

TRI-CITY WATER FOLLIES

July 26-28, 2019



From Tranquility Base to the Rumble on the River

"Houston - The Eagle has landed"

July 20, 1969

TRI-CITY WATER FOLLIES MEDIA GUIDE 2019

HAPO Columbia Cup for H1 Unlimited Hydroplanes

HAPO Over-the-River Air Show

**Plumbers and Steamfitters UA Local 598 & Signatory Contractors
Grand Prix World Regatta**

Washington National Guard 5-Liter Hydroplane Regatta

Atomic Screen-Printing Atomic Cup Vintage Hydroplane Exhibition

July 26 – 28, 2019

Get ready for the biggest weekend of hydroplane racing all year long! Don't miss this thrilling action on the water thanks to the H1 Unlimited Hydroplanes, plus the high-speed action of Grand Prix, 5-Liter, and Vintage hydroplanes. Combine that action with the HAPO Over the River Air Show, and it's a weekend you won't want to miss. Mark your calendar now for **July 26-28, 2019** and enjoy the 53rd year of the Tri-Cities annual celebration of high-speed action on the Water and in the Air!

Bring your family and friends and join us on the shores of the Columbia River for an action-packed, energy filled weekend. Tens of thousands of spectators from throughout the Northwest and across the Country will line the river for this high-speed weekend, while countless others will watch on television and the internet.

The Tri-City Water Follies, with the help of hundreds of volunteers, uses all proceeds on the event and for making park improvements, scholarship donations and contributions to local civic organizations that help make this event happen each year. The Tri-Cities community is proud to host this annual tradition.

TRI-CITY WATER FOLLIES CONTACTS

Tri-City Water Follies office: (509) 783-4675 toll free (877) 73-HYDRO

www.waterfollies.com info@waterfollies.com

Event Director: Kathy Powell (509) 783-4675

Media Director: Heath Lambert (509) 492-1340

Media Liaison: Jeremy Johnson (509) 750-2165

President: Chuck Keltch (509) 727-1000

Race Director: Aaron Stephens (509) 551-8072

Air Show Director: Kim Owens (509) 308-4013

Air Boss: Scott Meyer (509) 492-6049

2019 HAPO Columbia Cup
Schedule of Events (Subject to change)

Friday, June 21, 2019

Miss Tri-Cities Dessert and Silent Auction @ Kennewick Red Lion

Saturday, July 13, 2019

Miss Tri-Cities Scholarship Program @ Kennewick High School

Wednesday, July 24, 2019

Hydros at the Mall @ Columbia Center, Kennewick, WA

Friday, July 26, 2019

| | |
|---------------------|--|
| 8:00 AM | Park Opens |
| 8:00 AM - 9:00 AM | H1 Unlimited Hydroplane Testing |
| 9:00 AM - 9:45 AM | Inboard Testing |
| 9:45 AM - 10:45 AM | H1 Unlimited Hydroplane Testing |
| 10:45 AM - 11:15 AM | Open Testing |
| 11:30 AM - 1:00 PM | HAPO Over the River Air Show |
| 1:20 PM | 5 Liter Hydroplane Heat 1 |
| 1:30 PM - 3:35 PM | H1 Unlimited Hydroplane Qualifying |
| 3:50 PM | Vintage 1 Hydroplane Dash |
| 4:10 PM | Vintage 2 Hydroplane Dash |
| 4:25 PM | 5 Liter Hydroplane Heat 2 |
| 4:40 PM | Grand Prix Hydroplane Dash |
| 5:05 PM | United States Navy H1 Unlimited Dash for Cash (LIVE TV) |
| 6:00 PM | Speed and Feed |

Saturday, July 27, 2019

| | |
|---------------------|--|
| 8:00 AM | Park Opens |
| 8:15 AM - 9:00 AM | Grand Prix and 5 Liter Hydroplane Testing |
| 9:10 AM | Atomic Screen Printing Vintage 1 Heat 1 |
| 9:30 AM | Atomic Screen Printing Vintage 2 Heat 1 |
| 9:50 AM | 5 Liter Hydroplane Heat 3 |
| 10:00 AM - 11:15 AM | H1 Unlimited Hydroplane Testing |
| 11:30 AM - 1:00 PM | HAPO Over the River Air Show |
| 1:25 PM | 5 Liter Hydroplane Heat 4 |
| 1:50 PM | CO-Energy H1 Unlimited Hydroplane Heat 1A |
| 2:15 PM | Arizona Mobile H1 Unlimited Hydroplane Heat 1B |
| 2:40 PM | Grand Prix Hydroplane Heat 1 |

| | |
|---------|---|
| 3:05 PM | Vintage 1 Heat 2 |
| 3:30 PM | Vintage 2 Heat 2 |
| 3:55 PM | Grand Prix Hydroplane Heat 2 |
| 4:20 PM | SM El Pueblo Market H1 Unlimited Hydroplane Heat 2A |
| 4:45 PM | SM El Pueblo Market H1 Unlimited Hydroplane Heat 2B |

Sunday, July 28, 2019

| | |
|--------------------|--|
| 8:00 AM | Park Opens |
| 8:00 Am - 9:00 AM | H1 Unlimited, Grand Prix and 5 Liter Hydroplane Testing |
| 9:20 AM | Atomic Screen Printing Vintage 1 Heat 3 |
| 9:45 AM | Atomic Screen Printing Vintage 2 Heat 3 |
| 10:00 AM | Opening Ceremonies |
| 10:30 AM | 5 Liter Hydroplane Heat 5 |
| 10:55 AM | Parr Lumber H1 Unlimited Hydroplane Heat 3A |
| 11:20 AM | Parr Lumber H1 Unlimited Hydroplane Heat 3B |
| 11:30 AM - 1:00 PM | HAPO Over the River Air |
| 1:35 PM | Grand Prix Hydroplane Heat 3 |
| 2:00 PM | 5 Liter Hydroplane Final Heat |
| 2:25 PM | The Truss Company H1 Unlimited Hydroplane Heat 4A |
| 2:50 PM | The Truss Company H1 Unlimited Hydroplane Heat 4B |
| 3:15 PM | Atomic Screen Printing Vintage 1 Heat 4 |
| 3:40 PM | Atomic Screen Printing Vintage 2 Heat 4 |
| 4:05 PM | UA Plumbers & Steamfitters Local 598 & IBEW Electrical Workers Local 112 and their Signatory Contractors Grand Prix Hydroplane Final |
| 4:30 PM | HAPO Columbia Cup H1 Hydroplane Final |

OFFICIAL EVENT NAMES (Please Address Accordingly)

HAPO Columbia Cup for Unlimited Hydroplanes

Unlimited Hydroplanes reach speeds up to 200 miles per hour on one of the fastest race courses in the Country.

HAPO Over-the-River Air Show

On Friday, Saturday and Sunday, spine-tingling aerial performances will entertain the crowds over the river. This year's demonstrations include, Michael Wiskus flying the LUCAS OIL flying the Pitts S-1-11B, Renny Price flying the Sukhoi SU-29, Yellow Thunder flying the T-6 Texans, Mark Peterson flying the Alpha Jet and vintage WWII aircraft Grumman Hellcat and FM-2 Wildcat from the Erickson Aircraft Museum.

UA Plumbers & Steamfitters Local 598 & IBEW Electrical Workers Local 112 and their Signatory Contractors Grand Prix World Regatta

Grand Prix World is a class and club in the American Powerboat Association. These slightly smaller than unlimited boats are automotive powered and bring" back the thunder" for fans of boat racing.

Atomic Screen Printing presents the Atomic Cup Vintage Hydroplane Exhibition

Tri-Cities Water Follies brings the roar of the World War II V-12 piston engines back to the shores of the Columbia River in 2019 with the Atomic Cup vintage hydroplane exhibition. Multiple vintage "thunder boats" from the

Hydroplane and Raceboat Museum will perform in a series of exhibition heats that will evoke memories of the original Atomic Cup races.

APBA E-350 Hydroplanes

Returning to the Columbia Cup this year is the Pro-Lite hydroplane class. These are APBA E-350 hydroplanes racing with speeds approaching 115 mph and are powered by mildly modified marine-based 305 ci (cubic inch displacement) and 350 ci Chevrolet V-8 engines. Because this is a stock engine class, it puts a premium on driver skill and securing the inside lane. The newly approved 350 ci engine, with nearly 400 hp, has given this class a significant speed boost. The added speed has led to numerous broken records and exciting racing over the last two years

EXPECTED ATTENDANCE

More than 70,000 people over the 3-days.

TICKET INFORMATION

Weekender Two-Day Admission Ticket

Saturday and Sunday General Admission passes for Columbia Park, Kennewick and Wade Park, Pasco. Same price if purchased in advance or at the gate.

Adult: \$25 *Children 6 - 12: \$10 Children 5 and under: Free

Saturday General Admission Ticket (Available at the gate)

Adult: \$15 *Children 6-12: \$5 Children 5 and under: Free

Sunday General Admission Ticket (Available at the gate)

Adult: \$25 gate *Children 6-12: \$5 Children 5 and under: Free

Bleacher Ticket (does not include park admission)

Available as an upgrade at the entrance to the bleachers in Columbia Park.
\$5 per day for adults and children 6 and older. Children 5 and under: Free.

One Day Pit Access (Does not include Park admission) Friday: \$10 Saturday: \$10 Sunday: \$10

Three Day Pit Pass (Includes park and pit admission) \$45

*Kids age 6-12 tickets will be available courtesy of MacDonald-Miller. Details Forthcoming.

Parking (Fee will be charged each time vehicle re-enters the event site)

Columbia Park general lot - Friday and Saturday: \$5 at the gate. Sunday: \$10 at the gate
Pasco - Friday: Free Saturday: \$5 at the gate Sunday: \$10 at the gate

Private viewing areas and special hospitality packages are available. For information contact the Water Follies office.

EVENT ACCESS AND HOSPITALITY

Transit available

Ben Franklin Transit will be providing shuttles to and from the 2019 HAPO Columbia Cup Boat Races on July 27-28, 2019.

The BFT shuttles will take passengers to Columbia Park on the Kennewick side from:

- Lampson Stadium, Kennewick
- Knight Street Transit Center, Richland

New this year! Shuttles will take passengers to Wade Park on the Pasco side from:

- The HAPO Center (formerly TRAC) in Pasco
- Boarding area will be on Homerun Rd. across from Holiday Inn Express; signage will be in place at The HAPO Center entrances to help direct you.

SHUTTLE TIMES:

Saturday & Sunday, July 27-28 – 8 a.m. to noon

- Shuttles will leave the above start locations every hour on the hour, beginning at 8 a.m. with last trip at noon
- Return trips will leave 15 minutes after the last heat each day.

Shuttle Fare:

- By cash donation
- All proceeds from the shuttles will go to the YMCA of the Greater Tri-Cities.

For more information, please visit the [BFT Website](#).

Disabled Access Parking and Viewing

The Special Needs Area, Hosted by Sunrise Rotary is located next to the bleachers in Columbia Park. For handicap parking, use the main Highway 240 entrance into the main lot. Golf cart shuttles from the parking lot to the viewing area are available, and Ben Franklin Transit Dial-A-Ride patrons. .

