

P. P. BEARDSLEY
1324 Cedar Avenue
Richland, Washington 99352

atomic cup

1969

unlimited
hydroplanes



ANDY BOBIN

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



Photography by Day's Studio, Kennewick

MISS TRI-CITIES — CINDY KLINGLER



Photography by Battelle Northwest, Unit (top), Day's Studios (bottom).

TRI-CITIES — THE OLD BLENDS WITH THE NEW

The new is the Center for Graduate Study building (top) located in Richland. The Center combines the knowledge of a faculty whose members are actually working in their specialized fields with the capability of offering advanced degrees from one of three major universities: Washington

State University, University of Washington and Oregon State University. Of older vintage is the Franklin County Courthouse in Pasco, built in 1912. A new public safety building is part of the \$720,000 expansion program now underway at the courthouse.



NEW TRI-CITY BANK BUILDINGS

The new Columbia Center National bank, shown in an artist's conception, is scheduled to open in the Columbia Center in August. The new Seattle First National bank building opened earlier this year in

Pasco. The Tri-Cities is serving as the financial center for an ever-expanding area.



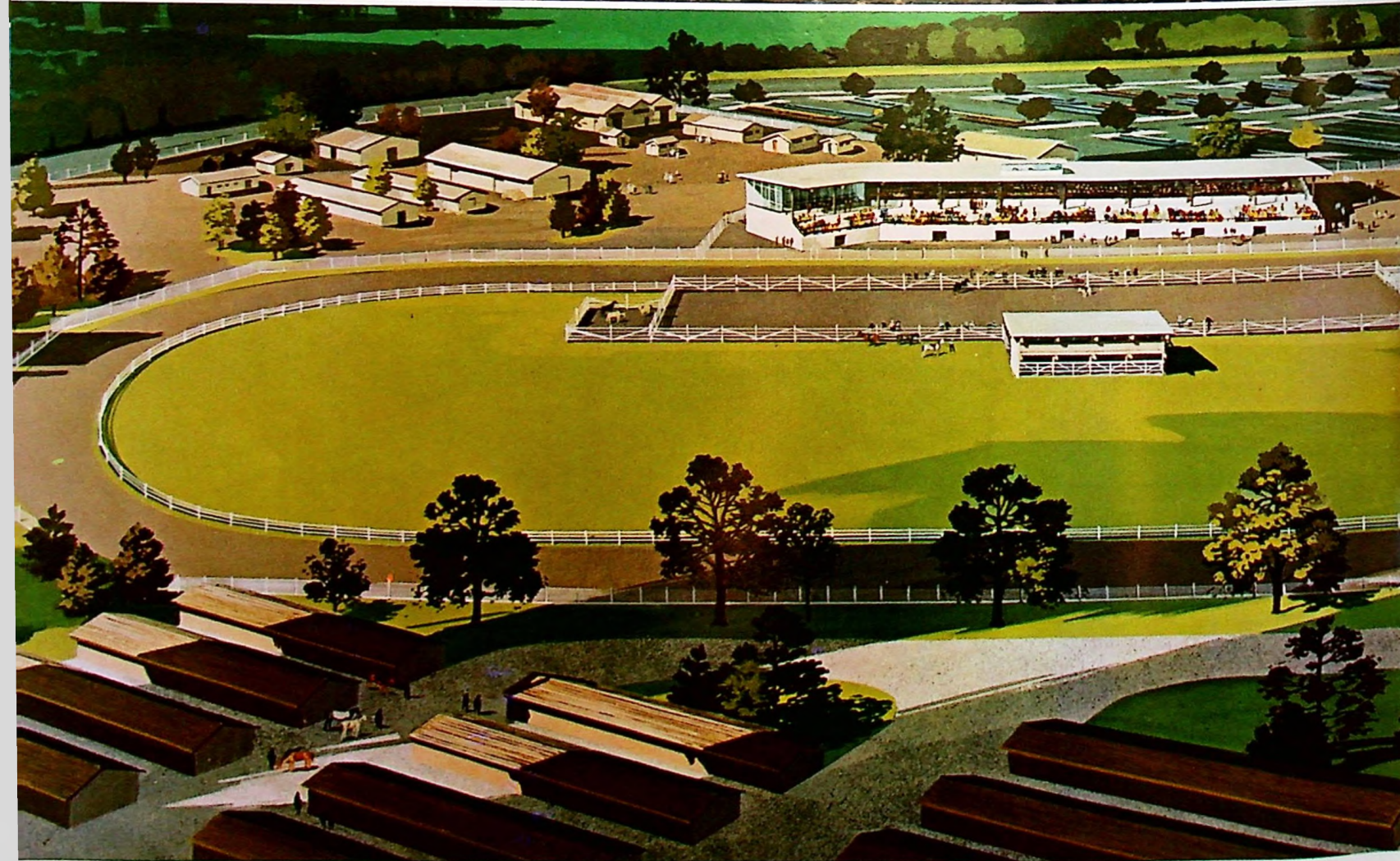
THE ARTS IN THE TRI-CITIES

The performing arts get strong support in the Tri-Cities. The Mid-Columbia Symphony is observing its 25th anniversary. The orchestra, which will offer a five-concert season in 1969-70, has just completed its first year with a full-time musical director and conductor, Theodore Plute.

The Richland Players, Tri-City amateur theatrical group, have just completed their 25th season with their production of "The Fantasticks".

The Richland Light Opera, also with a 20-year Tri-City history, does two productions a year, including some of the most demanding musicals appearing on Broadway. A scene from "Kiss Me Kate" is shown. Photography: Symphony by Day's Studio;

Players by Ralph Worsham; Light Opera by Walt Lewis.



HORSES AND HORSE RACING — NEW INDUSTRY FOR THE TRI-CITIES

The Tri-Cities is well-situated for the continued development of a year-round horse industry. The Tri-City weather is near-perfect for early spring and winter training. Guiding force in the expansion of the industry is the Tri-City Racing and Rodeo Association. The mounted posse of the Association is pictured above. A half-million dollar program to ex-

pand and improve Tumbleweed track in Kennewick is now underway. The artist's concept shows how facilities will look when work is completed. The TRRA sponsors pari-mutuel quarterhorse racing every spring and the annual rodeo each August.

Photography by Day's Studio, Kennewick



TRI-CITIES NEW CONVENTION CENTER

The Tri-Cities is rapidly becoming one of the Northwest's more important convention centers.

Over a hundred conventions ranging in size from 50 to 2500 people have been booked for 1969.

A Tri-City Visitors and Convention Bureau has been formed to promote convention business in the Tri-Cities.

More resort-type motels and hotels have been built in the Tri-Cities in the last two years than anywhere else in the Northwest. Included are the Rivershore Motor Inn in Richland (top), the Red Lion Motor Inn in Pasco (center) and the Cimarron Motel in Pasco.

The completely remodeled and expanded Cosmopolitan-Angus has opened in Kennewick and the brand new \$3-million Hanford House in Richland is scheduled for an August opening.

Why not plan your next convention in the Tri-Cities?



KENNEWICK'S FINEST



Photography by Day's Studio

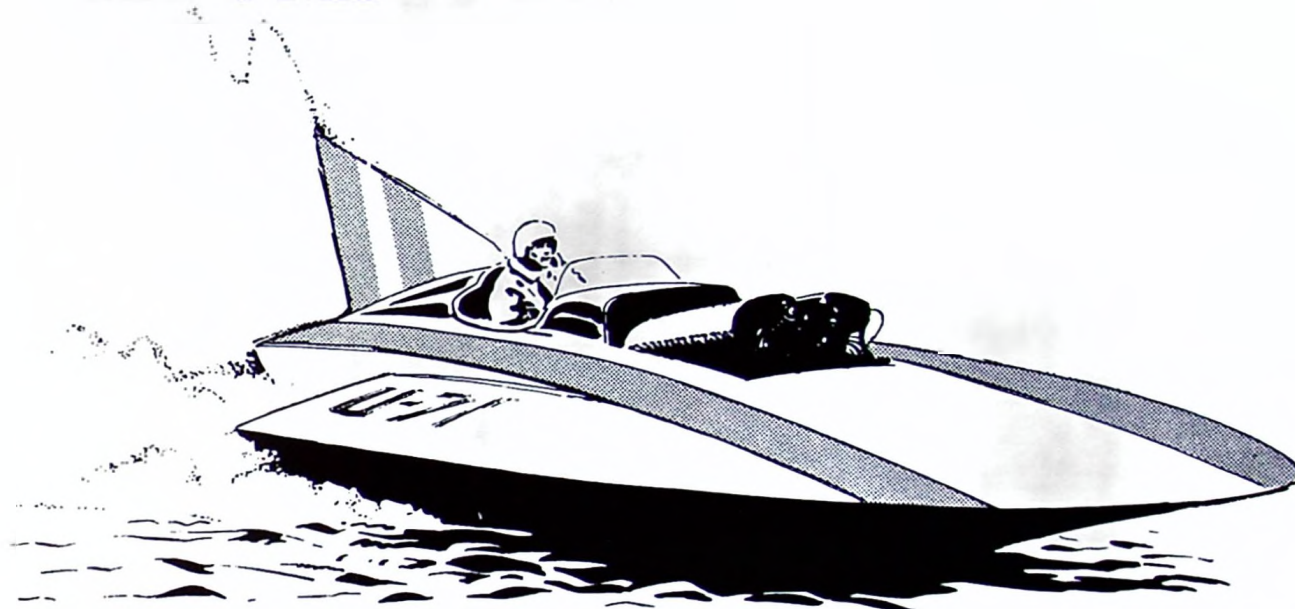
KENNEWICK GENERAL HOSPITAL

Medical facilities are rapidly being expanded in the Tri-Cities. Kennewick General Hospital, pictured above, has just completed a \$750,000 improvement and enlargement program. Construction will begin soon on

the new \$5-million Kadlec Methodist Hospital in Richland. Pasco's Our Lady of Lourdes Hospital is now building a new \$800,000 surgery wing and three years ago expanded its kitchen, dietary and laundry facilities.

1969 TRI-CITY WATER-FOLLIES ATOMIC CUP

PAUL P. BEARDSLEY
1324 Cedar Avenue
Richland, Washington 99352



JULY 11-20

PASCO — KENNEWICK — RICHLAND, WASHINGTON

TRI-CITY WATER FOLLIES - ATOMIC CUP - SCHEDULE OF EVENTS

Friday, July 11

Miss Tri-Cities Pageant, 8 p.m.
Kennewick High School Auditorium
Carnival Opening Night
Columbia Park

Saturday, July 12-27

Atomic Cup Art Festival
Beaux Arts Gallery, Kennewick, daily

Saturday, July 12

Grand Water Follies Parade, 10 a.m.
River-side, Columbia Park
Boat Parade, 11:15 a.m.
Outboard Racing, 2 p.m.
Cavalcade of Marching Drums, 8 p.m.
Pasco High School Stadium

Sunday, July 13

Archery Contest, 10 a.m.
Archery Course, Columbia Park
Little Atomic Cup, 12 noon
Limited Hydroplane Racing
7 classes - Columbia Park

Sunday, July 13 (cont.)

South Sea Fantasy, 8 p.m.
Water Follies Outdoor Stage
Columbia Park

Monday, July 14

"The Chips Are Down—Or, Virtue
Triumphant over Chance", 8 p.m.
Columbia Basin College Melodrama
Outdoor Stage, Columbia Park

Tuesday, July 15

Water Follies Inter-City Swim Meet
6-10 p.m., Kennewick City Pool
"The Chips Are Down—Or, Virtue
Triumphant over Chance", 8 p.m.
Columbia Basin College Melodrama
Outdoor Stage, Columbia Park

Sunday, July 20

THE FOURTH ANNUAL
ATOMIC CUP
For Unlimited Hydroplanes

Wednesday, July 16

Water Follies Talent Show, 8 p.m.
Outdoor Stage, Columbia Park

Thursday, July 17

Water Follies Talent Show, 8 p.m.
Outdoor Stage, Columbia Park

Thursday, July 17-19

Test runs for Unlimited Hydroplanes
Atomic Cup Course, Columbia Park

Friday, July 18

Kiddies Parade, 7 p.m.
Pasco and Richland
Battle of the Bands, 8 p.m.
Outdoor Stage, Columbia Park

Saturday, July 19

Baton Twirling Contest, 8:30 a.m.
Richland High School Gym
Jeep Field Day, 11 a.m.
Columbia Point Course
Run-for-Fun Model Meet, 10 a.m. to
4 p.m.-Radio-controlled hydros
& sea planes

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JANE BARTLEY

KENNEWICK

5'2" - 109 lbs.

35-24-35

Hair - Light Brown - Eyes - Blue

Talent: Sing "The Look of Love"



DIANNE BOUTELLE

KENNEWICK

5'3" - 120 lbs.

35½-25-35

Hair - Blonde - Eyes - Blue

Talent: Baton Twirling "More"



JO ANN BRASHEAR

BURBANK

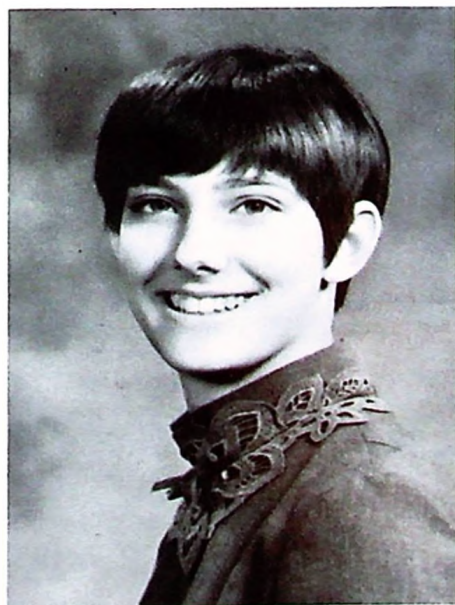
5'5½" - 118 lbs.

35½-23½-35½

Hair - Brown - Eyes - Brown

Talent: Sing "Romance"

Miss Tri-Cities Contestants



ANNE GASKELL

RICHLAND

5'8" - 128 lbs.

36-25-36

Hair - Dark Brown - Eyes - Blue

Talent: Piano "Cat and Mouse"



SUSAN GEIER

RICHLAND

5'2½" - 110 lbs.

32½-24½-35

Hair - Brown - Eyes - Blue

Talent: Russian and English Recitation



MARSHA GOODMAN

KENNEWICK

5'4" - 124 lbs.

35-25-36

Hair - Brown - Eyes - Hazel

Talent: Accordion

"Double Wave" and "Wheels"



Who Will Be Miss Tri-Cities?

Photos: clockwise, upper left:
Susan Geier, JoAnn Brashear,
Wendy Horrobin, Sharon Iler,
Debbie Whitmarsh, Anita Rose,
Jane Bartley.

