



# SEAHORSE elwood sailing club newsletter



**January, 2009**  
Volume 4, Issue 1

Special Commodore's  
Edition (see Editorial)

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## Upcoming Events

**28 February - Bill Mac Day**  
**28 February - HYGM**

**3 April - Trivia Night**

**18 & 19 April – YV Youth  
Regatta**

### Editorial

For this edition, I am taking the liberty of changing the protocol and beginning with the Editorial rather than the Commodore's report. Apologies to the Commodore. It has been a long time between editions – and I have published everything that has been sent. What we need are contributors!! This edition has been renamed "Special Commodore's Edition" as he is the only contributor other than the Editor!

We need news, otherwise there is no newsletter. Seahorse is a quarterly publication which will normally be produced at the end of January, April, July and October. I will be eagerly awaiting contributions – classes get your act together!

### Commodore's Report

Happy New Year to all and looking forward to 2009.

For the first half of this season we have had to work around the construction site in front and around the club. Not the most convenient of situations with beach access reduced to a mere pathway. However, work has continued and we can now see what the future holds as the works will improve the club appearance considerably. We have been told that the works will be completed in Feb 2009, but with the recent hot weather, precise dates may not be

practical. In any case we are in the home stretch.

With the works nearing completion, we need to be mindful that the club precinct will no longer be a "construction site" and we will have to re-learn a few "manners" with respect to parking cars and boat trailers. Also if we want the grass to grow, we will need to keep cars off the grass. Also – cigarette smokers – the new garden beds are not to be used as ash trays.

Unfortunately with something new – we have to look after it!

The access gate to the 3 clubs (Scouts, Angling & Sailing) is now locked. This will restrict access by the general public and also put an additional burden on club members to lock the gate. The new key is located in the usual place for members to use and replace after use. The new road works encircling the 3 clubs is designed to allow open access to the clubs via a one-way route around the clubs. Please drive around the clubs in an anti-clockwise direction (for those with digital watches, keep the clubs to "port"). In the process you can deliver your boat to the rigging area in front of the clubs and then your trailer to the trailer park (when this is finished) and your car to the car park. The access road is for access, it is not additional parking space so we are all going to have to get back into the habit of parking in the car park and paying parking fees.



Also please note the new garden beds around the club precinct, and try not to park on them.

Those of you who have been sailing will have noted the sand erosion of the Elwood Beach leaving our main concrete ramp considerably higher than the beach and water level. To overcome some of these issues the club has purchased 2 Aluminum Ramps to allow direct water access for club boats. These need to be returned into the club after use.

We had hoped that the council would have commenced work on the extension of our concrete ramps, but these works have been postponed due to relatively high cost and legal issues. We will pursue the matter, but it will not be actioned in the foreseeable future.

We have also been notified that the Elwood Foreshore is due to have the sand replenished. These works will be done in 09/10 and will involve pumping sand back onto the beach and possibly the construction of groins. Hopefully this may lead to future opportunities to improve our boat ramp.

The new back extension is working well and houses most of the club boats and training fleet along with Sabres, Lasers & 125's. The extension led to some movements of boats within the boat shed which did cause some initial disruption for some members. Also it led to the ability to construct more sailboard lockers and generally upgrade the sailboard area, which in turn allowed for increased membership of sailboarders. In brief it has been a relatively busy year with construction happening in and around the club, which will eventually have a direct flow on benefit to ESC Members.

On the matter of boat storage I have written a separate article, but members need to be aware that boat storage is a privilege and not a right. Those members who do not use their boats regularly will be targeted to remove their boats and make room for new members who will use their boats. Sailboards are not exempt from this basic theory. In the near future a sailboard storage policy will be introduced and storage will be available for those that use the club on a regular basis, and those that don't will relinquish their lockers.

Members need to note that the club's charter is to promote SAILING and not STORAGE. The old argument was based on money, it was more important to fill the racks with non-essential classes or non-sailing member's boats and gain the precious income from these memberships and storage fees than promote active club participation in sailing. I would ask all members to have a long hard think about this one. We need active class fleets, and we need to promote our classes rather than try to proliferate a myriad of miscellaneous classes and fill our storage racks with boats /boards that hardly get used.

The strongest classes at ESC are the International A-Class, Sabre & National E. Dolphins, Paper Tigers and 125's are in trouble with low fleet numbers and are in line to extinguish unless members revitalize and sail regularly. The experiment with the Formula 15 has failed with not a single boat sailing this year. On the brighter side, it seems that a fleet of Lasers is emerging with some of our younger sailors participating in Laser 4.7 and Radial's. For those of you who have not sailed much this year for what ever reason, the season is more than half over and now is the time to

focus on sailing the balance of the season.

The Training Squad this year has been well patronized at both senior and junior level. The club purchased 3 x Laser 4.7 (and assorted rigs) at the beginning of the season. These boats have proved themselves as superior training vessels than the Club 125's, and consideration will proceed along this line of thought to replace the Club 125's. The flow on effect of the Laser 4.7's is that although we use these boats for teaching seniors, some of our experienced juniors have been racing them in the club races. This gives the boats multiple applications within the club and general promotion of sailing, and perhaps can be one of the reasons that some juniors are purchasing their own boats.