BFT Dial A Ride will provide Boat Race service Friday, Saturday and Sunday

Rides must be scheduled in advance.

Rides for Sunday race day must be booked by 12:00 noon on Friday.

Rides for Friday and Saturday should be booked one day in advance by 5 pm.

Water follies staff from the special needs area will assist DAR vehicles thru the barricade

Fun in the Sun Shoreline Festivities

Radio Controlled 1/8th Scale Hydros - One-eighth the size, nearly forty radio-controlled Hydroplanes will race on the Family Fishing Pond Friday and Saturday. The R/C Hydros reach top speeds of over 60 miles per hour. The boats are 42-50 inches long and 19-24 inches wide and weigh an average of 13 pounds. In addition to the long-time nitro class, you'll get a chance to see the "FE" or "Fast Electric" class, powered by a Lithium Polymer battery and brushless electric motor.

Atomic Screenprinting Autograph Session - The autograph session provides race fans an opportunity to greet and even take pictures with the race boat drivers. Takes place on Saturday, 12:00 at the Stage in Columbia Park.

HAPO All Pilots Autograph Session - The autograph session provides race fans an opportunity to greet and even take pictures with the air show pilots. Takes place on Saturday, 3:00 at the Stage in Columbia Park.

Oberto Sausage Co. Services Pit Tours - Tours are available with the purchase of a Booster Button souvenir lapel pin (\$5). Non-profit organizations representing children, disabled or underprivileged clients may arrange for complimentary tour of the pits on Friday 1 to 3 p.m. Reservations should be made with the Water Follies office. Race fans can see the inner-workings of the Unlimited Hydroplanes and the piston-powered vintage boats Friday, noon to 5 p.m. and Saturday 9 a.m. to 4 p.m. While the purchase of this year's souvenir Booster Button lapel pin includes a free pit tour, it also raises money for a worthwhile cause.

Kid's Zone - The Kids Zone will operate on both the Kennewick and Pasco sides of the river. Kennewick hours are Friday, Saturday and Sunday 9 a.m. to 4p.m. Pasco hours are Saturday and Sunday 9 a.m. to 3p.m.

The Kennewick Kid's Zone is located at the Stage. The Pasco Kids Zone is just east of the Bulldog Beach Club.

The Kennewick Kids Zone will feature Big Top the Clown and Walter Chimal from 1:30 to 2:30 on Sunday. Both Kids Zones will also have face painting and arts & crafts.

Driver's Church Service - The boat driver's tradition continues this year and, as always, is open to anyone who would like to attend. Everyone in the park is welcome to attend this brief service at 7:00 a.m. Sunday at the stage behind the pits.

Exhibit Area at the Memorial – US Military recruiters and more with interactive displays.

Laser Tag - Red Dot Paint Ball will have a Laser Tag course set up across from the bleachers in Columbia Park.

Helicopter Rides - Inland Helicopter will be offering helicopter rides Friday through Sunday out of the Heli-pad landing area within the Columbia Park Golf Course driving range. Reserve your seat at the Golf Course Club House during event hours.

EXCITING EVENTS WATER FOLLIES WEEK

Miss Tri-Cities Scholarship Program – July 13th 7:00 PM

The annual Miss Tri-Cities Pageant takes place July 13th at Kennewick High School. Contestants compete for more than \$30,000 in scholarship money. For more information, visit www.misstricities.org. Executive Director Dot Stewart can be reached at (509) 627-5622 or (509) 539-3252 or dotstewart@charter.net.

Hydroplanes at Columbia Center– Wednesday 4:00 – 6:00, July 24th

A select group of Unlimited Hydroplanes will be on-site at the Columbia Center Mall Wednesday afternoon before heading to the pits. Take advantage of this rare opportunity to get a close-up look at these amazing machines, take pictures, and visit with the teams.

Speed and Feed (Sponsored by Castle Events Catering) – Friday, July 26th

Sponsors, Hydroplane owners and drivers, and Air Show Pilots get together to celebrate at the Speed and Feed

FEATURED ENTERTAINMENT

HAPO COLUMBIA CUP FOR UNLIMITED HYDROPLANES

The Unlimited Hydroplanes test and qualify on Friday, time trials are on Saturday morning and the first two heats of racing are Saturday afternoon. The remaining heats and championship race is Sunday. The world's fastest race boats demonstrate high-speed, cutting-edge technology on one of the fastest courses in the country. Unlimited Hydroplanes reach speeds of up to 200 miles per hour. Unlimited Hydroplanes are powered by retired military Chinook helicopter turbine engines and can travel the length of a football field in one second. They also shoot a plume of water -- "Rooster Tail" -- in the air behind them that carries more than a ton of water. The Tri-Cities is one of only five cities across the country to host this unique and exciting form of motor sport racing and is one of the longest continually operating race sites.

2019 H1 UNLIMITED HYDROPLANES SCHEDULE

| Dates | Event | Location |
|--------------|--------------------------------|------------------|
| June 28 - 30 | Guntersville Hydrofest | Guntersville, Al |
| July 5 - 7 | APBA Gold Cup | Madison, In |
| July 26 - 28 | HAPO Columbia Cup | Tri-Cities, WA |
| Aug 2 - 4 | HomeStreet Bank Cup at Seafair | Seattle, WA |
| Sep 13 - 15 | HomeStreet Bank Bayfair | San Diego, CA |

Race Course

2 ½-mile oval, technically referred to as the “McNary pool” on the Columbia River between Kennewick and Pasco. An Unlimited Hydroplane race course must be laid in waters at least 10 feet deep and surveyed per H1 Unlimited specifications. There must be an escape route outside each turn, in which no spectator boats are permitted. For all courses, a minimum of five buoys are located in each turn. The minimum number of buoys in each straightaway is five for a 2-1/2-mile course.

H1 UNLIMITED HYDROPLANES AT TRI-CITIES 2019 (subject to change)

Go to www.h1unlimited.com for detailed information on each hydroplane. An updated roster will be made available at the Media Trailer just inside the pit fence on race weekend.

Please note: Appearance on this roster, or in this media guide does not guarantee attendance at this event. Although every effort is made for this information to be correct, boat lineups and sponsorship can change rapidly. Please verify boat information & sponsorship prior to publication.

H1 Unlimited Roster

| Team | Driver |
|--|------------------|
| U-1 Delta Realtrac | Andrew Tate |
| U-3 Grigg's Presents the Miss Ace Hardware | Jimmy King |
| U-6 HomeStreet Bank | Jimmy Shane |
| U-7 Spirit of Detroit | Bert Henderson |
| U-10 Spirit of Detroit II | Patrick Haworth |
| U-11 J&D Hydraulics & Repair presented by Reliable Diamond Tool | Tom Thompson |
| U-12 Graham Trucking | J. Michael Kelly |
| U-98 Graham Trucking 'American Dream' | Corey Peabody |
| U-99.9 Darrell Strong presents PayneWest Insurance | Brian Perkins |
| U-440 Bucket List Racing | Dustin Echols |
| U-1918 Oberto | Jeff Bernard |

The fastest race boats in the world, the Unlimited Hydroplanes race at speeds in excess of 200mph. They represent the product of over 100 years of evolution in race boat design and incorporate powerful engines, advanced construction techniques and the best safety systems available in boat racing today.

Most of today's unlimited hydroplanes are powered by a single [Lycoming T-55 L-7](#) turbine engine. These engines once powered our military's Chinook helicopters from as far back as the Vietnam War. The turbine is capable of producing 3000 horsepower and runs on Jet-A (kerosene) fuel.

Driving is a delicate balance between gliding over the top of the water and having the boat take off into the air like an airplane on a runway. Losing control can be disastrous when traveling at roughly the speed of a football field per second over a body of water that looks soft but impacts with the rigidity of concrete at those speeds.

Nothing compares to the sight of six unlimited hydroplanes racing to the line, trailing enormous walls of water in their wake, as they compete for valuable points to make the final heat. 2014 was a nail biter for the high-points Championship, coming down to the last race of the season. With the addition of new teams, 2019 should prove to be equally exciting, if not more.

In general, Unlimited Hydroplanes are between 27-29 feet long, approximately 14 feet wide, approximately 6500 pounds, and are powered by a Lycoming T-55/L-7 Turbines what outputs around 3000 HP.



2019 H1 Unlimited Hydroplane Racing Series Fleet

U-1 *Delta/Realtrac*

Driver: Andrew Tate

Residence: Walled Lake, Michigan

Age: 29

Occupation: Production Manager, Sun Coatings

Years Driving H1 Unlimited Hydroplanes: 4

Tate's Victories [prior to the start of the season]: 9

Team: Jones Racing

Team Web Site: www.U9Racing.com

Team Homeport: Kent, Washington

Year Built: 1992
Length: 29-feet, 2-inches
Width: 14-feet, 4-inches
Weight: 6,900 lbs.
Engine: Lycoming T-55/L-7 Turbine
Crew Chief: Seph Parshall
Owners: Lori and Mike Jones, Lake Tapps, Wash.
Team Victories [prior to the start of the season]: 11
2018 Season Standing: 1st
2018 Wins: 5

Andrew Tate doesn't need an Ancestry DNA or 23andMe genetics test to know racing boats is in his DNA. His great-grandfather, grandfather, father, and mother all raced boats. Now, as a fourth-generation boat racer, you could say Tate was born to drive hydroplanes because it is in his blood.

Tate won five of six races last year including the American Power Boat Association's Gold Cup on the Detroit River. His father, Mark, who drove a H1 Unlimited hydroplane from 1990 to 2004, also won the century old trophy in in 1991 & 1994. With his five victories, Tate also captured the H1 Unlimited Hydroplane Racing Series national championship title allowing his team to wear the U-1 moniker.

He began racing H1 Unlimited hydroplanes in 2016 where as a rookie he won his first winner-take-all final at the Albert Lee Appliance Cup in Seattle driving the U-9 *Sound Propeller Service/Les Schwab Tire* hydroplane. Three years into his young career, Tate has added eight more race victories to his trophy case. One is the prestigious President's Cup that he won in 2017 in Detroit, near his home in Walled Lake, Michigan.

The U-9 team and driver Andrew Tate dominated the circuit in 2018. They won five of six races, including the APBA Gold Cup. Tate and the U-9 team used a stellar performance at the 2018 Columbia Cup to build an almost insurmountable lead in the season points race. Sweeping all their heats, the team tallied 2080 points, their highest event total of the season. It was also the first win in Tri-Cities for the Jones Racing Team. The U-9 swept the remaining races on the schedule, winning the title by over 2,000 points.

With its win at last year's Southern Cup, the U-9 *Delta/Realtrac* became the oldest race hull ever to win an H1 Unlimited hydroplane race. The hydroplane is 27-years-old and is two years younger than its driver. It began as the U-102 *Coors Dry* with Dave Villwock driving. Villwock won his first of 67 wins, the most career victories in the sport's history.

Lori and Mike Jones have run the U-1 *Delta/Realtrac* hydroplane since 2000 and have owned H1 Unlimited hydros since 1994.

