

This poll appeared in Saturday's Press Telegram 9-28-13

TWO CENTS

**Do you think Long Beach
should build a new Cyclone
Racer roller coaster?**

YES

74%

I DON'T KNOW

7%

NO

19%

The Return of the Cyclone Racer

Hi everybody and welcome.

I'm Larry Osterhoudt, the Cyclone Racer Project Designer.

Over its 38 year tenure, Long Beach's Cyclone Racer rollercoaster entertained over 30 million riders. Built in an era when American engineering was soaring, the Cyclone Racer roller coaster ranks right up there with other grand projects of the thirties like Hoover Dam and the majestic Golden Gate Bridge. The Cyclone Racer is unrivaled because of its great features and engineering marvels.

The coaster originally resided on a pier over the water which contributed to the esthetics, elevating the coaster well above ground level, making it a landmark. The Cyclone Racer's impressive superstructure and profile is a thing of beauty and was synonymous with Long Beach. When you look at the hills, you see graceful bright white arches that lead the eye up, over and across their arc. The loading station located deep within the superstructure, is equipped with a beautifully detailed diamond lattice truss system and to top it off, an elegant entrance ramp.

It would be best to locate the coaster on pilings over a supporting pier/boardwalk like it was originally. I carefully chose a spot of inactive water space in the channel where the coaster would create a beautiful backdrop to the harbor. The coaster's footprint is a large rectangle about the size of two football fields end to end. By placing the coaster's long side parallel to the shore, keeps the footprint inside the red cone limit, so there will be no interference with the aquatic activity. This is plan A.

Plan B locates the coaster on public park land near the lighthouse. Both of these locations can use existing parking structures at the Pike or Aquarium. Locating the attraction on the Aquarium side of the harbor will benefit the downtown businesses. Plan C - The Queen Mary property is another possible location.

Since the original plans no longer exist, I had to reverse engineer the Cyclone Racer from pictures -a very long and challenging task! I created a special process to accomplish this called "Forced Isometrics." This process allowed me to extrapolate true-to-life measurements right out of the pictures. I used those measurements to create a three dimensional drawing on computer aided drafting software. It took four years to complete my first draft of the plans. The next step was to construct a model to prove and demonstrate the accuracy of the measurements. This model took 2 years to build.

These are the Cyclone Racer's trains. Within this train lies the secret to why the Cyclone Racer remains unrivaled to any other coaster. Only two coasters ever got these trains. The first was the 1929 Dragon coaster in Rye Playland, New York, which by the way is still operating today. The second was the Cyclone Racer which just got in under the wire before the depression hit. (over)

The Return of the Cyclone Racer

I have chosen a prominent coaster builder for this project. Leonard Adams, president of Structural Technologies Inc. has over 30 years experience in the construction and maintenance of wood coasters. He is very familiar with retro designs. Intrigued with what I had re-created, he flew out here and spent an entire day looking over my plans and engineering specifications for an estimate. He said it is absolutely doable and my plans are completely accurate. The estimate to build to original specifications is \$30 million which will be funded by private investors.

The Cyclone Racer has the potential to generate over \$40 million a year just in ticket sales. The dual track design supports a ride capacity of 2400 riders per hour as compared to Knott's GhostRider coaster which will only accommodate about 800. The ride also has the potential to bring in additional revenue with a unique social media enhancement I have designed. This enhancement has the potential to bring in another \$12-\$15 million over the admission sales. In addition, Cyclone Racer souvenirs and concessions will create jobs and be another source of revenue.

