sports Hall of Fame. He was the second boating athlete in the state's history to be

so honored and a permanent exhibit is on display at Cypress Gardens. Little has been voted into the Unlimited Hall of Fame, as well.

The Miss Budweiser unlimited hydroplane is not the only racing boat that Little successfully campaigns, either. Little also campaigns the Michelob Light in the offshore boat racing circuit. In 1981 the team won the first National Championship since Little entered the sport in 1977.

Little's success as a businessman and boat racer has been summed up by Tommy Frankhouser, a former chief of the Miss Bud.

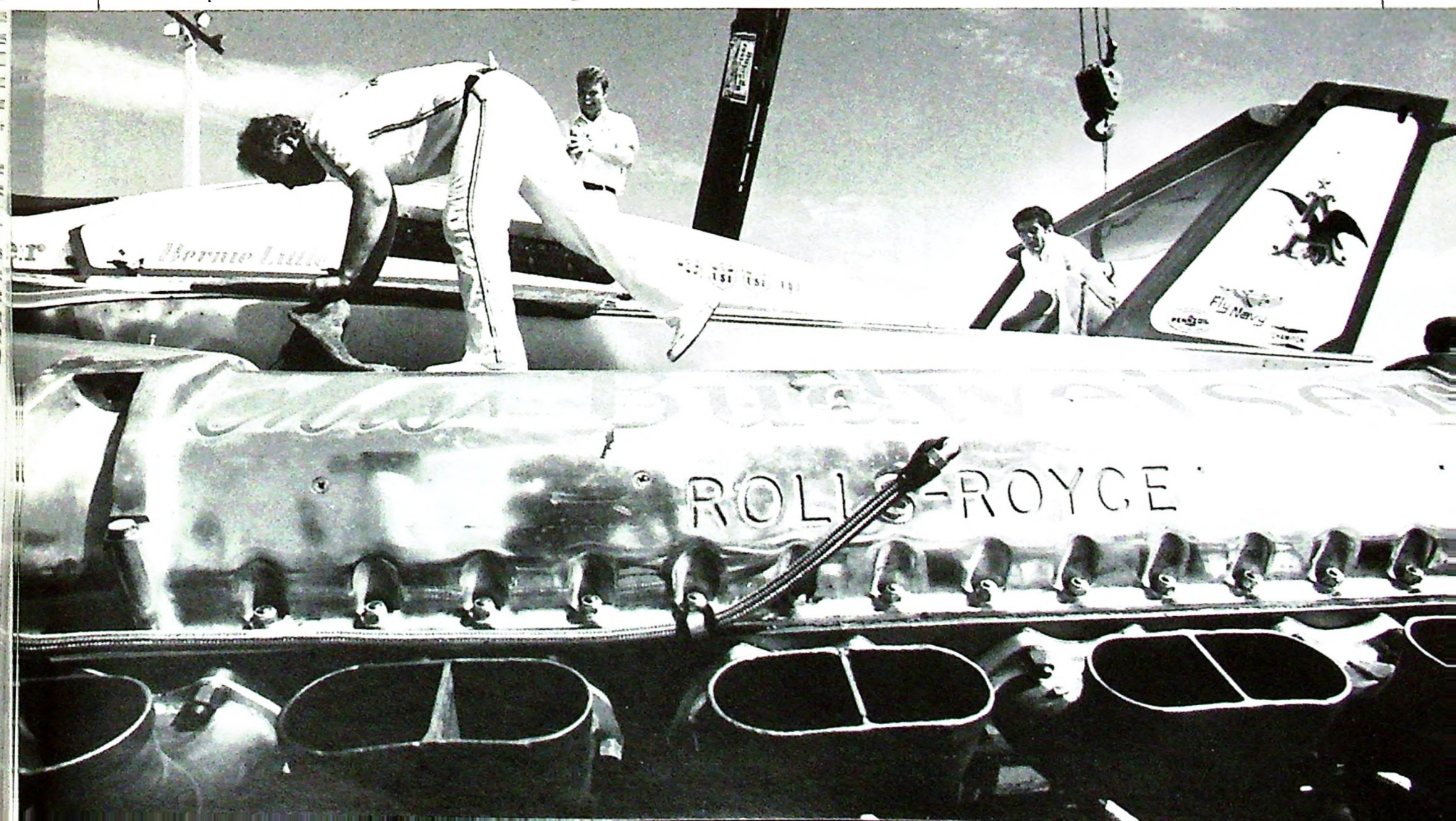
"Bernie was born and bred a winner. He never goes into a race—or into anything else, for that matter—willing to accept second place. He hits hard on the winning theme. If you're on the Budweiser team, of course, you're very intense about winning races," Frankhouser said.

And, there's no doubt that Bernie Little and his Budweiser team are very intense about winning the 19th annual race on the Columbia River on July 29 and taking home his sixth Gold Cup.



Bernie Little gives a few last-minute instructions to Miss Budweiser driver Jim Kropfeld.

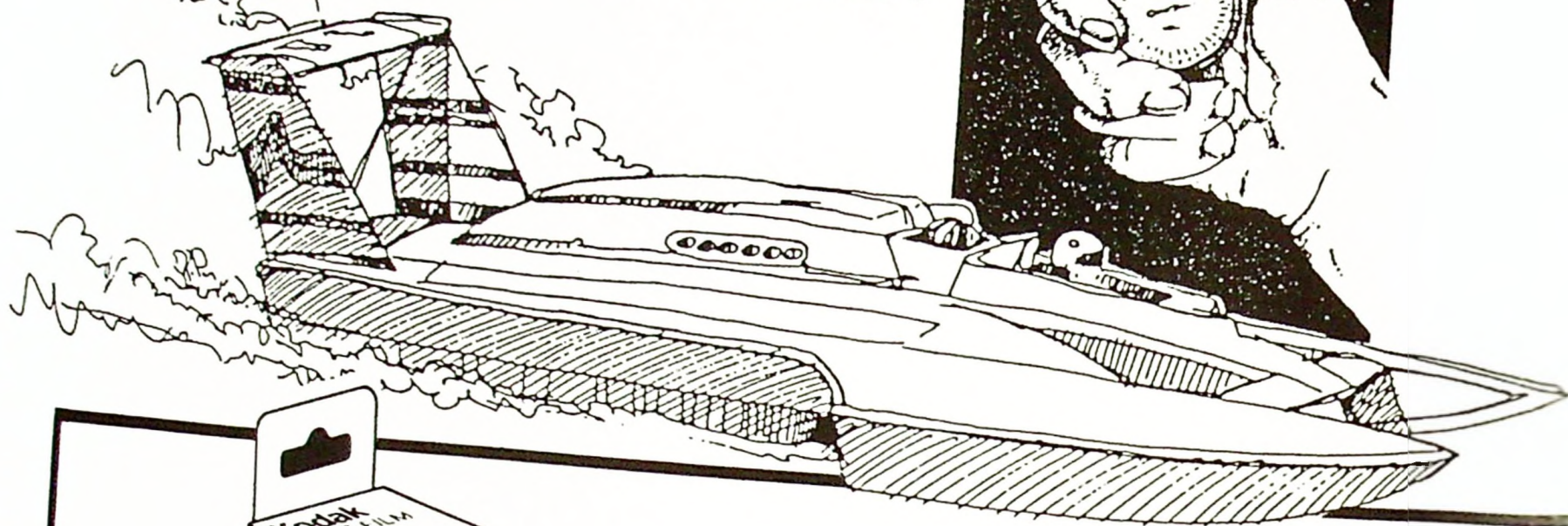
The Rolls Royce Griffon engines, one element of the extra effort put into the Miss Budweiser. The Bud team started using the Griffon in 1979, and remains the only team on the circuit to use this type of power. The Griffon packs an additional 1,000 to 1,200 horsepower. The Bud team took home National Championships with the Griffon power in 1980 and 1981.





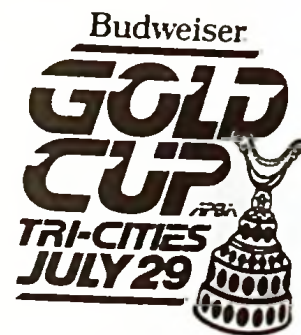
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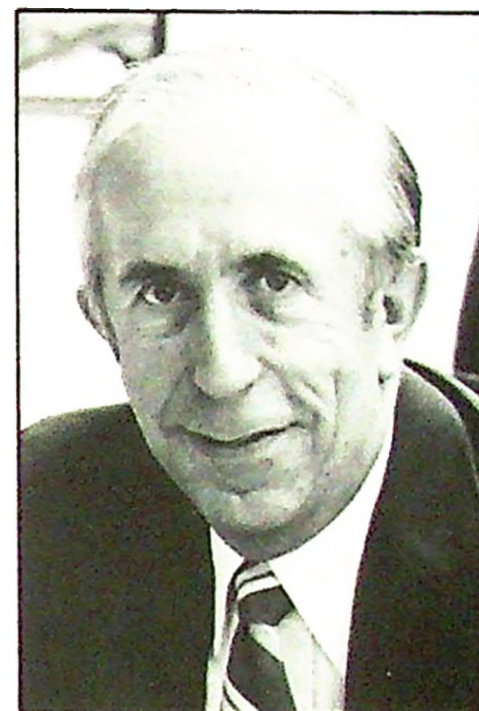
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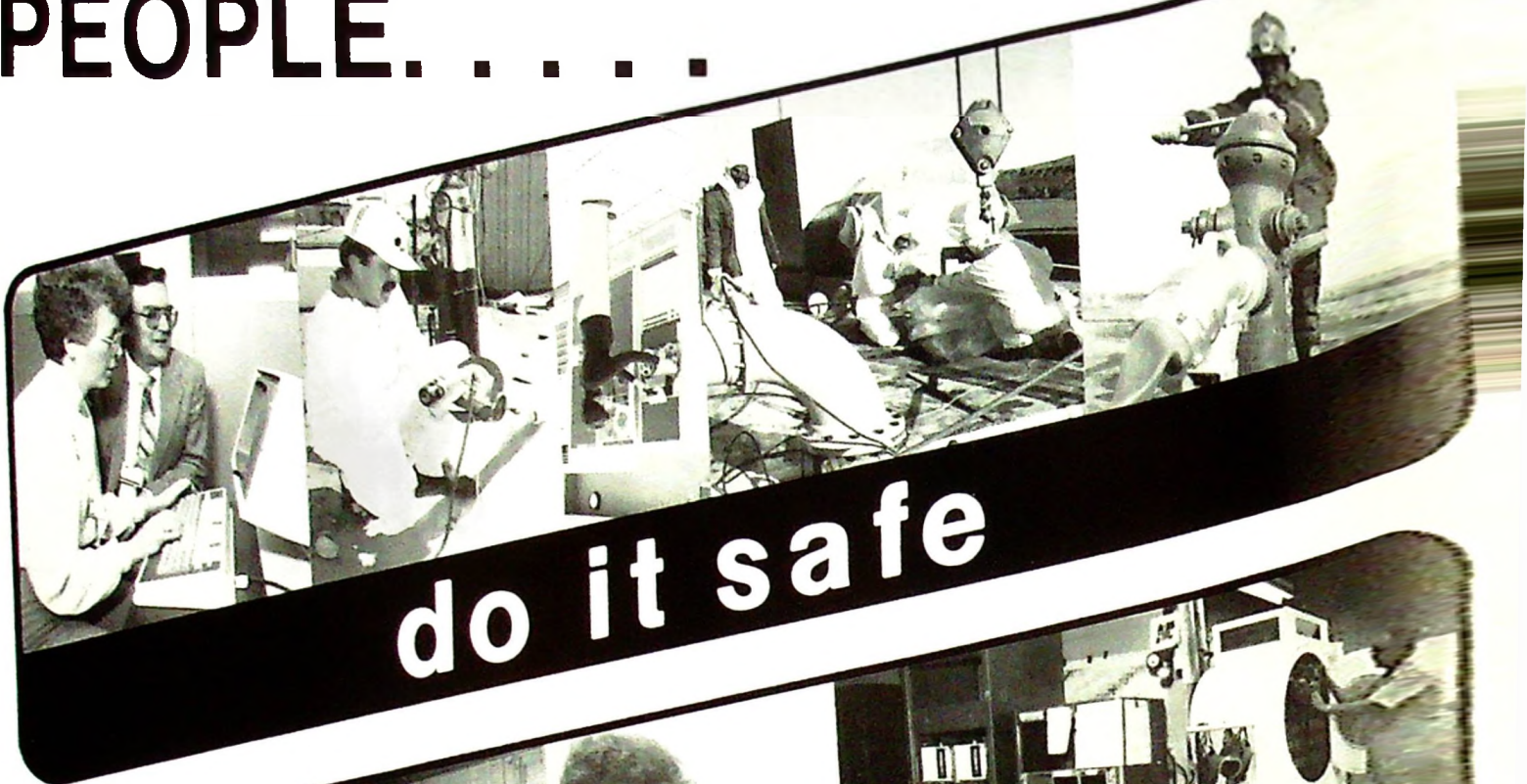


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Each year, the number of people volunteering time, effort and support to the success of the Water Follies festival grows! Here are just a few. Thanks to these and all the other volunteers who work so hard!



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Ralph Smith
Photographer



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Air Show



Bob Welsh
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Doug Tillson and Todd Eggers
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Tom Brutzman
Official Barge



Ron Pearson, M.S. "Sy" Syverson
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Chuck Hudon
Admission Gates

Gold Cup COMMITTEE LIST

Gold Cup: Bill Wilcoxson, race chairman; Dick Alvis, assistant race chairman; Cal Washam, course chairman; Glenn Washam, assistant course chairman.

Official Clock Maintenance: John Allan.

Official Barge: Tom Brutzman.

Dive Master: Ernie McColley; assistant dive master, Dana Mueller.

Patrol Boats: Ron Pearson, chairman; Sy Syverson, asst. ch.

Rescue Sled Mechanic: Darrel Hatley.

Search and Rescue Personnel: Dick & Sylvia Alvis, Steve Bailie, Steve Barraclough, Eric Batchelder, Paul Beebe, Jeff Bold, Kathy Brutzman, Keith Brutzman, Chris Clarke, Hays Cooper, Steve De Steese, Lou Densley, Rich Ehlers, Stephen Gulley, Jim Harless, Ron Harris, Sandy Hatley, Darrel Hatley, Mike Johnson, Karl Kiichle, Ray Mandigo, Dennis McLean, Chris Meissner, Dana Mueller, Curt Nichols, Rick Nunamaker, Paul Purdy, Wally Quast, Skip Robinson, Julie Rockne, Doug Rosenoff, Mark Schneider, Al Scott, Kerry Shatell, Barbie Vandine, John Walters, Glenn Washam, Cal Washam, Lloyd Washam, Bill Wilcoxson, Scott Windsor, Ernie McColley.

Pit Area: Todd Eggers, pit boss; Doug Tillson, assistant pit boss; Vic Mahan, Bruce Meyers, Frank Schricker.

Pit Office: Mary Meyers, Fay Eggers.

First Aid: Ed Raymond, Exec. Dir., Benton Franklin County Red Cross; Gene Maxwell, First Aid Coordinator, Benton County; Mike Tusky, First Aid Coordinator, Franklin County.

Franklin County Viewing: Chuck Kelch, chairman; Neil Stephens.

Hospitality: Dean Mitchell, chairman.

Parade Float: Rod & Linda Lewison, designers and builders; Chuck & Carol Kelch, coordinators.

Parking: Robert Ramirez, Everett Goodwin, Henry Stevens, Richland Kiwanis; John Day, Pickup & Van Club; Alyce Duval, Women in Construction; Richland Demolay, Franklin County Parking.

Photographer: Ralph Smith.

Pit Booth Sales: Dave Dickerson.

Pit Tours: Joe Jarrell, chairman; Heather McCombe, assistant chairman; John Hancock, Randy Jarrell, Amy Doman, April Jarrell, Hershal Griggs, Amy Griggs, Dave Kelln, Todd Ofsthun, Rob Price, Pat Arbogast, Lloyd Reitz, Scott Spencer, Heide Hancock, Chris Cole, Mike Bold, Evy Stein, Sharon Spencer, Scott Nelson, Matt Kreiter, Laurie Cushing, Kellie Terriel, Jason Leheldt, Brian Smith, Char Ash, Carol Cornwell, Suzy Seidel, Faith McDevitt, Julie Robinson, Linda Lawless, John Dreher, Vincent Xaudano, Stephan Xaudano, Dane Shelly, Kendall Huling, John Orthmann, Rob Conner, Pat Sawyer, Trish Dorman, Jim Hausske, John Getty, Paul Getty, Steve Ilton, Al Sharp, Kelly Kennedy, Kline Welsh, Erlan Leitz, Debbie Jo Depen.

Pit Fire Protection: Benton County Fire District No. 1, Jim Deines, Dist. Coordinator; Station 1, Doug Hively, Chief; Station 2, Gary Strawn, chief; Station 3, Carroll Davis, chief; Station 4, Frank Powell, chief.

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Program Distribution: Dick Petersen, Kennewick Kiwanis; Russ Wiseman, Howard Giles, Pasco Kiwanis Club.

Ticket Distribution: Sue Metully, Betty Walker, Joan Osborne, Sisu Woman's Club.

WATER FOLLIES EVENTS

Air Show: Dick Hone, chairman; Mike Berriochoa, Blue Angels coordinator.

Allied Arts Sidewalk Show: Connie Fastabend, chairman, Allied Arts Assn.

Autocross: Robert Bartlett, Sand & Sage Sports Car Club.

Basketball Tournaments: Paul Whitemarsh, chairman, Pasco Parks & Recreation Department.

Bicycle Motocross: Ginny Harding, Director of Publicity, Tri-City BMX Racing Club.

Cavalcade of Drums: Bob Welsh, chairman.

Chess Tournament: Peter Dessaulles, chr., Tri-City Chess Club.

Children's Theatre - Reluctant Dragon: Jean Colton, chairman.

Civic Club Luncheon: Ken Maurer, coordinator.

Dance: Donna Janikowski, chairman, KHS Instrumental Music Boosters, KIOK Radio.

Dart Tournament: Norman E. Mix, chairman, Tri-City Darting Association.

Tri-Cities Amateur Golf Tournament: Perry Williams, Tri-City Country Club.

Grand Parade: Bob Merriman, chr.; Brad Upton, assistant chr.; Tom Jones, Jack Beaujon, Whipper Snappers C-B Club.

Kiddies Parade: Karen Coulson, chairman, Pasco Parks & Recreation Department.

Life Be In It—A Day In The Park: Paul Whitemarsh, Pasco Parks & Recreation Department.

Miss Tri-Cities Pageant: Dorothy Schoeppach, pageant director; Margaret Schultz, hostess chairman; Patty White, choreographer.

Miss Tri-Cities Contestant Style Show: Dorothy Schoeppach.

Model Airplane Fun Fly: George F. Vargo, Jr., chairman, Tri-City R/C Modelers.

Model Hydroplane Races: Bob Brackett, chairman, Radio Controlled Unlimiteds.

Musical Comedy -Company: Don Paul, chr., Columbia Basin College.

Play - Our Town: Rich Sherrell, chairman, Columbia Basin College.

Racquetball Tournament: Randy Willis, chr., Tri-City Court Club.

Rowing Regatta: Kevin Veleke, chairman, Tri-City Cougar Club.

Shoreline Run: Capt. David Lewis, chairman, Richland Exchange Club, Richland Police.

Square Dance: Virginia and George Bauer, chairman couple, Prairie Shufflers.

Swim Meet: Randy Willis, chairman, Tri-City Court Club.

Talent Show: Judi Clark, co-chairman; Carol Crabtree, co-chairman; Tri-City Assn. of Professional Mortgage Women.

Tennis Tournament: Paul Whitemarsh, chairman, Pasco Parks & Recreation Department; Dunning-Ray Insurance Agency.

Waiter's Day Race: Bob Creamer, chairman, Black Angus Restaurant, Pasco.

Water Ski Show and Jump Tournament: Clark Warner, chairman, Tri-City Water Ski Club.

Wheelchair Basketball: Marvin C. Marks, chairman, Handicapped Unlimited Assn.