Photos Courtesy Tri-City Herald



Marsha Goodman



Sue Shaw



Dianne Boutelle



July 11, 1969-Kennewick High School Auditorium

Miss Tri - Cities Pageant

Producer-director	Lee Seguin
Associate Producer-director	Dan Kutschkau
Judges' chairman	Robert Greenwell
Stage manager	Bud Arrowsmith
Audio director	Joe Malek
Scenic design	Jaceettes
Emcee	Joe Malek

Queen Chairman - Durelle Sargent
 Chaperone Chairman - Colleen Lloyd
 Dressers and Chaperones:

Colleen Lloyd, Chairman
 Judy Mulligan
 Judy Azure
 Jerry Hinkle
 Nancy Lusty
 Sherrill Flora
 Mary Chafin
 Shirley Woods

Contributors:

Sandvig Olds, Weisfield Jewellery,
 Penny's, Kennewick, Interiors Un-
 limited, The Flower Basket, Day's
 Photo Studio, Jolene's Styling Cen-
 ter, Netties Hobby Shop.

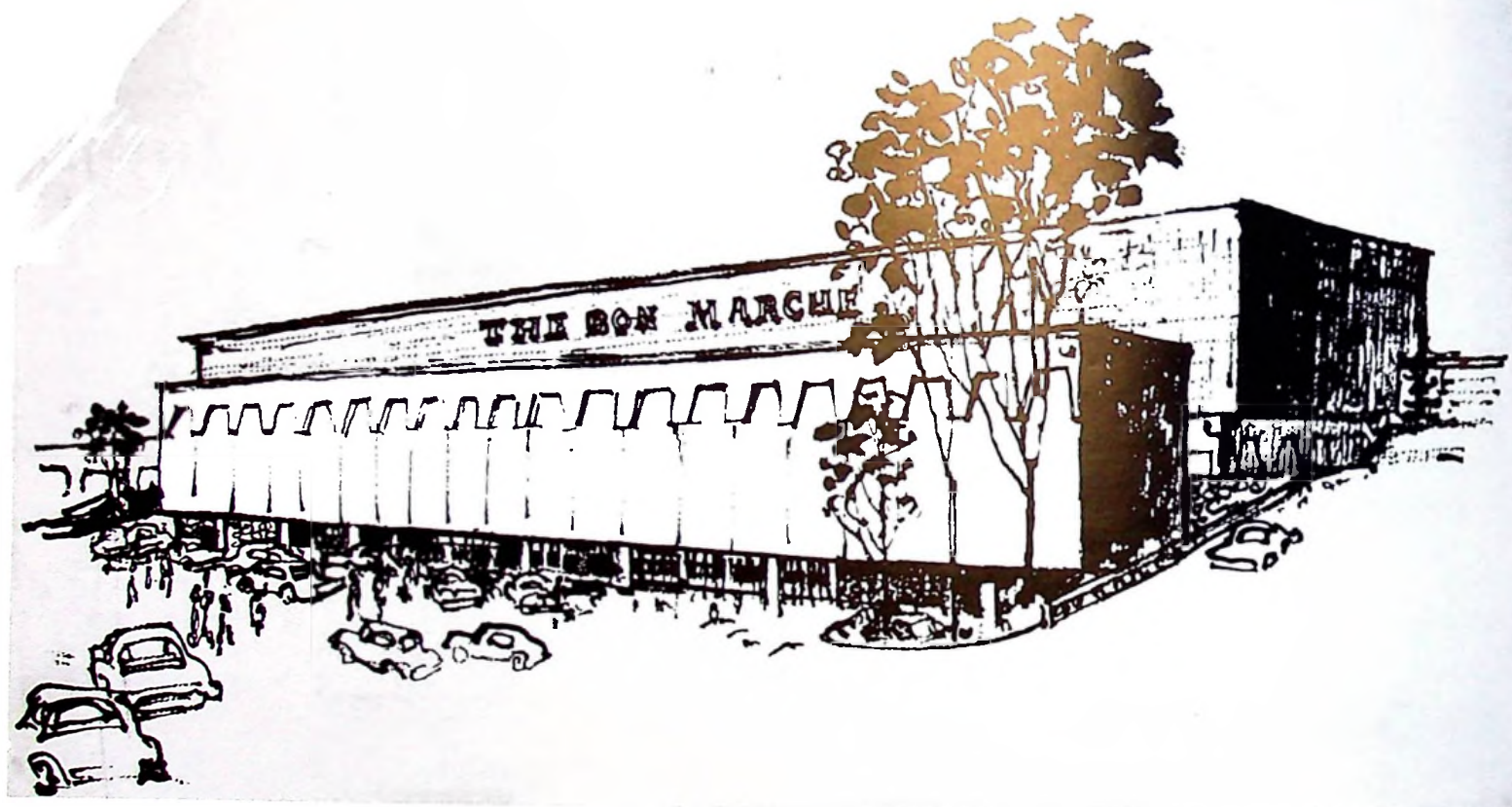
Photos Courtesy Tri-City Herald



Ann Gaskell



Evelyn Haythorne



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It happens August 1.



EVELYN HAYTHORNE

PASCO

5'5" — 140 lbs.

36-26-38

Hair - Black — Eyes - Dark Brown

Talent: Dance to

"You Don't Know Me"



WENDY HORROBIN

PASCO

5'5" — 116 lbs.

34½-23½-34½

Hair - Blonde — Eyes - Blue

Talent: Sing *"Where Am I Going"*



SHARON ILER

RICHLAND

5'5" — 113 lbs.

34-24-34½

Hair - Light Brown — Eyes - Blue

Talent: Acting *"Spoon River"*

Who Would You Choose?



ANITA ROSE

PASCO

5'7" — 115 lbs.

35½-23-35

Hair - Auburn — Eyes - Hazel

Talent: Piano *"Bumble Boogie"*



SUE SHAW

KENNEWICK

5'7½" — 130 lbs.

34-24-35½

Hair - Blonde — Eyes - Blue

Talent: Sing *"I Enjoy Being a Girl"*



DEBBIE WHITMARSH

PASCO

5'5" — 117 lbs.

34-24-35

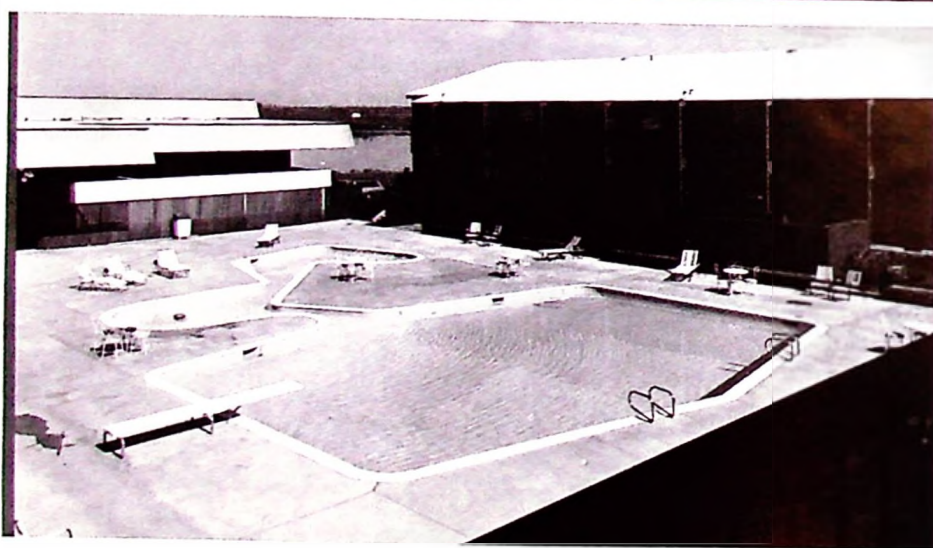
Hair - Light Brown — Eyes - Green

Talent: Dance *"Wade in the Water"*



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Motor Inn

Richland, Washington



The Tri-City Water Follies
Presents

The Cavalcade Of Marching Drums

SEVEN BUGLE CORPS!

CLAN MACLEAY BAG PIPE BAND!

FILLIPINO YOUTH ACTIVITIES DRILL TEAM!

DRUM AND BUGLE CORPS COMPETITION

Saturday, July 12, 1969

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

		ESTIMATED SCORE	ACTUAL SCORE	POSITION
CLASS B & C CORPS				
GUARDSMEN	Bellevue, Wash.			
CASCADES	Seattle, Wash.			
FLAMINGOS	Salem, Oregon			
CLASS A CORPS				
SHAMROCKS	Seattle, Wash.			
ROYAL LANCERS	Portland, Oregon			
HAWKS	Portland, Oregon			
SENTINELS	Bellevue, Wash.			

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MORE GRANDSTANDS
LARGER PIT AREA



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RACE SCHEDULE

FOR THE REMAINDER OF 1969

JULY 19, Saturday evening, Hobby and Jalopy, Budweiser Championship.
JULY 26, Saturday evening, Sportsman and Jalopy.
AUGUST 2, Saturday evening, Hobby and Jalopy.
AUGUST 9, Saturday evening, Sportsman and Hobby.
AUGUST 16, Saturday evening, Hobby and Jalopy.
AUGUST 30 (Labor Day weekend), Saturday evening, Pacific Coast Late Model.
SEPTEMBER 6, Saturday evening, Sportsman and Hobby.
SEPTEMBER 13, Saturday evening, Modified and Jalopy (or special event with Hobby).
SEPTEMBER 20, Saturday evening, Sportsman and Jalopy.
SEPTEMBER 28, Sunday afternoon, Hobby and Jalopy Championship.
October 5, Sunday afternoon, Sportsman Championship.

NASCAR AUTO RACING

Cavalcade of drums

Judging

As each Corps starts onto the field, they begin with 100 possible points. These 100 points are divided among the judges. Each error by a Corps detracts from the possible perfect score of 100 at the rate of 0.1 point for each error.

Marching and Manuevering

M & M is worth 30 of the 100 possible points. Judges watch for uniformity of marching — does everyone stop at the same time? Are all feet in the same form of position when halted? Is the spacing between members the same? Are the squad lines straight?

Drumming and Bugling

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

General Effect

"GE" receives 30 points and the scoring is judged in the stands. The whole Corps is evaluated for looks, polish, sound and how the audience reacts to the show they are

performing. This is a "build up" category with points being added to a Corps' score. Written comments to the Corps are made by the judge on his score sheet.

Penalties

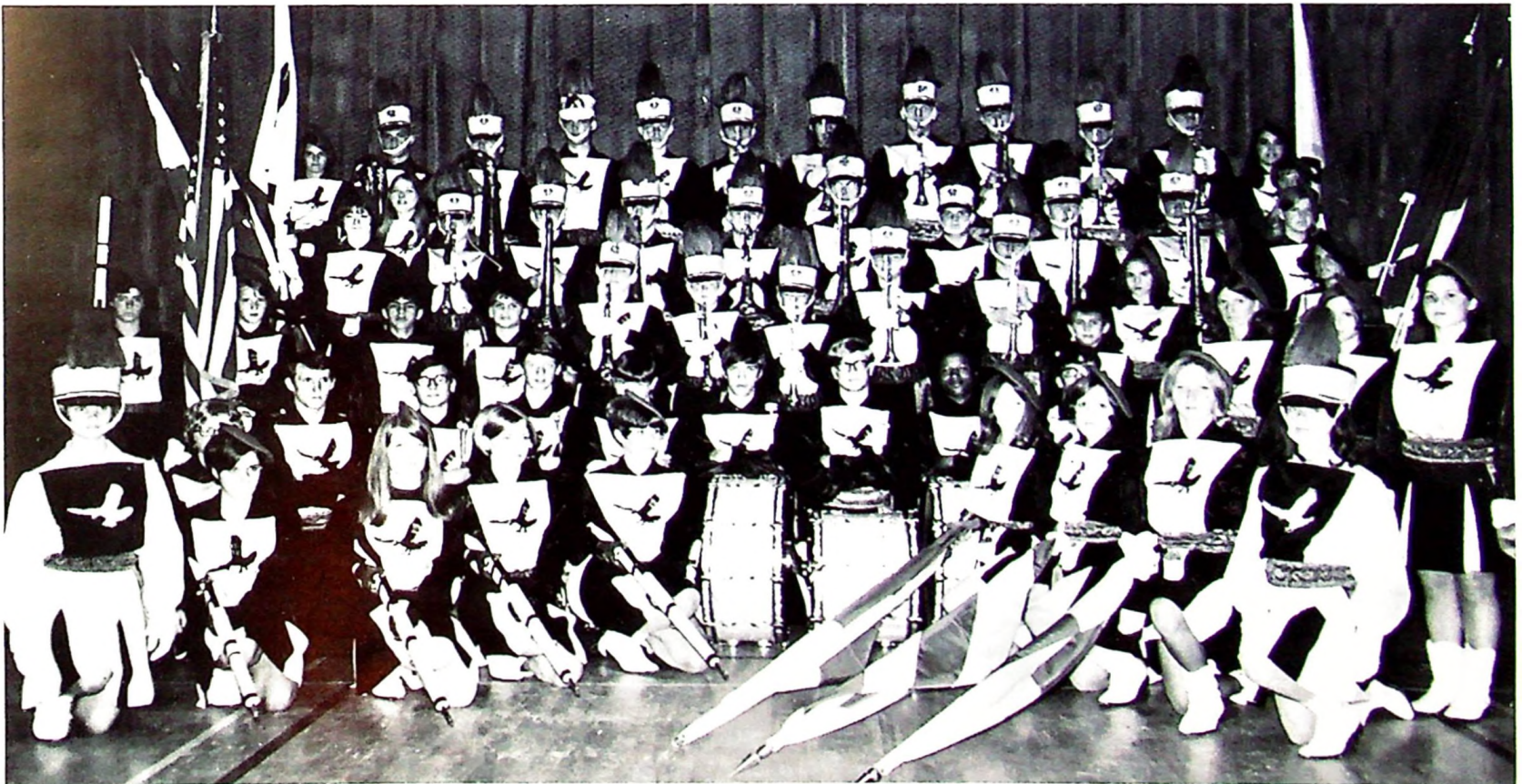
A Corps performance is to last from 11 to 13 minutes. The time begins as a playing member steps onto the field and runs until the last playing member is off the field — excluding color guard personnel. Penalties are assessed for over time or under time. During the drill, each Corps must be in motion at least 8 minutes of their total time on the field — you must march, you cannot just stand and play. Flag etiquette is also important and penalties are given for failure to salute at the right time.

Rate the Corps Yourself

Try your hand at being a judge. Rate each corps on the basis of 100 points. Last year's winning corps at the Cavalcade of Drums scored 65.80 points. How do you rate this year's participants?

1969 CAVALCADE OF DRUMS

General Chairman	Bob Welsch
Inspection Judge	Vic Mahan
Assistant Chairmen	Jeff Roberts
	Art Hinckley
Announcer	Fred Lopez, Lynwood, Wash.