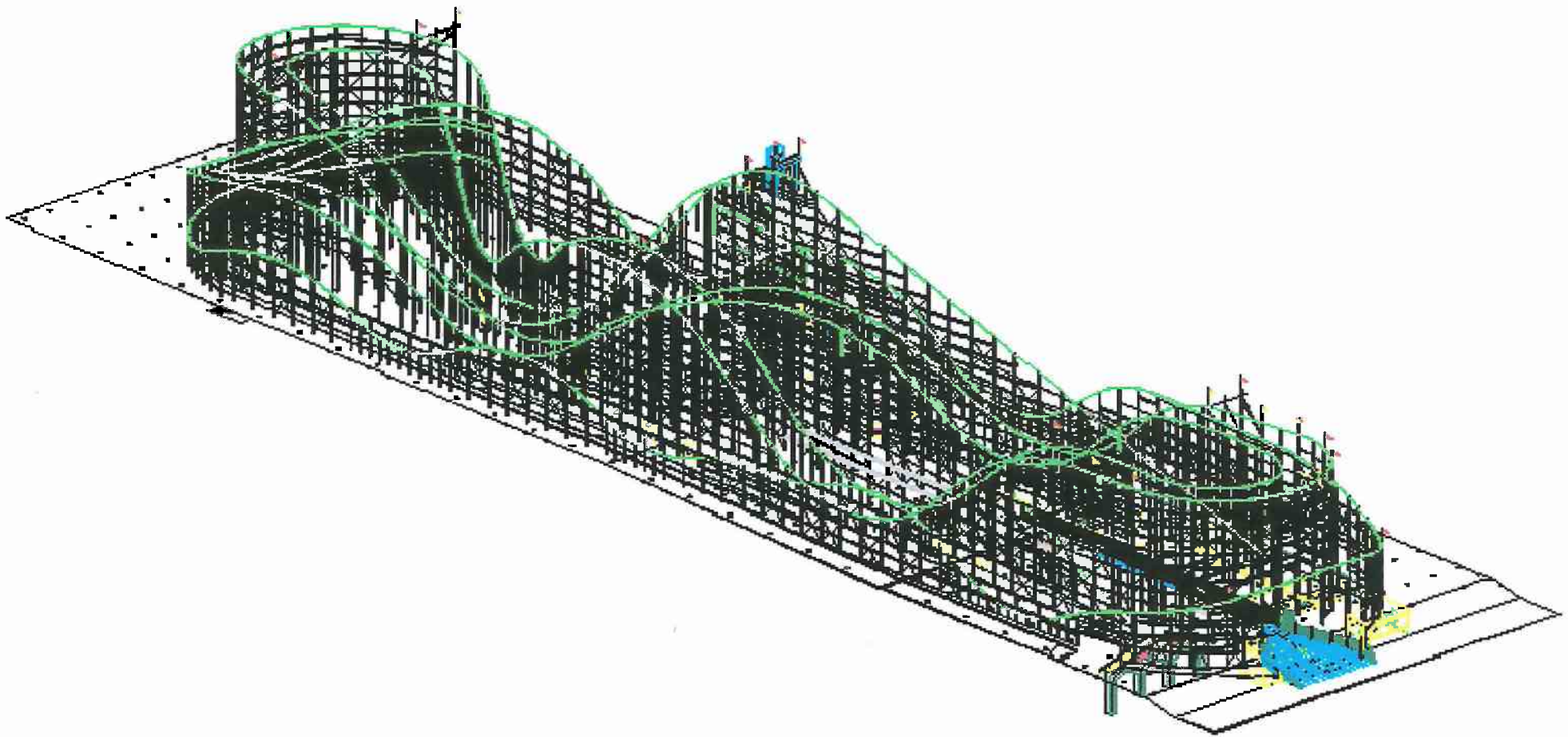
The Press Telegram conducted a survey in Saturday's paper. 74% want the Cyclone Racer back in Long Beach. This attraction will bring the most needed tourism back to Long Beach.

Please vote yes to the feasibility study to bring "The World's Greatest Ride" back to Long Beach where it belongs!

Thank You



3D AutoCAD Rendering



CYCLONE RACER SPECS.

PLAN AREA	604 feet long by 160 feet wide	
OVERALL HEIGHT (including pier)	110	feet
TOTAL TRACK REQUIRED	7,400	feet
NUMBER OF TRACKS (2 Independent)	3,700	approx. feet each
NUMBER OF HILLS	17	
NUMBER OF TURNS	10	
NUMBER OF BRIDGES	3	
LIFT HEIGHT	85	feet
LIFT SPEED	10	ft/sec.
LIFT TIME	23	sec.
FIRST DROP ANGLE	50	degrees
MAXIMUM SPEED (approximately)	50	mph
NUMBER OF TIMES OVER 40 mph	3	times
NUMBER OF TIMES OVER 3 g's	3	times
MAXIMUM VERTICAL "g" FORCE	3.1	g's
MAXIMUM NEGATIVE "g" FORCE	-0.41	g's
NUMBER OF TIMES @ < 0.1 VERTICAL g's	5	times
MAX. BANK ANGLE	37.5	degrees
MAX. LATERAL "g" FORCE	1.03	g's
NUMBER OF LEAD CHANGES IN RACE MODE	7	(depends on load balance)
NUMBER OF TRAINS (comprised of 5 coupled cars)	4	original Harry Traver type
APPROXIMATE RIDE TIME	2	minutes
RIDE CAPACITY	2400	per hour
NUMBER OF TRANSFER TABLES	2	one for each storage track
ORIGINALLY CONSTRUCTED	1930	
ORIGINAL CONSTRUCTION TIME (not including pier)	5	months
OVER 1 MILLION BOARD FEET OF LUMBER (not including pier)		
OVER 1 MILLION BOLTS		
50 KEGS OF NAILS		