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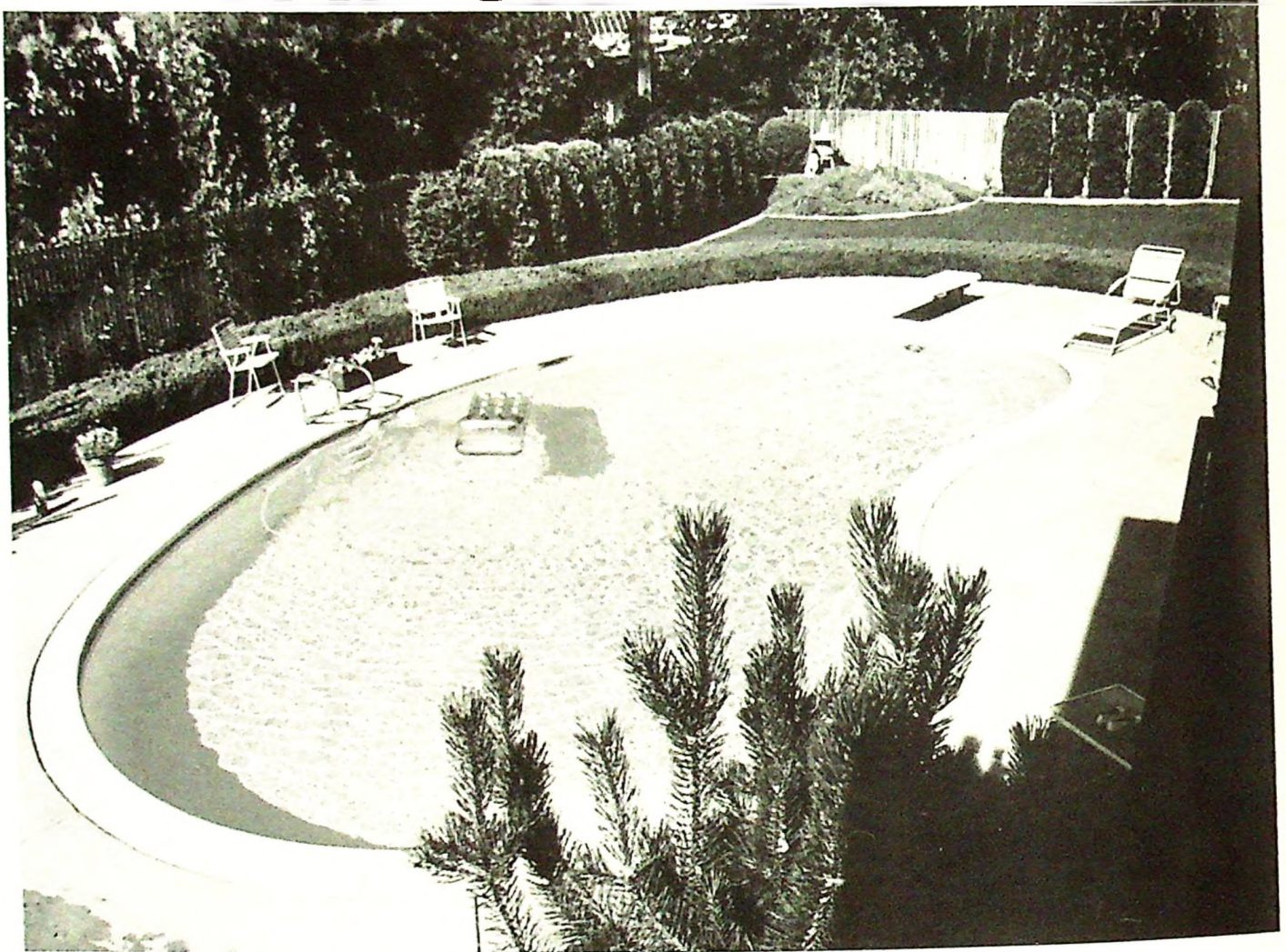


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Deanna Craig
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American Speedy Captures 1983 Columbia Cup



Jack Schafer, Jr., left, the driver of the "American Speedy Printing," and R.B. "Bob" Taylor, owner, accept the 1983 Columbia Cup trophy from Miss Tri-Cities Paris Page during the awards banquet which followed the race.

A new owner, a new sponsor but a boat and driver familiar to the Tri-Cities claimed the 1983 Columbia Cup for unlimited hydroplanes, held on July 31 in the Tri-Cities.

The U-7, owned by R.B. "Bob" Taylor of Houston, sponsored by American Speedy Printing, both new to the sport, and driven by Jack Schafer, Jr., outran the competition to win the 18th annual race on the Columbia River. The U-7 was previously owned by Tri-Citizen Ken Thompson running as the U-3 Thousand Trails; Schafer also drove the U-3.

The win in the Tri-Cities was the first career victory for Schafer and Taylor.

At the start of the final heat, Schafer and Chip Hanauer in the Atlas Van Lines were running up front with the Miss Budweiser, driven by Jim Kropfeld, coming up quickly. On the first corner, Kropfeld missed the buoy and was required to return to go around it.

On the second lap, the Atlas lost a supercharger and left the first place race between Speedy and the Miss Budweiser which was trying to overcome the 30-second lead. Kropfeld cut the lead to 11 seconds, but it was American Speedy Printing that took the checkered flag first with a winning speed of 111.077 mph.

The final results of the 1983 Columbia Cup were, in the Championship heat: 1 - American Speedy Printing (111.077); 2 - Budweiser (107.688); 3 - Executone (96.282); 4 - Atlas (DNF); The Squire Shop (DNS) and Tempus (DNS).

In the Water Follies Trophy race: 1 - Executone (95.339); 2 - Miss Rock (89.397); 3 - Tempus (71.315); Kawaguchi Travel (DNF).

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Water Follies Rescue Crew Named "Team of the Year"



The Tri-City Water Follies Rescue Team was the first recipient of the "Safety and Rescue Team of the Year" award presented by the Unlimited Racing Commission at its annual Awards Banquet held in Miami, Fla., in February.

The Water Follies Rescue Team was recognized for its continued achievements and accomplishments in the area of safety. The award was voted on by the owners and drivers of the unlimited hydroplanes. Bill Wilcoxson, Tri-City Water Follies Vice President and Race Chairman, received the award on behalf of the entire Rescue Team.

Over 90 people are involved in the 1984 Rescue Crew, although only 19 of them will be on the water at one time during the race. The training that members of the Water Follies Rescue Team goes through is so rigorous, and the members that are on the sleds are so qualified, that it takes new members up to two years of work and training before they are able to be out on the water during the races.

All personnel on the water have an advanced First Aid Card and an EMT rating. Members are instructed on everything from proper radio transmission in time of emergency to techniques for removing drivers from the water. During some of these all-day sessions, teams are clocked to determine the elapsed time from when the emergency drill begins to when the

The Water Follies Rescue Team holds the plaque that they received after being named "1983 Safety and Rescue Team of the Year" by the U.R.C.

driver is rescued properly.

The 1984 Rescue Team began work for the Gold Cup last January. The team is not only responsible for preparing themselves for the race, they also maintain all the sleds, all course equipment, the clock, buoys, anchor lines, etc. This year they installed a new transom in Sled #4.

This year they also built a mock Atlas Van Lines "driver capsule" with a driver strapped in so that they can practice removing a driver who is in

the water strapped into such a capsule.

"We're very proud of the job that we do on the race course. We've worked very hard to be the best possible rescue crew and to make our race course as safe as possible for the drivers," said Bill Wilcoxson, race chairman. "In fact, this year, we're working even harder. We were the first team to be honored as 'Safety and Rescue Team of the Year'—and we want to be the team that wins it again!"



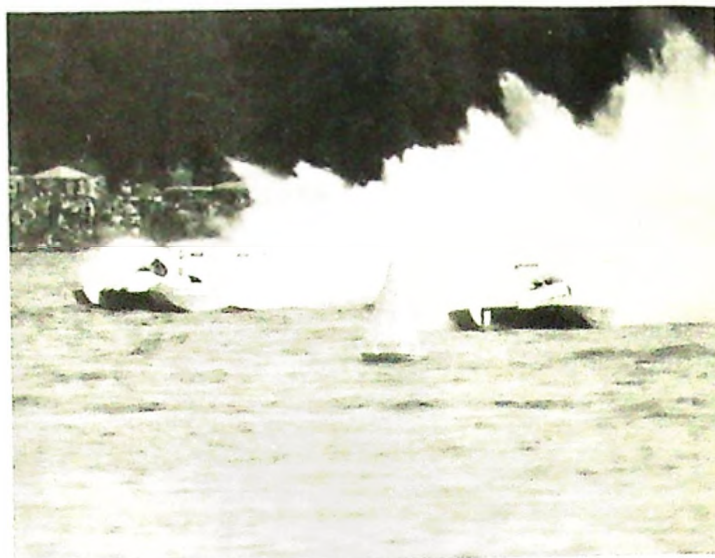
Cal Washam, Course Chairman and Dick Alvis, Assistant Race Chairman.



Glenn Washam, Assistant Course Chairman.

"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 their time and talents to put on the Gold Cup races and the Tri-City Water Follies.



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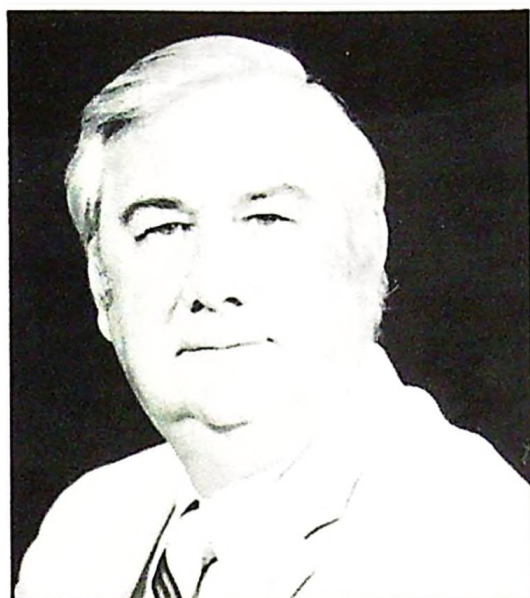
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Scott Smith
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and Promotions

Peggy Allen
Administrative Assistant



"The Squire Shop" owner Bob Steil congratulates driver Mickey Remund after Remund drove the U-2 to a victory in the second race of the 1984 season held at Syracuse, N.Y. Remund came out of a seven-year retirement to take the helm of the National Champion hull, running this year as the new "Squire Shop."

1983 National Unlimited Hydroplane Final Standings

Rank/Boat & Owner	Points
1 U-1 Atlas Van Lines—Fran Muncey & Jim Lucero, LaMesa, CA	8300
2 U-12 Miss Budweiser—Bernie Little, Lakeland, FL	8169
3 U-2 The Squire Shop—Bob Steil, Seattle, WA	4883
4 U-6 Miss Rich Plan (1st)/Frank Kenney Toyota/Volvo—Miss Madison, Inc./City of Madison, Madison, IN	3999
5 U-3 Miss Renault—Jerry Schoenith, Detroit, MI	3688
6 U-7 Bob Taylor Special/American Speedy Printing Too/ American Speedy Printing (2nd)—Bob Taylor, Houston, TX	3397
7 U-22 Miss Tosti Asti—Jim Sedam, Madison, IN	2379
8 U-8 Executone—U-8, Inc., Seattle, WA	2369
9 U-40/U-100/American Speedy Printing (1st)/ Miss Rock/ Miss Houston—Fred Leland, Seattle, WA	1214
10 U-10 Miss Pure D'Lite/Princess Yachts/Miss Beco—Bobbie Howard, Cape Coral, FL	1116
11 U-80 Miss Specialty Leasing/Chet's Music Shop—Bob Patterson, Van Nuys, CA	969
12 U-5 Richard Buick Special/Risley's Express/Mr. Auto/Ms. Radio 1/ Ric Gunite Special—John Dickerson & Terry Turner, Pomona, CA	826
13 U-19 Miss U.S.A.—Gary Garbrecht & Don Aronow, Lake Hamilton, FL	526
14 U-17 Tempus—Chuck Hickling, Bellevue, WA	489
15 N-18 Louie's On The Lake—Renato Molinari, Como, Italy	460
16 U-29 Miss Machine Rock Band/Miss La Jolla Plumbing/Miss Industrial Air Tool—Bob Miller, Everett, WA	113
17 U-43 Kawaguchi Travel Service—Bill Dreewes, Seattle, WA	64
18 U-21 Island Security Systems/Bellaire Yellow Pages—Rick Bowles & Seth Landau & Mitch Evans, Tri-Cities, WA	0
18 VS-41 Miss Bayswater Bulk—Stan Jones & Dick Carnie, Melbourne, Australia	0

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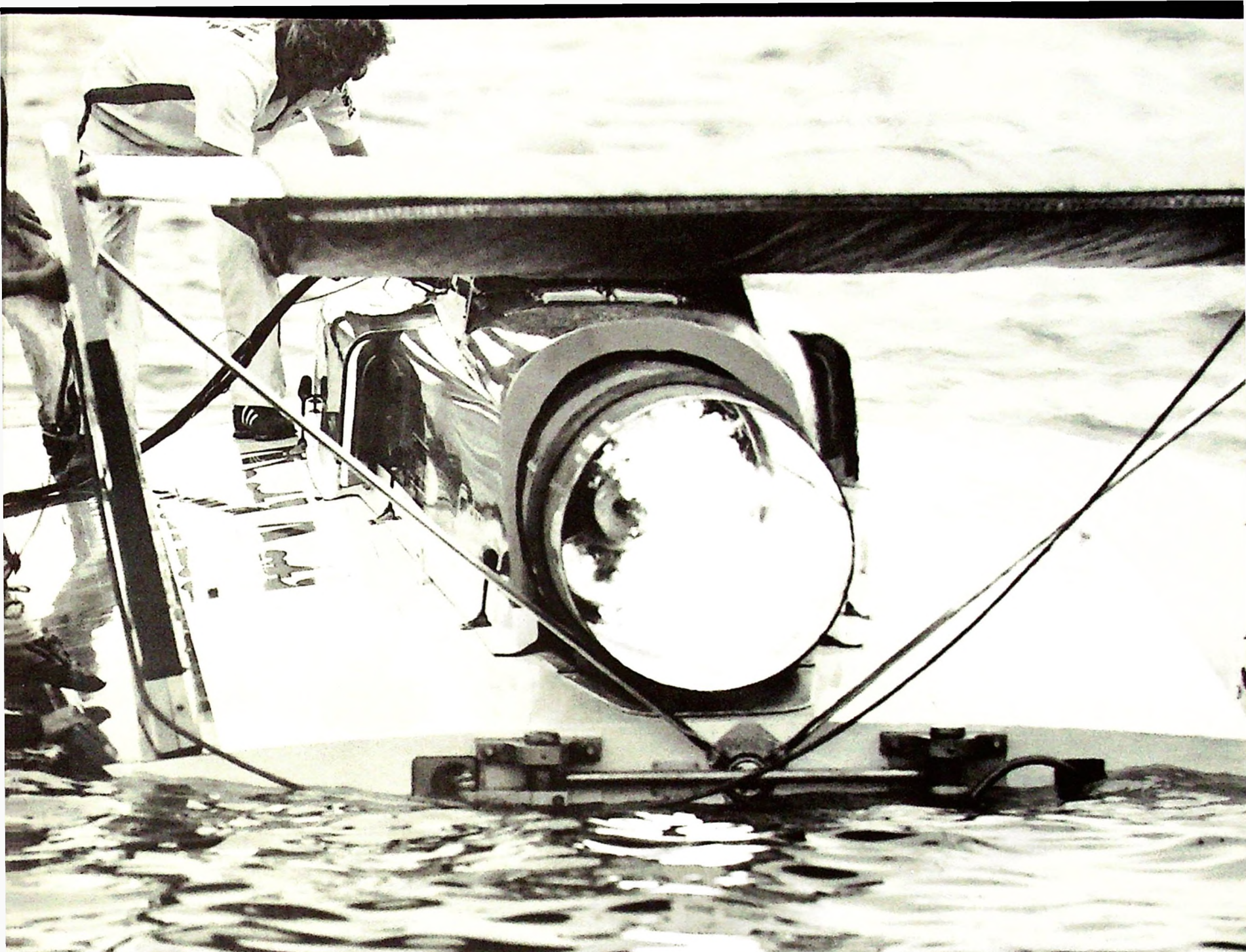


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"Miss Tosti Asti" Driver Steve Reynolds fires up the turbine engine while receiving last minute instructions from crew chief Jerry Verheul.

Unlimited Power

From Rolls Royce Merlins and Griffons, to turbines and Allison's to a trio of Mercury Outboards — they'll all be on the water this year "goin' for the gold."

This year, three boats will be using turbine engines as their source of power. Turbines were first used in 1974; in 1980 the Pay 'n Pak team re-introduced the turbine and was the first team to win a race using this type of power. Of the three new boats using the turbine, two (Atlas and Tosti Asti) will be using Lycoming helicopter engines rated at 2700 horsepower for the Atlas and 2600 horsepower for the Tosti Asti. The Miller Lite All-Star is using a General Electric turbine engine with 4,000 horsepower.

The other "revolutionary" type of power that will be used during the Gold Cup is the outboard used by Texmo. Texmo will use three Mercury T-4, 3.4 litre Mercury outboard engines running in tandem. Each engine will generate 450 horsepower

when operated on methanol. The three engines when working in tandem will give the boat about 1,350 horsepower to move a boat weight, with driver, of about 2,900 pounds—much lighter than the other unlimiteds. Use of the outboard power is still in its preliminary stages; during the 1981, 1982 and 1983 seasons, outboards only completed four heats in unlimited racing.

Up to six boats will be using Rolls Royce power plants. At least five of the boats will be powered with the Merlin, and one, the Miss Budweiser, will utilize the more powerful, yet heavier, Griffon. Since 1982, Rolls Royce engines have won 19 of the last 22 races.

The Rolls Royce and Allison engines are all 12-cylinder, V-type aircraft engines from World War II. These were the engines used in the P-38s, P-51s and Spitfire fighter planes.

In their raw state they cost \$3,000 to \$5,000 or more. When they are

revamped and made race-ready, they are worth over \$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 rpms, the prop is turning 12,000.

The 12-cylinder aircraft engines weigh approximately 2,000 pounds including the gear box. That means that nearly 45 percent of the average 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 race due to the terrific strain.



Computers are used in the timing and scoring of the unlimited races held in the Northwest. The computer provides the time for each lap of each boat, converts this time into miles per hour, displays the progressive summary of the boat on its terminal, and then prints out all the information at the end of the heat. At the conclusion of that heat, it will award the points earned by each boat. Along with heat by heat and boat by boat information, the computer is used to continually update and summarize the race. It provides information such as the average speed of the boat per heat, the boat's fastest lap of the day, the current standings of all boats and the times of all the boats.



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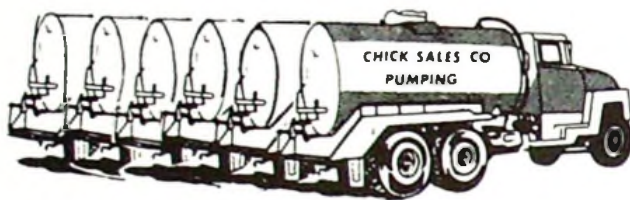
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OWNERS & DRIVERS

U-1 Atlas Van Lines

Driver: Chip Hanauer
Owner: Fran Muncey - Jim Lucero
Crew Chief: Jim Lucero
Built: 1984
Builder: Jim Lucero
Power Plant: T-55 Lycoming Turbine

The defending APBA Gold Cup and National Champion **Atlas Van Lines** comes to the Tri-Cities with a new boat and new turbine power. The new Atlas was designed and built by crew chief Jim Lucero.

The Atlas camp had acquired a number of Rolls-Griffon engines in 1981, but decided on a turbine power that will produce more horsepower than the Rolls-Merlins. It also allows a lighter boat than could be used with the Rolls-Griffons. The new Atlas turbine engines will develop in the neighborhood of 3,000 horsepower.

The new boat also includes new driver safety features, including an independent breathing system. The system will provide a constant supply of air piped through first and second stage regulators into the driver's helmet. Breathing will be through a flexible mouthpiece mounted inside the front of the helmet with the regulator providing the required amount of air on demand—even in the event the driver becomes unconscious or the boat is inverted. The breathing system is in addition to the safety system installed last year designed to keep the driver in the boat.

The Atlas team has won six Gold Cups, six National Championships, and since 1976, they have won 52 percent of all unlimited races, including five of the last seven APBA Gold Cups and four of the last six National Championships.