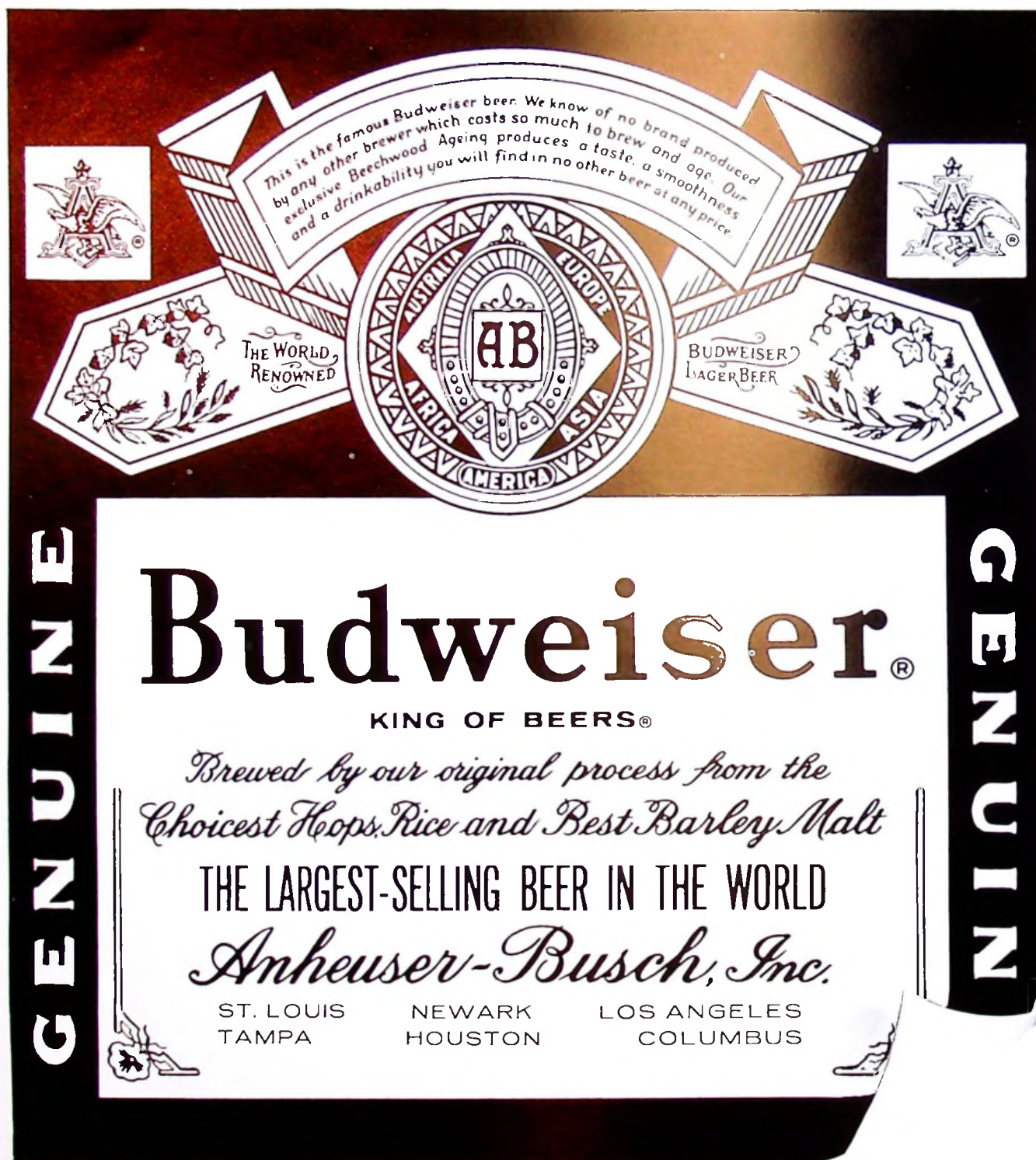
The Hawks Last Year's Winners

The Hawks, 1968 Northwest Association "B" Division co-champions, were originally founded as all all-boy corps in 1959. The Corps was later taken over by the department of Oregon, VFW, who is their present sponsor.

Three years ago the Corps added girls and one year later started a re-building program and have grown from 20 to the present 75 members.

The Hawks have worked long and hard for this corps year and the effort has been rewarded with two first place awards; Opti-Rama in Salem and the 'Brazen Brass' competition in Seattle. With these two wins, the Corps has moved to the "A" division.

The Corps has not been content to take it easy after their last competition, but on the contrary, a complete new repertoire was undertaken. Mike Duffy has written the music and instructed the horns; Steve Lawrence has put together one of the strongest drum lines on the coast.



Read the label and you'll get the message:
Budweiser is the best reason in the world to drink beer

The Shamrocks



Present titles held by the Shamrocks include: VFW State Champions; American Legion state champions; Pacific

Northwest Champions; Western Canadian International Champions and Washington State parade champions.

The Corps was organized in 1961. Sponsors are the Independent Order of Foresters; VFW Rainier Post #2289 and American Legion West Seattle Post #160.

This year the Shamrocks are planning a trip through the mid-west.

The Shamrocks sport a set of new bugles and some of the finest music the corps has ever played.

Drum Major	Patty Callow
Color Guard Captain	Jerri Broderick
Corps Manager	Al Wittman
Corps Director	John Broderick
Music Instructor	Charlie Thompson
Drum Instructors	Lee Engle and Brad Wittman
Drill Instructor	Bob Remaith
Color Guard Instructor	Reene Dyson
Asst. Business Manager	Will Schillin

The Sentinels Drum and Bugle Corps was started in 1966 and has grown to be one of the largest corps in the Northwest.

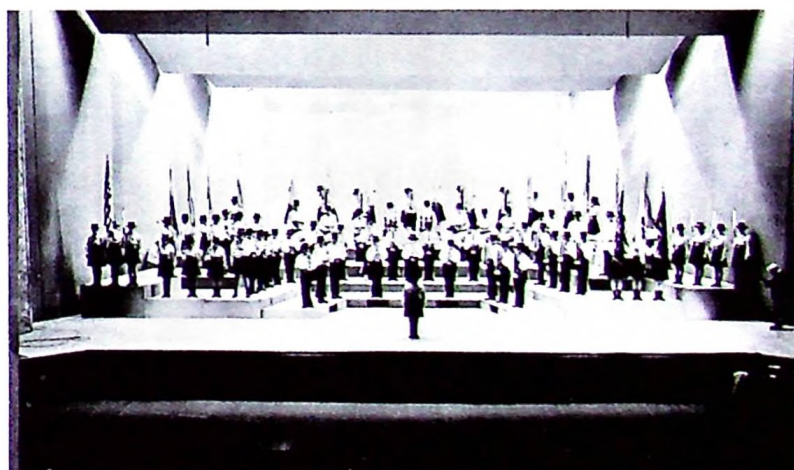
In 1967, the Sentinels played 52 shows with special concerts in three states and Canada before 2½ million people, traveling 11,000 miles.

They have performed at Disneyland and this year will be at the Calgary Stampede. They will also tour the East coast visiting Boston, New York, Philadelphia and Washington, D. C., plus competing in the World Open Championship in Lynn, Massachusetts.

The Sentinels are sponsored by the Bellevue Kiwanis Club, VFW Post No. 2995 and American Legion Post No. 29 and Greater Seattle.

Drum Majors	Robyn Dixon, David Jones and Gail Hulbert
Color Guard Captain	Laurie Bennett
Corps Director	Duane C. Andrews
Assistant Corps Director	Paul Gibbs
Drum Instructor	Lynn Davis

The Sentinels



Bugle Instructor	Tim Chambers
Drill Instructor	Jim Henry
Color Guard Instructor	Bill Konorek
Music	Chuck Hamilton

The Flamingos



The colorful Flamingos began their program with some 19 boys in April, 1961. They now field a Corps of 75 boys and girls consisting of a full competitive Corps and two Color Guards. They are sponsored by the Salem Elks Lodge No. 336 and the Breakfast Optimist Club of Salem.

This past year they have won many honors including being co-champions of the "B" division. They have traveled over 4,500 miles appearing in 27 different programs throughout Oregon, Washington and Canada.

CORPS OFFICERS:

Courtney Jones	Manager and Director
Bob Walker	M&M and Drill Instructor
Steve Ostrin	Assistant Drill Instructor
Bob Windsor	Color Guard Instructor and Director
Dick Banton	Music Director
Dave Hicks	Drum Instructor
Jim Jones	Drum Major
Shannon Graves	Color Guard Commander

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The Royal Lancers



The Royal Lancers from Portland, just starting their sixth year, are the defending champions of the Tri-City Water Follies Cavalcade of Marching Drums.

They have won the American Legion Oregon State Championship four out of the last five years. Two years

ago they won the Western Canadian International Championship.

The Lancers operated on a budget of approximately \$16,000 last year which went for horns, uniforms, drums, flags, rifles and traveling expenses.

The corps is sponsored by three American Legion posts in the Portland area.

Drum Major	Candi Smith
Color Guard Commander	Lynn Williams
Executive Director	Bruce Plumb
Manager	A. Lin Dean
Secretary-treasurer	Merle Smith
Quartermaster	Ray Marks
Booster Club Pres.	Ralph Sweeney
Bugle Instructor	Sandy Plumb
Drum Instructor	Roger Allen
M & M Instructor	Bruce Plumb
M & M Asst.	A. Lin Dean
	Sgt. Robert Grossni

The Cascades Drum and Bugle Corps was organized by Roderick Stubbs and Jack Avery in June of 1966. The Corps has been an active group, participating frequently in parades and competitions in Washington, Oregon and Canada.

Members of the Corps live in the north area of Seattle. At present the Corps complement numbers approximately 75 boys and girls of Junior and Senior high school age.

Sponsors of the Cascades Corps are: Fletcher Daniels Post, V.F.W.; Star Southerland Jr. Post, American Legion; Lake City Commercial Club; and Woodrow Wilson Jr. High.

Manager	Rod Stubbs
Director	Jack Avery
Drum Arrangements and Instructor	Garth Stubbs
Drum Assistant	Jay Moffett
Music Arrangements and Bugle Inst.	Curtis Carroll
Drill	Jerry Logan

The Cascades



M and M Instructor	Jim Sleeter
Color Guard Instructor	Rodeen Stubbs
Assistant Color Guard Instructor	Marilyn Fowler

The Guardsmen



The Guardsmen Junior Drum and Bugle Corps of Bellevue, Washington, is one of the newest drum and bugle corps in the Pacific Northwest five-state area as well as Western Canada. It consists of 80 members between the ages of 12 and 20, and includes an all-girl rifle squad and color guard. A full bugle line of 36 horns is accompanied by a precision 20-man percussion section, featuring standard rudimental drumming.

They are a Feeder Corps to the Sentinels Drum and Bugle Corps. The Guardsmen are sponsored by the Fraternal Order of Eagles, Aerie No. 3324, Bellevue, Washington.

The Guardsmen have been invited to participate in numerous parades and concerts throughout the Western States this year.

Drum Majors	David Jones, David Duvall, and Hugh Levenson
Color Guard Captains	Debbie Smith
	Judy Rosenward
Majorette	Mary Pekasky
Corps Director	Duane Andrews
Assistant Director	Paul Gibbs
Junior Directors	Chris Kindinger
	Cameron McIntosh
Drum Instructor	Lynn Davis
Bugle Instructors	Tim Chambers, Chuck Hamilton
Drill Instructor	Jim Henry
Color Guard Instructor	Bill Komorek

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KENNEWICK
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Phone 586-1181

RICHLAND 1969 we've come a long, long way

Richland has had an "electric" history. Until 1943, Richland was a small agricultural community of 240 people. Then, overnight it grew over 100 times that size when nearby Hanford was chosen as the site of the nation's World War II plutonium-manufacturing plant. Reasons for the choice were sparse population, large volumes of cold water and abundant electric power.

Today, the city has over 28,000 people. Richland has progressed from small town, to boom town, through company-town to home-town and All-American City.

Diversification of the Hanford plant has focused nationwide attention on Richland as a research, development and nuclear industry center.



RICHLAND CITY LIGHT
RICHLAND . . . YOU'LL LIKE IT HERE!



OUTBOARD Racing

Saturday, July 12, 1969

Columbia Park - 2 p.m.

Staged by the Tri-City Outboard Racing Association

RACE OFFICIALS

Referee and Flagman Dallas Youngs, Richland
Clock Operator Ralph Youngs, Kennewick
Chief Pickup Boat Wayne Gary, Pasco
Chief Timer Mrs. Bob Lack
Assistant Timers Salley Mitchel, Mrs. C. J. Dove,
Mrs. Roy Carriker

RACING RULES

TIME TRIALS—Time trials consist of one lap for warm up and a maximum of two "timing in" laps. Drivers will signify readiness to take the time trial lap by raising of the hand. Time trials will be conducted Saturday morning and afternoon preceding the race.

HEAT SCHEDULE—Race will be run starting with Class A boats through the fastest class. Racing schedule will consist of; first heat of Class A-BOC-D; second heat of Class A-BOC-D, etc.

NUMBER OF LAPS—A heat of racing shall consist of five laps around the course.

STARTING CLOCK—At the sounding of the five-minute gun, four lights on top of the time clock will be turned on. With the passage of each succeeding minute, one of the lights will be turned off. When the fourth light has been turned off, the clock will start for a full minute and the red flag will be displayed. When the clock has completed its 60-second sweep, the official start begins and the competitors will start according to pre-indicated starting positions.

SCORING—The winner of each match shall be determined by the point system. Each boat starting and finishing a heat will receive points as follows:

Tri-City Outboard Association

1969 Officers

President Cecil Youngs, Kennewick

Vice President Gene Astley, Richland

Board of Trustees

Norm Harding, Richland

Kenneth Whitmere, Pasco

Dale Glenn, Kennewick

There's a new boat-racing excitement in the Tri-Cities. It's the tiny hydroplanes that sound and look like a host of colorful, angry hornets.

It's a competitive sports for kids and adults alike. It's boat racing that can be enjoyed by both father and son.

Outboard racing got its start in the Tri-Cities last year. This year there are some 25 drivers in the Tri-Cities alone.

Boats need not be fancy. In fact, with an old boat and a fishing motor you can get into racing with an investment of \$100-\$200.

Fancy boats aren't the winners because of the handicapping used. Each boat is clocked at its best speed once around the course and the entries are divided into 3-4 classes according to their times.

Because of the added competition and turbulence of the water during the actual races, no boat should beat its

qualifying or handicap time. If it does, the driver is automatically disqualified.

Also the most hopped-up, expensive boat isn't going to become the winner all the time under the handicap system. The race usually isn't decided until the final stretch of the last lap when the faster boats usually catch up with the slower ones.

Last year, most of the boats had 20 horsepower engines, were about 9-10 feet long and turned up about 35-40 m.p.h.

This year a Class D has been added and boats in this class will have about 40 horsepower engines, are about 12 feet long and are able to do up to 60-70 miles per hour.

There is no limit to size of the boats or the horsepower but they must be either hydros or utility boats (racing runabouts).

Last year's overall trophy winner was 14-year-old Ricky Glenn of Kennewick.