All Engineering Data Copyright 1998-2013 Larry Osterhoudt

Reverse Engineering (totally original) by LARRY OSTERHOUDT

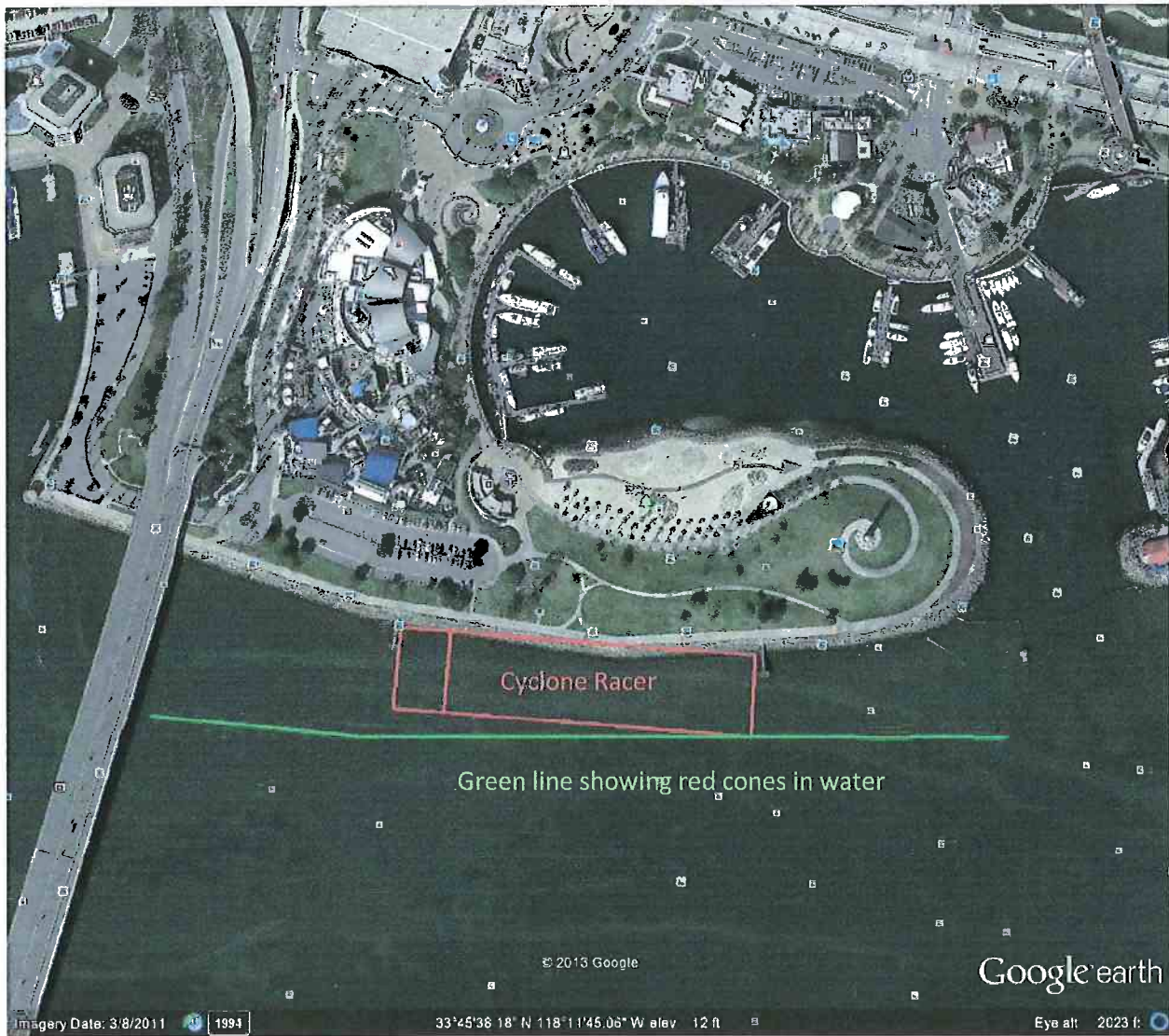
My completed model showing the coaster's entrance and elegant entrance ramp.