Driver Chip Hanauer is in his third year behind the wheel of the Atlas. He began the 1984 season as the sport's winningest driver with 11 wins to his credit. Hanauer has

claimed one Columbia River victory, in 1981 while driving The Squire Shop. In the Tri-Cities this year, he'll be looking for his third straight Gold Cup victory and toward accumulating points in the race for his third straight National Championship. A Washington State University graduate, Hanauer was inducted into the APBA Hall of Champions in 1983.



received the J. Lee Schoenith Award.



Crew chief and co-owner **Jim Lucero**, is the sport's most successful crew chief. He's been responsible for a number of winning teams including Pay 'N Pak, and Atlas. Lucero developed the turbine powered Pay 'N Pak that debuted in 1980 here in the Tri-Cities. Over the winter, Lucero built three of the new hulls on this year's circuit, including the turbine powered Lite All-Star, the Rolls Royce Merlin-powered Executone and the new Atlas.

U-2 The Squire Shop

Driver: Mickey Remund
Owner: Bob Steil
Crew Chief: Jim Harvey
Built: 1982
Builder: Jim Lucero
Power Plant: Rolls Royce Merlin

The Squire Shop started the year with a different hull bearing the Squire colors, and, in the second race of the season, brought a victory to U-2's camp. Over the winter Bob Steil purchased the 1983 National Champion hull which ran last year as the Atlas Van Lines. During the winter, the two-year-old hull underwent extensive strengthening and conditioning. The boat brings an impressive record to the Squire camp. Coming into the 1984 season, the hull had won both the Gold Cup and the National High Point Championship in 1982 and 1983, was top qualifier in 14 of 15 races run, and set three competition speed records and seven qualifying records last season (including a world qualifying mark of 140.801 mph). It didn't take long for the hull to prove its worth to the Squire team, capturing the second race of the season in Syracuse, N.Y.

Coming out of a seven-year retirement to drive the new Squire is two-time champion **Mickey Remund**. Remund is one of the sport's most successful and consistent drivers,

winning 46.8 percent of all heats started. Coming into the season, he was second to Chip Hanauer as the sport's winningest active drivers, with 10 victories and two National titles. Remund drove the Pay 'N Pak to the National Championship in 1973 and the Miss Budweiser to a National Championship in 1977.



Bob Steil, owner of the U-2, is the president of The Squire Shops, Inc. Steil has campaigned an unlimited since 1977. During his involvement in unlimited racing, he has received recognition from the Unlimited Racing Commission as "Race Sponsor of the Year."



Crew chief **Jim Harvey** joined the Squire team over the winter after serving as the crew chief of the Atlas Van Lines team (which ran the new Squire hull). Harvey is intimately familiar with the boat's innovative design and its capabilities. Last year, he and his Atlas crew were named "Crew of the Year" by the URC.

U-3 Miss Renault

Driver: Milner Irvin
Owner: Jerry Schoenith
Crew Chief: Jim Kerth
Built: 1983
Builder: Jon Staudacher
Power Plant: Turbo-charged Allison

In its first year of competition, the Tri-Cities based U-3 **Miss Renault** claimed the World Championship in Houston, Texas, in 1983. It also set two records of turbo-charged Allison: 129.683 mph qualifying speed and 124.309 mph heat speed.

Over the winter, designer/builder Jon Staudacher made extensive changes on the sponsons, cockpit and fuel cells. In addition, a new aerodynamic cowling was added and a computer-designed wing was placed three feet off the transom.



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OWNERS & DRIVERS



Milner Irvin is back in the U-3 driver's seat for 1984. Irvin began driving unlimiteds in 1974 with the debut of the community-owned Miss Madison. While driving the Madison, he compiled the best percentage of heats completed among active drivers, including in 1981 finishing 23 of 23 heats started. His cool, no-nonsense style in competition is a trademark.



Jerry Schoenith is the owner of the U-3. A life-long enthusiast, Schoenith has been an official, driver and owner. A member of the prominent Schoenith family from Detroit, Jerry started in the unlimiteds behind the wheel of the Gale V which he drove for five seasons.



Tri-Cities **Jim Kerth** is the team's crew chief. Kerth has been involved in the unlimiteds for 21 years. From 1964 to 1975 Kerth brought five different teams to eleven victories. In 1983 he was named by his peers as the "Crew Chief of the Year." Kerth served as crew chief of the Notre Dame from 1965-68 and was also crew chief of the National Champion Atlas in 1972 when it won the Gold Cup. Coming into the 1984 season, he has 11 wins to his credit.

Also on the U-3 crew are Larry and Mike Rutkauskas. They began working with unlimiteds on the Ken Thompson owned Thousand Trails. They were also nominated for the 1983 "Crew of the Year."

U-6 American Speedy Printing

Driver: Ron Snyder
Owner: City of Madison
Crew Chief: John Humes
Built: 1973
Builder: Jim Lucero
Power Plant: Turbo-charged Allison

American Speedy Printing Centers is the sponsor of the U-6. (former Miss Madison). The turbo-charged

Allison was National Champion in 1973, '74 and '76 and was fourth overall in National High Points in 1983. The U-6 has the longest active team on the circuit. The boat ran here last year as Frank Kenney Toyota/Volvo.



Ron Snyder is the driver of the U-6. Unlimited Rookie of the Year in 1976 aboard the Miss Madison. Snyder drove the Miss Budweiser in 1978 winning that year's Columbia Cup. In 1979, he began officiating and served as a referee for four seasons. He began driving the Miss Madison in mid-season of 1982.



The U-6 is the world's only community owned hydroplane. It is maintained and campaigned by a private corporation comprised of community residents of Madison, Ind. **Bob Hughes** represents the community on the circuit as team manager. A member of the URC, Hughes has been active in unlimited racing for more than 16 years. He was named URC's Sportsman of the Year in 1983.



John Humes is the crew chief of the only volunteer crew. When he isn't working on the U-6, he works as a truck driver. Under Humes' direction, the U-6 team has been in the hunt, finishing second in the high point chase in the 1981 season and winning the Lake of the Ozarks' race to open the 1983 season.

U-7 Lite All-Star Racing Team

Driver: Tom D'Eath
Owner: R.B. "Bob" Taylor
Crew Chief: Jerry Zuvich
Built: 1984
Builder: Jim Lucero
Power Plant: Gas Turbine

A new boat and a new sponsor for 1984, the U-7 **Lite All-Star Team** enters unlimited racing with a turbine-powered Jim Lucero hull. The new light hull is powered with a revo-

lutionary 4,000 horsepower General Electric turbine (which is a 1,400 horsepower advantage over the turbines previously used by the Pay 'N Pak team). The hull is constructed of honeycomb aluminum, fiberglass, foam and wood.



Veteran racer **Tom D'Eath** is the driver of the boat. He has five career wins, including the 1976 Gold Cup. In 1982 he drove The Squire Shop to a victory on the Columbia River in that year's Columbia Cup. D'Eath's last ride was in The Squire Shop. He is a veteran of many classes of boat racing and has competed in the USAC mini-Indy and Super-Vee racing series.



R.B. "Bob" Taylor is the owner of the U-7. Last year Taylor collected his first unlimited victory here in the Tri-Cities as his American Speedy Printing sponsored boat claimed the 18th race on the Columbia River. Taylor got involved in unlimited racing three seasons ago when he was race chairman of the first World Championship event at Clear Lake, Texas.



Crew Chief **Jerry Zuvich**, who has lead various teams to nineteen career wins, is another important ingredient in this new team. Zuvich has won five Gold Cups, five National Championships and was Crew Chief of the Year in 1982. He has been in the sport for 16 years and was head of the Bardahl team in the late 1960s. He was team manager and crew chief of The Squire Shop before joining the Lite All-Star Team after the 1983 season.



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OWNERS & DRIVERS

U-8 Executone

Driver: George Johnson
owner: U-8 Racing Team
Crew Chief: Dan Heye
Built: 1984
Builder: Jim Lucero
Power Plant: Rolls Royce Merlin

Another of the new Jim Lucero hulls is the 1984 version of **Executone**. The new light hull includes a "vented lift design" and Canardtype Stabilizers to increase stability. It is powered by a 3,000 horsepower Rolls Royce Merlin. The boat also features the safety cockpit design by Lucero Enterprises. The driver will be surrounded by double-wall honeycomb construction and fiberglass reinforcing. Additionally, he will be held in the boat by use of a five-point "quick-release" belt system similar to that used in Indy type cars and now used in the Atlas.



Driver of the U-8 is **George Johnson**. Johnson has been the driver of the Executone for the past four seasons. He placed fourth in the National standings during his first full year, with his best finish a second place at Detroit in 1982. He started racing as an offshore competitor, and made the jump to the unlimiteds in 1981 at the Acapulco event.

The boat is owned by the U-8 Racing Team including **Bill Wurster** and **Jerry Oaksmith**, and Johnson. Wurster is a seasoned owner and driver. He began racing outboards in 1960 and drove his first unlimited in 1972. Oaksmith entered the sport as an Executone crew member, and now serves as team manager.



Dan Heye is in his third year as crew chief of the Executone. He started in the unlimiteds on the Circus Circus team. He is an accomplished professional and in 1981 he was named URC Crew Chief of the Year for his effort on the Oh Boy! Oberto. Heye has a degree in chemistry from the University of Washington.

U-9 Texmo

Driver: Buck Thornton
Owner: Bob Hall
Crew Chief: Jerry Gilbreath
Built: 1984
Builder: Bill Seebold
Power Plant: Mercury T-4 Outboard



Nicknamed "The MOTH" (for Multi-engine Outboard Tunnel Hydroplane), the boat will be powered by three Mercury T-4 engines. The T-4 has a displacement of 3.4 litres (or 207 cubic inches each) and will generate 450 horsepower when operated on methanol. The T-4's will be mounted on the transom, giving it 1,350 horsepower to move a gross boat weight, with driver, of 2,900 pounds (versus the average unlimited at over 5,000 pounds). The boat is 28 feet long, ten feet wide and its tunnel design is different from a three-point design in that it runs on a trapped tunnel of air held by sponsons that run the length of the boat. The three propellers, while smaller than other unlimiteds, will have much more pitch, 25 inches to the average unlimited's 18 or 19.



Buck Thornton will be the boat's driver. Thornton drove the Aronow Unlimited in the Tri-Cities in 1981 and is a veteran outboard tunnel driver. He is a 16-time National Champion in various classes of outboards and is a member of the American Power Boat Association Hall of Fame.



The boat is owned by **Bob Hall**. Hall moved to Houston, Texas, about 15 years ago and is the director of two banks and has real estate holdings in Houston, Nagadoches and Austin. He has been a member of the Clear Lake Race Committee since its inception.

The U-9 **Texmo** is the world's first tunnel hull outboard unlimited. The boat was designed and built by **Bill Seebold**, the master of the tunnel boats in the United States.



Jerry Gilbreath is the U-9 crew chief. An outboard racer in his own right, Gilbreath worked on the Aronow Tunnel crew and has also crewed for the Popeyes Offshore Super Boat. He is very familiar with the Mercury engines and a very thorough mechanic. He is a past National Champion of the Inboard Grand National Class.

U-10 Miss Tosti Asti

Driver: Steve Reynolds
Owner: Steve Woomer
Crew Chief: Jerry Verheul
Built: 1982
Builder: Jim Lucero
Power Plant: T-55 Lycoming

The U-10 is the third of the turbines in this year's unlimited field. Sponsored by **Tosti Asti**, the U-10 is the former Pay 'N Pak backup hull that was completed in 1982, but was never raced. The team put the boat through rigorous testing this spring and had it race-ready for Miami—but the salt water in Marine Stadium caused the turbine engines problems. At the second race of the season, Miss Tosti Asti turned in the fastest qualifying time, and easily won its preliminary heats. But in the final, lost power and did not finish.



The U-10 is driven by **Steve Reynolds**. Reynolds drove in the 225 limited class between 1975 and 1978, and in 1978 became the driver of the Miss Circus Circus unlimited. In 1981 he drove the Captran Resorts and in 1982 the Miss Prodelco. Reynolds has one unlimited victory to his credit.



Long-time race enthusiast **Steve Woomer** purchased the Pay 'N Pak equipment late in 1983. He owns Competition Specialties, Inc., a Kent, Wash., based wholesaler of automotive and automotive competition parts. **Jerry Verheul** is the team's crew chief. He became crew chief of the Prodelco team in 1982 and also worked on the automotive-powered Aronow Special tunnel boat.

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OWNERS & DRIVERS

U-11 National School of Travel

Driver: Wil Muncey
Owner: Muncey Racing, Inc.
Crew Chief: Cliff Walter
Built: 1971
Builder: Les Staudacher
Power Plant: Super-charged Allison

The **National School of Travel** of Bellevue, Wash., is sponsoring the U-11 for the 1984 season, and the crew is planning to campaign the entire circuit. The hydroplane is the former Miss Rent-It-Shops (U-66) and has undergone considerable modifications. The hull, of plywood and aluminum construction, weighs over 7,000 pounds and is powered by a super-charged 1,700 cubic-inch Allison V-12. It has been modified into a cabover and sports a deeper picklefork.



Wil Muncey, son of the late Bill Muncey, will be the U-11's driver. Muncey drove in the 280 limiteds for six years before moving to the unlimiteds last year. He drove the U-43 in the Tri-

Cities last year. He is also publisher of *Boat Racing Magazine*.

The boat is owned by Muncey Racing, Inc., and represented by Debi Dreewes. Dreewes was administrator of the U-43 team in 1982-83 and has spent time working with several limited inboard teams.

U-12 Miss Budweiser

Driver: Jim Kropfeld
Owner: Bernie Little
Crew Chief: Dave Culley
Built: 1980
Builder: Ron Jones
Power Plant: Rolls Royce Griffon

The **Miss Budweiser** that raced here in 1983 and finished the National Point race in second place is again the boat that will be racing here for the Gold Cup. Owner Bernie Little has a new, revolutionary Miss Budweiser in production, but the epoxy resin used

in the oven curing process has delayed the completion of the new boat. The Miss Bud crew had the previous hull race-ready for the season opener in Miami and the team walked away with a victory. During testing for the second race on the circuit, the Miss Budweiser sustained hull damage when a propeller broke, sidelining the boat. The Budweiser team is staying with the Rolls Royce Griffon power, both in this boat and in the new boat under construction. It remains the only boat on the circuit using the Griffons. The boat is programmed for a lower gear ratio and moderate rpm's. It utilizes larger propellers to make best use of the extra power. The Bud is a cabover design which features unique step sponsons, offset engine and a gear box for better cornering and a lower center of gravity.



Jim Kropfeld is the Miss Budweiser driver. Kropfeld took over the driving job in 1982 and was named Rookie of the Year that season. A former inboard driver, Kropfeld has won

many National crowns and race titles in a variety of classes. Kropfeld started the 1984 unlimited racing season with four victories as the Miss Bud driver.



Bernie Little, Miss Bud owner, is the sport's most successful owner. He started the 1984 season with 6 National Titles, 1 World Championship, 45 race victories and 5 Gold Cups in his

camp. A member of the Florida Sports Hall of Fame, Little is the only owner to campaign both unlimited and off-shore power boats. This year is his 22nd season in the sport and he holds the longest continuous contract with a sponsor, Anheuser-Busch.



Crew Chief is **Dave Culley**. A veteran outboard driver, Culley got into unlimited racing through a friendship with the late Bill Muncey. He worked on the Miss U.S. in 1969 that Muncey

drove. Culley joined the Miss Budweiser team in 1978.

U-13 Kenney Toyota/Volvo

Driver: Earle Hall
Owner: Frank Kenney Toyota
Crew Chief: Lamar Goode
Built: 1984
Builder: Jon Staudacher
Power Plant: Turbo-charged Allison

With one of the new Jon Staudacher boats for 1984, the team plans to make its debut here in the Tri-Cities for the Gold Cup. According to Gold Cup rules, a boat must either appear at a race before the Gold Cup, or be a boat making its racing debut. The U-13 **Kenney Toyota/Volvo** hopes to go for option number two. The new boat will sport new improved sponsons, re-designed weight distribution and feature a new wing design.



The boat will be driven by 1983 Co-Rookie of the year, **Earle Hall**. Hall last year started the season behind the wheel of The Squire Shop. He began competing at age 15 in the B-stock

hydro class and went on to race in the 2.5 litre-class and the 7-litre class where he gained national recognition. In 1982 he captured the National Championship and several world speed records in the 7-litre class. He was inducted into the APBA Hall of Champions in 1983.



The boat is owned by the 72 employees of Frank Kenney Toyota and represented by **Jerry Kenney**. During the past four years, Frank Kenney Toyota/Volvo sponsored the Miss Madison in the Tri-Cities and in Seattle.

Lamar Goode is the team's crew chief. He is formerly crew chief of the Miss Madison and has seven years of service on the Miss Madison team. He moved to Seattle in 1983 and began working for the Frank Kenney Toyota crew.



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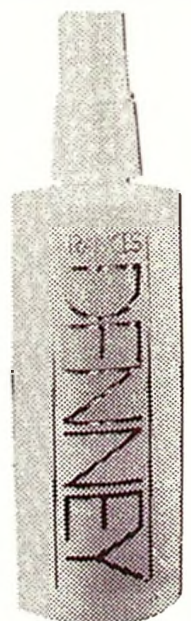


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OWNERS & DRIVERS

U-20 KZOK Machine Rock Band

Driver: Jerry Hopp
Owner: Bill McFadden & Jerry Hopp
Built: 1974
Builder: Les Staudacher
Power Plant: Turbo-charged Allison

The U-20 **KZOK Machine Rock Band** last ran here as the U-96 Miss KYYX. The U-20 made its debut this season at the Evansville race on July 1 as the Raben Tires. At the Evansville race it finished both heats and the Consolation Final, accumulating 445 points. For the Gold Cup the boat will be under the sponsorship of KZOK FM, a Seattle radio station, and The Machine Rock Band, which has sponsored unlimiteds here in the Tri-Cities for 9 consecutive years.

The U-20 driver and co-owner is **Jerry Hopp**, who last year drove the U-29 Miss Rock. Hopp drove in the limited class before driving the U-52 in 1981 and 1982. He is a Seattle-area auto painter.

The boat is co-owned by Bill McFadden, a Seattle tire distributor.

U-22 Chet's Music

Driver: Todd Yarling
Owner: Jim Sedam
Crew Chief: Dave Stewart
Built: 1984
Builder: Jon Staudacher
Power Plant: Super-charged Allison

The second of the Jon Staudacher hulls for 1984 is the U-22 **Chet's Music**. The new boat is 28 feet long and weighs 1½ tons. It's constructed from Sitka Spruce and Okome Plywood and is covered inside and out with West System Epoxy. The body design mirrors the Miss Renault, also built by Staudacher, but the U-22 is powered by a super-charged Allison rather than a turbo-charged Allison which powers the Renault.



Todd Yarling, last year's Co-Rookie of the Year, is the driver of the boat. Last year, behind the wheel of Miss Tosti Asti (which did not race here last year), he finished 22 of 23 heats.

The boat is owned by **Jim Sedam**, owner of Madison Hydroplanes, Inc. Sedam is now in his second year as a



Veteran unlimited mechanic **Dave Stewart** is the team's crew chief. Stewart returned to the thunderboats last year after a four year absence. His accomplishments include winning the 1971 Gold Cup. He worked on the Miss Madison team from 1966 through 1979 and also worked for Kentuckiana Paving and Mister Fabricator.

Crew Chief **Al Thoresen** has been both an owner and a driver in the past. Most recently he was crew chief of the KYYX team that Brenda Jones drove.

U-40 Oh Boy! Oberto

Driver: Scott Pierce
Owner: Fred Leland
Crew Chief: Al Thoresen
Built: 1982
Builder: Ed Karelsen
Power Plant: Rolls Royce Merlin

The hull of **Oh Boy! Oberto** made its debut here in 1982, and has been racing on the Eastern swing of the circuit as Team Velocity. The boat was designed and built by Ed Karelsen and is 28½ feet long and 14½ feet wide and is all aluminum except for the deck. The boat is very light and sports a new wing for 1984.



Scott Pierce will be behind the wheel of the U-40 for 1984. Pierce drove the U-17 Tempus last year. He is the son of former unlimited owner Laird Pierce. In 1981 he guided the U-8 to a fourth place in the National Standings and earned honors as the sport's Co-Rookie of the Year. He drove the U-40 Oh Boy! Oberto in 1982 when it made its debut in the Tri-Cities. Last year he guided Chuck Hickling's Tempus to its fastest qualifying time.