PROBABLE ENTRANTS

TRI-CITY OUTBOARD RACING ASSOCIATION

TC-33	Pat Garey	Pasco
A-28	Norm Harding	Richland
TC-1	Ricky Glenn	Kennewick
U-10	Bob Cawley	Richland
TC-3	Jerry Stephens	Richland
TC-11	Charles J. Dove	Kennewick
W-1	Roger L. Bishop	Walla Walla
191-R	Tom Saari	Kennewick
KR-4	Don Kissinger	Pasco
P-14	Howard Rowell	Pasco
TC-88	Howard Fulty	Pasco
23-R	Roy Carriker	Kennewick
P-78	Mike Astly	Richland
X-15	Eugene Astly	Richland
TC-80	Ken Whitmire	Pasco
TC-7	Cecil D. Youngs	Kennewick
R-79	John Saari	Kennewick
TC-30	Scott Todd	Pasco
U-9	Brad Edelman	Kennewick
TC-68	Devin Smith	Kennewick
21	Robert Wheeler	Richland
P-22	Ralph Smith	Pasco
K-78	Robert Lack	Kennewick
TC-2	Dale Glenn	Kennewick

Albany, Oregon, InterCity Racing Association

A-33	Grant Renfro	Albany
A-9	Walter Renfro	Albany
U-18	Oske Hatfield	Albany
48-R	Ron Morlan	Albany
174-R	Murlen Smette	Albany
A-144	James Mayses	Tillamook
A-50	Mike Harris	Albany
no No.	Steven Gibson	Albany
A-40	Tom Widden	Corvalli

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BENTON COUNTY PUBLIC UTILITY DISTRICT

We're With YOU At The Follies

Our employees and their families join you at the Water Follies ...in more ways than one! Some will be spectators while others will be providing volunteer services - - on their days off.

It will be a "busman's holiday" for the latter group of ITT/FSS employees for providing service is our job at the Hanford atomic plant - - support services such as plant protection and utilities, communications, transportation, purchasing, etc.

We sincerely hope you'll enjoy yourselves at the Follies...we know we will!



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

LITTLE ATOMIC CUP

Limited Hydroplane Racing

Sunday, July 13, 12 noon

Columbia Park, Tri-Cities

SEVEN CLASSES—7 litre, 280 hydros, 266 hydros, 225 hydros, 150 hydros, 145 hydros, 850 C.C.
PRIZE MONEY—Each Class: 1st, \$50; 2nd, \$25; 3rd, \$12.50, plus trophies.
\$900 in tow-money
Divided among those boats making legal start
Sponsored by the Seattle Inboard Racing Association

TODAY'S RACE

The Tri-Cities is fast becoming a boat-racing headquarters.

During the 10-day Water Follies, boats from 40-inches to 30-feet in length will be racing. Included are the miniature radio-controlled three-foot hydros that will be here for a model meet; outboards, inboard hydros, sail boats—everything up to the unlimited hydroplanes.

The limited hydroplane races were first held at Sacajawea park before the Water Follies was moved to Columbia Park.

Today's race is one of the richest in the northwest for the limited hydros. Total prize money will exceed \$1500.

LITTLE ATOMIC CUP

The Little Atomic Cup will be run as the final event of the limited hydroplane races.

The Little Atomic Cup is an inter-class, invitational race, with participants from the 225, 266, 280 and 7 litre classes.

Last year's winner was Seattle's Lynn Montgomery, who ran his 266 against the 7 litres and won!

Unfortunately, Lynn will not be back to defend his crown.

His boat, "Short Snort," was completely demolished and Montgomery injured in a spectacular flip earlier this season at Green Lake in Seattle.

SCHEDULE OF CLASSES

Elimination heats

225 hydros
150 hydros
850. C.C.
266 hydros
7 litres
145 hydros
280 hydros

FINAL HEATS

225 hydros
150 hydros
850 C.C.
266 hydros
7 litres
145 hydros
280 hydros

RACE OFFICIALS

Race Chairman Don Cooper
Referee Arnold Green
Inspector Bill Ritter
Scorer Edie Neeson
Timer Pat Frank
Pit Manager Gordon Holter
Starter Lanny Lindros

KEEP SCORE ON THE HYDROS

CLASS	ELIMINATION HEATS		FINAL HEAT WINNER	RACE WINNER
	1st Heat	2nd Heat		
225				
150				
850				
266				
7L				
145				
280				
LITTLE ATOMIC CUP WINNER				



Inboard Racing on the Columbia Park Course July 13



145 Cu. In. Class

An inboard limited hydroplane powered by a stock automobile motor made in the USA and not exceeding 145 cu. in. of piston displacement.

The engines are usually Falcons and Ford V-8 60's. Boats in this class have a minimum length of 13 ft. 6 in. and must have flotation equipment.

Fuel is restricted to gasoline only.

Boats are identified by the letter "S" in the racing number.

The 5-mile competition record is 70.203 mph set at Elizabeth City, N.C., 10/3/65 by "Red Top".

The mile straightway record is 83.899 set 10/24/55 at Salton Sea, Calif., by "Jerky".

The 1968 National Champion is "Little Joe" owned by C. A. Kreitzer, Kettering, Ohio.



48 Cu. In Class (850 C.C.)

Now designated as the 850 C.C. Class. An inboard hydroplane of low initial cost to build with economy of operation. Minimum hull length 9 ft. Can be powered with not more than an internal combustion engine of either 4 or 2 cycle and cannot exceed 53 cu. in. in piston displacement. These engines are usually Crosleys.

Fuels shall be restricted to methanol only and the cost of the power plant cannot be more than \$1,000.

Identification letter in this class is letter "Y".

The 5-mile competition record is 74.938 miles per hour set at San Diego 12/30/62 by "Piranha".

The mile straightaway record is 90.342 mph set 7/26/59 at Norristown, Pa., by F. C. Moor driving "Southern Air IV".

The 1968 National APBA champion is Skip Gilliam, Oceanport, N.J. Jack Philpott and "Voodoo IV" of Seattle was the '67 Champion.



150 Cu. In. Class

This inboard class is powered with an internal combustion motor of the four-cycle type. These engines are usually Falcons, Ford V-8 60's and some Valiants.

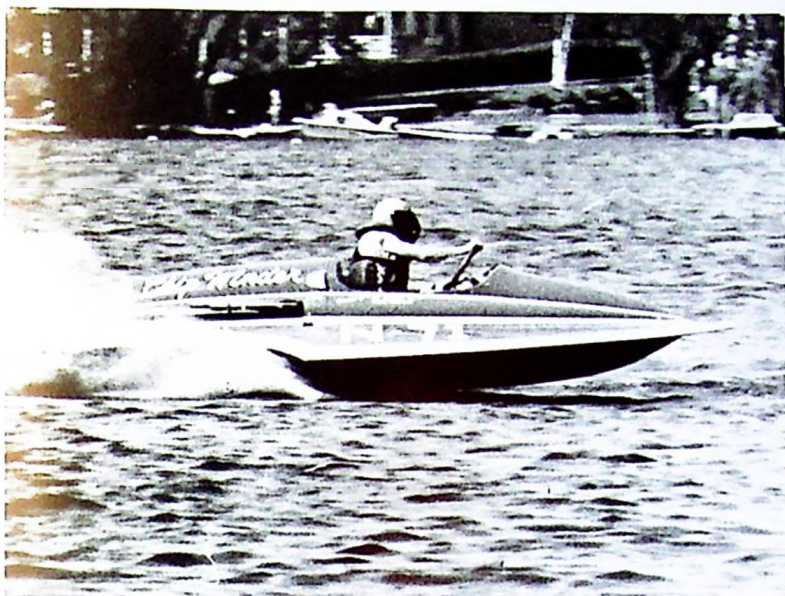
Cost of the power plant complete cannot exceed \$1,000 except for carburetor or fuel injection.

The piston displacement must be 150 cu. in. or under. Hulls must have a minimum length of 16 ft. Fuel is restricted to methanol only. Boats carry the identification letter "A".

The 5-mile competition record of 80.717 mph was set at San Diego, on 5/21/67 by "Cumon Baby".

The mile straightaway record is 101.373 set at Salton Sea, 11/8/54 by "Screaming Eagle IV".

The 1968 National Champion is "Belle A-66" owned by John Landache, New Orleans.



266 Cu. In. Class

Motors here cannot exceed 266 cu. in. piston displacement. They must be 4 cycle non-supercharged type. Power plants are usually Chevrolets or Dodges.

Minimum length of the hull is 18 feet.

Fuel shall be restricted to methanol only.

Boats in this class carry the letter "F".

The 5-mile competition records is 92.308 mph set at St. Petersburg, Florida, 2/4/68 by "Miss Peg".

The mile straightaway record is 146.945 set on 12/29/58 at Miami by "Z Z Zip".

The 1968 National Champion is Lawrence Farris, Baton Rouge, La.

225 Cu. In. Class

Powerplant in this class is a stock automobile motor not to exceed 226 cu. in. displacement. Cost of the motor and all extras not to exceed \$1,000.

Minimum hull length is 16 ft. and must have flotation equipment.

Fuel shall be restricted to gasoline, either regular or premium, as sold for automobile use.

The letter prefix for this class is "N".

The 5-mile competition record of 86.331 mph was set at St. Petersburg, Florida, on 2/4/67 by "Chipwinder".

The mile straightaway record is 114.118 mph set 7/26/59 at Norristown, Pa., by "My Sin III".

The 1968 APBA National Champion is Gary Poague, St. Paul, Minn.



280 Cu. In. Class

Probably the largest and most popular class of all the inboard hydroplanes. In this class you must be strictly stock. The power plant cannot exceed 280 cu. in. and must be a motor built in the USA. Motors are generally Chevrolets, Fords or Buicks.

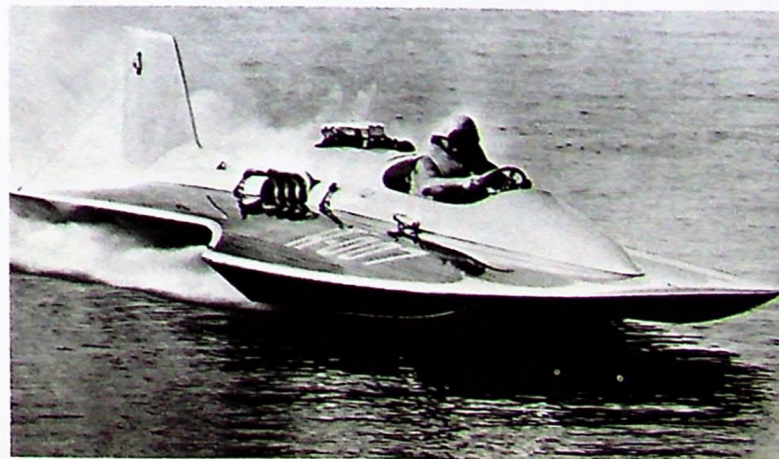
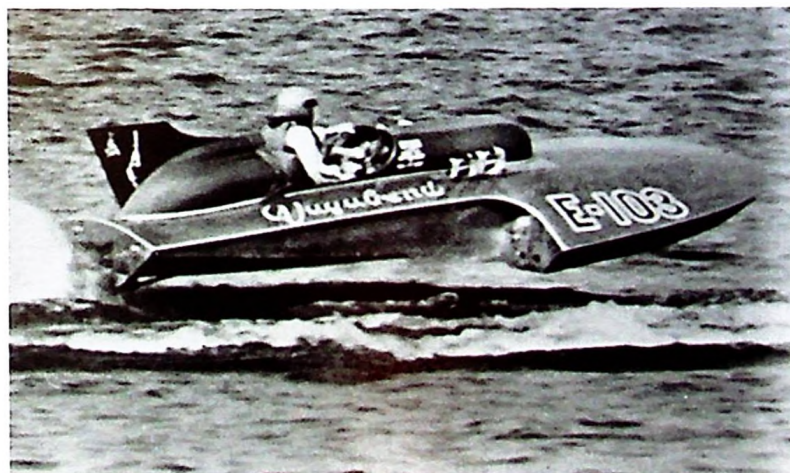
Hull length is a minimum of 16 ft. and must have flotation equipment. Fuel is restricted to gasoline of the type used by automobiles.

The letter for this class is "E".

The 5-Mile competition record of 74.380 mph was set at Haney, B.C. on 6/21/64 by "Lil Squirt III" owned by Bruce McDonald of Seattle.

The mile straightaway record is 106.049 set 7/26/59 at Norristown, Pa., by "Bo Bo Too".

The 1968 National Champion is "Chuck Wagon" owned by Chuck Thompson, Detroit.



7 Litre Class

These are the "Baby Gold Cuppers" — the class just below the unlimiteds.

The total maximum piston displacement of the engines is 7 litres (427.161 cu. in.), 4 cycle, supercharged or not. Engine cost, if supercharged, cannot be more than \$3750.

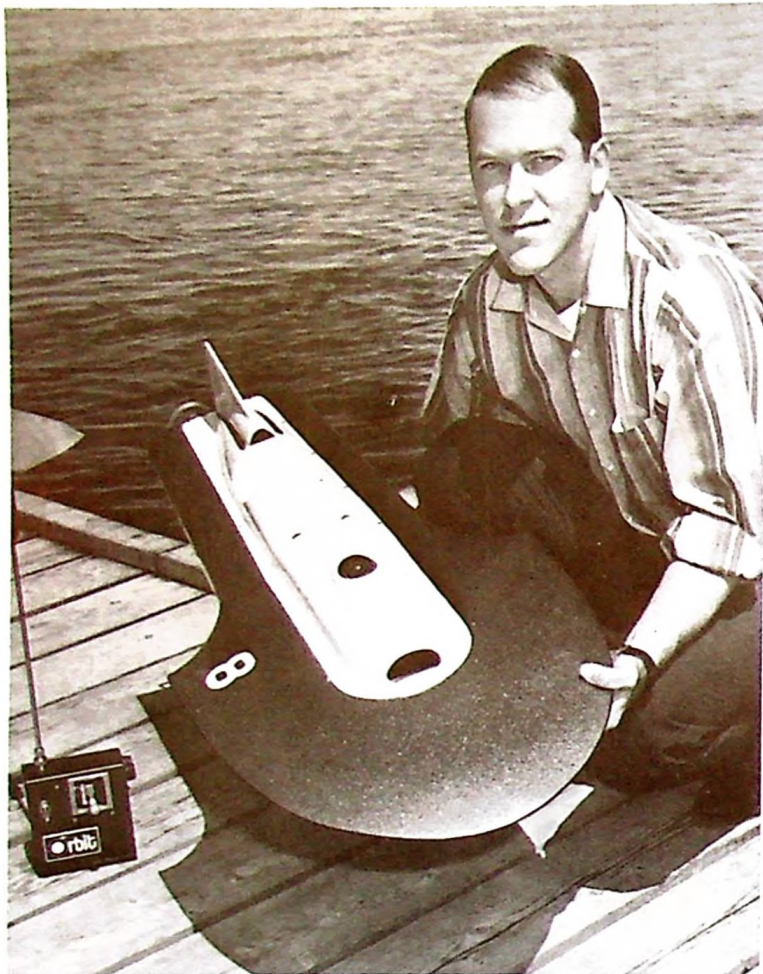
The hull length must be a minimum of 20 feet and must be propelled by an underwater screw-type propeller.

Identification for this class is the letter "H".