Another picture of my model showing the beautifully detailed diamond lattice truss system in the roof.

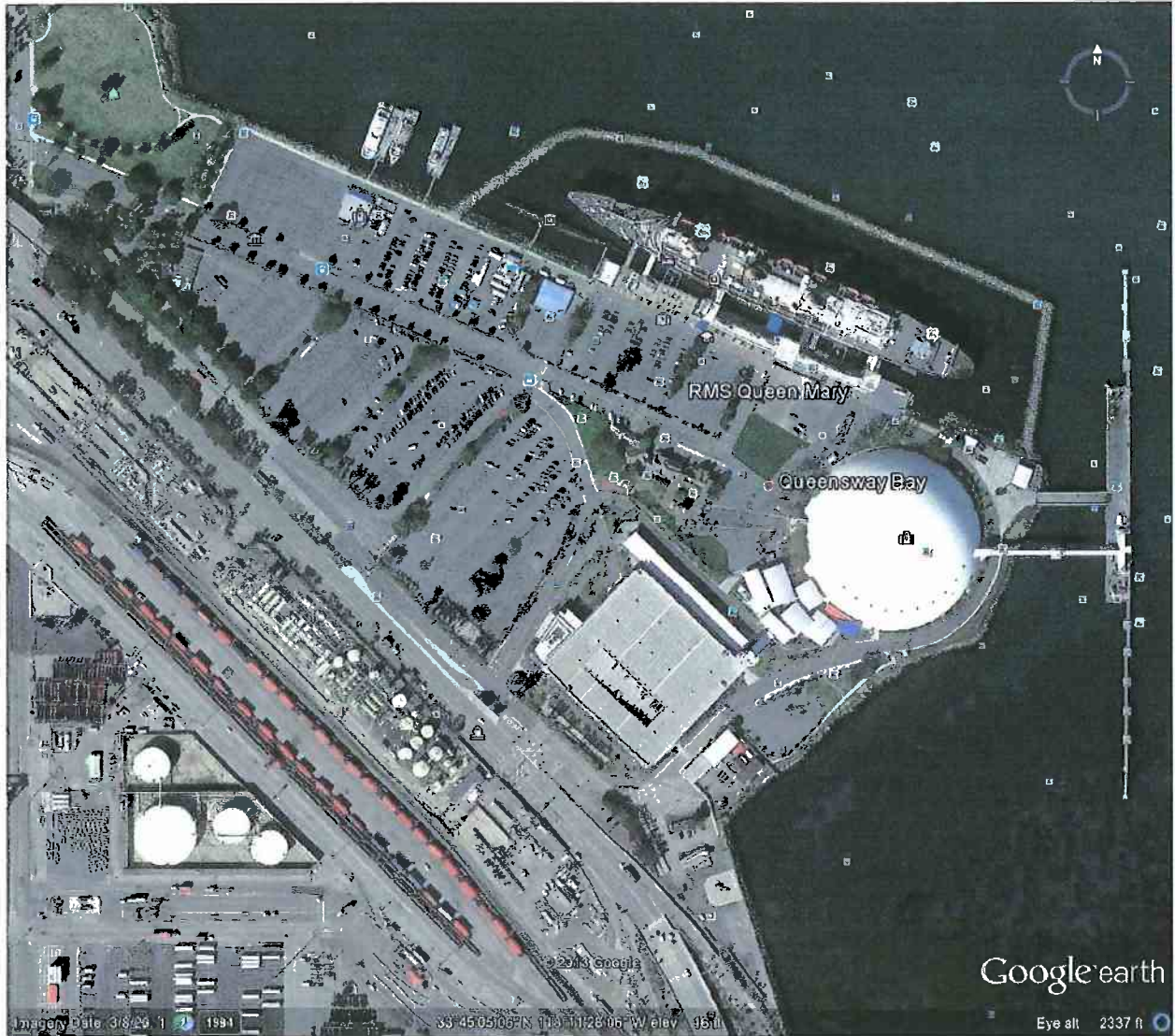
Plan A: Prime location, Cyclone Racer & Silver Spray Pier located over the water on pilings.