2019 will be a year of transition for the Jones Racing Team. Crew Chief Jeff Campbell, his brother Michael Campbell and Dave Arnold, all former Budweiser crew members, retired at the conclusion of 2018. Success in 2019 will be dependent on how the team fills the void left by the departure of these core contributors. Longtime team member Seph Parshall has been named crew chief for 2019. The team skipped the first race of the 2019 season, then placed second in the 2019 APBA Gold Cup.

U-3 Griggs presents Miss Ace Hardware

Driver: Jimmy King
Residence: Memphis, Mich.
Age: 58
Occupation: Owner, King Masonry
Years Driving H1 Unlimited Hydroplanes: 21
King's Victories [prior to the start of the season]: 0
Team: Go3Racing
Team Web Site: www.Go3Racing.com

Team Homeport: Evansville, Indiana
Year Built: 2002
Length: 28-feet, 3 -inches
Width: 14-feet, 6-inches
Weight: 6,750 lbs.
Engine: Dual turbocharged Allison V-12
Crew Chief: Ed Cooper, Jr.
Owner: Ed Cooper, Jr.
Team Victories [prior to the start of the season]: 4
2018 Season Standings: 9th
2018 Wins: 0

The circuit's only piston powered had a tough time during the 2018 season. Local Businessman Charlie Grigg sponsored the U-3 in Tri-Cities for a third straight year, but the team only tallied 146 points on the weekend. The U-3 also attended the 2018 Gold Cup, but did not fare much better. They scored 620 points that weekend before withdrawing with significant hull damage.

Fans always love the roar of the pistons, so hopes are high the team will return in 2019. Owner Cooper picked up his first victory on the Columbia River in 1989. Ironically, this was the last time a piston powered hydroplane won in Tri-Cities. The current U-3 is also the last piston powered hydroplane to win the Gold Cup, which it won in 2003 with Mitch Evans driving.

Returning to the pilot seat is Cooper's longtime driver Jimmy King. King is a veteran of many years of Grand Prix and Unlimited Hydroplane Racing. King joined Ed Cooper's team in 2005. King first stepped into an Unlimited in 1994, driving the Miss Exide II, and went on to drive the Miss Wellness Plan, Miss Elam Plus and LLumar Window Film before teaming up with the WWII engine powered Go3 Racing team.

Ed Cooper, Jr. is a retired schoolteacher that owns the team. He got hooked on H1 Unlimited hydroplane racing growing up in the river town of Madison, Ind. He became a crewmember on the Miss Madison Racing team and in 1986, after pooling his finances with his father, Ed Cooper, Sr., bought their first H1 Unlimited hydroplane. His current boat is the third hydroplane he has owned.

U-6 Miss HomeStreet

Driver: Jimmy Shane
Residence: Maple Valley, Washington
Age: 33
Occupation: Integration Engineer, Blue Origin
Years Driving H1 Unlimited Hydroplanes: 12
Shane's Victories [prior to start of the season]: 17
Team: Miss Madison Racing
Team web Site: www.MissMadisonHydro.com
Team Homeport: Madison, Indiana
Year Built: 2018
Length: 32 feet
Width: 14-feet, 4-inches
Weight: 6,260 lbs.
Engine: Lycoming T-55/L-7 Turbine
Crew Chief: TBA
Crew: Nick Bononcini, Kirkland, Wash.; Richard Dunn, Madison, Ind.; Pat "Snake" Furnish, Madison, Ind.; Jimmy Gilbert, Houston, Texas; Charlie Grooms, Madison, Ind.; Mike Hanson, Seattle; Larry Hanson, Auburn, Wash.; Trey Holt, Madison, Ind.; Julie Hooton, Rochester Hills, Mich.; Mark Hooton, Rochester Hills, Mich.; Drew Moore, Bedford, Ky.; Rhett Rice, Houston, Texas; James Snell, Milton, Ky.; Matt Sontag, Madison, Ind.; Gary Spanner, Pasco, Wash.
Owners: Residents of the City of Madison, Indiana
Team Victories [prior to start of the season]: 32

2018 Season Standing: 2nd

2018 Wins: 1

The 2018 season was one to forget for the HomeStreet team. Early season technical violations and penalties created a points deficit that was impossible to overcome. Their bad luck peaked at the Columbia Cup, where the team lost two heat wins on technical violations and another suffered a disqualification and 150-point penalty for a final heat lane infraction.

The one bright spot in 2018 was the debut of the new Miss HomeStreet hull. The boat was christened at the Columbia Cup and was fast out of the box. Sunday testing produced several fast laps of over 160mph. After Tri-Cities, the team switched to the new hull for the remainder of the season. Although probably the fastest hull on the circuit, the team was still unable to find the winner's circle for the remainder of 2018.

2019 has been a return to form for the HomeStreet team. The new U-6 has been victorious at the first two races of the 2019 H1 tour. This includes capturing the 2019 APBA Gold Cup in Madison, Indiana. The win was the first time the Madison team had won the Gold Cup on home waters since 1971. It was driver Jimmy Shane's 4th Gold Cup win.

Jimmy Shane, who resides Maple Valley, Washington, drives for the eight-time national champion U-6 *Miss HomeStreet*. At the beginning of the 2019 season, 33-year-old Shane had 17 victories, the most wins of any active driver. The team struggled last year after unexpected personnel changes but won the 68th annual Indiana Governor's Cup. In his eleven years racing Shane has won five H1 Unlimited hydroplane driver's championship titles, three American Power Boat Association Gold Cup trophies, and two U.I.M. World Championships. This is Shane's sixth season driving for Miss Madison Racing who began his career in H1 Unlimited hydroplane in 2007.

Shane's team, Miss Madison Racing, based in Madison, Indiana, is the oldest continuous racing team on the circuit, and like the Green Bay Packers, is owned by the citizens of the city. The city began racing in 1961 and at the beginning of this season had amassed 31 victories including four American Power Boat Association Gold Cups, the oldest active motorsports trophy.

U-7 Spirit of Detroit

Driver: Bert Henderson

Residence: Brockville, Ontario Canada

Age: 47

Occupation: Owner/Boat Builder, Henderson Hydroplanes

Years Driving H1 Unlimited Hydroplanes: 3

Henderson's Victories [prior to the start of the season]: 0

Team: Spirit of Detroit

Team Web Site: www.DetroitUnlimited.com

Team Homeport: Detroit, Michigan

Year Built: 1996

Length: 29-feet, 8-inches

Width: 14-feet, 5-inches

Weight: 6,800 lbs.

Engine: Lycoming T-55/L-7 Turbine

Crew Chief: Bill Guckian, Michigan

Crew: Jamie Auld, Ontario, Canada; Len Bartush, Michigan; Dean Boike, Colorado; Bob Catipovic, New York; Teddy Dudley, Michigan; Tom Kelly, Michigan; Doug Peterson, Ontario, Canada; Samuel Stechishen, Ontario, Canada; Chip Van Antwerp, Michigan; Andrew Werling, Indiana.

Owner: David Bartush, Detroit, Mich.

Team Victories [prior to the start of the season]: 0

2018 Season Standing: 10th

2018 Wins: 0

Technical complications forced the U-7 to miss the majority of the 2018 race season. The team did race in Detroit, where they made the final but were disqualified for a DMZ violation in the final heat.

Bert Henderson got his first chance at driving an H1 Unlimited hydroplane in 2016, when he took the U-57 *Spirit of Detroit* out for a few exploratory laps during the Detroit event. He showed enough skill as a driver that in 2017, owner Dave Bartush hired "Hot Foot" Henderson to drive. His best finish prior to the beginning of the season was fourth in the 2017 President's Cup's final. He crashed out of the 2017 Gold Cup after colliding with the U-12 *Graham Trucking*. Fortunately, Henderson was not injured in the breath-taking crash. His only race last year was the American Power Boat Association's Gold Cup trophy race in Detroit.

Henderson attaches great importance to his preparation before each preliminary heat and final. He isolates himself from fans and crew and thinks of the strategies he will use while visualizing the race in his head several times from start-to-finish. A naturally humble and first-class competitor, Henderson insists that he shakes the hand of his opponents before each race. For him, the handshake is an important way to consider his competitors and the sport at fair value.

The 47-year-old Henderson operates a successful race boat building and repair company, Henderson Hydroplanes in Ontario, Canada.

Team owner Dave Bartush won his first unlimited race as an owner, the 2005 APBA Gold Cup. He currently owns six raceable unlimited hydroplanes. He purchased the former U-5 *Graham Trucking*/U-1 *Miss Budweiser* hull (T-5) in 2016. During the course of the last two years, the team has rebuilt the hydroplane and is ready to score their first victory. This is the first time since 2010 that the team has run the entire racing circuit. Bartush is also an avid collector of vintage unlimited hydroplanes.

U-10 *Spirit of Detroit II*

Driver: Patrick Haworth

Residence: Valleyfield, Ontario Canada

Age: 48

Occupation: Owner, Voortman Cookies

Years Driving H1 Unlimited Hydroplanes: 1

Haworth's Victories [prior to the start of the season]: 0

Team: Spirit of Detroit

Team Web Site: www.DetroitUnlimited.com

Team Homeport: Detroit, Michigan

Year Built: 1989

Crew Chief: TBA

Owner: David Bartush, Detroit Mich.

Team Victories [prior to the start of the season]: 0

2018 Season Standings: Did not compete

2018 Wins: Did not compete

Dave Bartush acquired the former Budweiser T-3 Hull from Joe Little in the offseason, with plans to run it on the western circuit in 2019. The boat is currently being prepared for the season at the Madison shop in Tukwila, WA by veteran crew chief Jim Harvey.

Rookie driver Patrick Haworth, an accomplished inboard hydroplane driver, made the jump to the H1 Unlimited Hydroplane Racing Series this season after Dave Bartush purchased the former U-88 *Degree Men* hydroplane and other race equipment from Joe Little of Lake Land, Florida.

The boat last ran in 2012 with Scott Liddycoat driving. The hydroplane is also a former *Miss Budweiser*, the third turbine-power *Miss Budweiser* and is very similar in design with Bartush's primary hydroplane, the U-7 *Spirit of Detroit*.

U-11 *J&D's presented by Reliable Diamond Tool*

Driver: Tom Thompson

Residence: Cambridge, Maryland

Age: 56

Occupation: Owner, Thompson Propane Systems

Years Driving H1 Unlimited Hydroplanes: 8

Thompson's Victories [prior to the start of the season]: 0

Team: Unlimited Racing Group, LLC

Team Web Site: www.U11Racing.com

Team Homeport: Edmonds, Washington

Year Built: 1993, rebuilt 2017

Length: 29-feet, 11-inches

Width: 14-feet, 6-inches

Weight: 6,700 lbs.

Engine: Lycoming T-55/L-7 Turbine

Crew Chief: Scott Raney, Edmonds, Wash.

Crew: David Cormier, Lake Stevens, Wash.; Brandon Crouse, Preston, Wash.; Brenden Hall, Levin, New Zealand; Brian Hedberg, Lynnwood, Wash.; Sam Houghtaling, Easton, Wash.; Travis Johnson, Madison, Ind.; Paul "PK" Kiser: Bronson, Mich.; Ken Knudsen, Everett, Wash.; Scott Lake, Richland, Wash.; Lee Langley, Lake Stevens, Wash.; Mike Parker, Olalla, Wash.; Fynn Peterson, Seattle; Jack Peterson Seattle; Ashley Raney, Edmonds, Wash.; Kellen Raney, Edmonds, Wash.; Emily Raney, Ellensburg, Wash. Randy Roe: Taylor, Mich.; Wes Ward, Auburn, Wash.