The 5-mile competition record of 93.072 was set at Miami, 10/31/65, by "Miss Crazy Thing", driven and owned by Bill Sterett, now driver of the unlimited, "Miss Budweiser".

The mile straightaway is 151.271 mph set 9/27/58 by Geo. Byers, Jr. at New Martinsville, W. Va. The Kilo straightaway record is 159.217 set at Lincoln City, Oregon by "Miss Merion Blue Grass" and Earl Wham of Spokane.

The 1968 National Champion is H-007, "Long Gone" owned by Les Brown, Worth, Ill.



Cy Jannke with 30 Inch Radio-Controlled Hydro

SOME ARE BIG...SOME ARE SMALL

Unlimited hydroplanes are 30-feet in length. But also performing during the Water Follies will be 30-inch hydros!

These are the radio-controlled model hydros that will take part in the "Run for Fun" meet of the Tri-City Modelers. The exhibition will be held from 10 a.m. to 4 p.m. on Saturday, July 19, on the slack water of the Yakima and Columbia River near the Richland "Y".

Both radio-controlled model seaplanes and boats will be demonstrated by the Tri-City Modelers and their out-of-town guests from Spokane and Seattle.

The model boats will be operating at speeds from 15 to 40 miles per hour and the planes will be flying about 30 to 40 mph. The 1/16 mile record for the model hydros is over 60 mph.

You can watch the largest—and the smallest—of the hydros run during the 1969 Tri-City Water Follies.

WATER FOLLIES TWIRLING CONTEST

The 2nd Annual Tri-City Water Follies twirling contest will be held Saturday, July 19, 8:30 a.m. at the Columbia high school girl's gym in Richland. The meet is sanctioned by the United States Twirling Association.

Divisions will include solo, strut, boy's solo, two-baton, duet twirl, basic strut, flag, no-drop trophy, dance twirl teams, solo dance-twirl, and team competition.

There will be a "Miss Atomette" award for juveniles ages 0-9, juniors, 10-13 and senior, 14 years and over.

Ample seating is available to watch the competition.



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Just keep \$250 in your regular personal NBoFC checking account, and you can say goodbye to service charges. It's free.

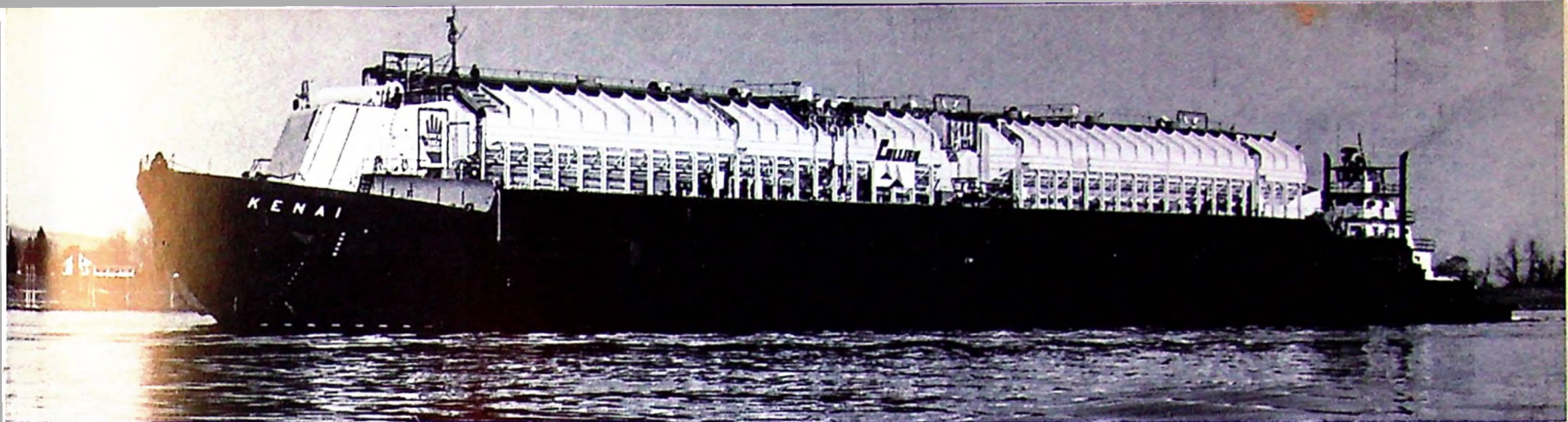
Or, if you choose to keep less than \$250 in your account, you can pay a flat fee of \$2 — no matter how many checks you write.

Besides all that, the checks are free. And that's enough to make anybody smile.

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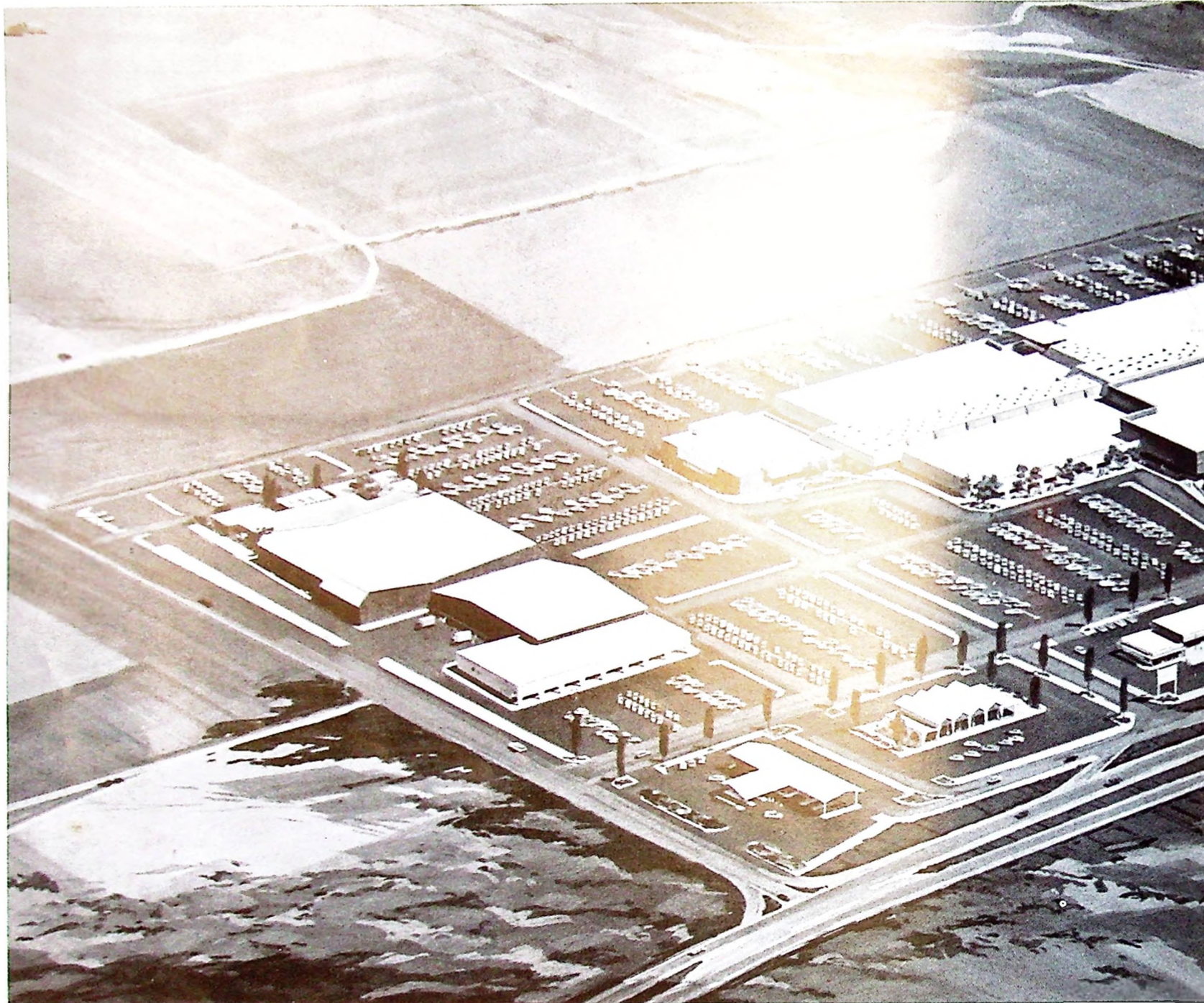
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CASCADE AIRWAYS — TRI-CITIES NEW AIRLINE



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NEW WATER FOLLIES OUTDOOR STAGE

Latest contribution to the community by the Tri-City Water Follies Association is the new outdoor stage in Columbia Park, completed just in time for this year's celebration.

The 40x60 foot stage cost \$18,000, using money that was earned at the last three Water Follies and Atomic Cup races.

Spectators this year will either use blankets and sit on the grass or sit in the Water Follies bleachers that will ring the stage area. Future plans call for fill-dirt to be brought in and a natural amphitheatre created for the stage.

The outdoor stage, which includes dressing rooms and storage areas, will be available for year-round use for concerts, stage productions, shows, etc.

The new stage is the latest in the series of investments in the community made by the Water Follies.

During recent years, the Water Follies has also:

- Paid \$1,800 to dredge away portions of a sub-

- merged sandbar to gain clearance on the Atomic Cup course but also as a service to local boaters who have lost many a prop over the same area;

- Installed \$2,200 worth of docks in Columbia Park, used for the Atomic Cup pit area but also usable the year-around by Tri-City boaters;

- Donated \$500 to complete the public boat launching ramp in Columbia Park;

- Donated \$4,000 in portable bleacher seats to Columbia Park. They are used during the Water Follies and also the year-around at other events.

- Purchased a \$1,600 trash sweeper for use in clean-up work at Columbia Park.

- Arranged for some \$5,000 to \$10,000 in improvements in the Atomic Cup pit area of Columbia Park. Almost all of the improvements were made with donated labor, equipment and materials from Tri-City businesses and firms. Included is the installation of water and electrical service, scraping, leveling, graveling, oiling, land-scaping, planter boxes, scoreboard, etc.

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BIA CENTER — NOW UNDER CONSTRUCTION, OPENING THIS FALL.



Four-Wheel Drive Rally

Over 100 jeeps and four-wheel drive vehicles from 35 Northwest jeep clubs are expected to take part in the annual Water Follies rally at Columbia Point, near Richland, Saturday July 19.

Events include:

Preliminary Obstacle Course: For both men and women, skill driving through water, mud and other obstacles.

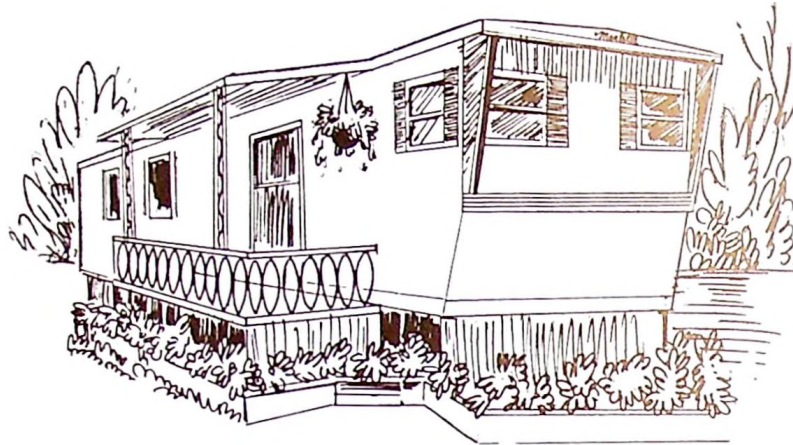
Drag Racing — 100-yard course, two-by-two elimination process until winner is chosen. Vehicles will be reaching speeds of 50-60 mph at the end of the drag course.

Main Obstacle Event — Two jeeps competing at the same time, over inner and outer course, with cross-over. Skill-driving through water and mud obstacles. One-against-one elimination, with jeeps going through the course until a winner is named.

The meet is staged by the Tri-City Peak-Putters Jeep Club.

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TRI-CITY WATER FOLLIES

PRESENTS THE 4th ANNUAL

ATOMIC CUP

FOR UNLIMITED HYDROPLANES



SCHEDULE OF RACING EVENTS

Thursday through Saturday, July 17-19

Speed Trials – 10 a.m. to 5 p.m.

Sunday, July 20 – Tri-Cities Atomic Cup

12 noon – Heat 1-A, elimination

12:30 p.m. – Heat 1-B, elimination

1:00 p.m. – Heat 1-C, elimination

2:15 p.m. – Heat 2-A, elimination

2:45 p.m. – Heat 2-B, elimination

3:15 p.m. – Heat 2-C, elimination

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

The Atomic Cup Trophy

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

Designer and creator of the trophy for the third straight year is Lewis McCord, division chairman of the performing arts department, Columbia Basin College, Pasco.

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

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



CINDY RYAN

poses with the Atomic Cup trophy.
Photo courtesy of Tri-City Herald.

THE PROGRAM:

Editor, Ken Maurer. Cover Illustrator, Andy Bodin. Interior Design and Layout, Roger Conrad, Jim Marvin. Photography, Ralph Smith and Ralph Worsham, Tri-City Herald; Day's Studio, Kennewick; Battelle-Northwest Photography Unit; Walt Lewis, Richland; Corps of Engineers, Walla Walla; Bureau of Reclamation, Ephrata. Color Photo Processing, Day's Studio; Jack Zinn Studio, Richland. Production Supervision, Advance Advertising, Inc. Printing, Pischel Yearbooks, Inc., Pasco.