Plan B: Alternate location, Cyclone Racer & Silver Spray Pier located on pilings in the park.



Plan C: The Queen Mary property is another possible location.



By [Eric Bradley](#), Press-Telegram

Posted: 09/26/13, 12:54 PM PDT

Cyclone Racer: Bringing back 'The World's Greatest Ride' to Long Beach



Larry Osterhoudt's obsession is the old Cyclone Racer roller coaster and has built a 1/15 scale model of the front portion of the coaster in his workshop at his home in Downey, CA on Tuesday, September 24, 2013. Osterhoudt would like to see the Cyclone Racer rebuilt exactly as the original somewhere in Long Beach. (Photo by Scott Varley, Press-Telegram)

A look back at the Cyclone Racer, "The World's Greatest Ride," at Long Beach's The Pike amusement park.

He's probably the world's most knowledgeable living expert on the Cyclone Racer, "The World's Greatest Ride." But Larry Osterhoudt passed up his one chance to ride it.

Blame his dad.

It was 1966, and Osterhoudt, then 9 years old, was on a trip to The Pike amusement park.

He first drove bumper cars with his younger brother. It was a good start. Then his father took him on the double Ferris wheel. That was, unfortunately, a nauseating experience.

So when they went to their next stop, the Cyclone Racer, and his father assured him he would have a better time, young Osterhoudt wasn't buying it. (continued on back)

The almost 100-foot-tall edifice loomed overhead. Train cars clacked up the track and roared down at 50 mph, while screams pierced the air around the Silver Spray Pier.

“No way was I going to ride that after the Ferris wheel,” he said.

Two years later, the Cyclone Racer was closed to make way for Shoreline Drive.

His own lost opportunity hasn't stopped Downey resident Osterhoudt, 56, from a 17-year mission to return a full-size reproduction of the coaster to Long Beach, a journey that will include an address to the City Council on Tuesday night.

While walking through his backyard to see Osterhoudt's *pièce de résistance* in his quest to resurrect the classic ride, he turned to dispel an impression one might get from the way he excitedly talks about the topic, or by the T-shirt he's wearing that's emblazoned with the coaster's profile and greatest-ride moniker. He owns the slogan's trademark.

“I'm not a roller coaster enthusiast,” Osterhoudt said.

He explained he's a self-employed electrical engineer who likes a project, and when he opened the door of his workshop, it became clear that coaster buff or not, the man can meticulously complete a project involving one.

Standing in the shop is a 1/15th-scale wood model of the front of the Cyclone Racer. Osterhoudt claimed it took him two years to build, not counting the four years to “reverse engineer” plans for the ride using only old photographs and film clips. The original blueprints were destroyed with the ride, he said, and an archived set burned in a warehouse fire.

There are more than 2,800 pieces of precision-machined basswood in the creation, he explained. The “X” braces supporting the structure are exactly positioned, even crossed over the same way as the original. The coaster's wide, gable-roof entrance ramp leads to the meticulously detailed 2,400-passenger per hour loading zone. Hundreds of layers of finely cut wood slats stack to recreate the curving, plunging and rising track.

All that seems to be missing are the neon lights on the dark green “Cyclone Racer” sign hung at the top of the track, although Osterhoudt has drilled historically correct holes for the lights into the forward-leaning letters that bring to mind speed and action.

With a showman's flair, Osterhoudt talked about the Cyclone Racer with reverence, in the same breaths as the Hoover Dam and the Golden Gate Bridge.

A total of 7,400 feet of track was laid for it, in a little under five months, at a cost of \$140,000.

Tradesmen used rough plans and applied their own arcane knowledge to knock together a structure with more than 1 million board feet of lumber in such a sturdy fashion, the coaster never needed a major track replacement in 38 years, according to Osterhoudt.

“Those guys were geniuses,” Osterhoudt said. “That stuff died with them.”