Fred Leland is the owner of the U-40, and last year he drove the boat in the Tri-Cities. Leland raced limiteds in the Northwest for 10 years, and drove the U-29 in the final races of 1978, finishing every heat he started.

U-80

Driver: Ron Armstrong
Owner: Bob Patterson
Crew Chief: Dwight Moody
Built: 1967
Builder: Bob Patterson
Power Plant: Turbo-charged Allison

Last year, with the help of local sponsorship at San Diego and Houston, the **U-80** hull proved that it was a competitive hull, beyond its 15 years of experience. It turned in a 124.309 mph qualifying run, the fastest the boat has ever run, and turned in a 120.643 competition lap. The team finished 11th in the point race last year, despite running in just two races.



Ron Armstrong, the U-80 driver, brings to the sport a varied technical background plus distinguished driving credentials. He holds several patents for carburetor developments and is

sought after for engine preparations by many race car teams. He has raced in the 145-cubic-inch limited inboard class where he won 22 straight heats. Armstrong drove the futuristic Circus Circus four-point hull 3 seasons ago.



Owner **Bob Patterson** is a builder of marine hardware and exotic exhaust systems for offshore race boats. He has built nearly every class of race boat at one time (including the U-80) and is

an expert in engine development.

U-96 Lite All-Star II

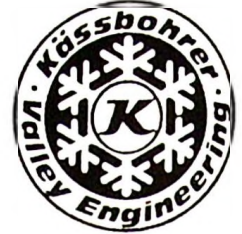
Driver: To Be Announced
Owner: Sam Cole
Crew Chief: Jerry Zuvich
Built: 1974
Builder: Ron Jones
Power Plant: Rolls Royce Merlin

This boat raced last year as the American Speedy Printing and claimed the 18th annual race here in the Tri-Cities. It placed in the top three of its first four races and finished sixth in the National High Point Championships. This year the boat will be used as a race-ready display hull for the Miller **Lite All-Star Team**, and may run during the course of the season depending on how the number one turbine Lite boat pulls together.



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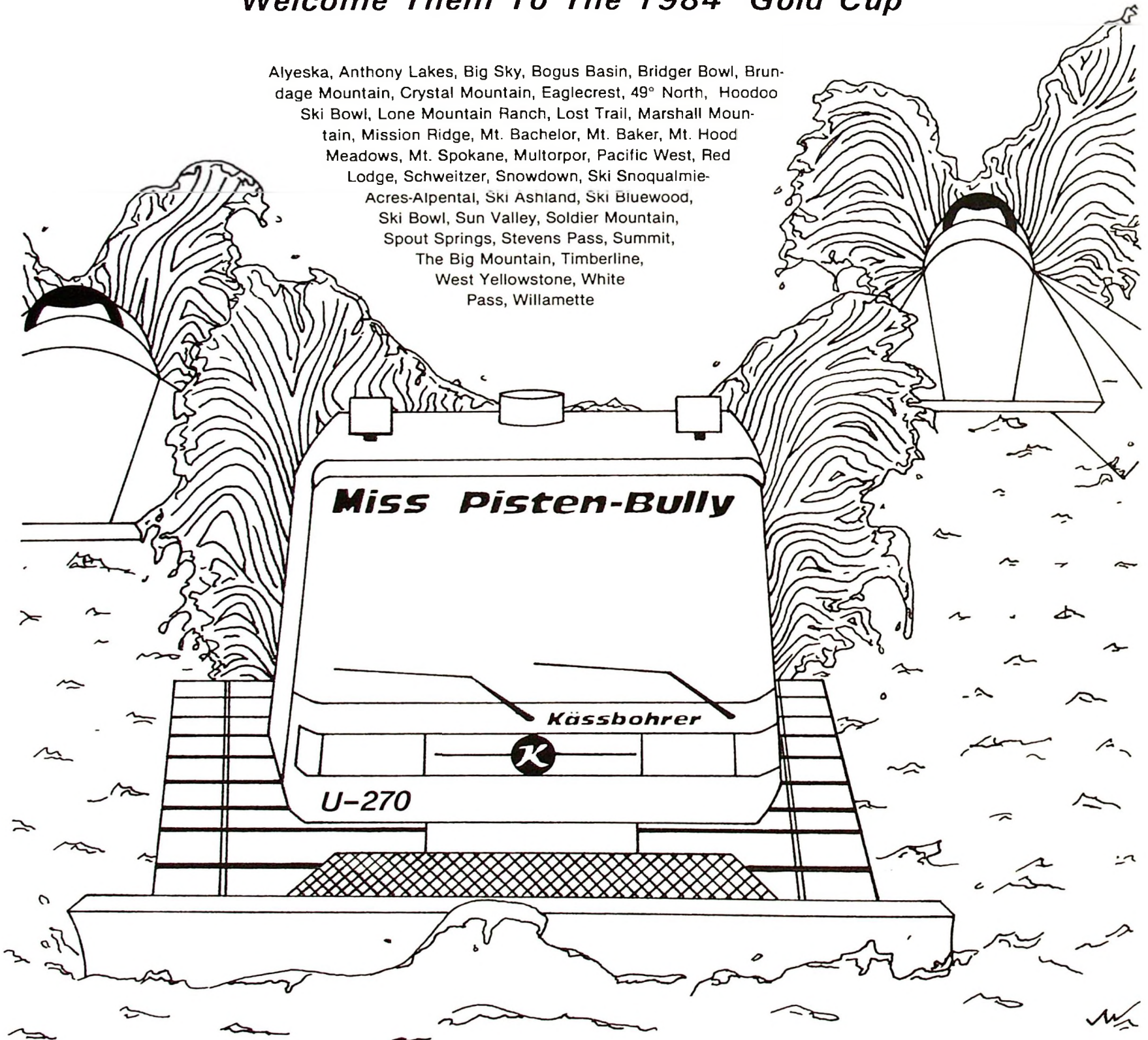
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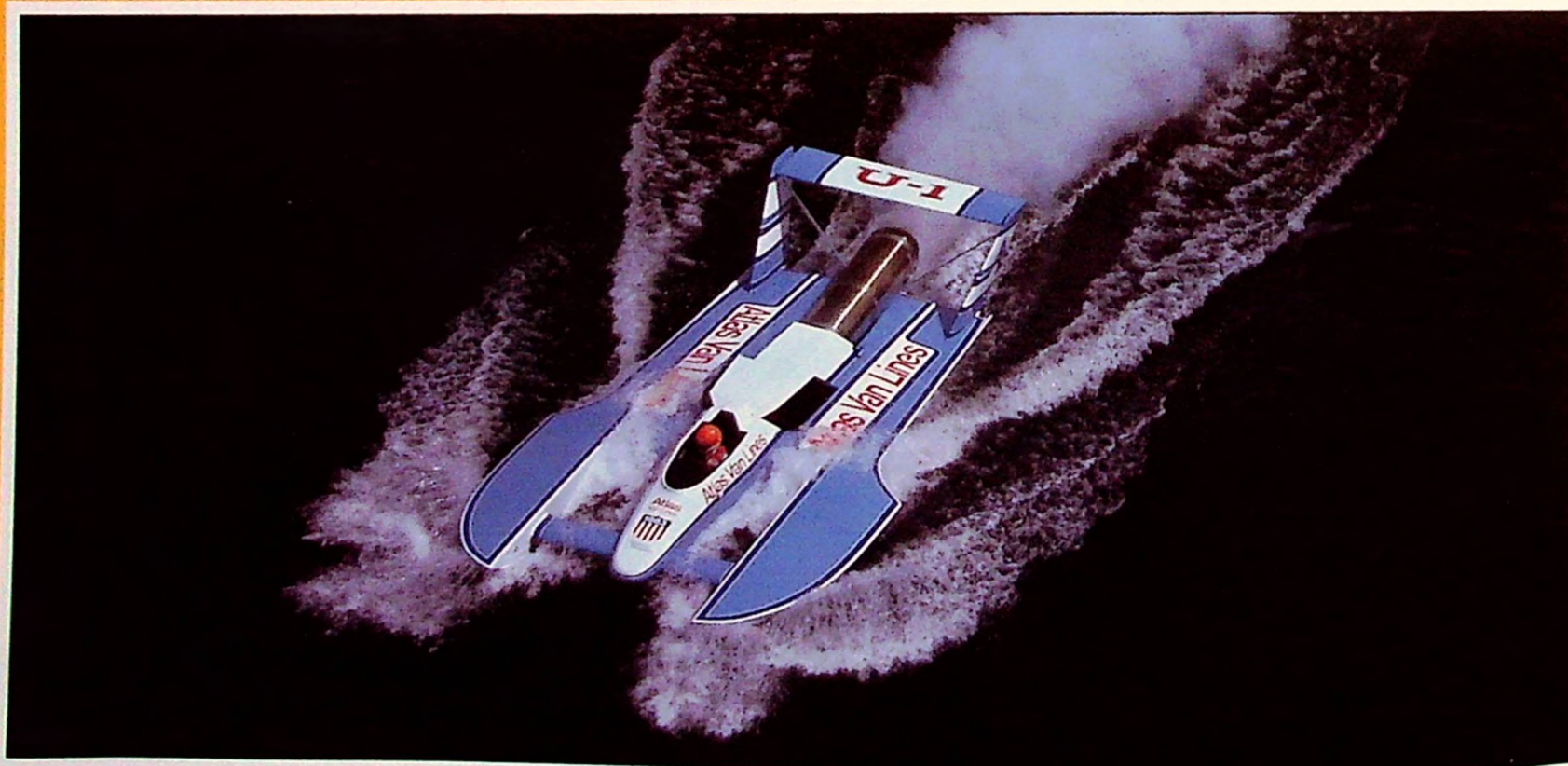


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GOLD CUP 84



U-12 MISS BUDWEISER
DRIVER: JIM KROPFELD



U-1 ATLAS VAN LINES
1983 GOLD CUP/NATIONAL CHAMPION — DRIVER: CHIP HANAUER



U-3 MISS RENAULT
DRIVER: MILNER IRVIN



U-2 THE SQUIRE SHOP
DRIVER: MICKEY REMUND

GOLD CUP 84



U-6 AMERICAN SPEEDY PRINTING
DRIVER: RON SNYDER



U-7 LITE ALL-STAR
DRIVER: TOM D'EATH

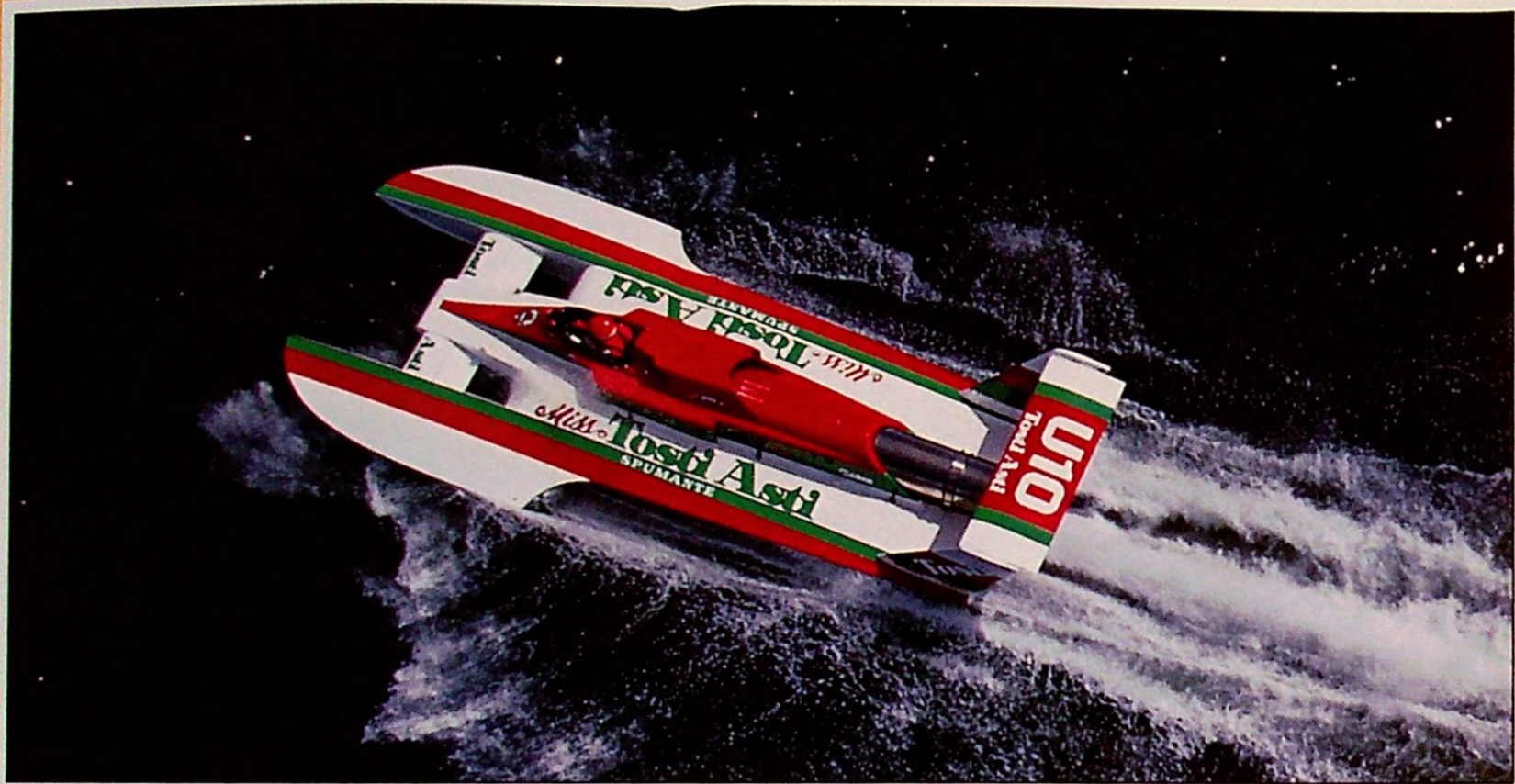


U-8 MISS EXECUTONE
DRIVER: GEORGE JOHNSON



U-9 TEXMO
DRIVER: BUCK THORNTON

GOLD CUP 84



U-10 MISS TOSTI ASTI
DRIVER: STEVE REYNOLDS



U-13 FRANK KENNEY TOYOTA
DRIVER: EARLE HALL



U-22 CHET'S MUSIC
DRIVER: TODD YARLING



U-20 KZOK MACHINE ROCK BAND
DRIVER: JERRY HOPP



U-40 OH BOY! OBERTO
DRIVER: SCOTT PIERCE

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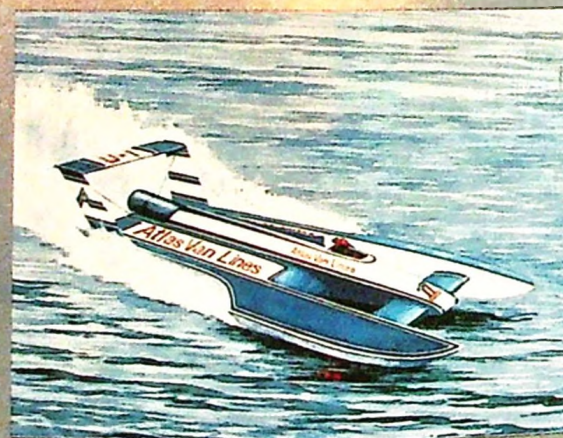
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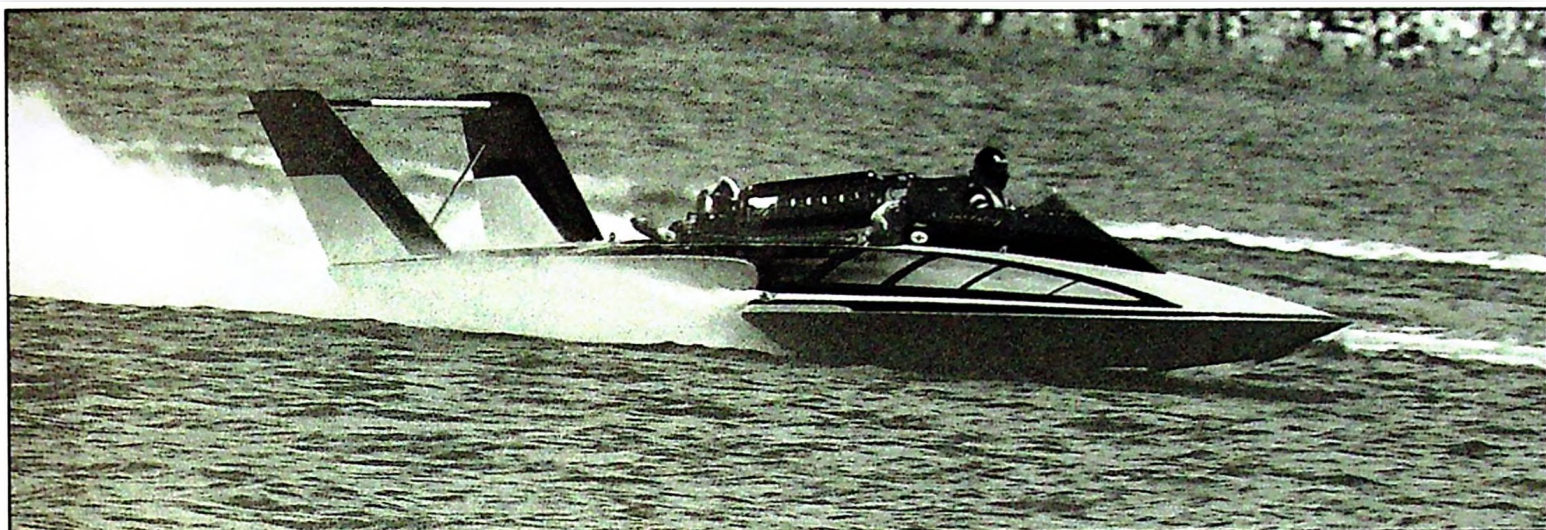
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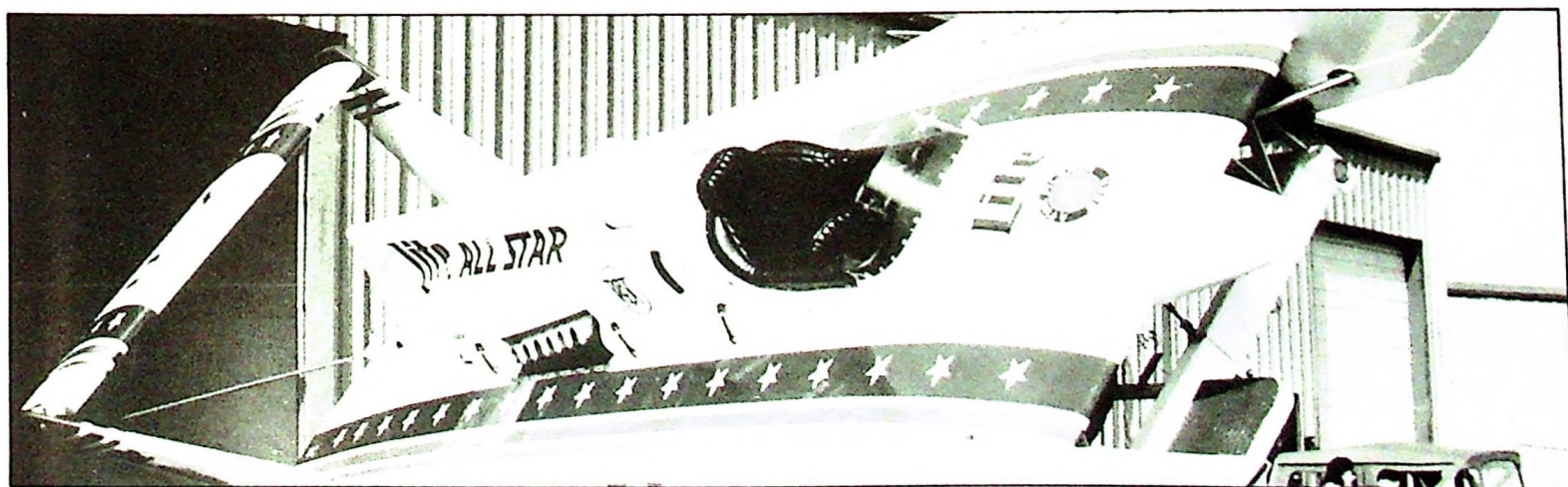
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Miss U.S., 1975, Tom D'Eath,
108.974