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TRI-CITY WATER FOLLIES ASSOCIATION OFFICERS



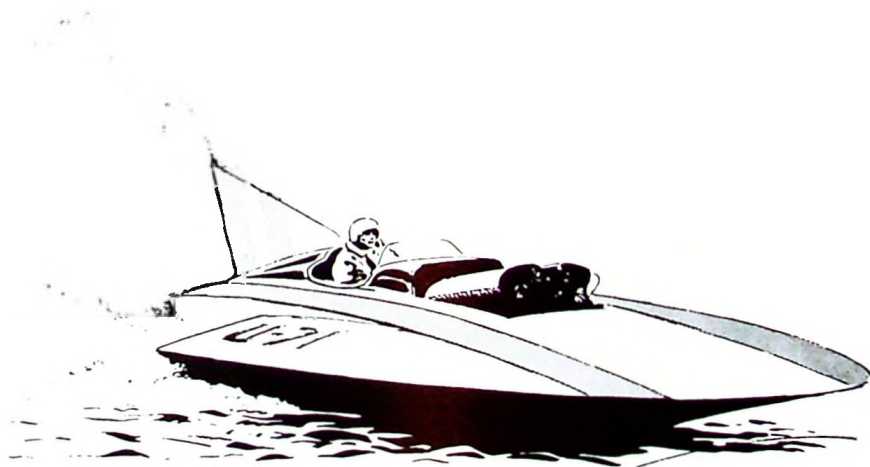
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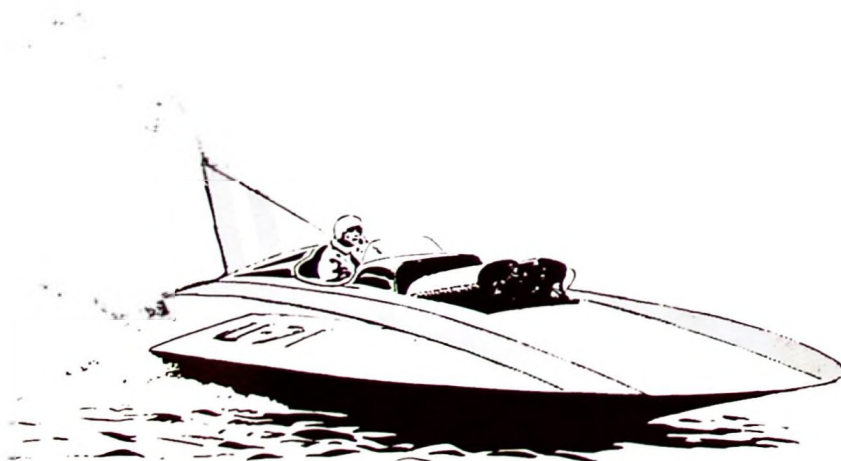
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Race Chairman



DOUG TILLSON
Pit Chairman



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Starter	Don Dunton, Spokane
Measurer	Harold Carman, Spokane
Timer	Ches Young, Spokane
Recorder	Marie Young, Spokane
Race Chairman	Don Cooper
Pit Chairman	Doug Tillson
Pit Co-Chairman	Jim Nelson
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Sanitation	Harry Lee
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Cranes	Ron Windlesky
Pit Site Preparation	Jerry Reis
Pit Fuel	Wes Burkhead
Pit Tours	Dwayne Hall
U.S. Coast Guard	B. E. Mapes

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	Lee Seguin
4-Wheel Drive Rally	Peak Putters Jeep Club
	Wyman Richards
Grand Parade	Bill Warren
Atomic Cup Gate	Benton Sherriff's Posse
	Glen Haden
Boat Parade	Wilbur Teal
South Sea Island Fantasy	Etta Hacker
Cavalcade of Drums	Bob Welsh
Archery Contest	Colyak Bowhunters
	Jon Mathrole
CBC Melodrama	Dan Sartain
Special Events	Mickey Foes
	Iris Lohman
Talent Show	Sandy Mordan
Kids Parade	Pasco Lions Club
	Dave Mathews
	Richland Jr. Women's Club
	Juanita Wilmoth
Baton Twirling Contest	Pat Aichele
Art Festival	Mrs. R. D. Benham
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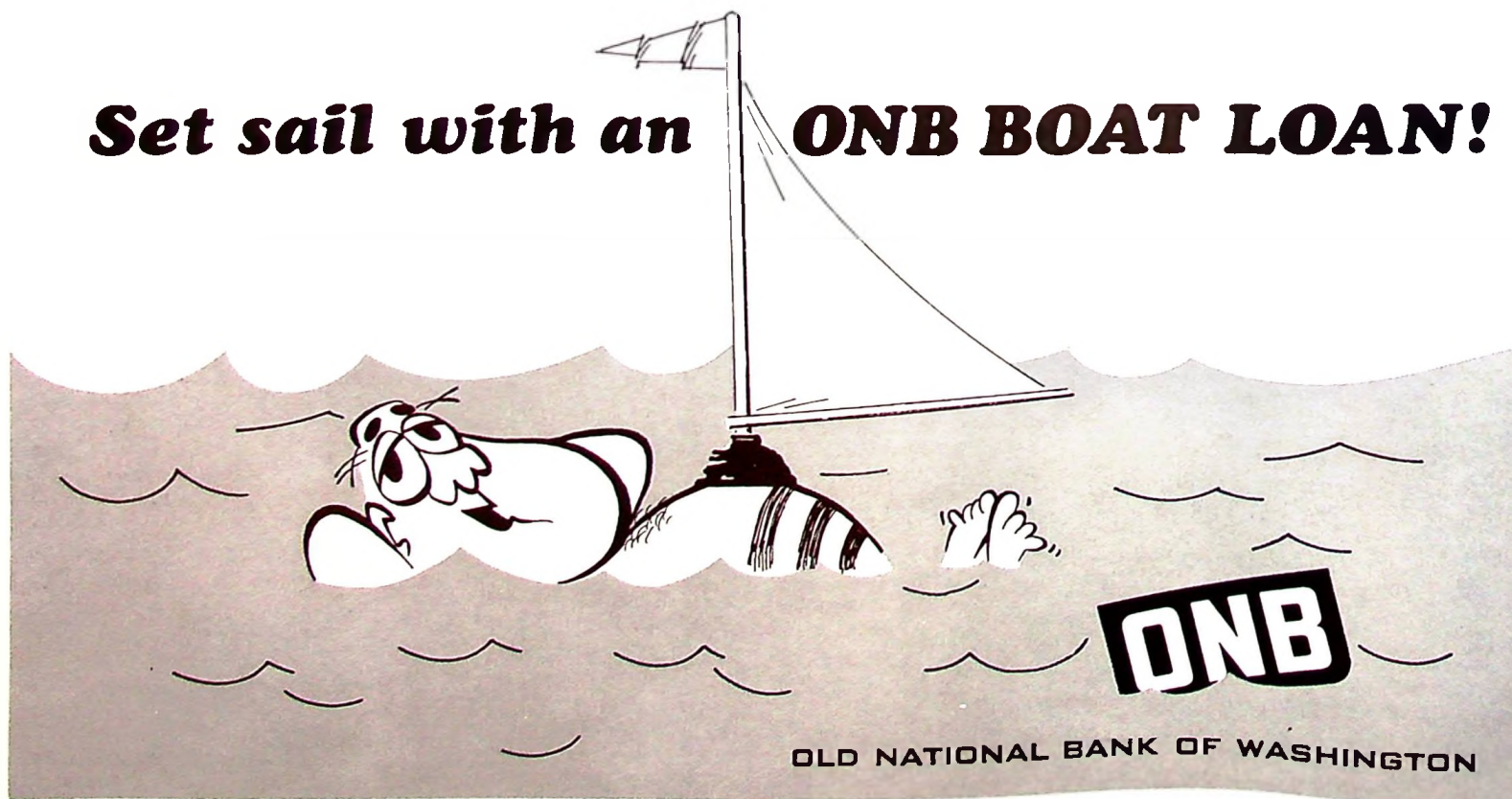
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Built by Staudacher. Rolls Engine. 30'x13'2". 6,900 lbs.



U-6 Miss Madison - owned by City of Madison, In. - Driven by Jim McCormick
Built by Staudacher. Allison Engine. 30'x12'. 6,600 lbs.



U-7 Notre Dame owned by U-7, Inc. - Driven by Leif Borgersen
Built by Karlsen. Rolls Engine. 30'x13'2". 6,600 lbs.



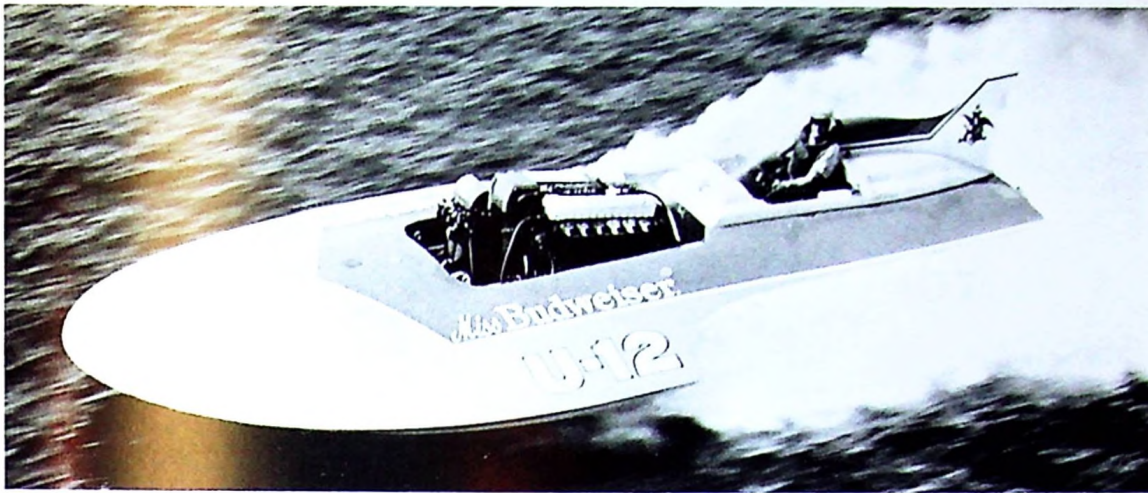
U-8 Parco-O-Ring Miss owned by Golden State Racing - Driven by Norm Evans
Built by Patterson. Rolls Engine. 30'x12'. 6,750 lbs.



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Cosmo-Angus

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U-12 Miss Budweiser owned by Hydros, Inc. - Driven by Bill Sterett

Built by Karelson. Rolls Engine. 30'x13'2". 7,000 lbs.



U-19 Atlas Van Lines owned by Bob Fendler - Driven by Earl Wham

Built by Staudacher. Rolls Engine. 29'6"x12'. 5,700 lbs.



U-25 Pride of Pay 'N Pak - owned by Dave Heeresnsperger - Driven by Tommy Fults

Built by Staudacher. Rolls Engine. 29'6"x13'6". 6,400 lbs.



U-50 Savair's Probe owned by Savair Products Co. - Driven by Walter Kade

Built by Jones. Allison Engine. 30'x12'. 5,750 lbs.





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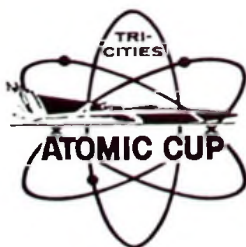
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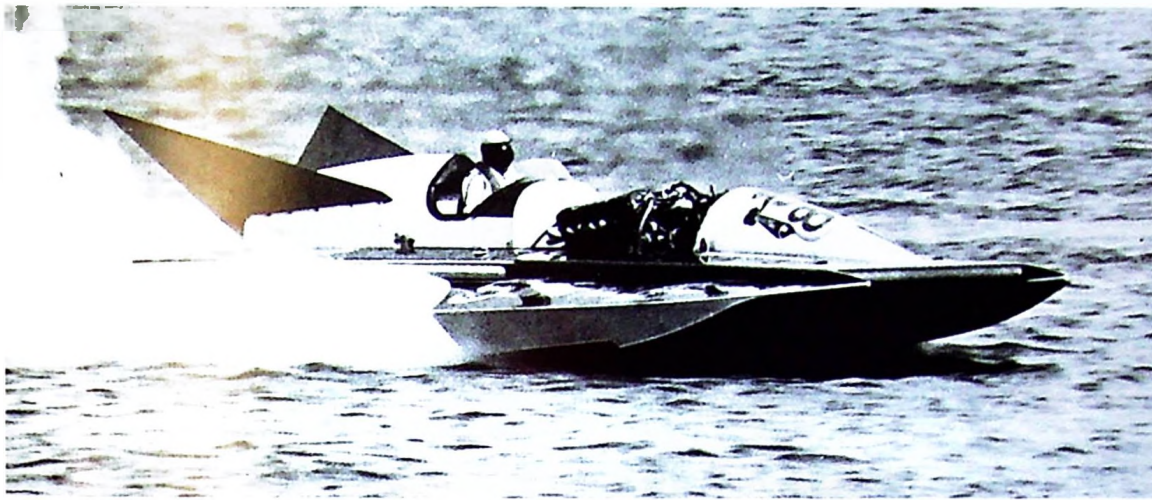


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U-80 Myr's Special owned by Gale Enterprises - Driver Dean Chenoweth
Built by Schoenith. Rolls Engine. 32'x12'6". 7,000 lbs.



U-88 Fascination owned and Driven by Bob Gilliam
Built by Gilliam. Rolls Engine. 32'x12'. 7,000 lbs.



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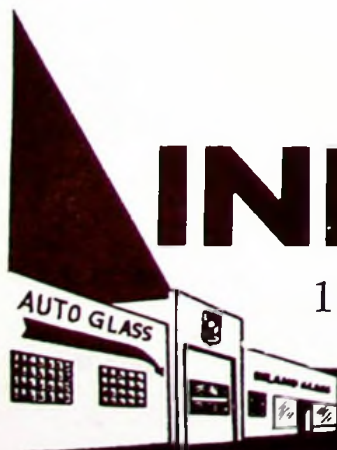


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1968 RACE WINNERS

DIXIE CUP

Guntersville, Alabama — MISS EAGLE ELECTRIC 97.662 mph

WISCONSIN CUP

Madison, Wisconsin — MISS BARDAHL 100.692 mph

INDIANA GOVERNOR'S CUP

Madison, Wisconsin — MISS BARDAHL 101.027 mph

TRI-CITIES ATOMIC CUP

Tri-Cities, Washington — MISS EAGLE ELECTRIC 102.913 mph

WORLD CHAMPIONSHIP

Seattle, Washington — MISS U. S. 100.521 mph

DIAMOND CUP

Coeur d'Alene, Idaho — MISS BARDAHL 99.480 mph

PRESIDENT'S CUP

Washington, D. C. — MISS EAGLE ELECTRIC 98.416 mph

APBA GOLD CUP

Detroit, Michigan — MISS BARDAHL 108.230 mph

SAN DIEGO CUP

San Diego, California — MY GYPSY 95.548 mph

ARIZONA GOVERNOR'S CUP

Phoenix, Arizona — MISS BUDWEISER 113.542 mph

ATOMIC CUP WINNERS

TRI-CITIES, WASHINGTON Race—102.913 Miss Eagle Electric 1968
Heat—106.635 Miss Eagle Electric 1968
Lap —110.024 Miss U. S. 1967

ATOMIC CUP — TRI-CITIES, WASHINGTON

FINAL STANDINGS:

	POINTS
1. MISS EAGLE ELECTRIC	1,200
2. MISS BUDWEISER	925
3. NOTRE DAME	869
4. MISS BARDAHL	800

(continued next column)

5. ATLAS VAN LINES	750
6. HARRAH'S CLUB	525
7. SMIRNOFF	525
8. GALE'S ROOSTERTAIL	525
9. SAVAIR'S MIST	394
10. PARCO O RING MISS	300
MY GYPSY, FASCINATION	0

HEAT 1-A SPEED

1. MISS BUDWEISER	101.580
2. PARCO O RING MISS	99.587
3. ATLAS VAN LINES	94.770
4. SAVAIR'S MIST	89.108

HEAT 1-B mph

1. MISS BARDAHL	105.592
2. SMIRNOFF	94.971
3. HARRAH'S CLUB	92.276
4. FASCINATION	DNF

HEAT 1-C mph

1. MISS EAGLE ELEC.	106.635
2. NOTRE DAME	98.504
3. GALE'S ROOSTERTAIL ..	91.308
4. MY GYPSY	DNF

HEAT 2-A mph

1. MISS EAGLE ELEC.	92.222
2. ATLAS VAN LINES	95.744
3. SAVAIR'S MIST	89.880
4. MY GYPSY	DNF

HEAT 2-B mph

1. MISS BARDAHL	101.427
2. HARRAH'S CLUB	97.932
3. SMIRNOFF	94.175
4. PARCO O RING MISS ...	DNF

HEAT 2-C mph

1. NOTRE DAME	104.976
2. GALE'S ROOSTERTAIL ..	91.185
3. MISS BUDWEISER	85.227
4. FASCINATION	DNF

MIRA SLOVAK TROPHY RACE mph

1. HARRAH'S CLUB	96.497
2. MY GYPSY	83.643
3. GALE'S ROOSTERTAIL ..	79.318
4. SAVAIR'S MIST	78.374
5. PARCO O RING MISS ...	DNF

FINAL HEAT mph

1. MISS EAGLE ELEC.	105.882
2. MISS BUDWEISER	100.896
3. ATLAS VAN LINES	94.463
4. NOTRE DAME	94.339
5. MISS BARDAHL	DNF

Fastest Lap - 109.706
MISS BUDWEISER

Fastest Heat - 106.635
EAGLE ELECTRIC

Race Average - 102.913
EAGLE ELECTRIC



Left-to-right: O. M. Gibson, Richland; M. D. Patty, Kennewick; H. V. Chappelle, Richland.