The new roller coaster opened May 30, 1930, and was ridden by an estimated 30 million people, appearing in films such as “Abbott and Costello in Hollywood” and “The Beast from 20,000 Fathoms,” before it closed on Sept. 15, 1968.

Osterhoudt started the process of reclaiming the Cyclone Racer in the late 1990s, when Disney was building California Adventure.

He figured the wooden coaster would be a perfect match for Paradise Pier, the theme park's section inspired by the once well-attended boardwalks of America's coasts.

It didn't pan out, but now he has a local ally in Long Beach City Councilwoman Gerrie Schipske, who is running for mayor.

Schipske wants the city to look into Osterhoudt's proposal to place the ride near Shoreline Park, or across the water, close to the Queen Mary.

The councilwoman has put an item on Tuesday's meeting agenda requesting that the city investigate the feasibility of building the coaster.

A California Coastal Commission representative could not be reached this week to comment on Osterhoudt's plans to construct a pier to support the coaster off Shoreline Park or near the park's lighthouse. Osterhoudt said he has not talked to the Queen Mary's leaseholders to gauge interest in locating the ride there.

Schipske said, though, that the proposal should at least be considered since The Pike has struggled for decades to attract visitors.

"I want us to stop turning down things on the outset," Schipske said.

Long Beach has missed opportunities to secure attractions such as Port Disney and the USS Iowa, which is now berthed in San Pedro, she added. "A lot of communities understand you have to have something to pull tourists in, and this would do it."

Besides jumping regulatory hurdles, Osterhoudt also needs an investor willing to put up the estimated \$30 million it would take to build a modern version of the Cyclone Racer.

He claims to have an interested company that's "on the New York Stock Exchange," but prefers to keep it under wraps because he said a representative from the company wants him to secure a location first.

After almost 90 minutes talking about and thumbing through black-and-white photograph albums of "The World's Greatest Ride," Osterhoudt, who has spent \$17,000 of his own money on the plans and model, said he's going to have to "give the speech of his life" next week to persuade council members his idea has merit.

If he gets turned down, he said he'll shop the plans elsewhere, but that he wanted to give Long Beach an opportunity to connect to its past.

Osterhoudt would like to be an investor in any re-creation of the Cyclone Racer, and lead engineer, so he can ensure the ride is built to original specifications.

As he prepares to turn another page in his passion for the coaster, he acknowledged the journey has had "ups and downs" over the years.

But, Osterhoudt said, "I've put too much time into this to stop now." (end)

Published: Sept. 27, 2013 Updated: 10:49 a.m.

Could new Long Beach roller coaster be fast track to cash?

Not just any roller coaster, though, but an exact replica of the old Cyclone Racer, a twin-track wooden ride that ran from 1930 to 1968.



Downey resident Larry Osterhoudt has reverse engineered the plans, blueprints and an actual scale model of the Cyclone Racer roller coaster from the Pike in the 1930's. The Long Beach city council may conduct a feasibility study to figure out if it's possible to build the iconic roller coaster again.

It's not that far-fetched, District 5 Councilwoman Gerrie Schipske said. The city worked fast to bring Red Bull's Flugtag, an offbeat flying contest that attracts a major crowd each year, and there's no reason why a roller coaster couldn't be as successful or why it should be derailed by government red tape, she said.

"It's thinking outside of the box," Schipske said. "If we close our mind, we are going to miss things."

She has put an item on Tuesday's council agenda that, if approved, requests the city manager to determine the feasibility of building a new Cyclone Racer in Long Beach.

It would be the first of many steps that would need to be completed and approved before the first ride, and there are plenty of things that could add the Cyclone Racer replica to the list of other scrapped ideas, things like the 600-foot tower in Shoreline Village, the \$80 million monorail, or the battleship USS Iowa, which ended up docked next door in San Pedro.

Larry Osterhoudt is central to the proposal. Besides owning the trademark, he's spent 17 years using photos and videos to re-create long lost blueprints. He thinks a new Cyclone Racer could be built on 2.5 acres near the lighthouse by the Aquarium of the Pacific or near the Queen Mary.

District 2 Councilwoman Suja Lowenthal represents that area and doubts the coaster would be a sweeping success.