Owners: Shannon and Scott Raney, Edmonds, Wash.

Team Victories [prior to the start of the season]: 0

2018 Season Standing: 3rd

2018 Wins: 0

The team continued to climb the standings in the H1 Unlimited circuit in 2018. The U-11 finished 3rd in the season high points race. Highlights included podium finishes at Gunterville, Madison and Detroit. At the final race of the year in San Diego, the team was running a competitive second place to the U-9 until suffering a propeller failure.

Tom Thompson's career in the H1 Unlimited Racing Series began relatively late in his career when, at the age of 50, he was hired to replace J.W. Myers at the controls of the U-11 Unlimited Racing Group's hydroplane for the 2012 season. He has driven for the team his entire career.

Thompson hails from Cambridge, Maryland, a hotbed of hydroplane racing history that sits on the southern banks of the Choptank River, about 60 miles southeast of Baltimore, Md. Thompson says his hometown hosts the oldest running power boat race in the country and has more national champions, Hall of Champion inductees, and world speed record holders than any other town. Thompson is one of the most versatile chauffeurs in racing, successfully driving boats of every inboard class. He will also be driving Randy English's Staudacher built Grand Prix boat on the Hydroplane Racing League (HRL) Grand Prix circuit.

Thompson's wife, Chrissy, and daughter, Savana, join him at the races every chance they get, and when he's not driving a race boat, he operates Thompson Propane Systems in Cambridge, Maryland.

The U-11 *J&D's presented by Reliable Diamond Tool*/hydroplane began her career as the 1993 U-2 *Miss T-Plus* and has three wins during its history. The boat has been owned by the Raney's since 2011.

The team operates a STEM program called Acceleration Racing, a chance for grade school and high school students hands-on STEM inquiry learning opportunities through the power of the extreme sport of H1 Unlimited hydroplane racing.

U-12 *Graham Trucking*

Driver: J. Michael Kelly

Residence: Bonney Lake, Washington

Age: 40

Occupation: Lead Carpenter, Frontier Door

Years Driving H1 Unlimited Hydroplanes: 16

Kelly's Victories [prior to the start of the season]: 8

Team: Graham Trucking Racing

Team Web Site: www.GrahamTruckingRacing.com

Team Homeport: Fife, Washington

Year Built: 2000

Length: 29-feet, 10-inches

Width: 14-feet, 6-inches

Weight: 6,750 lbs.

Engine: Lycoming T-55/L-7 Turbine

Crew Chief: Tom Anderson, Renton, Wash.

Crew: Scott Baker, Enumclaw, Wash.; Pat Berryman, Orting, Wash.; Jerry Bowers, Fife, Wash.; Justin Ellis, Kent Wash.; Brian Hajny, Orting, Wash.; Jeff Kelly, Auburn, Wash.; Quinton Miller, Mercer Island, Wash.; Craig Norton, Detroit Mich.; Sandy Pearl, Lake Tapps, Wash.; Kevin Stoltz, Mukilteo, Wash.; Andy Stowell, Hooper, Neb.; Bryan Pyziak, Selkirk, Manitoba, Canada; John Walcker, Chelan, Wash.

Owner: Rob Graham, Mercer Island, Wash.

Team Victories [prior to the start of the season]: 1

2018 Season Standing: 8th

2018 Wins: 0

The sophomore season for owner Rob Graham proved to be an abbreviated one. The U-12 only raced at Tri-Cities and Seattle in 2018. Their best finish was second place at Seafair. The team tested at Tri-Cities in late May and plan to participate in the full circuit for 2019.

J. Michael Kelly and the U-12 *Graham Trucking* team only competed in two races last year and the popular driver and team are back on the entire circuit in 2019. Kelly is known as one of the most consistent starters on the circuit, an advantage for the team. Many have compared his starts to the late-great driver, Bill Muncey. He has partnered with long-time crew chief, Tom Anderson for each of his eight career victories. Although with a different owner, all but one of his victories had been in the cockpit of this hydroplane. Kelly scored his first H1 Unlimited hydroplane win at the 2009 inaugural U.I.M. World Championship Oryx Cup in Doha, Qatar. Kelly said his goal this year is winning the H1 Unlimited Hydroplane Racing Series national championship, something he has never been able to accomplish. His 16-year career makes him the most seasoned driver among active drivers on the circuit.

Kelly's hydroplane is a former Miss Budweiser that was purchased by long-time hydroplane sponsor, Rob Graham in 2017. He joined an exclusive club of inaugural race winning owners when the U-12 won the 2017 Columbia Cup. Graham who owns a transportation company in the Pacific Northwest has been sponsoring H1 Unlimited hydroplanes since 1994. His company's first primary hydroplane sponsorship came in 1996. During the past offseason he purchase a second hydroplane, the former U-99.9 and will field two boats at selected races. Graham Trucking is the longest standing consecutive sponsor in H1 Unlimited Hydroplane Racing Series.

U-98 *Graham Trucking American Dream*

Driver: Corey Peabody

Residence: Kent, Wash.

Age: 40

Occupation: Construction Superintendent, Northway Construction

Years Driving H1 Unlimited Hydroplanes: 2

Team: Graham Trucking Racing

Team Web Site: www.GrahamTruckingRacing.com

Team Homeport: Fife, Washington

Year Built: 1998

Length: 29-feet, 4-inches

Width: 14-feet, 6-inches

Weight: 7,000 lbs.

Engine: Lycoming T-55/L-7 Turbine

Crew Chief: Brooke Tyler IV, Windsor, Conn.

Crew: Bob Burks, Snohomish, Wash.; Ray Burton, Tacoma, Wash.; Chris Sparks, Raymond, Wash.; Ken Warren, Covington, Wash.

Owner: Rob Graham, Mercer Island, Wash.

Team Victories [prior to the start of the season]: 1

2018 Season Standings: 7th [ran as U-99.9 *CARSTARS* powers *Miss Rock*/driver Aaron Salmon]

2018 Wins: 0

Rookie driver, 40-year-old Corey Peabody is behind the wheel of the U-98 *Graham Trucking American Dream*, the team's second entry at select races. Peabody became a qualified H1 Unlimited hydroplane driver in 1996 after spending three years on the crew. His only race came in 2016 in the 100th running of the American Power Boat Racing's Gold Cup trophy race, the holly-grail to boat racers around the world. Much like a red-shirt college athlete, Peabody is considered a rookie because he has not competed in more than three races in a season.

An elementary school classmate of J. Michael Kelly, driver of the U-12 *Graham Trucking*, Peabody has been racing outboard hydroplanes alongside Kelly since 1998.

Long-time hydroplane crewman, Brooke Tyler IV, is the crew chief for Peabody's team.

Purchased in the off-season by Rob Graham after Stacey Briseno tragically passed away prior to the start of the last race in 2018, Graham was concerned about the possibility of the sport losing the race team. As a tribute to his company's first primary sponsorship in 1998, he renumbered the boat after that year and emulates the paint job as well.

U-99.9 Darrell Strong presents PayneWest Insurance (Tri-City)

Driver: Brian "Perky" Perkins

Residence: North Bend, Washington

Age: 34

Occupation: Glazer, Perkins Glass

Years Driving H1 Unlimited Hydroplanes: 13

Perkins's Victories [prior to the start of the season]: 0

Team: Go Fast, Turn Left Racing

Team Web Site: None

Team Homeport: Maple Valley, Washington

Year Built: 2019

Length: 29-feet

Width: 14-feet

Weight: 6,500 lbs.

Engine: Lycoming T-55/L-7 Turbine

Crew Chief: Randy Lemon, Seattle

Crew: Dave Bell, Ravensdale, Wash.; Craig Bonar, East Wenatchee, Wash.; Don Jones, North Bend, Wash.; Dave Lemon, Seattle; Kurt Myers, Yakima, Wash.; Brian O'Farrell, Maple Valley, Wash.; Gunnar O'Farrell, Maple Valley, Wash.; Kevin Perkins, Black Diamond, Wash.; Russ Rustin, San Diego, Calif.; Rick Stafford, San Diego, Calif.;

Owners: Brian and Greg O'Farrell

Team Victories [prior to the start of the season]: 0

2018 Season Standings: 5th

2018 Wins: 0

Brian Perkins, now in his twelfth-year driving for Brian and Greg O'Farrell's Go Fast, Turn Left Racing team, has nine podium finishes in his 13-year career, three of which came from the four races he ran last year.

Perkins grew up in the Seattle area dreaming of driving a H1 Unlimited hydroplane like his boyhood heroes. It was a dream that was more realistic than for most because his family was active in the sport. He grew up around Seattle's Stan Sayres Park every summer while his parents were involved as volunteers for Seattle's Seafair trophy race. That familiarity with the hydroplanes led to him becoming a helper on a team when he was only 15-years-old.

His debut behind the wheel of an H1 Unlimited hydroplane came in 2007 when he drove the U-21 *Meyers' Auto Tech*, campaigned by the Freedom Racing Team of San Diego.

Aside from the racecourse, one of his greatest accomplishments, he says, came in 2011 when he was driving the boat in San Diego. That's when he met his wife Erin, who worked as an animal trainer at SeaWorld. The two live in North Bend, Washington, with their two dogs (Dixon and Embry).

Perkins is in the cockpit on the newest boat in the H1 Unlimited Hydroplane Racing Series that was finished just prior to the season. Built for the by father-son ownership of the O'Farrells, the boat has been under construction on-and-off for ten years. Truly a family affair, the O'Farrells have three generations of family that crew on the team. With the new boat's debut, the O'Farrells and their team hope to step into the winner's circle this season.

U-440 Bucket List Racing

Driver: Dustin Echols

Residence: Monroe, Washington

Age: 39

Occupation: Diesel & Heavy Equipment Mechanic

Years Driving H1 Unlimited Hydroplanes: 3

Echols' Victories [prior to the start of the season]: 0

Team: Bucket List Racing

Team Web Site: None

Team Homeport: Snohomish, Washington

Year Built: 2005, modified for Turbine power in '12, & rebuilt in '15

Length: 28-feet

Width: 13-feet 4-inches

Weight: 4,440 lbs.

Engine: Lycoming T-53 Turbine

Crew Chief: Taylor Evans, Sammamish, Wash.

Crew: Noah Alcalá, Sammamish, Wash.; Mark Kauth, Everett, Wash.; Paul Notch, Tri-City, Wash.; Max O'Keefe, Issaquah, Wash.; Clay Stocklin, Watertown, Wis.; Mike Stocklin, Watertown, Wis.

Owners: Sharon and Kelly Stocklin

Team Victories [prior to the start of the season]: 0

2018 Season Standings: 4th

2018 Wins: 0

The U-440 Bucket List Racing team had a banner year in 2018. After some problems at the season opener in Guntersville, the team finished every heat they entered for the remainder of the season. The 440 picked up two heat wins and made four final heat appearances in 2018. The season culminated in a second-place finish at the season ending San Diego race. Their consistency translated to a fourth-place finish in national high points.