Hanford Guards Donate Time

Members of the Hanford Guards Union, Local No. 21, are again taking a "busman's holiday" to serve their community.

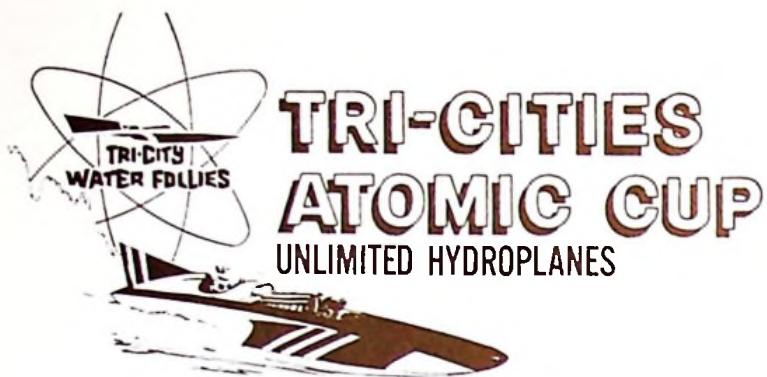
For the fourth consecutive year, members of the Guards Union are volunteering their time to guard the unlimited hydroplane pit area and assist with crowd and traffic control.

From the time the big boats arrive in the Atomic Cup

Pit area, the patrolmen work around-the-clock, 24-hours a day on their voluntary duty.

Last year 58 patrolmen and numerous others who volunteered their services, were on hand.

"The Water Follies is a community effort and the Hanford Guards Union feels all community organizations should pitch in and help. We intend to do our part in 1969"—a highly commendable attitude on the part of Hanford Guards Union, Local No. 21.



The staff and management of Pre-Mix Concrete wish to thank the many volunteers who have made this great event successful.



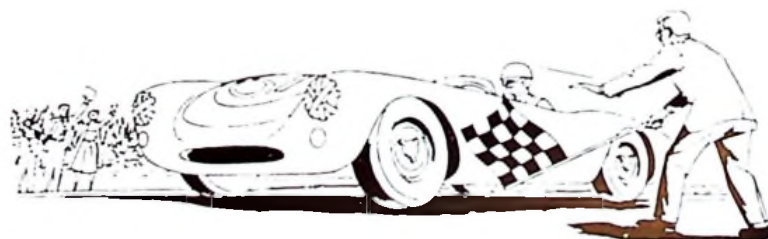
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UNLIMITED HYDROPLANE RECORDS

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

1968 NATIONAL CHAMPIONSHIP UNLIMITED HYDROPLANE POINT STANDINGS

POS.	BOAT	POINT TOTAL	POS.	BOAT	POINT TOTAL
1.	MISS BARDAHL	9,300	9.	HARRAH'S CLUB	4,295
2.	MY GYPSY	6,988	10.	GALE'S ROOSTERTAIL	3,488
3.	EAGLE ELECTRIC	6,600	11.	SAVAIR'S MIST	2,988
4.	MISS BUDWEISER	6,351	12.	SAVAIR'S PROBE	2,370
5.	SMIRNOFF	5,363	13.	PARCO O RING MISS	1,925
6.	NOTRE DAME	5,107	14.	MISS MADISON	1,792
7.	MISS U. S.	4,925	15.	FASCINATION	934
8.	ATLAS VAN LINES	4,860	16.	MY CUPIEE	600

DRIVER HIGH POINT STANDINGS - 1968

Position	Driver	Point Totals	Position	Driver	Point Totals
1.	Billy Schumacher	9,300	11.	Jerry Schoenith	3,188
2.	Tommy Fults	6,988	12.	Fred Alter	1,925
3.	Warner Gardner	6,600	13.	Ed O'Halloran	1,792
4.	Bill Sterett	6,351	14.	Leif Borgersen	1,719
5.	Dean Chenoweth	5,363	15.	Mike Walfbauer	1,005
6.	Jim McCormick	4,970	16.	Bob Gilliam	934
7.	Bill Muncey	4,925	17.	Burnett Bartley	807
8.	Walter Kade	4,363	18.	Bob Schrader	600
9.	Jack Regas	3,388	19.	Bill Cantrell	300
10.	Bob Miller	3,378			

TRI-CITIES ATOMIC CUP WINNERS

	DRIVER	OWNER	SPEED
1968 MISS EAGLE ELECTRIC	Warner Gardner	Dave Heerensperger	102.913 mph
1967 MISS BARDAHL	Billy Schumacher	Ole Bardahl	101.237 mph
1966 MISS BUDWEISER	Bill Brow	Bernard Little	95.0 mph
	Race Record—	Miss Eagle Electric, 1968	
	Heat Record—	Miss Eagle Electric, 1968	
	Lap Record—	Miss Eagle Electric, 1968	

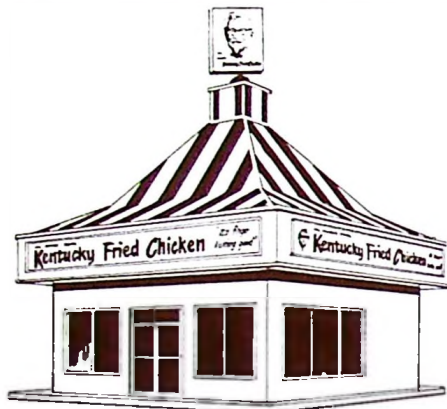
WORLD MILE STRAIGHT AWAY RECORDS OF THE PAST

DATE	LOCATION	BOAT	DRIVER	SPEED
4-16-62	Lake Guntersville, Ala.	MISS U. S. I	Roy Duby	200.419
2-15-60	Lake Washington, Wash.	MISS THRIFTWAY	Bill Muncey	192.001
11-30-57	Lake Washington, Wash.	HAWAII KAI III	Jack Regas	187.627
11-01-57	Pictou, Ontario, Canada	MISS SUPERTEST II	Art Asbury	184.494
7-07-52	Lake Washington, Wash.	SLO MO SHUN IV	Stan Sayres	178.497
6-25-50	Lake Washington, Wash.	SLO MO SHUN IV	Stan Sayres	160.323
8-19-39	Lake Coniston, Scotland	BLUEBIRD II	Sir Malcolm Campbell	141.74
8-17-39	Lake Halliwill, England	BLUEBIRD II	Sir Malcolm Campbell	130.90
9-02-37	Lake Locarno, Switzerland	BLUEBIRD II	Sir Malcolm Campbell	129.50
9-20-32	Detroit, Michigan	MISS AMERICA X	Garfield A. Wood	124.915
8-18-32	Loch Lomond, Scotland	MISS ENGLAND III	Kaye Don	119.81
2-14-32	Miami, Florida	MISS AMERICA X	Garfield A. Wood	111.72
7-09-31	Italy	MISS ENGLAND II	Kaye Don	110.22
4-24-31	Buenos Aires, Argentina	MISS ENGLAND II	Kaye Don	103.49
4-16-31	Miami, Florida	MISS AMERICA IX	Garfield A. Wood	103.07
3-20-31	Miami, Florida	MISS AMERICA IX	Garfield A. Wood	102.256
6-13-30	Lake Windermere, England	MISS ENGLAND II	Sir Henry Seagrave	98.76
3-03-29	Detroit, Michigan	MISS AMERICA VII	Garfield A. Wood	93.123

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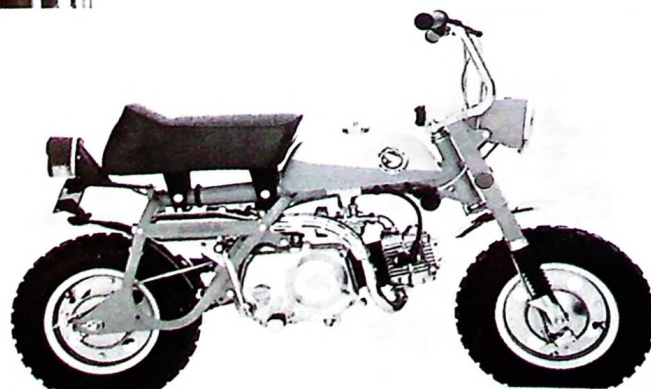
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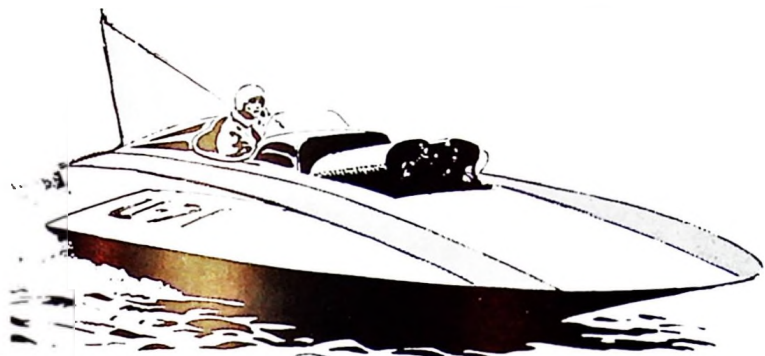
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"Good Luck to the winners
of the Honda Mini-Trails
for 'fastest day times'."

422 EAST AVE. C — Rolland Hall, owner, manager — KENNEWICK

Meet The Hydroplane Drivers . . .



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

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

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

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

Lately, he has expanded his interest and now sells racing equipment and accessories to all classes of race boats and cars. Bob, 43, is from Seattle.

BILL STERETT, MISS BUDWEISER — aboard Miss Budweiser in 1969 for the second straight year, Bill continues a career rich with success, which includes several other boats, dating back to 1963.

That's when he purchased a 7-litre hydroplane called Chrysler Queen and went to the race for the first time—winning handily. For the next three years he dominated the 7-litre scene nationwide.

Deciding to scale a new peak in 1966, he adapted two automotive engines to a new hull design and challenged the aircraft engine powered unlimiteds in his Miss Chrysler Crew. 1966 was less than a smashing success, but in 1967 he won the World Championship at Detroit, Michigan.

Shortly thereafter, he was injured in a 7-litre practice flip and sidelined for the rest of the season. When he decided to retire his Chrysler Crew, Budweiser owner Bernie Little quickly grabbed him for his new Miss Budweiser—and that then began their first year together.

Bill, 44, is a contractor in Owensboro, Ky.

EARL WHAM, ATLAS VAN LINES, This will be Earl's rookie year as a thunderboat pilot, but Wham campaigned a hot 266 cubic inch hydro from 1961 to 1965. Since that time has kept his seven litre hydro, Miss Merion Bluegrass, among the national leaders. He lists Orange Bowl Grand Prix crowns, world straightaway and competition records and other laurels and has a successful background as an auto driver as well. The 34-year-old Wham is from Spokane and works for Pacific Northwest Bell.

JIM McCORMICK, MISS MADISON — Jim seems to live at a crossroads. Seldom has a driver offered more potential or received less fortunate breaks. This year he drives the same Miss Madison he got his start back in 1966.

After impressing in the Madison, he won a berth as chauffeur for Notre Dame. Splitting with Notre Dame, he moved his life jacket to the Wayfarers Club Lady and burned up the western circuit with this fast lady.

Last season he remained with the Bob Fendler team, driving Atlas Van Lines. The duo parted ways in mid-season and at the Atomic Cup McCormick drove Harrah's Club for the first time. Just when it appeared he had arrived as a driver, Harrah's Club left the sport, leaving Gentleman Jim high and dry, and also leaving him very susceptible to the blandishments of the Miss Madison team.

Prior to running unlimiteds, Jim was a limited hydro driver of note in the midwest, campaigning 280, 266 and 7-litre hydros, and winning many cups.

Jim, 35, is a mechanical contractor in Owensboro, Ky.

WALTER KADE, SAVAIR'S PROBE — Rock-hard Walter is 65 years—young. He's the dean of thunderboaters with a career that spans 22 years in unlimited and a past record that includes associations with the giants of yesterday and today.

Today, Kade is crew chief and driver for two boats—Savair's Mist and Savair's Probe.

That doesn't begin to tell the story of Kade, who, at 65, has a physique that would be envied by a man half his age.

Gentleman he is, and he no doubt developed some of his demeanor from the sportsmen for whom he has worked and driven. There was Major Horace Dodge and the Delphine X and My Sweeties in the early 1950's. There were Wha Hoppen Too and Jack Schafer's Such Crusts with which Walter won the International Trophy Race at St. Clair, Michigan. There were Thunderbolt I and II, the humorous What A Pickle, then the Lumberville, which Kade built with Fred Dube. That boat is now the Savair's Mist. The first Blue Chip followed Lumberville before Kade hooked up with Mike Wolfbauer and Savair's team in 1965.

BILL MUNCEY, MISS U.S. — They call Bill Muncey the "hardware king" around the Seattle Yacht Club. His exploits at the helm of various thunderboats have brought to the SYC Championship trophies of almost every conceivable nature.

In his 15-year career as an unlimited pilot, Muncey has won every major race—and won most of them several times. He's a four-time Gold Cup champion and the winningest driver in unlimited history.

His present Miss U.S. won the APBA-UIM World Championship race last year at Seattle, Washington, and was a consistent threat at other events. Prior to that, Muncey's bobtailed mount turned fastest lap and heat speeds at many races.

Beginning his thunderboat career in 1955, he drove Miss Thriftway (under two different names) until the end of the 1962 season. Semi-retired, he drove Such Crust and Miss U.S.V. in 1964 and 1965. In 1966 he helmed \$-Bill in two races after the Miss U.S. bowed out.



Becky Brehm models her Atomic booster button bikini!

CREDIT . . . WHERE CREDIT IS DUE

To the companies whose advertisements appear on this page, and other pages in this program, the Tri-City Water Follies Association express its heartfelt thanks for their notable contributions in helping make the Atomic Cup Race a success.

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

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

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



Meet The Hydroplane Drivers . . .