15 Mile Heat, 2½ mile course

Atlas Van Lines, 1977, Bill Muncey,
114.869

2½ Mile Lap

Atlas Van Lines, 1980, Bill Muncey,
133.730

5 Mile Qualification Average,

2½ mile course

Atlas Van Lines, 1977, Bill Muncey,
125.435

2½ Mile Qualification Lap

Atlas Van Lines, 1982, Chip Hanauer,
139.969

2½ Mile Course Records (through 1983)

2½ Mile Qualification

Atlas Van Lines, 1982, Seattle,
Chip Hanauer, 140.801

2½ Mile Competition Average

Miss Budweiser, 1982, Houston,
Jim Kropfeld, 135.338

15 Mile Heat Average

Miss Budweiser, 1983, Houston,
Jim Kropfeld, 125.494

60 Mile Race

Miss U.S., 1975, Tri-Cities,
Tom D'Eath, 108.728

18 Years of Tri-Cities Winners

YEAR	DRIVER	BOAT	SPEED
1983	Jack Schafer, Jr.	AMERICAN SPEEDY PRINTING	111.077
1982	Tom D'Eath	THE SQUIRE SHOP	110.348
1981	Chip Hanauer	THE SQUIRE SHOP	120.968
1980	Bill Muncey	ATLAS VAN LINES	128.571
1979	Bill Muncey	ATLAS VAN LINES	121.011
1978	Ron Synder	MISS BUDWEISER	109.462
1977	Bill Muncey A.P.B.A. GOLD CUP	ATLAS VAN LINES	112.383
1976	Bill Muncey	ATLAS VAN LINES	109.141
1975	George Henley A.P.B.A. GOLD CUP	PAY 'N PAK	107.185
1974	George Henley WORLD CHAMPIONSHIP	PAY 'N PAK	110.276
1973	Dean Chenoweth A.P.B.A. GOLD CUP	MISS BUDWEISER	107.752
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

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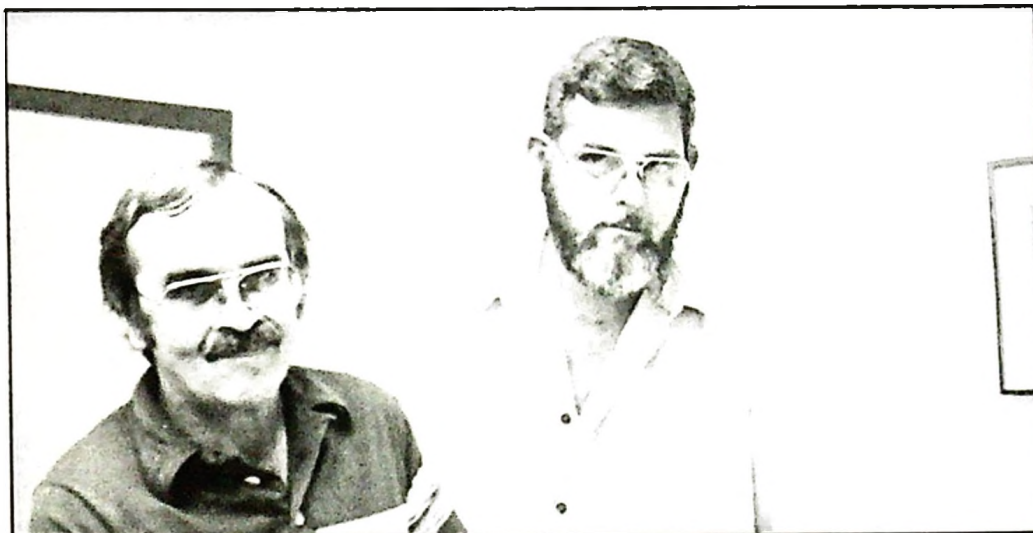
The course that was established for the first unlimited hydroplane race on the Columbia River in 1966 is exactly the same course that will be used for the 1984 Budweiser APBA Gold Cup. 19 years later. The accuracy of the course is due in great part to the volunteer help of Grow Engineering in surveying the course.

Last year the course was changed to a 2-mile course. Grow Engineering used its computers to design the course so that it would fit within the configurations of the 2½-mile course.

This year, with the switch back to the 2½-mile course, Grow Engineering reversed the operation and double-checked the previous figures to insure the accuracy of the course.

Prior to the race each year, Grow Engineering also works with the race committee and divers in setting the anchors and course markers.

Bob Grow, left, and Tom Wessels, of Grow Engineering, work each year surveying and setting the Columbia River course.



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K.O.N.A. Honored

K.O.N.A. Radio was named the Regional Radio Station of the Year (1983) by the Unlimited Racing Commission at its annual Awards Banquet held in Miami, Fla., in February.

The U.R.C. noted in its press release that "the men in orange" provided a superior effort in promoting the event for 1983.

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Gold Cup Firsts & Records

The first power boat race of any importance was the 1903 Harmsworth International Regatta at Queenstown, Ireland. An English boat defeated a French craft at a speed of 19.530 miles per hour.

The first (and only) driver to win five consecutive Gold Cup races was Gar Wood. Named after two U.S. Presidents, Garfield Arthur Wood took first place in 1917-18-19-20-21.

The first (and only) driver to win eight Gold Cup races is Bill Muncey who was victorious in 1956-57-61-62-72-77-78-79.

After Gar Wood's five straight Gold Cup wins from 1917 to 1921, only one other boat has won five in a row. The boat, the 4th and 5th of a series of hydro names, was owned by Stan Sayres of Seattle and was called "Slo-Mo-Shun 4 and 5."

The Tri-Cities' course still holds one record from its Gold Cup of 1975. In it, Tom D'Eath piloted his Miss U.S. to a race (60 miles) average of 108.728 mph on a 2½-mile course.

Three different boats and three different drivers have won the previous three Gold Cups hosted in the Tri-Cities. In 1973, Dean Chenoweth drove the Miss Budweiser to victory. In

1975, it was George Henley aboard Pay 'n Pak. Finally, the last Gold Cup here in 1977 saw Bill Muncey pilot the Atlas Van Lines to victory.

Before corporate sponsors were allowed on a hydroplane, boat owners thought up their own names to place on the hulls. Believe it or not, the following names won Gold Cups: "Miss Ankle Deep," "PDQ 2," and "Miss Hotsy Totsy."

The winner of the first Gold Cup was a 59-ft boat called "Standard." In that 1904 year, however, two Gold Cups were held. In September, a boat called "Vingt Et Un" won. The name is French for the number 21.

When Gar Wood won his five consecutive Gold Cups, he did it driving two different hydroplanes. One was the Motor City, "Miss Detroit," and the second was a beauty queen, "Miss America."

The average speed for "Standard's" 1904 win in the first Gold Cup was 23.0 mph.

The first Gold Cup used a different scoring system than the one employed today. In 1904, a boat won one point for each heat started and one point for each boat defeated. The winning total in 1904 was seven points.

The Gold Cup's first four years, from 1904-1907, utilized a handicap system where power and size of the boat gave that particular craft time allowances. In other words, if a small boat with a small engine came in second to a bigger boat with more horsepower, the small boat would be compensated for the bigger boat's advantage in speed. The results were that the winners in the 1905, 1906 and 1907 races (Chip I, Chip II, and again Chip II) won via corrected time, while other boats ran faster and lost.

In the Gold Cup races of 1914, 1915 and 1953, two different drivers raced in different HEATS in ONE BOAT to win the Gold Cup. In 1953, Joe Taggart and Lou Fageol piloted "Slo-Mo-Shun 4" to Gold. In 1914, Bob Edgren ran in the first and third heats, and Jim Blackden, Jr., who was the owner's son, raced in the second heat, resulting in a Gold Cup victory for "Baby Speed Demon II." Finally, in 1915, "Miss Detroit" won using Jack Beebe and Johnny Milot as drivers. Milot got seasick in the first heat and Beebe was forced to drive! Milot came back to race in the 2nd and the 3rd heats, however, securing "Miss Detroit's" victory.



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Past National Champion Drivers

1952-1983

YEAR/DRIVER/BOAT

- 1983 **Chip Hanauer**
ATLAS VAN LINES
- 1982 **Chip Hanauer**
ATLAS VAN LINES
- 1981 **Dean Chenoweth**
MISS BUDWEISER
- 1980 **Dean Chenoweth**
MISS BUDWEISER
- 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 (5)
- 1971 **Dean Chenoweth**
MISS BUDWEISER (6)
- 1970 **Dean Chenoweth**
MISS BUDWEISER (6)
- 1969 **Bill Sterett, Sr.**
MISS BUDWEISER (6)
- 1968 **Billy Schumacher**
MISS BARDAHL (5)
- 1967 **Billy Schumacher**
MISS BARDAHL (5)
- 1966 **Mira Slovak**
TAHOE MISS (3)
- 1965 **Ron Musson**
MISS BARDAHL (3)
- 1964 **Ron Musson**
MISS BARDAHL (3)
- 1963 **Bill Cantrell**
GALE V (3)
- 1962 **Bill Muncey**
MISS CENTURY 21
- 1961 **Bill Muncey**
MISS CENTURY 21
- 1960 **Bill Muncey**
MISS THRIFTWAY (3)
- 1959 **Bill Stead**
MAVERICK (1)
- 1958 **Mira Slovak**
MISS BARDAHL
- 1957 **Jack Regas**
HAWAII KAI III
- 1956 **Russ Schleeh**
SHANTY I
- 1955 **Lee Schoenith**
GALE V/WHA HOPPEN TOO
- 1954 **Lee Schoenith**
GALE V (1)
- 1953 **Lee Schoenith**
GALE II
- 1952 **Chuck Thompson**
MISS PEPSI (2)



John Allan has run the official clock on the Columbia River unlimited hydroplane race course for many years. He also wires the official barge.

Gold Cup Speed Records



60 mile race, 2½ mile course

Miss U.S., Tri-Cities, WA, 1975.
Tom D'Eath. **108.974**

15 mile heat, 2½ mile course

Miss Budweiser, Seattle, WA, 1981.
Dean Chenoweth. **123.814**

2½ mile lap

Miss Budweiser, Seattle, WA, 1981.
Dean Chenoweth. **127.728**

5 mile qualification average, 2½ mile course

Miss Budweiser, Seattle, WA, 1981.
Dean Chenoweth. **139.212**

2½ mile qualification lap

Miss Budweiser, Seattle, WA, 1981.
Dean Chenoweth. **140.187**

*NOTE: The Gold Cup Regattas in the years 1968 and 1972 were contested on race courses that were not approved for records.

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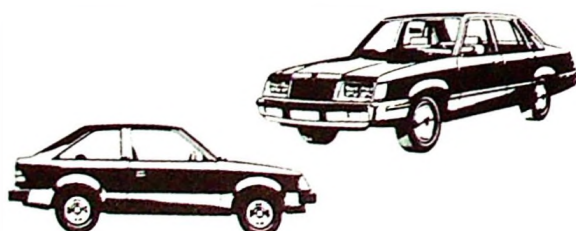
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Primary fire protection for the unlimited hydroplanes in the pit area is provided by Benton County Fire Protection District No. 1. There are five fire protection districts in Benton County and District No. 1 has responsibility for the area surrounding Kennewick. District 1 has 4 stations,

120 volunteer firemen and 4 volunteer chiefs. Fire-fighting equipment manned by District 1 personnel is located in the pit area during time trials and on race day. Included is a chemical truck used specifically in areas where flammable liquids are involved.



Pictured above are: front row, left, Pat Kirk and Arlene Gauntt. Back row, left to right, Chief Gary Strawn, Kip Wood, Tim Hayes, Neil Hines, Kern Gauntt and Brian Cartwright.

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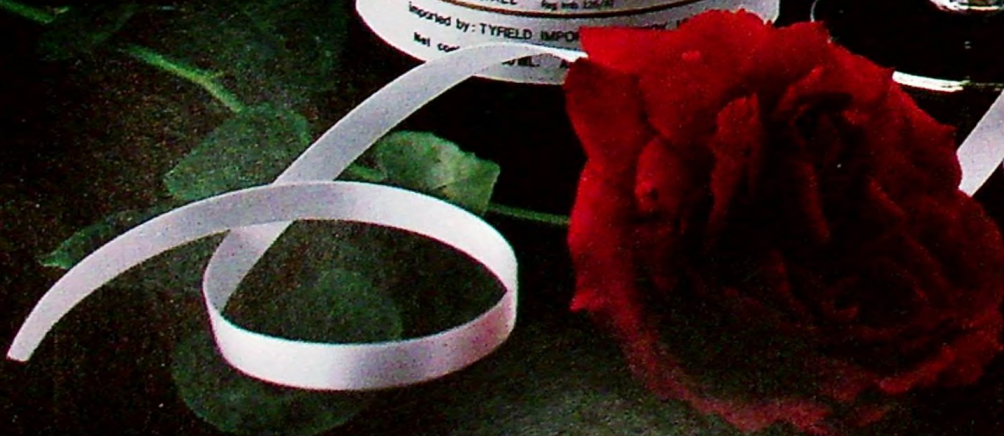


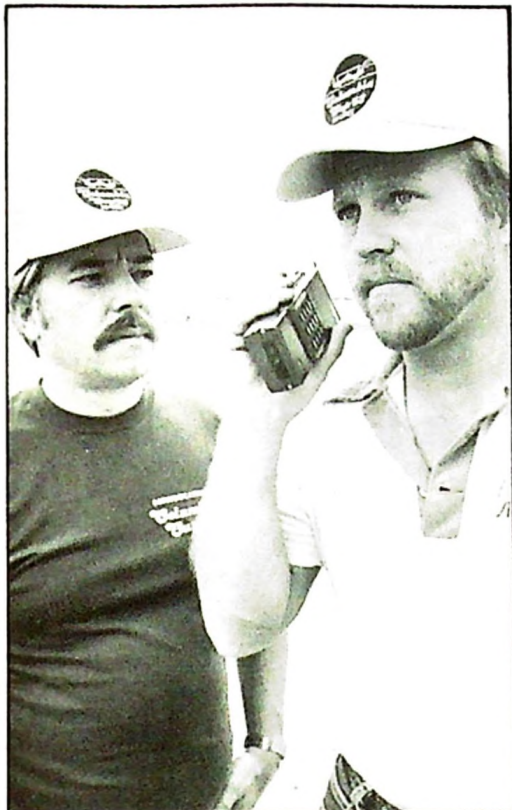
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Try The Ultimate





Members of the Tri-City Amateur Radio Club assisting with the Gold Cup are Dick Yeager, left, and Brian Nielson. Nearly 60 amateur operators are involved in communication during race week. They link communication between patrol boats, the referee, the official boats and coordinate first aid communication.

Owners' Career Victories Box Score (1946 - 1983)

Owner	Wins
Bernie Little	45
*Bill Muncey	29
Joe & Lee Schoenith	27
*Ole Bardahl	27
Dave Heerensperger	25
*Willard Rhodes	18
*Bill Waggoner	12
George Simon	12
*Walt & *Roy Dossin	11
*Horace Dodge, Jr.	9
*Henry & Edgar Kaiser	9
Fran Muncey	8
*Bill Harrah	8
*Stan Sayres	7
J. Gordon Thompson	7
*Guy Lombardo	6
*Jack Schafer, Sr.	6
Milo & Glen Stoen	6
Bob Steil	5
Miss Madison, Inc.	4
Leslie Rosenberg	4
*Stan Dollar	3
*Albin Fallon	3
Bill Boeing, Jr.	3
*Chuck Thompson	3
*Herb Mendelson & Shirley Mendelson McDonald	3



Joe Mascari	2
Jim Herrington	2
Jim Ranger	2
Ernie Wilson	1
Ed Gregory & *Ed Schoenherr ...	1
Sam DuPont	1
Bill Sterett, Sr.	1
Bob Fendler	1
Bill Bennett & Bill Pennington ..	1
Bob Taylor	1
Jerry Schoenith	1

*Deceased

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Crew Chiefs' Victories Box Score (1946 - 1983)

Name/Boat	Wins
1. Jim Lucero Pay 'n Pak 1971-75, 1982 & Atlas Van Lines 1976-79	45
2. *Jack Ramsey Shanty I 1956, Miss Thriftway 1957-60, Miss Century 21 1961-62 & Miss Thriftway 1963	19
3. George McKernan Miss U.S. I 1958, Miss Exide 1963-65 & Miss Budweiser 1967-71 ...	19
4. Jerry Zuvich Miss Bardahl 1967-68, Weisfield's 1975, Olympia Beer 1976 & The Squire Shop 1980-82 ...	18
5. Dave Culley Miss Budweiser 1978-83 ...	17
6. Tom Frankhouser Miss Budweiser 1973-77 ...	14
7. *Mike Welsch Slo-Mo-Shun IV 1950-53 & Hawaii Kai III 1956-58	12
Leo Vandenberg Miss Bardahl 1962-65	12
8. *Chuck Thompson Miss Pepsi 1950-52, Short Circuit 1957 & Miss Detroit 1969-70	11
9. Jim Kerth Notre Dame 1966, Atlas Van Lines 1971-72, Miss U.S. 1975 & Miss Renault	11
10. Jim Harvey Miss Circus-Circus 1979, Atlas Van Lines 1982-83	9
11. Ricky Iglesias Maverick 1958-59	8
12. Bud Meldrum Gale IV 1954-55, Gale V 1954-55, Gale VI 1956 & Notre Dame 1964	8
13. Dave Seefeldt Miss U.S. 1966-69 & Atlas Van Lines 1980-81	8
14. Ed McKenzie My Sweetie 1949-50	7
15. Vic Leghorn Miss Supertest II 1957-58 & Miss Supertest III 1959-61 ...	6
16. Bill Cantrell Such Crust V 1953, Myr's Special 1969 & Myr Sheet Metal 1970	6

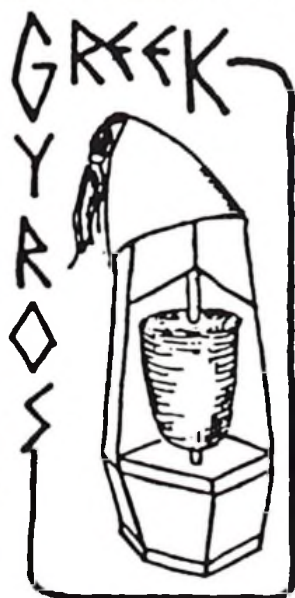
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Sponsor's Career Victories

1. Anheuser-Busch/Budweiser Beer 1966 - 1983	45
2. Atlas Van Lines, Inc.* 1971 - 1983	45
3. Bardahl Manufacturing Corporation 1958 - 1968	27
4. Pay 'n Pak Corporation/ Eagle Electric 1968 - 1982	25
5. Associated Grocers/ Thriftway Stores 1956 - 1963	18
6. U.S. Equipment Company 1955 - 1976	12
7. Pepsi Cola Bottlers of Michigan 1947 - 1952	11
8. Harrah's Club 1963 - 1966	8
9. Supertest Petroleum 1956 - 1961	7
10. Schafer Bakeries/ Such Crust Bread 1948 - 1957	6
11. The Squire Shop 1969 - 1982	5
12. Exide Batteries 1963 - 1965	4
13. City of Madison, Indiana 1965 - 1971	3

*The ATLAS VAN LINES sponsorship total of 45 victories represents the combined winnings of three separate ownerships. The Joe Schoenith/Atlas Van Lines team won 8 races in 1971-72. The Bill Muncey/Atlas Van Lines organization won 29 races in 1976-77-78-79-80-81. In 1982-83, Fran Muncey (Bill's widow) became an owner in her own right and won 8 races.