At 39-years-old, Echols had extensive experience in smaller limited class hydroplanes before his debut in the H1 Unlimited Hydroplane Racing Series in 2017. Although his U-440 *Bucket List Racing* boat is the smallest in the field and has an engine that is rated with a less horse power than the competition, Echols and his team appeared at every points race last year. They ended their season in fourth-place in the H1 Unlimited Hydroplane Racing Series national points standings.

Echols has always admired the H1 Unlimited hydroplane class as the pinnacle of power boat racing and made driving a H1 Unlimited hydroplane an item on his bucket list, an item that is now a dream come true.

The U-440 *Bucket List Racing* is a younger fan's favorite hydroplane because of its bright orange color. It began as an experimental G Class Hydroplane on the now defunct automotive series. It has been re-powered with a Lycoming T-53 turbine engine that has been used in helicopters and fixed-winged aircraft since the 1950s.

In 2012, Sharon and Kelly Stocklin teamed together to promote a more economical alternative to H1 Unlimited hydroplane racing that is more suited to entry level and start-up teams. They hope it helps promote the idea that new owners in H1 Unlimited hydroplane racing can be successful competitors. Kelly, the 2012 H1 Unlimited Hydroplane Racing Series rookie-of-the-year, retired from driving after a spectacular crash in San Diego in 2016. His crash made nation-wide headlines including *Good Morning America*.

U-1918 Oberto Sausage Company

Driver: Jeff Bernard

Residence:

Age:

Occupation:

Years Driving H1 Unlimited Hydroplanes:

Team: Miss Madison Racing/Oberto

Team web Site:

Team Homeport:

Year Built:

Length:

Width:

Weight:

Engine: Lycoming T-55/L-7 Turbine

Crew Chief: TBA

Crew: TBA

Team Victories:

In 2018, the Oberto Sausage Company returned to boat racing by sponsoring the U-27 Wiggins Racing Team for Tri-Cities and Seattle. The move paid instant dividends with a second-place finish at the Columbia Cup. Seafair proved to be devastating, however. Fighting multiple engine issues during the weekend, the team nonetheless secured a spot in the final heat. Trailing the field during the first lap, the Oberto's lane disappeared. The hydroplane then rode up the roostertail of the U-11 and crashed in a violent blow over accident. The hull was severely damaged and will not be available to race for the upcoming season.

Miss Madison Racing and Oberto Beef Jerky have entered into an agreement on a partnership to campaign the team's backup hull for each of the three west coast races starting with the Columbia Cup in the Tri-Cities, Washington July 26-28. Oberto joined the Miss Madison Team in the summer of 2000 and sponsored the primary boat for the west coast swing with Nate Brown driving. The following year the sponsorship was expanded for the full season.

Over the next 15 years the two were in concert together and the team rose slowly toward the top of the sport. Steve David drove the U-6 Oh Boy! Oberto to Drivers' Championships in both 2005 and 2006 and in 2007, the team debuted a new hull which Oberto helped finance. From 2007 through 2015, Oberto and Miss Madison won six National High Points Championships and 18 races with David and Jimmy Shane doing most of the driving. The sponsor and team won 20 races overall.

"The company's really excited about it. They're actually planning on using it for online media, which is encouraging," Larry Oberto said. "We've got new ownership now and actually the company is doing better than it ever has. It's an exciting time."

Veteran chauffer Jeff Bernard has been tapped to drive the U-1918. Bernard previously got time driving this hull at Tri-Cities spring training event two years ago.

Tri-City Water Follies past winners

| YEAR | RACE | WINNER | OWNER/DRIVER |
|-------------|--------------------------|--------------------------|--------------------------------------|
| 2018 | HAPO Columbia Cup | Les Schwab Tires | Mike & Lori Jones/Andrew Tate |
| 2017 | HAPO Columbia Cup | Graham Trucking | Rob Graham/J. Michael Kelly |
| 2016 | HAPO Columbia Cup | Miss HomeStreet Bank | City of Madison/Jimmy Shane |
| 2015 | HAPO Gold Cup | Oberto | City of Madison/Jimmy Shane |
| 2014 | HAPO Columbia Cup | Oberto | City of Madison/Jimmy Shane |
| 2013 | Lamb Weston Columbia Cup | Oh Boy! Oberto | City of Madison/Steven David |
| 2012 | Lamb Weston Columbia Cup | Graham Trucking | Ted Porter/Jimmy Shane |
| 2011 | Lamb Weston Columbia Cup | Spirit of Qatar | Ellstrom Family/Dave Villwock |
| 2010 | Lamb Weston Columbia Cup | Oh Boy! Oberto | City of Madison/Steven David |
| 2009 | Lamb Weston Columbia Cup | Oh Boy! Oberto | City of Madison/Steven David |
| 2008 | Lamb Weston Columbia Cup | Oh Boy! Oberto | City of Madison/Steven David |
| 2007 | Lamb Weston Columbia Cup | Miss Elam Plus | Ellstrom Family/Dave Villwock |
| 2006 | Atomic Cup | Miss Elam Plus | Ellstrom Family/Dave Villwock |
| 2005 | Budweiser Columbia Cup | Miss Elam Plus | Ellstrom Family/Dave Villwock |
| 2004 | Budweiser Columbia Cup | Miss Budweiser | Joe Little/Dave Villwock |
| 2003 | Budweiser Columbia Cup | Llumar | Bill Wurster/Mark Evans |
| 2002 | Budweiser Columbia Cup | Miss Elam Plus | Ellstrom Family/Nate Brown |
| 2001 | Budweiser Columbia Cup | Miss Znetix II | Fred Leland/Terry Troxell |
| 2000 | Budweiser Columbia Cup | Miss Elam Plus | Ellstrom Family/Mark Evans |
| 1999 | Budweiser Columbia Cup | Miss Budweiser | Bernie Little/Dave Villwock |
| 1998 | Budweiser Columbia Cup | Miss Budweiser | Bernie Little/Dave Villwock |
| 1997 | Budweiser Columbia Cup | PICO's American Dream | Fred Leland/Mark Evans |
| 1996 | Budweiser Columbia Cup | PICO's American Dream | Fred Leland/Dave Villwock |
| 1995 | Budweiser Columbia Cup | Smokin' Joe's | Steve Woomer/Mark Tate |
| 1994 | Budweiser Columbia Cup | Miss Budweiser | Bernie Little/Chip Hanauer |
| 1993 | Budweiser Columbia Cup | Miss Budweiser | Bernie Little/Chip Hanauer |
| 1992 | Budweiser Columbia Cup | Miss Budweiser | Bernie Little/Chip Hanauer |
| 1991 | Budweiser Columbia Cup | Winston Eagle | Steve Woomer/Mark Tate |
| 1990 | Budweiser Columbia Cup | Miss Budweiser | Bernie Little/Tom D'Eath |
| 1989 | Budweiser Columbia Cup | Cooper's Express | Ed Cooper Jr. & Sr./Mitch Evans |
| 1988 | Budweiser Columbia Cup | Miss Budweiser | Bernie Little/Tom D'Eath |
| 1987 | Budweiser Columbia Cup | Miss Budweiser | Bernie Little/Tom D'Eath |
| 1986 | Budweiser Columbia Cup | Miller American | Fran Muncey/Chip Hanauer |
| 1985 | Budweiser Columbia Cup | Miller American | Fran Muncey, Jim Lucero/Chip Hanauer |
| 1984 | Budweiser APBA Gold Cup | Atlas Van Lines | Fran Muncey, Jim Lucero/Chip Hanauer |
| 1983 | Columbia Cup | American Speedy Printing | Bob Taylor/Jack Schafer |
| 1982 | Columbia Cup | The Squire Shop | Bob Steil/Tom D'Eath |
| 1981 | Columbia Cup | The Squire Shop | Bob Steil/Chip Hanauer |

| | | | |
|------|--------------------|-----------------------|---|
| 1980 | Columbia Cup | Atlas Van Lines | Bill Muncey/Bill Muncey |
| 1979 | Columbia Cup | Atlas Van Lines | Bill Muncey/Bill Muncey |
| 1978 | Columbia Cup | Miss Budweiser | Bernie Little/Ron Snyder |
| 1977 | APBA Gold Cup | Atlas Van Lines | Bill Muncey/Bill Muncey |
| 1976 | Columbia Cup | Atlas Van Lines | Bill Muncey/Bill Muncey |
| 1975 | APBA Gold Cup | Pay n'Pak | Dave Heerensperger/George Henley |
| 1974 | World Championship | Pay n'Pak | Dave Heerensperger/George Henley |
| 1973 | APBA Gold Cup | Miss Budweiser | Bernie Little/Tom Friedkin/Dean Chenoweth |
| 1972 | Atomic Cup | Atlas Van Lines | Joe Schoenith/Bill Muncey |
| 1971 | Atomic Cup | Miss Madison | Miss Madison Inc./Jim McCormick |
| 1970 | Atomic Cup | Pay n'Pak Lil'Buzzard | Dave Heerensperger/Tommy Fults |
| 1969 | Atomic Cup | Myr's Special | Joe Schoenith/Dean Chenoweth |
| 1968 | Atomic Cup | Miss Eagle Electric | Dave Heerensperger/Warner Gardner |
| 1967 | Atomic Cup | Miss Bardahl | Ole Bardahl/Bill Schumacher |
| 1966 | Atomic Cup | Miss Budweiser | Bernie Little/Bill Brow |

HAPO OVER-THE-RIVER AIR SHOW

This thrilling over-the-river air show takes place between 11:00 – 12:15 and 1:45 – 3:00 Friday, Saturday and Sunday. All Media are invited to attend the Media Open House scheduled for 1:00 pm Thursday, July 26th at Bergstrom Aircraft, 4102 N. Stearman Ave. Tri-Cities Airport Pasco WA 99301

Air Show Director is Kim Owens (509) 308-4013

Media Director is Heath Lambert (509) 492-1340

Air Boss is Scott Meyer (509) 492-6049

On Friday, Saturday and Sunday, spine-tingling aerial performances will entertain the crowds over the river. This year's demonstrations include, Michael Wiskus flying the LUCAS OIL flying the Pitts S-1-11B, Renny Price flying the Sukhoi SU-29, Yellow Thunder flying the T-6 Texans, Mark Peterson flying the Alpha Jet and some vintage WWII aircraft (to be determined) from the Erickson Aircraft Museum.

Aircraft Erikson Collection

The Aircraft Erikson Collection is located in Madras, Oregon, and it is the third largest museum in the United States dedicated to flying aircraft. Started by Jack Erikson in 1983, the collection now houses more than 20 rare and vintage aircrafts. Nowadays, ownership has been passed down to Erikson's grandson who has continued collecting warbirds. This museum is dedicated to preserving the history of their aircraft and they aren't afraid to take these vintage planes out for a spin!