TOMMY FULTS, PRIDE OF PAY 'N PAK—Winning the San Diego Cup and placing high at many other events earned Tommy "Rookie of the Year" honors in 1967. His My Gypsy finished second in national high points. As driver of the Pride of Pay 'n Pak this year, Tommy, 28, drives an entirely new concept in hydro racing and again is faced with a stern challenge.

Born in Denver, Colorado, Tommy attended Denver Schools and the University of California at Santa Barbara.

His first speed experience came at the wheel of a dragster in his native Colorado where he drove drag autos for six years.

In 1964 he switched his residence, and his drag car activity to California. He won the National Hot Rod Association championship in 1966 with his Whizz Kids car at Gary, Indiana, attaining a speed of 220 mph.

He was 1967 national championship runner-up at Paris, California, in the National Drag Boat Association event, in a boat called So-Long. His drag boat rides include world record holder Climax, Keith Black's Mr. Ed, and Thundermug.

LEIF BORGERSEN, NOTRE DAME — Movie producers looking for a leading man with a racing background need look no further than 23 year old Leif Borgersen, Nordic helmsman for Shirley Mendelson McDonald's latest thunderboat.

Borgersen sharpened his tools in all sorts of racing, spent a two year apprenticeship on the Notre Dame crew, moved up as driver to replace the injured Jack Regas, then became a full time race driver when Regas retired.

Leif raced first at the age of nine in the smaller outboard classes. At age 16 he graduated to inboard hydros, moving from the 280 class to seven litre hydros in a few years. When he signed on the Notre Dame crew his racing ended for a while, except for test hops in the Shamrock Lady.

Leif, 23, is from Seattle.

NORM EVANS, PARCO'S O-RING MISS — Bad luck seems to stalk this talented driver from nearby Chelan. Grounded in two straight seasons for rough driving, and on the same race course, Evans might well consider that some of his better luck.

In 1961 he went over a mountainside with a crane and was given up for dead, only to crawl back to health. In 1963, he narrowly escaped serious burns when \$ Bill ignited at Gunter'sville, Alabama. Cool Evans stopped the fire with his life jacket, a fire extinguisher, and his driver's coveralls. Driving Miss LaPeer in 1965 he looked back at the start to see Roy Duby in Miss U.S. come crashing down into his boat. That should give you the idea.

Evans' mounts have included Miss Seattle in 1956, Miss Bardahl in 1957-58, Miss Spokane and Nitrogen Too in 1959 and 1960, Miss Seattle Too for one race in 1960, Coral Reef in 1962, \$ Bill in 1963, Eagle Electric in 1964, Miss LaPeer in 1965 and \$ Bill in 1966. He won the Apple Cup Race in 1958 at Lake Chelan, Washington and was one-half of a winning team in winning the Diamond Cup in 1960.

DEAN CHENOWETH, MYR'S SPECIAL—Last year he helmed Smirnoff to a 6th place finish in unlimited high points., finished strong in the APBA Gold Cup and recorded strong finishes in other events in this new boat.

Dean started young, riding his first outboard when he was 12. When he was 14 he won three outboard national championships and was picked on the All American racing team, repeating that honor several times.

From 1952 through 1958, Chenoweth won eight national championships, 30 regional championships and divisional crowns and was the recipient of many other awards for his driving prowess.

He retired to go to College at the University of Miami, but resumed his career, driving limited inboards, when he graduated from college. In 1964 he drove a 280 cu. in. boat called Li'l Wide Track. In 1965 he won a 145 cu. in. national championship with a boat called Chuck's Joy. He repeated in 1966 as Eastern Divisional champ. In 1967 he was highly successful as a 7-litre pilot in the midwest.

Dean, 35, owns an automobile dealership in Ohio.



Right on the river . . .

BETWEEN RACE HEADQUARTERS AND THE HYDRO RACE-COURSE



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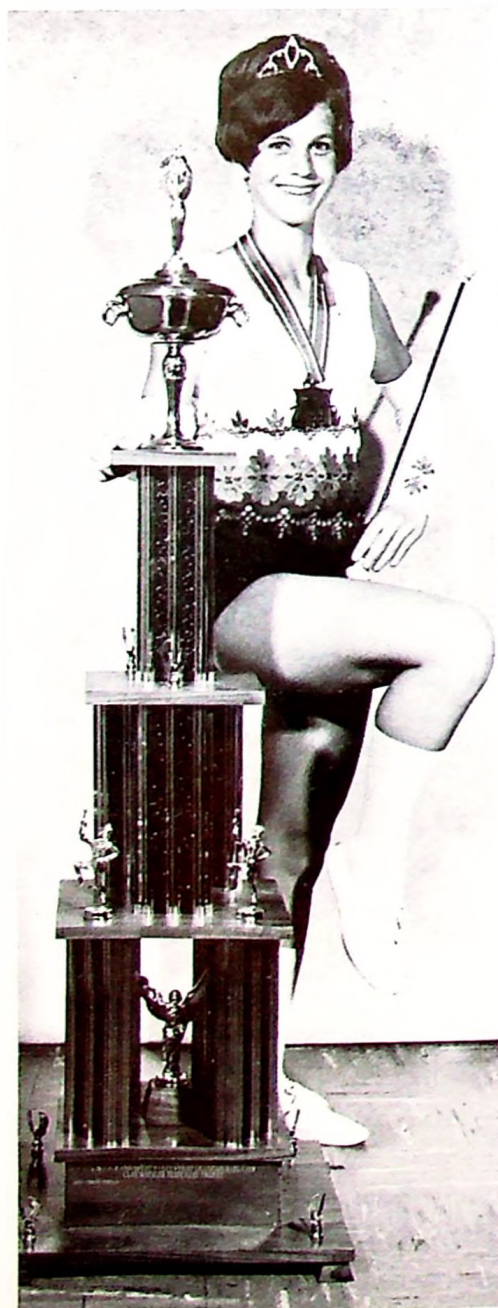
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The Clan Macleay Bagpipe Band from Portland, Oregon.
See them at the parade and
Cavalcade of Drums.

The Filipino Youth Activities
Drill team from Seattle.

Grand champion twirler,
Jayne Rogers, of Kennewick.



Atomic Cup Hair Styles



SHARON — 1966



CAROL — 1968



PAM — 1967



CYNTHIA — 1969

THERE'S MORE THAN MEETS THE EYE IN THE SKY DURING WATER FOLLIES!

Sky-Diving Exhibition

Members of the Thunderbird Parachute Team, working out of the Richland airport, will give an exhibition between heats of the Atomic Cup July 20.

A jump from 12,500 feet will be made by five members of the team. On this jump they will form a five-man star. One man, Don Rabe, will do a "cut-a-way" which means he will jump with three parachutes. After leaving the airplane, he will open one chute and then

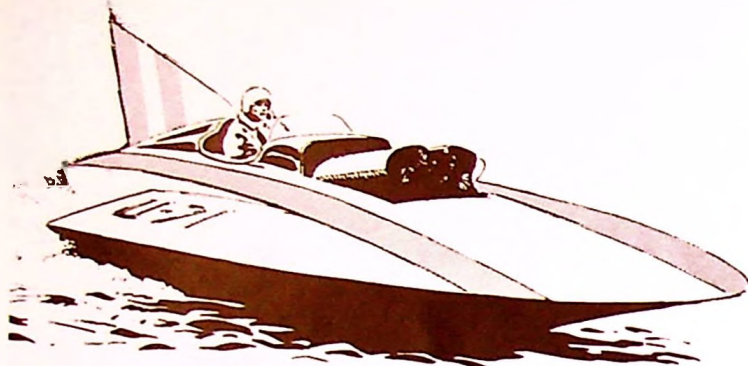
cut it away and go again into a free fall. After a few seconds, he will open his second parachute and ride it into the water.

Jumpers will be aiming to land in the Columbia River in the vicinity of the official barge. They will be wearing smoke flares so as to be more easily seen from the grounds.

Other jumpers taking part in the exhibition will be Bruce Perry, Dave Bennett, Terry Guske and Bob Hannigan.

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THE BRASS DOOR



Betty Lang and Bill & Faye Alexander invite you to visit them soon . . . whether you're a participant or spectator, you'll enjoy dining at The Brass Door!

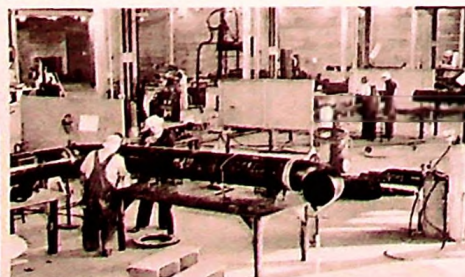
- HINGE ROOM
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Dinner starting at 5 p.m.
- COFFEE SHOP
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The BRASS DOOR

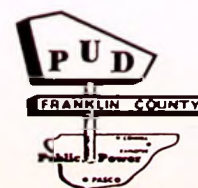
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ALL SIZES OF BOATS RACE IN THE TRI-CITIES

Tri-Cities is one of the Northwest's leading boat centers. Above, Pride of Pay N' Pak with Tommy Fults at the wheel does a test run on the Columbia in the Tri-Cities. Below are race boats of a smaller size —

the outboards of the Tri-City Outboard Racing Association shown competing on the same Columbia River water.

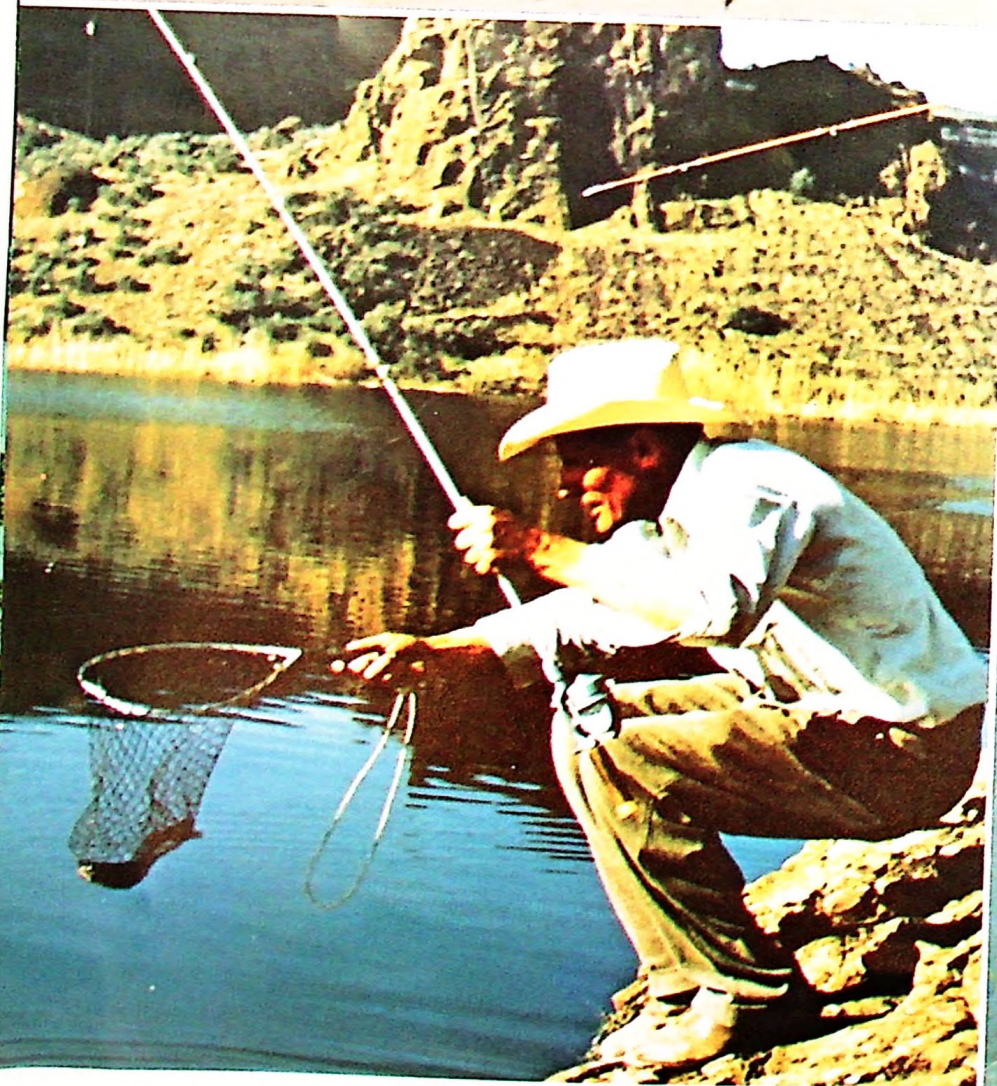
Outboard photo by Ralph Worsham, Tri-City Herald.





Photography by Walla Walla Corps of Engineers

BOAT-RACE WATCHING CAN BE FUN — THE ATOMIC CUP, 1968





TRI-CITY FAIR AND RODEO ROYALTY

These young ladies will reign over the annual Benton-Franklin County Fair and Rodeo in August in the Tri-Cities.

From left to right are Princess Judy Moore, Queen Debbie Kelly, Princesses Barbara Sharp and Margaret Surplus.

Dates of this year's fair and rodeo are August 21-24 with the 4-H horse fair scheduled for August 16-17 at the fairgrounds in Kennewick.

"DESERT SUN AND WATER FUN"

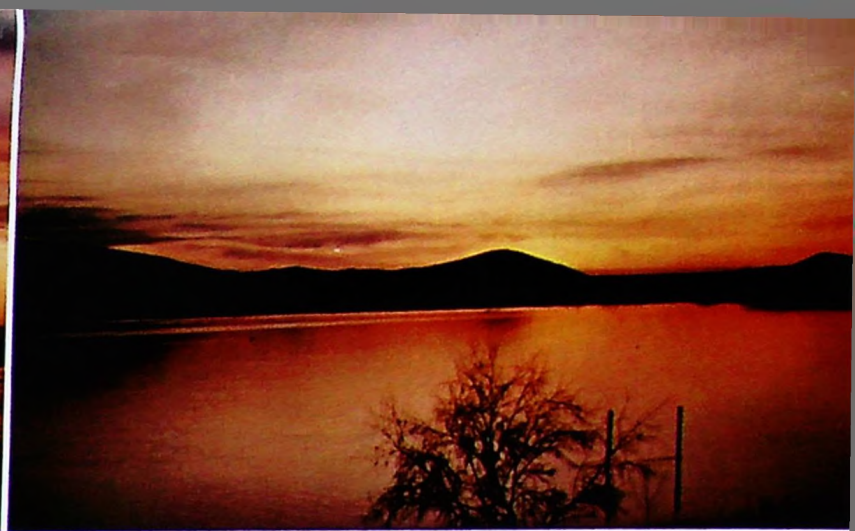
A new slogan is now being used for the Tri-Cities: "Desert Sun and Water Fun".

The slogan is the brainchild of Mr. and Mrs. Tom Edwards of Richland, winners of a community-wide slogan contest.

"Desert Sun and Water Fun" will now be used as the overall theme in the promotion of the Tri-Cities as a water recreation center for visitors and convention-goers.







A STUDY
OF SUNSETS
by
Reggie Denny, Pasco