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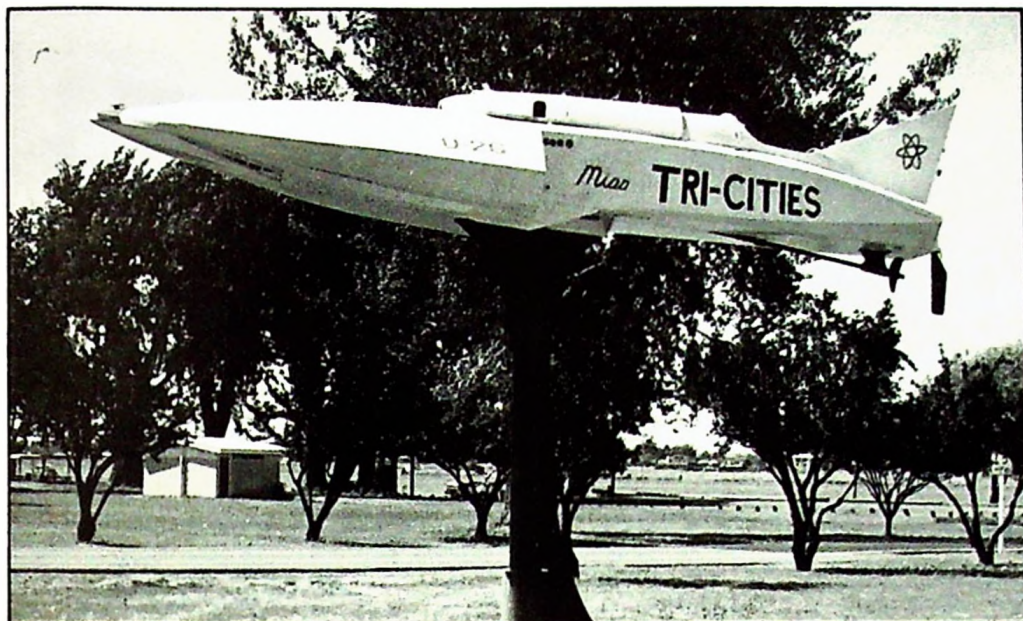
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Miss Tri-Cities Hydroplane Restored

The Miss Tri-Cities hydroplane which is now suspended on a pole in Columbia Park has been re-painted by the Columbia Basin A.B.A.T.E. Club in time for this year's Gold Cup.

The group found a picture of the boat in a 1969 program and repainted the boat according to those colors. The project took the group over 55 hours of volunteer labor.

A.B.A.T.E. is an organization of motorcycle enthusiasts who promote

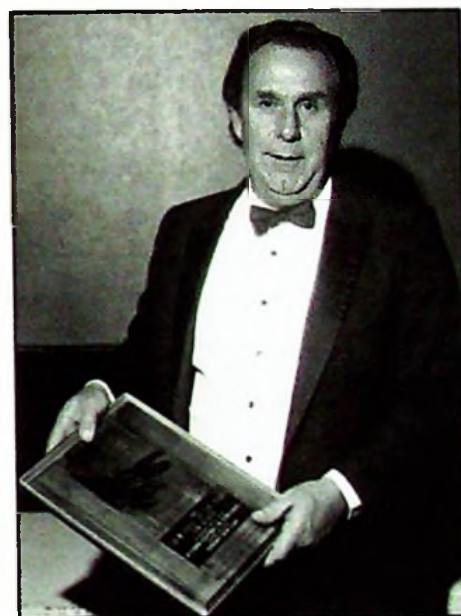
motorcycle safety and awareness. The Columbia Basin group has been organized for nearly two years.

Why take on such a big project?

According to club member Teresa Moya, "We were looking for a community project. During the winter we hold our meetings in Columbia Park at the Kiwanis, and we all would drive by the Miss Tri-Cities. We decided to take on the project of painting the boat."

1984 Race Schedule

Date	Location
June 10	Miami, Fla.
June 17	Syracuse, N.Y.
July 1	Evansville, Ind.
July 8	Madison, Ind.
July 15	Detroit, Mich.
July 29	Tri-Cities, Wash. GOLD CUP
August 5	Seattle, Wash.
Sept. 16	San Diego, Calif.
Sept. 30	Lake of the Ozark, Mo.
Oct. 7	Houston, Texas



Tri-Citian Jim Kerth, crew chief of the Miss Renault, was named 1983 Crew Chief of the Year by the Unlimited Racing Commission. Kerth, a 20-year veteran of the unlimiteds, served as crew chief for the Tri-Cities-based Miss Thousand Trails, owned by Ken Thompson. Kerth joined the Renault team in 1983.

Boat Designers Box Score (1971 - 1983)

1. Ron Jones	64
2. Jim Lucero	34
3. Fred Dube/Bill Cantrell	8
4. Dave Knowlen	6
5. Ed Karelsen	2
6. Les Staudacher	2
7. Jon Staudacher	1
TOTAL RACES	117



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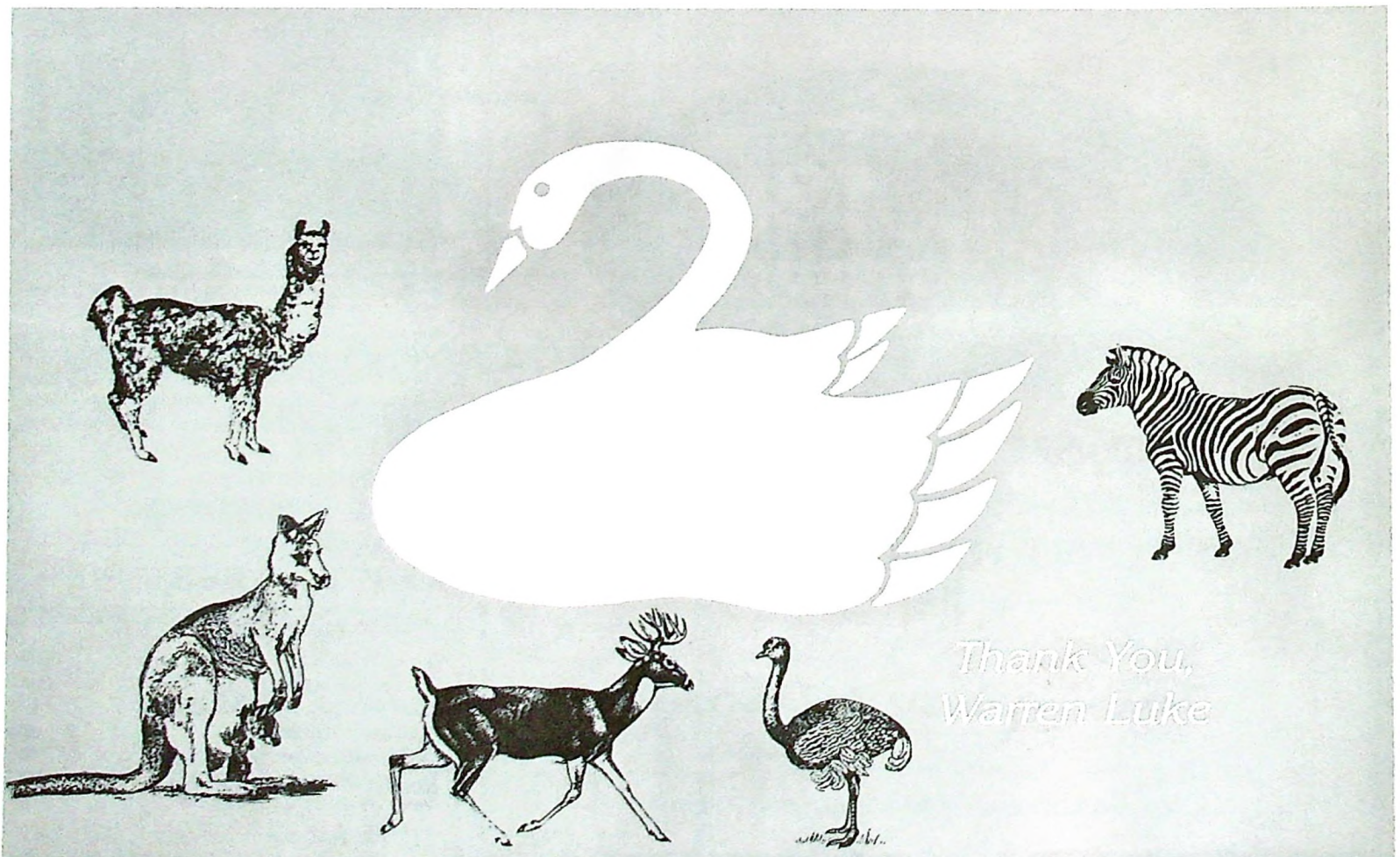
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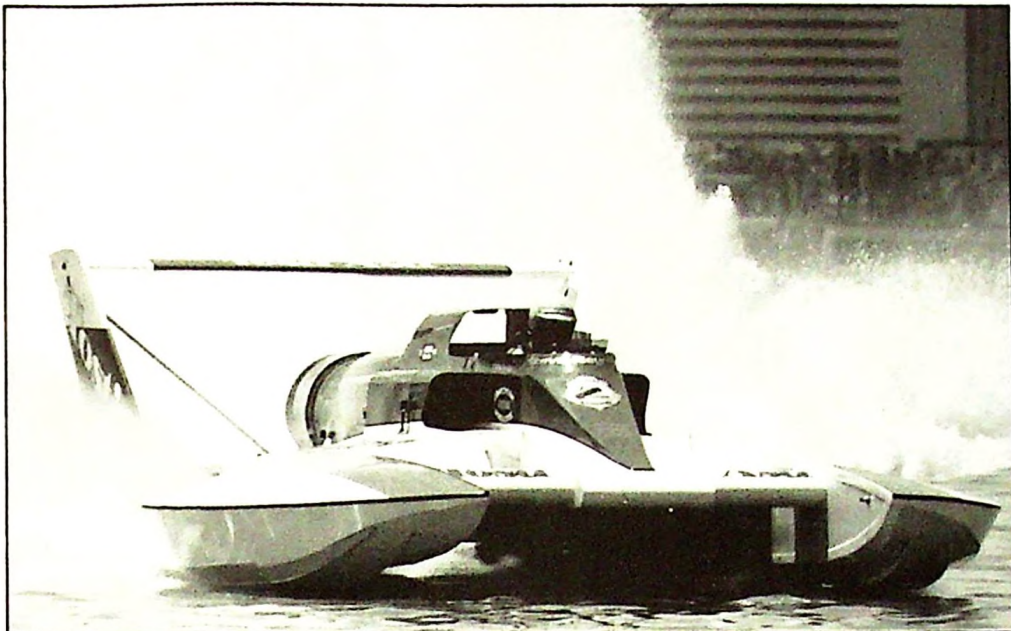
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Unlimited Hydroplane Honor Roll (5 or more wins)

-
-
-
- | | |
|---|----|
| 1. Atlas Van Lines (9th)
(1977-81): | 24 |
| 2. Pay 'n Pak (4th)/Atlas Van
Lines (8th)/Miss Rich Plan (1st)
(1973-83): | 22 |
| 3. Miss Budweiser (12th)
(1980-83): | 16 |
| 4. Miss Thriftway (3rd)/Miss
Century 21
(1960-63): | 14 |
| 5. Pride of Pay 'n Pak (3rd)/
Miss Budweiser (7th)
(1971-75): | 14 |
| 6. Miss Bardahl (6th)
(1968-71): | 12 |
| 7. Miss Budweiser (6th)
(1968-71): | 11 |
| 8. Hawaii Kai III
(1956-60): | 10 |
| 9. Miss Bardahl (5th)
(1967-68): | 10 |
| 10. Miss Pepsi (2nd)
(1950-52): | 8 |
| 11. Atlas Van Lines (5th)
(1971-72): | 8 |
| 12. Atlas Van Lines (10th)
(1982-83): | 8 |
| 13. Miss Wahoo/Wahoo/
Miss Exide (2nd)
(1957-65): | 7 |
| 14. Tahoe Miss (3rd)
(1964-66): | 7 |
| 15. My Sweetie (1st)
(1949-50): | 6 |
| 16. Tempo VII/Short Circuit (2nd)/
Miss Detroit (1st)
(1955-60): | 6 |
| 17. Miss Budweiser (8th)/
American Speedy Printing (2nd)
(1976-83): | 26 |
| 18. Gale V (1st)
(1954-55): | 5 |
| 19. Maverick (2nd)
(1959): | 5 |
| 20. Miss Bardahl (2nd)
(1958-61): | 5 |
| 21. Myr's Special/
Myr Sheet Metal (1st)
(1969-70): | 5 |

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The Role of Public Ports:

Public port districts in Washington State are the primary agencies dealing with economic development at the local level. Port districts have broad authority to encourage development of industry, commerce, trade and recreational facilities. They can develop property for industrial use and can lease and sell land, buildings and facilities to private industry. They are formed for acquisition, construction, maintenance and operation of harbor improvements, rail, air, water and motor vehicle transfer and terminal facilities, and industrial improvements. Port districts also have the power to issue revenue bonds for the acquisition or construction of various improvements.

Tri-Cities Port Districts Offer:

- Multi-Modal Transportation
- On Columbia River:
 - Direct Link to Deep Water Ports
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- Burlington Northern Railroad Mainline Service
- Union Pacific Railroad Service
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- General Aviation Airports
- Heavy & Light Industrial Property
- Industrial Parks
- Airport Industrial Property
- Warehouse/Industrial Buildings
- Office Parks
- Office & Warehouse Incubator Rates
- IDRB Financing
- Development Assistance
- Permit Acquisition Assistance

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Dave Dickerson, Vice-Pres.
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COMMISSIONERS

PORT OF PASCO

James L. Hayles, President
A. Richard Banks, Vice-Pres.
James W. Rogers, Secretary

FOR MORE INFORMATION CONTACT:

Jay D. Holman, Manager
PORT OF BENTON
2952 George Washington Way
Richland, Washington 99352
(509) 375-3060

Sue Watkins, Manager
PORT OF KENNEWICK
One Clover Island
Kennewick, Washington 99336
(509) 586-1186

Paul L. Vick, Manager
PORT OF PASCO
P.O. Box 769
Pasco, Washington 99301
(509) 547-3378





triCities for industry facts:

Richland-Kennewick-Pasco, Washington

Tri-Cities Regional Research Bureau

The Tri-Cities Regional Research Bureau was created as a cooperative effort to compile and publish facts about the Tri-Cities to support continued successful economic development. Research Bureau membership includes representatives of both private and public interests throughout the Tri-Cities region. The goals of the Research Bureau are to develop and maintain a comprehensive regional profile and to enhance cooperation among the entities in the community that actively promote economic development.

City of West Richland
3805 Van Giesen Street
West Richland, WA 99352
(509) 967-3431

Pasco Chamber of Commerce
Post Office Box 550
Pasco, WA 99301
(509) 547-9755

Richland Chamber of Commerce
Post Office Box 367
Richland, WA 99352
(509) 946-1651

City of Kennewick
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Kennewick, WA 99336
(509) 586-4181

City of Pasco
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(509) 545-3441

City of Richland
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(509) 943-9161

Tri-Cities Chamber of Commerce
Post Office Box 2322
Tri-Cities, WA 99302
(509) 735-1000

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triCities facts: for industry

Fourth Largest Metropolitan Area in Washington State

Choice locations are available for high technology, light manufacturing and heavy manufacturing. The Tri-Cities combines rail, highway, river, and air transportation facilities needed to move products to both domestic and Pacific Rim markets. A highly trained labor pool works at competitive wages and the region has an abundant supply of electrical energy at prices far below those in most other areas of the United States.

We are a high technology research and production center, a major chemical production area and the hub of an agricultural area that includes over 500,000 irrigated acres.

The Tri-Cities is comprised of the cities of Richland, Kennewick, Pasco and West Richland together with the surrounding communities in Benton and Franklin Counties. With a population of nearly 150,000, this is the fourth largest metropolitan area in Washington State.

The Tri-Cities is at the confluence of the Columbia, Snake, and Yakima Rivers. Because we are east of the Cascade Mountains, we enjoy over 225 days of sunshine. Our weather is comparable to that of many sunbelt cities since we have moderate summer and winter temperatures and low rainfall.

Our community has a labor pool that includes over 5000 engineers, scientists and computer specialists. Together with a strong reserve of assembly, food processing and manufacturing workers, the Tri-Cities offers a balanced labor force that works for competitive wages.

World-Ranked Wheat, Potato, and Apple Producing Areas

Surrounding us are world-ranked wheat, potato, and apple producing areas and a diverse industrial community.

The Tri-Cities is the focal point for regional marketing and distribution. Services include the processing and shipment of crops grown in the Columbia Basin and surrounding counties. The Tri-Cities supplies these areas with agricultural chemicals and machinery.

A Center for High Technology

Adjacent to the Department of Energy's Hanford Site, the Tri-Cities is a center for high technology industry and pace-setting research in the energy, medical, and nuclear fields. Acoustic devices, robotics, computer modules, and printed circuit boards are all manufactured here.

Multimodal Transportation Service is Available Year-Round

An excellent transportation network serves the Tri-Cities region. Jet service for passengers and cargo is available to major cities throughout the United States. Distribution is made easier as we are one of the few locations in the West to be served by both the Burlington Northern and Union Pacific railroads.

Multimodal transportation service is available year-round from two rail lines, major air carriers, highways and the Columbia-Snake system to transship goods directly to Pacific Rim destinations at a time savings when compared to San Francisco or Los Angeles. Interstate highways and major state routes link the Tri-Cities with market areas throughout the region and the United States. Goods are within first-morning distance of all northwest markets and second-morning distance from most markets in the West.

Over 10,000 Acres are Currently Zoned for Industrial Use and are Available

A variety of industrial sites are available. Sites can be purchased or leased from cities, ports and private owners and are in both the urban area and less populated areas of the two-county region.

Over 10,000 acres are currently zoned for industrial use and are available to industries in the Tri-Cities area. This acreage is included in 37 industrial parks and sites, and range in size from small acreage sites to those with over 100 acres. Site information is available on request.

Land is available and suited for electronic assembly plants; high technology campus settings; food processing; warehouse distribution; and indus-

tries needing airport locations or access to heavy rail or river transportation.

Land, Financing Programs, and Development Incentives

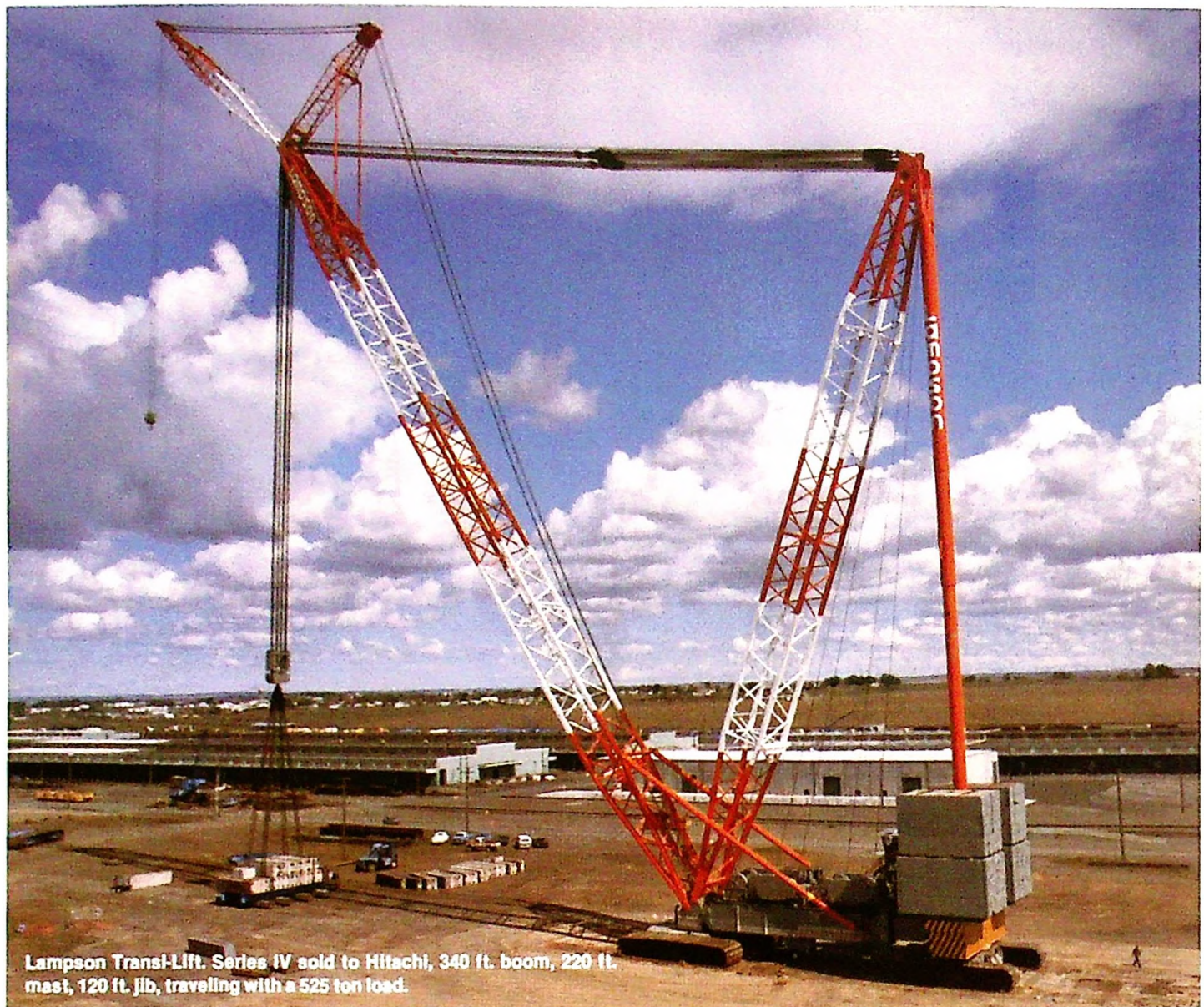
Cities, port districts and many private firms can assist you to find the land you need. Financial institutions are ready to help with packaging the finances needed for development and operation. Experienced local agencies will assist you with the processing of permits and acquiring funding assistance from local, state and federal sources. The basic factors that encourage economic development, land, financing programs, and development incentives are all available in the Tri-Cities.