"By all accounts, Long Beach's landmark-filled waterfront was a fitting rival to Coney Island for many years before Knott's Berry Farm and Disneyland arrived in Southern California," she said in an email. "Unfortunately, I think we live in different times and changed circumstances for such a stand-alone ride to have broad appeal and profitability." (continued on back)

There are other ways to incorporate memories of old Long Beach into new projects that may be a better fit for today's market, Lowenthal said.

But just as Osterhoudt is confident that his three-dimensional drafts are accurate, "plus or minus zero," he's sure it would revolutionize the city's downtown waterfront.

"You can get some action back at the Pike," he said. "You go over there now and it feels like a funeral, for God's sake."

Osterhoudt said he has financiers waiting in the wings but not signed on.

The project would cost an estimated \$30 million, plus the cost of the land.

He's not certain how long the new Cyclone Racer would last, but both the original ride and his replica are stronger than the structural standards used in similar rides now.

The original coaster's operations were not interrupted by the 1933 earthquake that devastated most of Long Beach, and he thinks his would survive time just as well.

Osterhoudt said the ride could collect \$43 million in revenue annually with each rider paying \$5.

Using his figures, it means that the ride would have to run 10 hours every day of the year at nearly full capacity to collect that amount of money. Nearly 24,000 ride tickets would need to be sold each day.

The original coaster averaged about 2,150 riders per day in its lifespan, but some of them may have ridden it multiple times.

"If Long Beach puts that in, it's going to be the talk of the whole Los Angeles County area," Osterhoudt said. "Even Orange County. Disney won't be able to touch it with a 10-foot pole."

30 million Riders

7,400 Feet of track

2,400 Riders per hour

1930 First ride

1968 Last ride

96 Feet tall

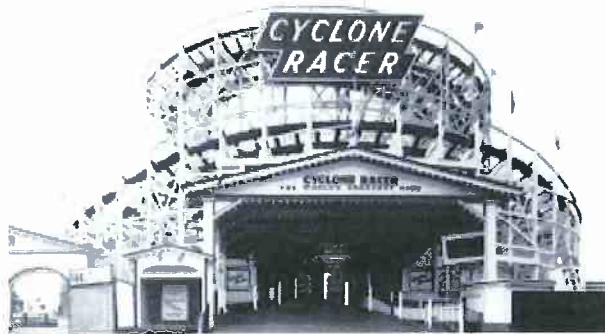
\$30 million Estimated cost to build a new Cyclone Racer

\$43 million Estimated yearly revenue from coaster

Sources: Larry Osterhoudt and City of Long Beach

Long Beach Councilwoman Wants City To Bring Back ‘Cyclone Racer’

September 19, 2013 8:09 PM



How the Cyclone Racer looked in 1959. (credit: CycloneRacer.com)

LONG BEACH (CBSLA.com) — Long [Beach](#) Councilwoman Gerrie Schipske is feeling nostalgic and will ask her fellow council members to vote on a proposed new roller coaster.

The new roller coaster would actually represent the return of a popular Long Beach attraction — The Cyclone Racer — that reigned supreme from 1930 to 1968. Racer was a dual track coaster that stretched over the city’s coast. More than 30 million people took the 96-foot-high ride.

The new coaster would also stretch over the water near the Queen Mary and Aquarium of the Pacific.

Schipske will ask the council next month to consider a proposal by roller-coaster enthusiast Larry Osterhoudt.

“This would not only bring back an important part of Long Beach’s early history but would produce significant tourism dollars, not to mention a lot of [fun](#),” Schipske said.

Osterhoudt has also proposed redeveloping the city’s “Silver Spray Pier,” which began operating in the city in 1902. In addition to Cyclone Racer, the pier included shops, food booths, arcades and games.

Osterhoudt has been pushing the idea of rebuilding the coaster for years, with costs at one time estimated around \$10 million. He has a [Cyclone Racer website](#) where he notes he is searching for investors interested in making the project a reality.

“Long Beach has failed to seize many economic opportunities offered in the past years, including Port Disney, Telsa Motors and the porting of the USS Iowa,” Schipske said. “Bringing back a cyclone roller coaster could potentially revitalize the Queensway Bay development and provide additional synergy for the Aquarium, Shoreline Village and Pine Avenue establishments. We need to check this out.”

www.cycloneracer.com



THE WORLD'S GREATEST RIDE

Project Designer

Larry Osterhoudt

562-861-2338