Grumman F6F-5N Hellcat

The Grumman F6F Hellcat is an American carrier-based fighter aircraft from World War II. Designed to replace the earlier F4F Wildcat and to counter the Japanese Mitsubishi A6M Zero, it was the United States Navy's dominant fighter in the second half of the Pacific War. The Hellcat competed with the faster Vought F4U Corsair for that role and prevailed, as the Corsair had significant issues with carrier landings. This Grumman F6F-5 Hellcat B/N 94294 (N4998V) was acquired by the Erickson Aircraft Collection in October 2017. This aircraft is an F6F-5N night fighter version that was initially delivered to the US navy in July 1945. It never saw combat in WWII and remained in service until the 1950's, when it was declared surplus. The aircraft was acquired by Lone Star Flight Museum in 1986 and restored to airworthy condition by Steve Picatti, arriving in 1989.

FM-2 Wildcat

The Grumman Wildcat, first of the Grumman "Cats," marked the U.S. Navy's transition from biplanes to the modern era of aircraft carrier borne seapower. The September 1937 prototype was a radical redesign of an earlier Grumman biplane, the F3F. In 1939, an improved version of the aircraft, powered by a supercharged Pratt & Whitney Twin Wasp, 1,200 hp. radial engine, performed well and soon went into production at the Grumman plant in Bethpage, Long Island. The Wildcat first became operational with the British Royal Navy, where it was named the Martlet. The British acquired 120 of the aircraft originally ordered by France and Greece, and with additional British orders, the Martlet served the Royal Navy well in the Atlantic and Mediterranean. The Wildcat first saw combat with the U.S. Navy and Marine Corps aviators when the Japanese attacked Pearl Harbor on 7 December 1941. The Wildcat was inferior in many ways to its main rival in the Pacific – the Mitsubishi Zero. The Japanese plane was faster and more maneuverable, but the Wildcat was better armed, sturdier, and carried protection for the fuel supply and pilot, a Japanese omission. Wildcat pilots performed admirably against a superior foe and continued in U.S. service until the end of the War being continually updated and improved. The definitive version, the F4F-4, was armed with six .50 inch machine guns and had a top speed of 318 mph. In May 1943, production of the Wildcat was shifted to General Motors' Eastern Aircraft Division at Linden, New Jersey. These airplanes were designated FM-1 and FM-2. Together, GM and Grumman produced over 8,000 aircraft. Two interesting features of the Wildcat are wings that fold back along the fuselage to allow for easier carrier storage and the manually operated landing gear. A pilot had to crank a cockpit-mounted wheel 29 times to raise or lower the apparatus.

Dassault-Dornier Alpha Jet – Mark Peterson Mustang

Built by both France and Germany as a joint initiative in 1978, this airplane is a light attack jet with weapon capabilities. This jet has gone into service for countries such as Egypt, Belgium, Germany, France, Britain, Thailand, and many more. Power to the vehicle is supplied by a pair of SNECMA Turbomeca Larzac 04-C5 series turboprop engines buried within the middle-aft portion of the fuselage, with each emitting 3,175 pounds of thrust. It has a max speed of 621mph (999.4 kmh). Mark Peterson, the pilot of the Alpha Jet, has been piloting since the age of 16 and has more than 5000 hours of accumulated flight time. Mark first started doing airshows in 2007 and since then has accumulated more than 12 years of experience and has flown in more than 126 air shows in 12 different states. He had acquired the Alpha Jet in 2007 and has since then been using it in airshows all over the country.

Pitts S-1-11b – Michael Wiskus

Known as the Super Stinker, the S-1-11B was created for competition aerobatics. In fact, Mike Wiskus took this Super Stinker to a silver medal in the 2004 world championships in Sweden. Mike has owned several Pitts aircraft over the years. He often brings another two-place Pitts S-2C to shows. He's owned the Lucas Oil Pitts S-1-11B since 2000 and, with the help of Tom Kerns, rebuilt it after purchasing it on eBay as a wreck. The Lucas Oil Pitts has been extremely modified from its original build. Adding full span ailerons for a faster roll rate, 60% larger rudder and elevator for more authority, longer gear allowing Michael to stand the aircraft up in place without hitting the propeller, always striving to get just that much more out of this incredible bird.

Yellow Thunder Team

These Canadian brothers are a two-plane acrobatic team who have a passion for flying. David Watson (the older brother) flies a Harvard Mk 4 and Drew flies a Harvard Mk IIb. Together they make up Yellow Thunder.

The Harvard is powered by a Pratt & Whitney R-1340, 600 hp supercharged radial engine. The propeller is 9 ft in diameter. The combination of a radial engine and propeller tips that exceed the speed of sound is what produces the Harvard's distinctive roar.

Originally used as advanced trainers by the Royal Canadian Air Force for the purposes of night, formation, aerobatic, light bombing and gunnery (later rocketry), they earned the nicknames of 'The Pilot Maker' and 'Yellow Peril'. A common military saying was simply, "If you could fly a Harvard well, you could fly anything" – a testament to the Harvard's suitability to its role as trainer.

T-6 Texan

American Aviation, builder of the B-25 Mitchell bomber and the P-51 Mustang fighter, was also responsible for the design and production of one of the finest training and light attack aircraft in history. The AT-6 evolved from North American's line of training aircraft that dated from 1935. This series, the BT-9 through BT-14, along with the BC-1, was redesignated the AT (Advanced Trainer) in 1940. The new plane was rapidly integrated into the Army aviation training program as the AT-6. Cadet pilots advanced to the Texan after mastering flying skills in the Stearman Kaydet PT (Primary Trainer), and the Vultee Valiant BT (Basic Trainer). U.S. Navy student pilots also flew the North American product which carried the Navy's designation of SNJ. During World War II, the plane was utilized in training and attack roles by several nations, including Great Britain, Canada, Australia and the Soviet Union.

Use of the Texan continued into the post war period. In 1947, the plane was redesignated as the T-6 by the newly established U.S. Air Force and remained in active service in this country until 1958. The aircraft has also performed in the armed forces of over fifty nations, including those of France, Israel, Spain, Brazil and New Zealand. Modified BC-1s were known as the Harvard and Yale in Great Britain and Canada, and the Wirraway in Australia. Since the Texan bears a resemblance to many Japanese WWII aircraft, altered T-6s have represented planes from that nation in films such as Tora, Tora, Tora, and others.

Renny Price

Renny is a larger than life character, who is beloved throughout the airshow world, as much for his one of a kind personality as he is for his aggressive aerobatic routines. Renny Price is known as one of the world's greatest aerobatic pilots. In addition to his fearless skills as an aviator, Renny brings an unbridled joy of life to his work, and he is known throughout the industry for his tireless efforts to spread his love of aviation to airshow fans, school groups and newcomers to airshows.

If he's not in the cockpit at an airshow, or preparing for his performance, he will most likely be found with a big smile on his face working the crowd lines, shaking hands, signing autographs and engaging the fans with his unique brand of airshow fun.

ATOMIC SCREEN PRINTING ATOMIC CUP VINTAGE HYDROPLANES

1956 Miss Wahoo

Years Active: 8

Fastest Qualifying Speed: 120.356 (1965)

Fastest Competition Lap: 117.647 (1964)

Wins: 7

Powerplant: Allison

The original Wahoo was built in 1956 by Les Staduacher from plans drawn by Ted Jones. It saw its greatest success with Mira Slovak behind the wheel. Its most significant victory was the 1959 President's Cup. Eventually, the boat became the second Miss Excide and was the first boat to qualify in excess of 120mph at the Gold Cup. Eventually, the hull was sold to Bernie Little and became the third Miss Budweiser. It was destroyed in a collision with the Notre Dame on the infamous "Black Sunday" of the sport at the 1966 President's Cup.

When Bill Boeing Jr. first saw the beautiful 1955 Miss Thriftway replica, he expressed regret that his Miss Wahoo no longer existed. Museum Board member Dave Knowlen hatched a plan. He assembled a group of local business men that including Bill Boeing, Jr., Scott Carson, president and chief executive officer of Boeing Commercial Airplanes, Bruce McCaw and Joe Clark to fund a full-scale replica of the Miss Wahoo.

Working from a copy of the original plans, Ron Jones, Sr. drew up a set of full-scale plans for the Miss Wahoo and a volunteer Museum crew, led by Larry Fuller and Oh Boy! Oberto crew chief Mike Hanson began construction in late September 2008.

Since its completion, the Wahoo has been a frequent participant in the Columbia Cup vintage hydroplane exhibitions. The original Wahoo won seven races over its eight-year racing career, including two President's Cups.

1962 Miss Bardahl

Years Active: 4

Fastest Qualifying Speed: 118.412 (1963)

Fastest Competition Lap: 117.136 (1965)

Wins: 12

Gold Cup Wins: 3

National Titles: 3

Powerplant: Rolls Royce Merlin

The 1962 Miss Bardahl, driven by Ron Musson, was a picture of consistency for three years. Between 1963 and 1965, it finished fifty-seven consecutive heats. Along the way, the Bardahl won 12 races, including three straight Gold Cups and three National Championships.

After changing hands several times over the years, the Bardahl was found in a deteriorated state on the east coast. It was rescued from rotting away in the elements by the nascent Hydroplane and Raceboat Museum. Coincidentally, it was being driven back to Seattle on Columbia Cup weekend. An impromptu detour followed, and the boat went on display in the Neil F. Lampton pits. It created quite a stir for those who remembered her glory days.

Eventually, original crew member Dixon Smith purchased the boat and restored it to running condition and it has thrilled hydro fans of the Pacific Northwest with the throaty roars of its Rolls Royce Merlin Engine.

1957 Breathless II / Blue Chip

Years Active: 20

Fastest Qualifying Speed: 112.971 (1960)

Fastest Competition Lap: 100.558 (1966)

Powerplant: Allison

This hull has represented a number of iconic and eclectic sponsors over its 26-year racing career. Some of the more popular include Sunny Jim, Barney Armstrong's Machine and Shakey's Special. This hull's greatest claim to fame is that it was hydroplane legend Chip Hanauer's first ride. After serving as a "back marker" for a number of years, it was retired from racing. Eventually, it found its way to the Hydroplane and Raceboat Museum, where it was restored and ran painted to look like the famous Hawaii Kai. After being acquired by Mitch Evans, the boat has undergone extensive work and debuted as the Breathless³ in 2016.

Currently, the hull is painted in the livery of the Blue Chip, which it competed under during the 1963 & 1964 seasons.

1973 Pay n' Pak

Years Active: 15

Fastest Qualifying Speed: 133.044 (1974)

Fastest Competition Lap: 124.576 (1987)

Wins: 22

Gold Cup Wins: 2

Tri-Cities Wins: 2

National Titles: 4

Powerplant: Rolls Royce Merlin

Pioneering race hull nicknamed the "Winged Wonder" due to its unique silhouette with the rear stabilizer. The Pak was the first hydroplane to be built primarily of honeycomb aluminum. She won 4 races in her first year and a national title. The Pak was also leading the 1973 Gold Cup in Tri-Cities before a propeller failure in the final heat. After winning three national titles and two Gold Cups, Owner Dave Heerensperger retired from the sport. He sold the "Wonder" to Bill Muncey, who raced it to another national title in 1976. The hull won 21 races, two Gold Cups, and four national titles in its first four seasons. After a brief curtain call in 1977, the boat was sold to Madison, Indiana. The Madison team switched the hull to a turbocharged Allison engine and it campaigned for 11 years as the Miss Madison. The hull eked out one last victory in 1983 at Lake of the Ozarks.