The Tri-Cities is a Good Place to Live

One of the best places to live in the Pacific Northwest if you like sun and water, two-thirds of our days are sunny. The Tri-Cities is a good place to live for other reasons too. Tri-Cities schools have been awarded presidential certificates for academic excellence not just for state performance, but for their being among the highest quality high schools in the nation. A multi-institutional center, the Joint Center for Graduate Study provides both graduate and undergraduate degrees locally. Columbia Basin College offers a variety of programs to meet the diverse educational needs of the Tri-Cities. Over 100 programs and service agencies actively serve the needs of Tri-Cities residents.

Outdoor activities are popular and easy to take part in. With the Columbia, Snake and Yakima Rivers at the Tri-Cities, skiing, fishing, boating, are all close and can be enjoyed during all seasons. Hunting, hiking, and camping are all nearby.

Columbia Center is the fifth largest regional shopping center in the state and the largest in Eastern Washington. Hydroplane races on the Columbia River are on the national circuit. Wines made by Tri-Cities area wineries are consistent medal winners in national and international competitions. Three regional hospitals and 24 out-patient clinics serve the Tri-Cities communities.



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triCities facts: for industry

The Tri-Cities is in an advantageous location. It is at the hub of distribution into and from the Inland Empire of the Pacific Northwest. Centrally located to over 500,000 acres of irrigated land, it is also at the confluence of the Columbia and Snake Rivers.

The Tri-Cities is adjacent to the Department of Energy's Hanford site. This area is the heart of one of the nation's most important high technology industrial communities.

Quality of Life

The Tri-Cities' mild year-round temperatures and large number of sun-filled days has earned it the nickname "Sunshine Capital of the Northwest." Approximately 225 days per year are sunny and air pollution in the Tri-Cities is nearly non-existent.

Demographics

The Richland-Kennewick-Pasco area, or the Tri-Cities Metropolitan Statistical Area (MSA) of the U.S. Census, ranked as one of the nation's fastest growing metropolitan areas between 1970 and 1980. According to the 1981 Survey of Buying Power, of the nation's 25 most rapidly growing metropolitan areas, only the Tri-Cities and Boise MSAs, ranking 13th and 12th respectively, are located in the northern portions of the United States (north of California). The 1980 Tri-Cities MSA population of 144,469 represented a 54.8 percent increase over the 1970 population of 93,356. Over half of the population increase over the 1970s was due to in-migration.

The Tri-Cities MSA has a population considerably younger than other counties and the state as a whole with a median age of 27.4 years in 1980 compared to the state median age of 29.8 years. The population is now concentrated in the age group younger than 15 (33.9%) and the group

between 25 and 44 (23.7%)

The median family income for the Tri-Cities MSA is higher than the statewide median family income and most other MSAs in Washington.

Industrial Base

The Tri-Cities is home for a diverse blend of industry that includes those companies forming the leading edge of nuclear, medical, and energy related research and those industries serving an irrigated and dry-land agricultural base on a par with any in the United States. In between are medical technology industries, service industries and research and development firms.

Labor Force

The Tri-Cities labor market contains one of the most uniquely qualified pools of skilled labor within the nation. From a local occupational study conducted in 1982, it was found that Tri-Cities industries employed 3,010 engineers, 740 scientists, 2,240 technicians and 260 computer specialists.

For engineers alone, the number locally was approximately 220 percent higher than the national average per total nonfarm employment. This local occupational composition reflects the research and development orientation of firms associated with the Department of Energy (DOE) Hanford site.

Tourism

Tourism is a thriving industry in the Tri-Cities as it is elsewhere in the state of Washington. The state through the Department of Commerce and Economic Development has an ongoing, aggressive Tourist Development program. The convention business in the Tri-Cities has shown a steady growth since 1970. There were 175 conventions in the Tri-Cities in 1972, bringing 42,000 delegates and nearly \$7.5 million in revenue into the Tri-Cities communities.

Utilities

Electrical power rates in the Tri-Cities are among the lowest in the United States. Power rates in the Tri-Cities are near the average for power rates charged throughout the states.

Electricity is provided in the Tri-Cities by four public utilities. These are:

Benton County Public Utility District

Benton Rural Electrical Association

Franklin County Public Utility District

City of Richland, Energy Services Department

Richland Chamber of Commerce

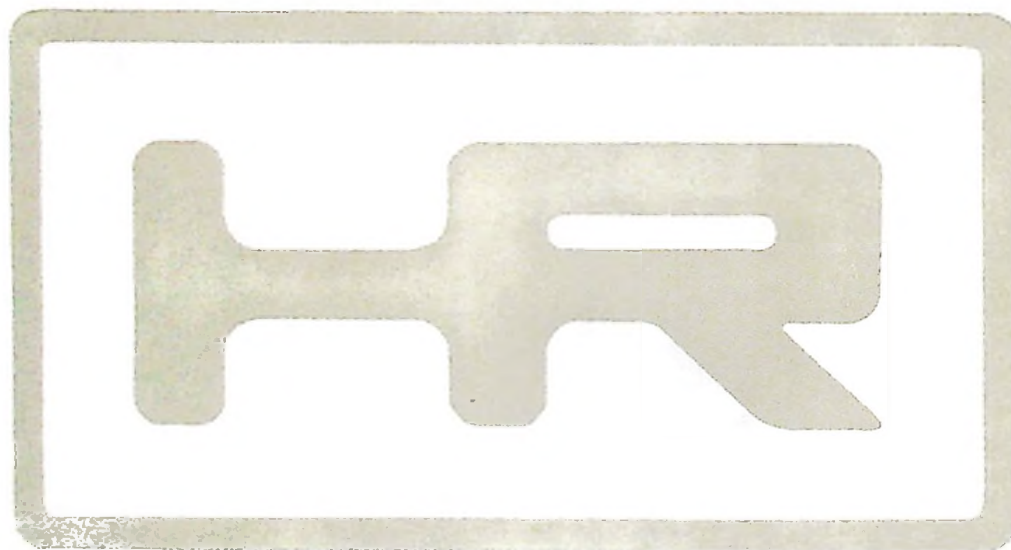
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Preserving the History of a Sport

The preservation and presentation of the sport of unlimited hydroplane racing is now underway in Seattle with the building of "The Unlimited Hydroplane Hall of Fame Museum."

The museum "is a non-profit, non-sponsored and totally independent legal corporation, complete with by-laws," said Bob Williams, who serves as the groups president. "We hope to open the museum with at least five restored hydro boat hulls. We envision a drivers' row with as many as 50 mannequin drivers in full uniform, dating back to the Gar Wood era, a movie and slide room to preserve and perpetuate hydroplane history through film and video tape, and a tape room to preserve it in sound.

The primary purpose of the corporation, as set forth in the articles of incorporation, is "to exhibit memorabilia reflecting the sport of unlimited

hydroplane racing and to recognize the participants in this sport.

A Phase I goal to raise \$10,000 during 1983 was rapidly achieved and then surpassed as a sum of over \$24,000 was raised. Phase II is to locate a suitable building, which will be decorated with literally thousands of photographs, illustrating the lore and legends of Thunderboat racing.

Six hulls have already been purchased for the museum, including the three-time National Champion "Green Dragon" Miss Bardahl (purchased for only \$1); the U-70 Atlas Van Lines (donated by O.H. Frisbee); the Slo-Mo-Shun V; the third Miss Thriftway; Gale's Roostertail; and the 1958 Gale V.

Those wanting more information about the museum should write Unlimited Hydroplane Museum, P.O. Box 48342, Seattle, WA 98148.



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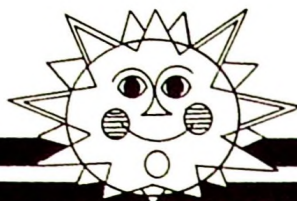
- 24 Hour Non-Emergency Patient Transports
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Water Follies EVENTS

The 1984 Festival: It's a Boat Race and So Much More!

Each year the Tri-City Water Follies community festival continues to grow; and, the 1984 version is no exception. Over 40 events are now a part of the 10 days of activities, with everything from art to airplanes, from a parade with floats from throughout the Northwest to a parade just for kids, from a Waiter's Day Race to the Cavalcade of Drums, from the fastest racing boats in the world to their radio-controlled miniature counterparts, to sporting events of all types.

The Water Follies festival has grown to be the third largest festival in the Northwest, behind only Seattle's Seafair and Portland's Rose Festival.

This year the festival began with the Tri-City Water Follies Air Show '84 on July 7-8; it culminates with the world's most prestigious boat race, the Gold Cup for unlimited hydroplanes on July 29. And, in between, there are plenty of events, offering the proverbial "something for everyone." Many of the events are offered free to spectators; many of the events could not take place without the support of the Water Follies Association.

Each year the three communities on the banks of the Columbia River come alive with activities and events. And you're invited to enjoy them all!

This is the 19th year that the fastest racing boats in the world have come here to race... and, it's so much more!

Children's Theatre

"The Reluctant Dragon," a special live theatre for children, will be presented on July 21, 23, and 24. The play will be presented at the Hanford Auditorium at 7:30 p.m. all three evenings.

The play was presented 12 years ago to overflow crowds.

Tickets are \$1 for children and \$2 for adults.

Water Follies Dance

Kennewick High Instrumental Music Boosters and OK-95 Radio are sponsoring the first Water Follies Dance on July 21.

The dance, for ages 14 to 20 (high school and college age) will be held at the Benton-Franklin County Fairgrounds in Kennewick from 8 p.m. to 12 midnight.

Tickets are \$4 per person and are available at Lyle's Corner Drug in Kennewick; Shields in Pasco and BB&M in Richland.



Waiter's Day Race

You have your chance to cheer a team from your favorite restaurant during the 3rd Annual Stuart Anderson's Black Angus Waiter's Day Race on Saturday, July 21, beginning at 10 a.m. The race will take place on an obstacle course between 18th and 20th on Bonneville Street in Pasco.

When the gun goes off, the first member of each restaurant team will uncork a bottle of wine, pour its contents into four glasses which are on a tray and then walk/run through a two-block course. The course includes such maneuvers as going up and down stairs, around chairs, walking backward and more! But getting to the finish line first does not guarantee a team victory. The winning team is determined equally on time and the amount of liquid remaining in the glasses of the four-person team.

The public is encouraged to come to cheer their favorite team!



Dart Tournament

Darters from the Pacific Northwest and Canada will be competing for trophies and prize money totaling over \$3,000 during the Water Follies Dart Tournament July 20 through 22.

Up to 150 participants are expected for the event which is open to any darter. The competition will include both single and team events.

The tournament will take place at the Rivershore Motor Inn in Richland. Spectators are invited; there is no charge for admission.

Chess Tournament

Up to 100 chess players from the Northwest and California are expected for the 1984 Gold Cup Chess Tournament on July 21-22.

Sponsored by the Tri-City Chess Club and the Water Follies, the tournament will be divided into divisions from expert to beginning players. Up to \$1,500 in prizes will be awarded.

Chess players may sign up at the tournament or in advance. Registration will begin at 8 a.m. on Saturday, July 21, at the Harry Kramer Center in Richland.

Wheelchair Basketball

The 3rd Annual Water Follies Wheelchair Basketball Game is scheduled for Saturday, July 21, at Stevens Junior High in Pasco.

The basketball game will pit the Columbia Basin Disabilities Unlimited team against a team from KOTY-KHWK Radio.

The public is invited to watch this special basketball game. Tickets are \$2 and are available in advance at KOTY Radio or at the door.



Shoreline Run

The annual Shoreline Run has grown to be one of the largest annual races in the Tri-Cities. Scheduled this year for 7:30 a.m. on July 21, the event again promises to draw up to 1,000 runners.

The race will feature dual distances: a 10K (6.2 mile) length and a 2-mile distance. Both distances will start on George Washington Way near the Red Robin and finish in the north end of Howard Amon Park.

The top male and female finishers will each receive a trophy and the top three finishers in each of the 16 divisions will receive medals. In addition, the oldest and youngest runners will be recognized.

The entry fee is \$6.50 in advance and \$8 the day of the run. The race is sponsored by the Exchange Club of Richland, the Richland Police Department and the Water Follies.



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Express buses will depart Kennewick, Pasco and Richland High School parking lots at 9:00 a.m. and 10:00 a.m. on Raceday Sunday. You'll be expressed directly into Columbia Park just yards from the river. Buses will depart at the end of the last heat of the day.

Fare Information

A round-trip ticket costs just \$1.00. No one way tickets will be sold.

To guarantee your seat on the Raceday Express Bus, purchase your ticket in advance. Get your tickets at the Water Follies booth at Columbia Center or at Ben Franklin Transit offices, 3330 W. Court, Pasco.

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"The Best Country Sound Around"

Water Follies EVENTS

Racquetball Tournament

The annual Gold Cup Racquetball Tournament is scheduled for July 20-22 at the Tri-City Court Club in Kennewick.

The tournament will include both men's and women's divisions, with classifications for the novice racquetball player to an open division, with singles, doubles and mixed doubles in each division.

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



Talent Show

The 1984 "Best of the Best" will be selected during this year's Tri-City Water Follies Talent Show on Wednesday, July 25.

The amateur talent show is open to all ages. Last year it featured 24 acts in five talent divisions including junior and senior dance, junior and senior vocal, and instrumental.

Trophies will be awarded and in addition, the "Best of the Best" winner receives a \$50 Savings Bond.

The show will take place at the Richland High Auditorium. Tickets are \$3.50 per person and are available in advance at Water Follies outlets and at the door the evening of the show.

The Talent Show is sponsored by the Tri-Cities Association of Professional Mortgage Women.

Senior Swim Meet

The top high school and college swimmers from Oregon, Idaho, Alaska, and Washington will be participating in the Region 12 Senior Swim Meet at George Prout Memorial Pool in Richland on July 19-22.

Four-hundred swimmers are expected to be competing for advancement to the junior and senior national championships.

Preliminaries will begin at 9 a.m. each day with finals beginning at 6 p.m. Spectators are invited. There is no charge.

The meet is sponsored by the Tri-City Channel Cats.



BMX Race

This year's Gold Cup BMX Race will be held on July 28 at the Benton-Franklin County Fairgrounds in Kennewick. The event will be from 8 p.m. to 9 p.m.

Bicycle Motocross racing is conducted on a course which includes a starting hill, jumps, high banked corners, and obstacles. Racing classes are broken down by age (5 and under, through 17) and experience (beginning, novice, and expert).

Spectators are welcome with no admission charged.

Grand Parade

The 1984 version of the Water Follies Grand Parade is scheduled for Saturday, July 21 in Pasco. The parade will begin at Sylvester and 14th, follow a route down 14th to Clark, proceed on Clark to 10th, turn north on 10th, and follow 10th to Sylvester where the procession will return to 14th on Sylvester Street.

Floats from throughout the Northwest are expected to participate. It will be the local debut of the award winning Water Follies float "Celebration in Gold." And, it will also be the final appearance of Paris Page as the 1983 Miss Tri-Cities and the first appearance of the new Miss Tri-Cities and her court.

The parade will again include the colorful drum corps that will be competing in the Cavalcade of Drums that evening.

In all, eleven divisions are planned, including community, commercial and non-commercial float divisions, band and musical, adult and youth drill teams, equestrians, and antique and specialty cars.

Basketball Tournament

Both girls' and boys' high school teams from throughout the Northwest will be competing in basketball tournaments sponsored by the Pasco Parks and Recreation Department.

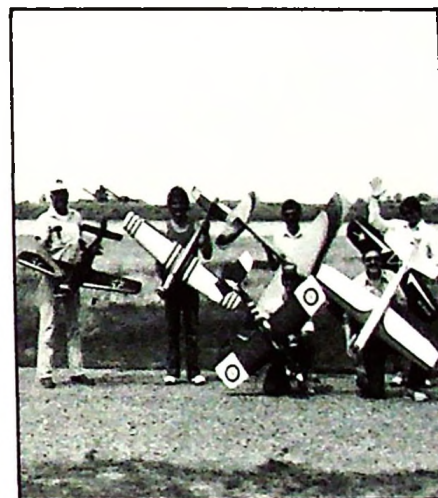
Sixteen boys' teams will begin their 30-game tournament on Thursday, July 12. The boys' tournament will conclude Saturday, July 14.

The girls' competition will begin Thursday, July 19 and conclude Saturday, July 21.

Games in both tournaments will be at Stevens Junior High and Pasco High.

The public is invited to watch. There will be an admission charged at the door: \$1 per game or \$2 for the entire day.

The boys' tournament is co-sponsored by Pepsi Cola.



R/C Fun Fly

You can take your turn at flying a model airplane during the annual Water Follies Radio Controlled (R/C) Fun Fly Contest, scheduled for Saturday, July 28.

The full day of activities will begin at 9 a.m. at the Rosadell Nutley Model Airplane Field in Finley (Haney and Erickson Roads).

In addition to the U-Fly-For-A-Dollar (at which time, with the assistance of a licensed flyer and for \$1, spectators may take their turn flying an R/C plane), there will be a competition between R/C Modelers as they maneuver their planes through events such as the Ground-Bean Carry, Flour Bomb Drop, and the Hi-Lo Speed Trap. Prizes are awarded on the basis of a pilot's skill in controlling the plane.

The model planes, which vary in weight from 1 pound to 10 pounds are all powered by two-cycle fuel burning engines. They are controlled with radios which have a power output of .5 watts and a line of sight range.

Water Follies EVENTS

Autocross

The Gold Cup '84 Autocross is set for Sunday, July 22, at the W.P.S.S. Parking Lot in Richland. The autocross will begin at approximately 9 a.m. and will continue until approximately 5 p.m.

The autocross is open to anyone who is at least 18 years old and holds a valid drivers license. All participants are required to purchase a rule book and pay the event entry fee. A can of food is requested for the Tri-City Food Bank also.

The participant's vehicle must meet the safety requirements listed in the rule book.

All drivers are allowed two hours to walk the autocross course. Each driver has three runs at the course and the best time of the three is the driver's best time of the day. All cars are classed and run against other cars in their class.



Kiddies Parade

Children ages 12 and under are invited to participate in a parade especially for them: the annual Water Follies Kiddies Parade scheduled for Wednesday, July 25 at Memorial Park in Pasco.

The parade will form at Memorial Park and follow a route around the park. The parade will begin at 1 p.m. with registration at 11:30 and judging beginning at 12 noon.

Entrants are encouraged to pick a costume theme. Divisions include bikes and trikes (both individuals and groups), pets, things on wheels (individuals and groups), and marching units. Prizes will be awarded in each division and there will be an overall grand prize awarded to the best entry in the parade.

Entry fee is \$2 per entrant and a maximum of \$10 for groups. Entry blanks are available at the Pasco Parks and Recreation Department, the sponsor of the event.



Square Dance Weekend

The Water Follies Square Dance began as a one-evening dance, and has now grown to a two-evening Water Follies Square Dance Weekend.

On Friday, July 27, the dance will be Plus Level; on Saturday, July 28, it will be a Mainstream Level Dance. All square dancers who dance at these levels are invited to attend. The cost will be \$6 per couple each night; square dance attire is requested.

Ron Welsh of Denair, California, will be calling both evenings, with square dancers from several states and Canada expected to attend.

Both dances will take place at the Prairie Shuffler's Shanty in Kennewick.



Tennis Tournament

Tennis players from ages 10 years and up will be participating in the annual Dunning-Ray Gold Cup Tennis Tournament. Tournament play will begin July 20 and conclude July 25.

The tournament is for greater Tri-City area tennis enthusiasts with competition in junior and adult divisions including singles, doubles and mixed doubles.

Adult play will be from July 20 through 22 and will be held at the Columbia Basin College and Pasco High courts; junior play is from July 23 through 25, with play at the Pasco High courts only.

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

Carnival

Enjoy the thrill of the rides and the excitement of the midway at this year's Gold Cup Carnival, July 18-25 at the east end of Columbia Park.

Admission to the Carnival is "P.O.P." (Pay-One-Price). With P.O.P., an admission is charged at the gate and then those entering may ride all the rides they wish without having to purchase additional ride tickets.

The carnival is open from 6 p.m. to 11 p.m. daily.



Sidewalk Art Show

The annual Allied Arts Sidewalk Art Show is scheduled to take place in Howard Amon Park in Richland on July 27 and 28.

Now in its 34th year, the Sidewalk Art Show has grown from a small gathering of local artists to the largest Arts and Crafts show in eastern Washington. Last year, 270 artists participated. Again this year, artists and craftsmen from throughout the Pacific Northwest will be displaying paintings, pottery, wood articles, fiber arts, and crafts.

All items displayed are originals, created and produced by the artists. In addition, demonstrations will be taking place during the two-day event.

Show hours are from 9 a.m. - 9 p.m. both days. The show is free to the public.

Water Ski Show & Jump Tournament

The Tri-City Water Ski Club will again hold a Water Ski Tournament and Ski Show, set for Saturday, July 21 in Columbia Park.

The novice ski jumping will begin at 9 a.m. Up to 40 competitors are expected. It is open to all skiers with sign up taking place at the tournament sight.

At 1 p.m., the ski club will put on a Water Ski Show. It will feature barefoot skiing, kites and much more.

The show is free and there is a \$10 charge for the competitors in the novice ski tournament.



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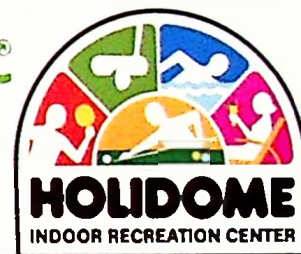
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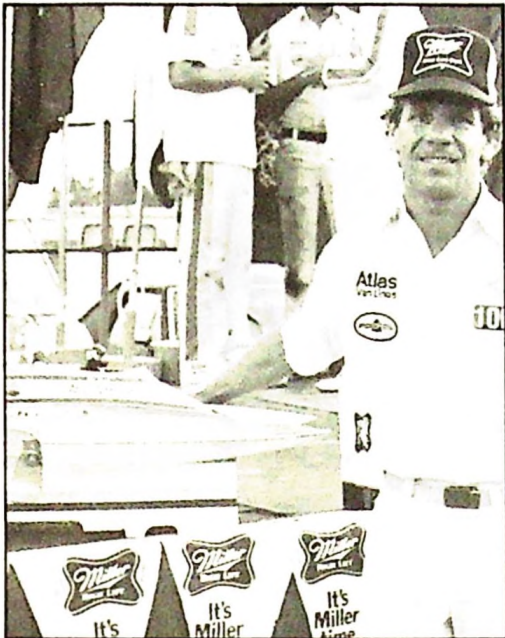
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Water Follies EVENTS



Model Hydros

You have your chance to see some of the old-time favorite hydroplanes race against some of the "newer" unlimiteds during this year's 1984 Radio Controlled Unlimited (RCU) Hydro race, Saturday, July 28, at 8:30 a.m. in the Columbia Park Lagoon.

The model hydros are 1/8 scale racing models of past and present unlimited hydroplanes. They average 44 to 46 inches in length, 18 to 22 inches in width, and weigh between 14 and 18 pounds.

They are powered by engines up to .67 cu. in., that develop up to 4 horsepower at between 20,000 and 25,000 rpms. They can attain speeds approaching 60 mph on straight-aways and average 45 mph during a heat. Each of the boats are worth approximately \$1,000.

The public is invited to watch the RCU's race and to see if this year, the old Bardahl can top the Budweiser. There is no charge for spectators.

This year's race will be drawn and tabulated on an Apple IIc computer, donated by Alpa Computer of the Tri-Cities.

Day-In-The-Park

You're invited to pack a picnic lunch and spend a day in Pasco's Memorial Park on Saturday, July 21.

The "Life, Be In It" family day-in-the-park will begin at 10 a.m. and continue through 4 p.m. Throughout the day family activities will be taking place including a square dance exhibition and live music. Plus, the Water Follies Grand Parade will be passing by the park.

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



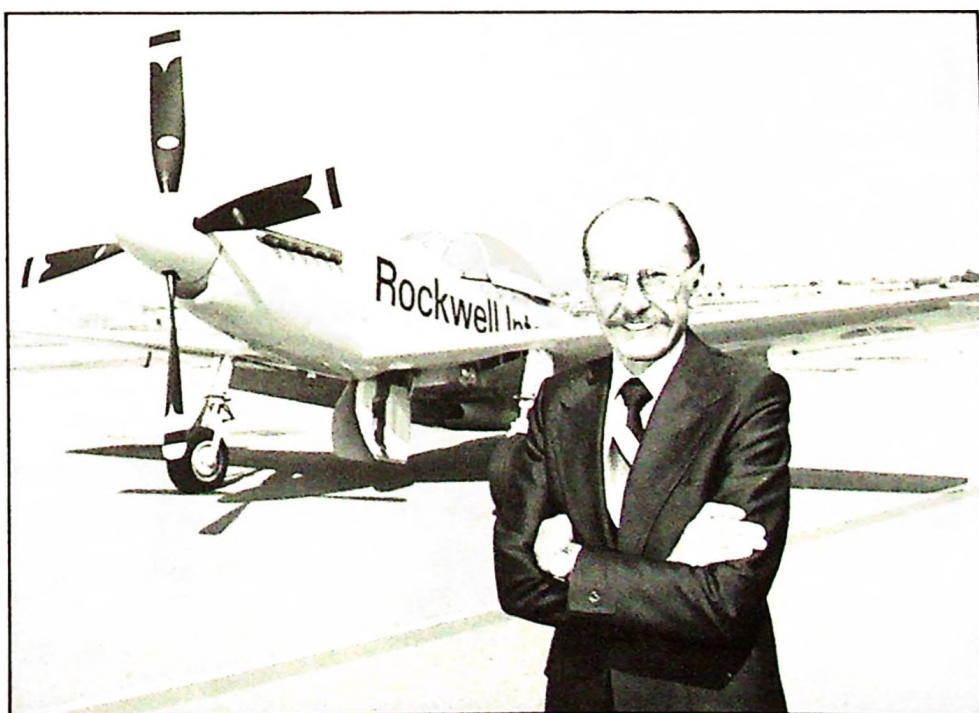
The Rip Roarin' Barnstormin' AIR SHOW '84

The U.S. Navy Blue Angel's jet demonstration team was among the performers at this year's Water Follies Air Show, held on July 7 and 8, at the Tri-Cities Airport in Pasco.

The Blue Angels performed precision maneuvers in the A-4 Skyhawk.

Other performers in the two-day show included Bill Warren and the

Daring Damsels of the Skies, the world's only female wingwalking duo: Bob Hoover performing in his P-51 and Shrike Commander; Jim Williams in a 1932 Fleet Bi-plane; the Canadian Forces "Sky Hawks" parachute team; and, Bud Kimball and Lydia Waller, a glider, wingwalking team.



Bob Hoover performed in the P-51 during the Water Follies '84 Air Show. Hoover, who was brought to the Tri-Cities under sponsorship by Rockwell International, also performed in a Shrike Commander.



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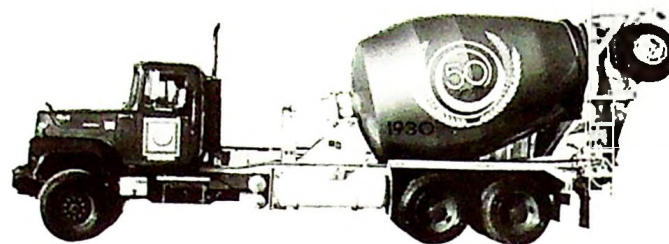


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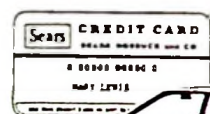


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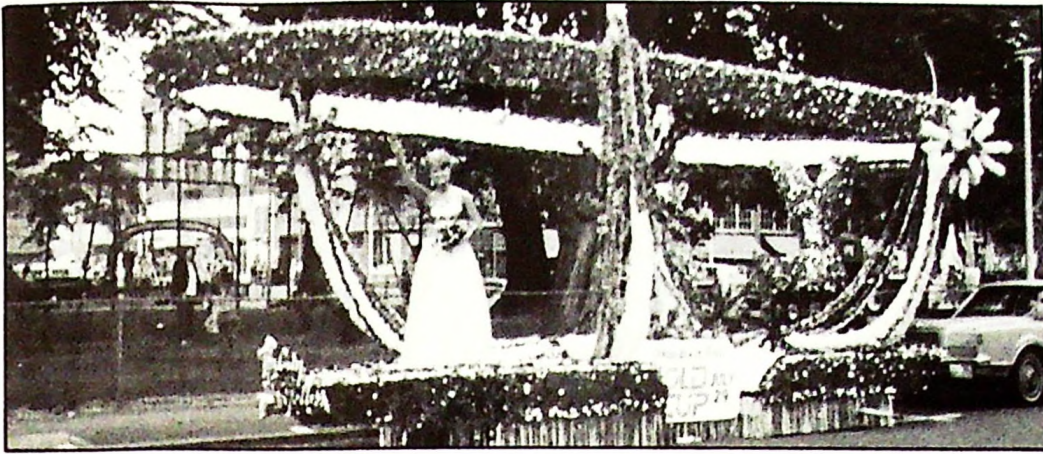
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\$1.00 of the purchase price is automatically donated to the Unlimited Hydroplane Hall of Fame Museum from all sales made in 1984.



"Celebration in Gold" Publicizes Tri-Cities

The 1984 Tri-City Water Follies float, "Celebration in Gold," is traveling to parades throughout the Northwest this year, representing the Tri-City community and publicizing the area's community festival.

The float, which will attend over 10 parades, has captured awards at all of the festivals it has participated in so far this year. During its first appearance in the Wenatchee Apple Blossom Parade it captured third place in its community division. At the Moses Lake Parade it took first place in the Community A Division, and, at the Portland Rose Festival Starlight

Parade it was awarded the President's Award for the community float making the best use of illumination.

The float features a replica of the prestigious Gold Cup. Riding the float is Miss Tri-Cities, Paris Page. Parade coordinators are Chuck and Carol Kelch and it was designed by Rod and Linda Lewison.

The prize winning float will make its local debut during the Water Follies Grand Parade in Pasco on July 21 at 11 a.m.

Expenses of the float are paid by the Tri-City Water Follies Association.



Cavalcade of Drums

Color... precision... pageantry, it will all be a part of the 1984 Tri-City Water Follies Cavalcade of Drums, scheduled for July 21 at 7:30 p.m. at the Edgar Brown Memorial Stadium in Pasco.

Drum and bugle corps from throughout the Northwest will be competing in the Cavalcade of Drums competition. Corps include the Calgary Cavaliers, Calgary, Alberta; the Cascades, from Seattle; the Marauders, Longview, Washington; Olympians, Olympia, Washington; Pacific Blue, from Surrey, British Columbia; The Pierce Rivermen, Sumner, Washington; and, The Spartans, Vancouver, Washington.

Earlier in the day, the competing corps will participate in the Water Follies Grand Parade in Pasco.

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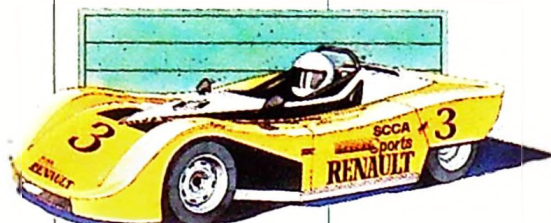
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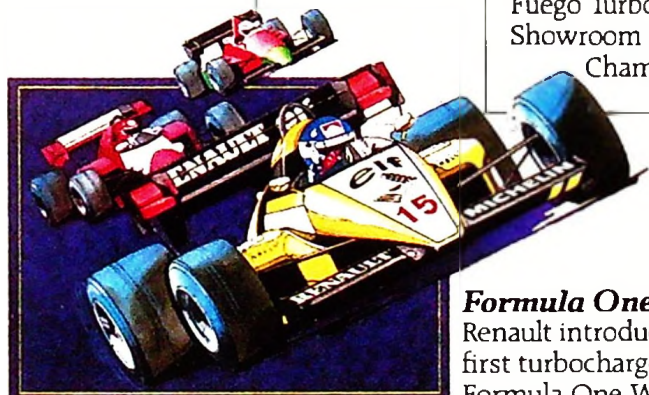
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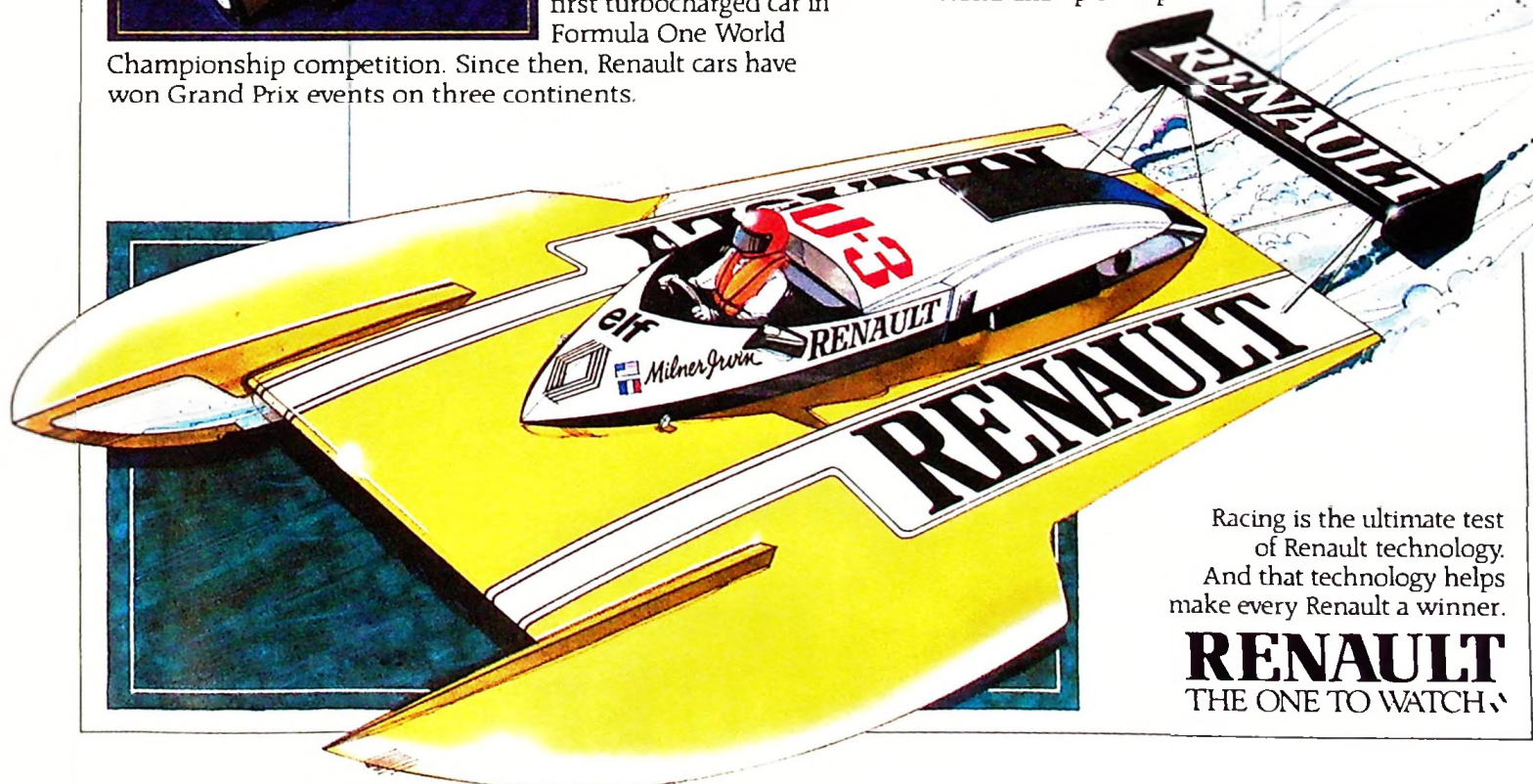
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Renault introduced the first turbocharged car in Formula One World

Championship competition. Since then, Renault cars have won Grand Prix events on three continents.

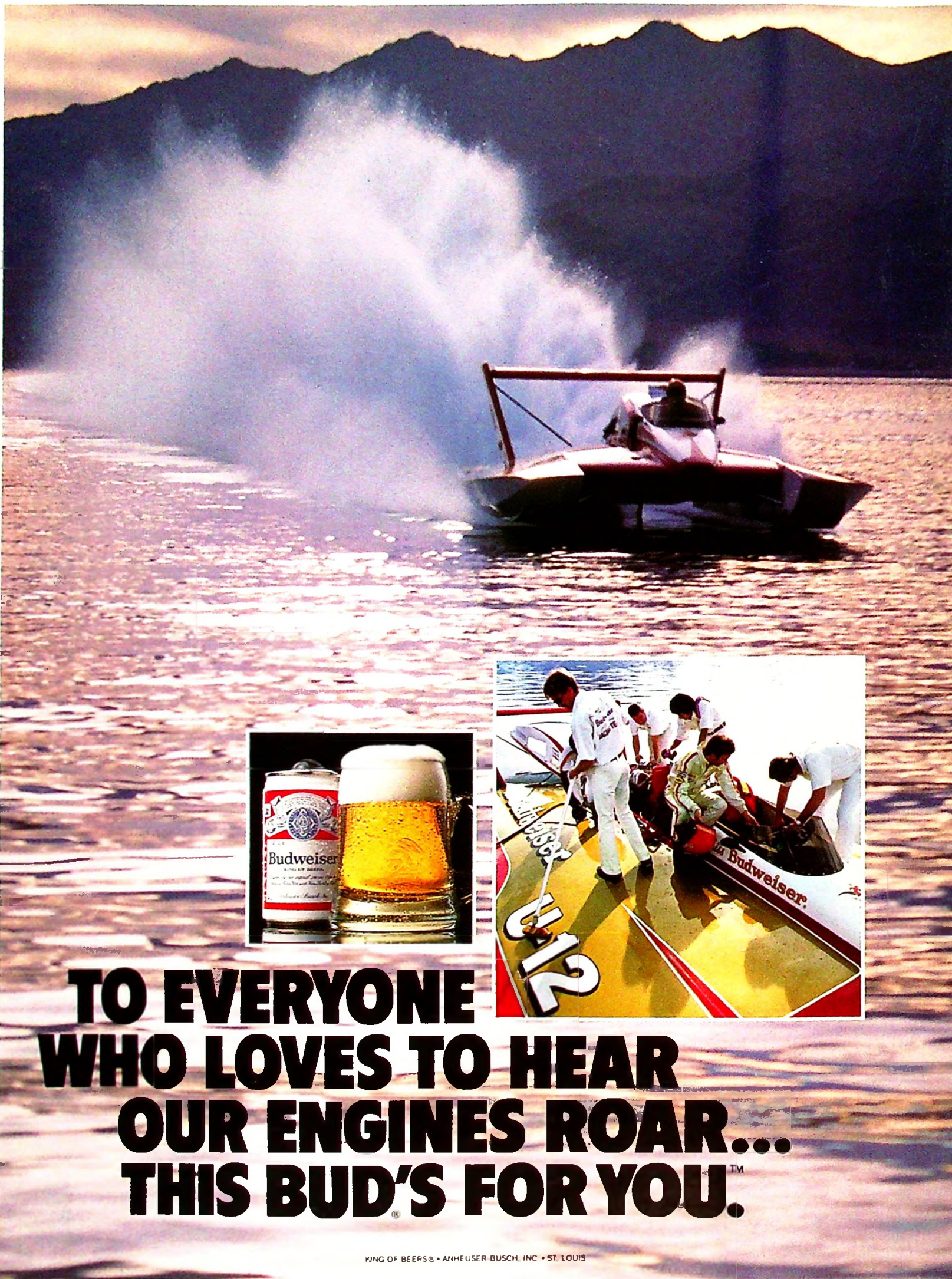
Unlimited Hydroplane Racing.

Turbocharged Miss Renault capped her first season by winning the World Championship.



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