The hull was part of Dave Bartush's collection during his attempt to start a hydroplane museum in Detroit. It was frequently on display during the Gold Cup in Detroit. Ken Muscatel purchased the hull in 2012. Ellstrom Racing crew chief Mike Hanson led the restoration effort and now the PAK is truly back.

1977 Atlas Van Lines – "Blue Blaster"

Years Active: 5

Fastest Qualifying Speed: 140.625 (1980)

Fastest Competition Lap: 133.828 (1980)²

Wins: 24

Gold Cup Wins: 3

Tri-Cities Wins: 3

National Titles: 2

Powerplant: Rolls Royce Merlin

When Bill Muncey purchased Dave Heerensperger's team after the 1975 season, it came with a surprise. An unfinished new cabover hydroplane was sitting in the boat shop. Muncey had strong feelings about cabover hydroplanes since the death of his friend Ron Musson in the cabover Miss Bardahl. His dislike of the cabover stemmed from the fact with as the driver, sitting in front, he would be "the first to the scene of the accident." Muncey

got over his dislike as the wins started to pile up. Muncey and the new Atlas dominated the sport for the next three years. But Bernie Little saw the success of the cabover and introduced his own in 1979. It was powered by the monstrous Rolls Royce Griffon engine. The new Budweiser failed to score a win and was destroyed during a speed record attempt after the season. A second Griffon cabover was launched the next year and it knocked the Blue Blaster from its perch atop the sport. By 1981, the Griffon was unbeatable. Muncey and the Blue Blaster chased it unsuccessfully for most of the season. Muncey's final victory came that year in Evansville, when the Budweiser blew a motor leading the final. Despite no longer driving the fastest boat, Muncey still had his skills as a driver and experience to draw upon. It almost gave him a victory in his final race. At the start, Muncey held back, looking for a lane. When he saw an opening, he accelerated through and timed the start perfectly. Muncey was driving away from everyone when the Blaster suddenly lifted into the air and blew over backwards. Bill Muncey, the winningest driver in the sport, was killed when the impact of the crash severed his spinal cord. Unlike many hulls that had long racing careers, the Atlas was retired from racing after that terrible day in Acapulco, Mexico. Eventually, it found its way to the hydroplane and Raceboat museum, where it was restored to running condition.

1982 Atlas Van Lines

Years Active: 17

Fastest Qualifying Speed (Turbine): 158.619 (1992)

Fastest Competition Lap (Turbine): 166.221 (1992)

Fastest Qualifying Speed (Piston): 140.801 (1982)

Fastest Competition Lap (Piston): 133.730 (1993)

Wins: 12

Gold Cup Wins: 2

Tri-Cities Wins: 0

National Titles: 2

Powerplant: Rolls Royce Merlin

Bill Muncey and the "Blue Blaster" were a tough act to follow but Chip Hanauer and the 1982 Atlas Van Lines proved more than up to the task. In one of the Herculean feats of modern racing, the new Atlas was built in just 100 days. The paint on the boat was still wet when the team pulled out of their Seattle shop and headed for the first race in Miami. In the third race of the season, the APBA Gold Cup, the boat qualified fastest and scored a thrilling come from behind final heat victory. In its first two seasons, it posted 8 wins, including two Gold Cups, and won two national titles. The hull passed to a series of different owners over the years, racing under such iconic sponsorships as Squire Shop, Oh Boy! Oberto and T-Plus. In 1996, while racing as Computers and Applications and driven by Ken Muscatel, the boat flipped during Friday testing.

The mighty Atlas ended her racing career as Ken Muscatel's Tveten's RV Mart when she lost a skid fin and flipped while attempting to qualify for the '98 San Diego race. The mangled boat languished outside in the rain for several years until Seattle real-estate developer John Goodman recognized the boat's significance. He bought it and hired the Hydroplane and Raceboat Museum to restore it. Museum volunteers led by Don Mock worked with veteran boat racers Jim Harvey and Ron Brown to restore the Atlas to its original condition.

UA Plumbers & Steamfitters Local 598 & IBEW Electrical Workers Local 112 and their Signatory Contractors **GRAND PRIX HYDROPLANE REGATTA**

Grand Prix World Hydroplane Racing Association (GPW) brings their loud, fast and exciting brand of racing to the Columbia River as part of Water Follies 50th anniversary celebration. GPW is an American Power Boat Association (APBA) class of inboard Hydroplanes featuring supercharged big-block 468 engines producing as much as 1500 horsepower. These 26-foot craft routinely attain speeds in excess of 170 miles-per-hour on the straight-aways. Long a premier class on the east coast of North America and in Canada, 'Grand Prix World' is the first club to organize GP racing on the west coast. GPW is known for their loud roaring deck to deck action and has quickly established itself as one of the premier boat racing attractions in the United States.

Please note: Appearance on this roster, or in this media guide does not guarantee attendance at this event. Although every effort is made for this information to be correct, boat lineups and sponsorship can change rapidly. Please verify boat information & sponsorship prior to publication.

Grand Prix Hydroplane Teams

GP-12 Schellhase Racing

Owner: Bob Schellhase

Driver: Greg Hopp

Driver Greg Hopp and the GP-12 had an uncharacteristic amount of mechanical problems in 2018. They look to rebound in 2019 and compete for the national title again. The team has won titles in 2014-2017. The team has won the national title six of the last eight years. Driver Greg Hopp has won six of the last eight Grand Prix races in the Tri-Cities, including the 2018 event. In 2014, the G12 set an unofficial APBA record for the fastest lap by a Grand Prix ever recorded at 134.500 MPH.

GP-15 Hopp Racing – Overturf VW/Audi/Kia Pumpteck Happy Go Lucky

Owner: Jerry Hopp

Drivers: Jerry Hopp & Brent Hall

The elder statesman of the GP class, Jerry Hopp continued his career of excellence with a 3rd place finish in national points for 2017. Hopp has finished in the top three of the national points race seven of the last eight years. He won the points championship in 2013. Hopp set a quarter mile straightaway record of 170.620 mph in 2016 at Oroville, Ca. Jerry Hopp began boat racing in 1969, after returning from a tour in Vietnam with the Army. He's driven everything from outboard hydroplanes to Unlimiteds. He drives a school bus for Snohomish School district and the kids call him the "World's Fastest Grandpa".

GP-18 Hopp Racing II

Owner: Jerry Hopp

Driver: Kevin Eacret

Jerry Hopp acquired the Grand National Hydroplane GNH-18 in 2018 and ran it with a new twin carburetor gasoline supercharged engine. The boat became the lead in a new APBA class called "GPW Supercharged Automotive". The idea behind the class is to open racing to different power sources than the traditional Chevy blower motors that power current Grand Prix hydroplanes. The new engine package produced 1100hp.

"This allows new teams to step-up more economically and compete," states Hopp, "It uses gasoline, does not require complete outfitting of many of the existing hulls that are out there and will make a lot of noise and produce the power needed to compete."

Kevin Eacret will drive the hull in 2019. Eacret has driven inboard hydroplanes, flat bottoms, grand prix hydros and unlimited during his career. Eacret was due to drive the new Go Fast Turn Left hull in 2018, but it could not be completed to race. He also won an APBA national title in the 2.5 Modified Hydroplane class co-driving with E-6 driver Michael Jarvis.

GP-19 D's Wicked Cider

Owners: Tom Eckenberg

Driver: David Warren

Dave Warren drives the GP-19, owned by Tom Eckenberg out of Everett, WA. 2016 was a breakthrough year for the GP-19 team, as they notched a victory at Tri-Cities for the first time. Warren is in his 12th year as a driver but began his contact with boat racing on the APBA Region 10 rescue team. He was on the rescue team for the Tri-Cities and Seattle Unlimited races for 11 years. Eventually, he became a boat team crew chief. This led to an opportunity to "test drive" the boat. After that, he purchased his own Grand Prix hydroplane and became a regular in the Grand Prix World series. He has driven for Tom Eckenberg's GP-19 team the past six seasons.

GP-20 Blown Income Racing / The Truss Company

Owner: Larry Linn
Driver: Ed Preston

Based out of Olympia, Washington GP-20 Blown Income Racing was outfitted and competed in its 1st season in 2015. For the 2018 race season they were crowned the National Champion for Grand Prix hydroplanes in the United States. Success continued in 2019, with the team claiming the North American Championship in Madison, Indiana.

Driver Ed Preston will return for a fourth season of Grand Prix competition. Preston has always had an interest in going fast, especially in boats. It probably comes from growing up camping with his family and watching his father, Don Preston, drive the Little Huck (136), Hot Stuff (280) which later became the Miss Heidelberg (280); and the U-Bet (blown 7 liter). Ed bought his first 100mph flat bottom boat at the age of 16 running it up and down the Puget Sound for fun! He then built a pickle fork jet boat, again for fun!

GP-55 Atomic Shirt Company & Hermiston Raceway present Cabo Marine

Owners: Susie & Scott Pierce
Driver: Jamie Nilsen
Hull Designer/Built Auld

The GP-55 continues to be one of the top contenders in the GPW fleet. After extensive offseason repairs and improvements, the team looks to rise to the top of the pack in 2019. Driver Jamie Nilsen will return for the 2019 season.

GP-74 PREMONITION/Marine Dream Racing

Owner: Rob Hall
Driver: Jim Mualdin

Rob Hall's GP-74 Marine Dream Racing features a unique Staudacher design that makes it easy to identify within the pack of Grand Prix World hydros. Rob Hall is an accomplished APBA inboard chauffeur. Prior to building the GP-74, he was the 2.5 Liter Modified National High Points Champion, Babcock Award Winner and Western Divisional Champion in 2007 and 2008.

Stepping in to drive this year is veteran 5 liter pilot Jim Mualdin. Mualdin drove the GP-74 during the Madison Regatta last year before it withdrew because of damage from striking debris in the river.

Pro-Lite Hydroplanes (APBA E-350 Class)

Pro-Lite hydroplanes hydroplanes (5-Liters/E-350 Hydros) race at speeds approaching 115 mph and are powered by mildly modified marine-based 305ci (cubic inch displacement) and 350ci Chevrolet V-8 engines. The newer 350ci engines can make nearly 400 horsepower. Because this is a stock engine class, it puts a premium on driver skill and securing the inside lane. With several fast boats, expect this class to be very competitive.

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E-6 Raining Thunder Racing – Leisure Pool-n-Spa

Owner: John K Bosserman

Driver: Michael Jarvis

The E-6 was a surprise second place finisher in the inaugural Pro-Lite Hydroplane season series. They used consistency to build a substantial point lead on faster, less reliable, competitors. The team also finished 3rd in APBA season points last year. John K Bosserman's E-6 Raining Thunder Racing is dedicated to getting out the message of support and encouragement for our troops and returning veterans. Michael Jarvis returns as driver. He finished 4th at last year's Columbia Cup.

E-20 JJW Racing - The Wreck Room

Owner: Justin Weymouth

Driver: Travis Johnston

The 2019 season will mark the return of the JJW Racing E-20 hydroplane to the Region 10 APBA race circuit. Team owner Justin Weymouth has partnered with Wally Johnston to bring this highly competitive hull back to the waters of the Pacific Northwest. Last raced in 2014 in the old 5 litre class, the team will be making minor changes to adapt to the new E-350 class. The team debuted at Yelm in 2019 and looked fast, but reliability was an issue.

Travis Johnston will be back in the cockpit for the 2019 season. Johnston began racing inboards in 2000. Driving Justin Weymouth's 5-liter, he was the 2005 co-National Champion and a two-time Summer National Champion (2008, 2013). He is also a multiple time Seattle Drag and Ski, Seattle Inboard Racing Association, and Tacoma Inboard Racing Association Champion. Receiving the Neil Yapachino Memorial Award (2008) and the Terry Troxell Memorial Award (2012) count as a couple of achievements of which he is proudest.

E-26 PayneWest Insurance

Owner/Driver: Kurt Myers

Myers has been an up and comer in the 5-Liter class since purchasing this former national champion hull. Myers won the weekend for the Pro-Lite class at the 2018 Water Follies.

E-98 Steve Huff Motorsports Agitator

Owner/Driver: Steve Huff

After purchasing a 5-Liter hydroplane in 2017, accomplished motorsports racer Steve Huff became the driving force behind the new "Pro-Lite Hydroplane Series" branding of the 5-Liter/E-350 hydroplanes.

Huff is a 20-year veteran of racing starting with Formula Ford, Motorcycle Drag Racing, Land Speed Motorcycle Racing, and Electric Drag Racing; now in his rookie year of hydroplane racing in the Northwest. Steve has 14 world and regional speed records and championships.

Steve Huff Motorsports racing teams are racing on motorcycles, dragsters, and hydroplanes with the intention of being the first to race at over 200 miles per hour on 2-Wheels, 4-Wheels, and no wheels.

E226 Fully Loaded Racing - Cascadia Supermoto

Owner/Driver: John Reifel

John Reifel was one of the initial graduating class of the ABPA west coast driver in 2016. After graduating, he didn't take long to make a splash, closing a deal to buy J. Michael Kelly's former E42 5-Liter. The hull won a national championship in 2014. Reifel finished 3rd in national high points in 2017, despite running a limited schedule.

THE BEST PLACE IN THE WORLD TO WATCH A BOAT RACE: TRI-CITIES

The Tri-Cities is perhaps the only place in a populated area that has more than a mile of continuous, unobstructed riverside space available on both sides of a river for people to watch a boat race. When you consider the 100 or more pleasure boats anchored at both ends of the course, Tri-Cities makes possible a 300-degree view of water racing.

- You can't get any closer to watch the 200 mile-per-hour Hydroplanes race than in the Tri-Cities, where the 2 1/2-mile oval course fits snugly between the two riverbanks.
- With the help of the McNary Dam 20 miles downstream, three historic rivers – the Snake, Yakima and Columbia create a pool ideal for racing.
- Three nearby highway bridges facilitate traffic to and from the race site. Freeway and highway systems make it an easy trip to the races from the north (Spokane), the west (Seattle and the Coast) and the south (Portland and Northern Oregon).

A GRASS-ROOTS EFFORT

Year after year, since racing started in the Tri-Cities in 1966, improvements have been made to the race site. When something was needed, money was found through various fundraisers and donations and with the help of volunteers, ideas and needs became a reality. With the Water Follies organization as the catalyst, the "greening" of the spectator areas began. In the past 30+years, thanks to volunteers, Water Follies has helped some 80 acres of grass to be planted, complete with underground sprinkler systems, on both sides of the river.

- The first grass went in around the Hydroplane pits to provide a better area for boat crews, their equipment and motorhomes. Next came 16 acres of grass to improve a riverside spectator in Columbia Park. Then the 22-acre playfield was created near the main entrance, which does double-duty as a dust-free main parking lot for races.
- In a large undertaking by Water Follies volunteers and the City of Pasco, an underground sprinkler system was installed, and grass planted on a mile-long riverfront area that stretches from Road 39 to Road 54 in Pasco.
- The grass and irrigation projects, spearheaded by the Water Follies, were made possible by unique cooperation between companies, businesses, service clubs, community organizations, cities, counties, and other agencies who have provided money, materials, equipment and the volunteer labor to provide a million dollars in community improvements. These improvements are used the year-around for the enjoyment of everyone.

RACE-READY INFRASTRUCTURE

Hundreds of volunteers dedicate thousands of hours to make the parks ready for the spectators.

- To prepare the spectator areas, each year the Water Follies rents some 4,000 folding chairs, 100 tents and miles of chain link fence. Race fans can bring their own chairs and blankets. Bleacher seating is available. Or, for added comfort and convenience, hosted special viewing areas have been created.
- Of all the race sites, the Tri-Cities pit area is by far the largest and one of the best. As many as two dozen unlimited Hydroplanes can be accommodated. Underground electric and water service are provided to each race boat.
- Over 300-feet of docks have been built over the years by volunteers for use by race boats. The docks are also available for recreational use, fishing derbies and other events.

- Some unlimited race sites have had trouble finding enough large cranes to lift the three-ton unlimited boats in the water. That, of course, has never been a problem in the Tri-Cities because the world headquarters of one of the largest crane companies, the NF Lampson Cranes, is located in the Tri-Cities. Cranes have been generously loaned and operated by the Lampson Cranes every year.
- The three-story official's control tower on the starting line is was built and designed locally. The prefabricated steel structure is 30 feet high, 10 feet wide and 40 feet long. It can accommodate 150 people including referees, race officials, timers, scorers, communications people, TV camera crews and media representatives. The tower consists of three independent modular sections that are trucked to the site and are set up in less than six hours.
- A public address system is in place in Columbia Park to provide spectator information – another park improvement made by the Tri-City Water Follies Association.
- Recent improvements in Columbia Park made by the City of Kennewick have added much to the race. New lighting, curbing, paved parking lots, public restrooms and landscaping have been added.

AMENITIES

- Concession stands are set-up through the spectator area and provide a wide variety of foods, soft drinks, souvenirs to serve the racing crowd. There is a beer garden located in Columbia Park.
- Round-trip bus service to the race is offered by Ben Franklin Transit. With the purchase of a race ticket, you can catch the bus at a pickup point in each city and be delivered to the race site in Columbia Park.
- **Special Needs Viewing:** This area is available for special needs guests who require **extraordinary** care to enjoy a day at the races. One caregiver is allowed per guest. General Admission passes are required for entry to the prime viewing location in Columbia Park. The Transit System's Dial-A-Ride provides rides each way on Friday, Saturday, and Sunday for eligible patrons. Service will run from 8 – 11 a.m. Dial-A-Ride will leave Columbia Park special needs area located west of the bleachers and the Pasco side, 15 minutes after the last race. Reservations must be made by 5:00 p.m. On Thursday for Friday and by noon on Friday for Saturday. Sunday rides must be reserved by Noon on Friday. Call 735-0160 for Dial-A-Ride reservations.
- To signify that the Tri-Cities area is indeed a focal point for boat racing, a full-size replica of an unlimited Hydroplane is on display the year around to greet visitors entering Columbia Park.
- For over 20 years, the Water Follies has hired a professional crowd management company to provide services and to lessen the burden on Tri-City law enforcement agencies during the boat races. The company has people working in various capacities during the week of Water Follies activities.
- Local hospitals staff and operate first aid stations strategically located throughout the spectator areas.

COLUMBIA RIVER-FRONT & PARK ENHANCEMENT PROJECTS BY WATER FOLLIES

2011-2012 Made improvements to the Columbia Park sound system. TCWF started the permitting process for additional irrigation improvements. TCWF contributed funding for upgrades to the Centennial Stage in Columbia Park.

2010 Added 300 feet of sod on the Pasco side levee

1999-2000 Playground of Dreams - Water Follies contributed \$3,500 to the Hydroplane toy in the Playground. Board members and staff also contributed volunteer hours to the project.

1999-2000 Hydroplane Monument - The Miss Tri-Cities Hydroplane monument was refurbished and mounted near the Highway 240 entrance of Columbia Park

1999-2000 Columbia Park Docks - Several docks were reconstructed and new docks were built for Columbia Park.

1998-1999 Franklin County Irrigation/Seeding - Water Follies, Franklin County and the City of Pasco teamed up to create a one-mile irrigated, grassy stretch of river front along the bike path between Roads 54 and 39 in Pasco.

1997-1998 Columbia Park Play Field - Water Follies organized volunteer efforts to turn weedy land into a versatile, 22-acre, irrigated play field near the Highway 240 entrance of Columbia Park. Over 100 volunteers were needed to complete the project valued at \$300,000. Several local businesses and groups contributed cash and in-kind donations. Water Follies contributed \$5,000 cash to the project.

1996-1997 Columbia Park Docks/Ramp - Water Follies volunteers built ramps and seven docks for Columbia Park in 1996 and seven more in 1997.

1995-1996 Columbia Park Scoreboard - Water Follies built the official scoreboard located behind the Neil F. Lampson Pit Area.

1993-1994 Columbia River Irrigation/Seeding - Volunteers helped to irrigate and seed the shoreline north of Columbia Park's main road from the east end lawn area to across from driving range. \$5,000 was also contributed to the project.

Outdoor Stage in Columbia Park, Bleachers & Pit Area - Water Follies led volunteer efforts and a donation drive to construct the original outdoor stage in Columbia Park and to irrigate and grass the area around it. Water Follies also purchased the bleachers located northeast of the Columbia Park Driving Range and created & built the Neil F. Lampson Pit Area.

Ongoing – The Water Follies continues to make improvement to both the Columbia Park and Pasco shoreline venues.

2019 Playground of Dreams – The Tri-City Water Follies donated \$75,000 to the City of Kennewick to support the new and improved Playground of Dreams project in Columbia Park.

CONTRIBUTING TO CIVIC GROUPS, PROJECTS AND EVENTS

Tri-City Water Follies contributes an average of \$30,000 a year to civic organizations who use the event as a fund raiser by selling ice and souvenir programs, working event gates, cleaning up after the events, parking cars, selling Booster Buttons, etc.

They perform services at the races in exchange for Water Follies contributions and in turn initiate their own community projects. Many of them grant scholarships for advanced education. More than 20 organizations have been involved in recent years earning anywhere from \$300 to \$5,000.

The Water Follies also contributes scholarship money to Miss Tri-Cities Scholarship Program contestants each year.

PROVIDING A BOOST TO THE ECONOMY

Tri-City Water Follies draw \$2.5 million in direct expenditures, according to the Tri-Cities Visitors & Convention Bureau. Hotels are booked, restaurants report highest sales during the weekend, gas sales are higher than any non-holiday weekend and it's one of the top weekends for convenience and grocery stores.

The Columbia Cup draws national media exposure, shining the spotlight on our area's recreational resources. The races are covered by various local and national television and radio, and national newspapers such as USA Today. Live Internet audio streams, live television coverage on Sunday, July 28 by NBC affiliate KNDU/SWX, national radio coverage and over 100 newspapers across the nation cover the event, by bringing attention to our region.

NON-PROFIT WATER FOLLIES DOLLARS AND SENSE

Sponsorships are integral to making the event happen each year. Major expenses include the Unlimited Hydroplanes and other boat classes, air show, event infrastructure, security, administration, insurance and advertising.