The other aspect of the training program is that on occasions we can generate crews. If you are looking for a permanent crew, please let Mick Kusel, Brian Adney or myself know and we may be able to assist.

For those of you who get to the club early enough to see the junior training fleet, you would have noted that we have upgraded the livery and badging of these craft. Going along with the general plan of naming the boats after prominent members past & present, most boats (Optimists & Sabots) now have a name. You will also note the "ESCY" badging. E.S.C.Y is an abbreviation of "Elwood Sailing Club Youth".

The extension to the ESCY brand was the inaugural ESCY Regatta which also incorporated the "Schools Championship". Although not as well patronized as initial indications, the fundamental organization and on-water format is now in place and



we are looking forward to better patronage next December. Congratulations to Tim Dorning, who was the driving force behind the scenes, for implementing a successful regatta in less than 6 months and enduring plenty of teething problems.

ESC will be the host club for OAMPS Victorian Youth Regatta on the weekend of April 18 & 19 2009. This is a major youth regatta used by YV to select their various training squads. This also gives us an opportunity to showcase our club to the broader sailing fraternity.

Over the Christmas / New Year period there were the various National Championships. To my knowledge, the only Class that ESC members won was in the Javelin Class held at Beaumaris YC – congratulations to Brent Frankcombe & Brett Taylor. Our National E's did well with top 6 positions to "E-Males", "Miss Bling" & "Miss Chief" and a notable 16<sup>th</sup> for "Watermark". I haven't been able to find out the results of the PT's but I think that we had 3 competitors. Sabre – fleet of 80 boats – Randal Garnham 26<sup>th</sup>, with Paul Stamp a little further back, have a look at the starting line!



International A-Class – fleet of 84 boats, ESC's Steve Wright in his first season chalked up a creditable 59<sup>th</sup> and backed up for the Worlds (fleet of 94 boats). Congratulations to all members who ventured to Australian Championships and beyond. No doubt you have gained valuable knowledge and experience that you bring back to our club.

While we are on general sailing matters, I want to remind members to please keep an eye on the duty roster. If you are on duty you are expected to arrive at the club by 1200 Hours, to be briefed on the day's proceedings and to allow sufficient time to get all of the club boats on the water. Please note that the Start boat should be on the course approximately an hour before the first start (1400 Hr). Members need to note that if we do not have sufficient people on duty to man all three club boats – racing will be cancelled. If you can't make it on the day, swap with another member.

This year we have had our focus to try and get the various administrative systems up and running. These included

- Club financials onto MYOB accounting software
- Computerized touch screen Bar Till
- Electronic Key tags
- Membership
- Surveillance camera's

On the surface these seem to be relatively easy tasks, but in reality all seem to have various teething issues that needed to be worked through and most a re well on the way to completion or in fact completed. We have also had the wiring of the club upgraded to meet current requirements (pardon the pun).

The administration of these entities as well as storage allocation, duty rosters etc is made extremely difficult with our current practice of invoicing for club fees in August and expecting payment by October. Frankly this is far too late to get all that should be properly organized prior to the start of our sailing season in mid/late September. We need to initiate renewal of fees much

earlier, and this year we will. Please note that according to our Club Rules – Rule 4.14 – "the annual subscription -----, payable in advance on or before 1 July in each year". If we can get our fees in by July 1, this gives ample time for General Committee and volunteers to prepare for the start of the sailing season. So be prepared when the renewals are sent earlier this year.

On the subject of renewals, the club takes time and money to send members the required forms. We need the forms filled in PROPERLY and COMPLETELY. Do not fill in your contact details as "same as last year". Failure to complete and sign forms properly will delay your membership until they are returned properly and we should be considering issuing such members with an additional administration fees.

This year we have gone to a lot of trouble to send information to members, but still some members claim they do not receive such information. Is it any wonder if the information is incorrect in the first place? A number of members make appointments with GC members to pick up keys or other issues, and then don't turn up on time or at all. ESC is not a country club, GC members are not paid staff, and we are VOLUNTEERS. So kindly remember this and schedule meetings at times of MUTUAL convenience, and definitely not when GC members are preparing their boats for racing. Also if your contact details change during the season, can you please advise the club?

We have the HYG M scheduled for the end of Feb, and depending when Seahorse is published will determine if the HYG M is in the past tense of future. If the HYG M is in the future I would encourage



all members to attend and review the clubs progress with General Committee.

At the next AGM, I will be resigning as Commodore and also from GC, as will some others on GC. We have done our time and it is now time for others to have a go. One of the pleasures of being Commodore is that you get to meet most members and in some cases get to know them a little more than you may otherwise do. There are also some downsides to leadership. I believe that over the past 3 seasons the club has been reinventing itself and replenishing infrastructure. The future direction is to consolidate and continue the club's growth. We should try to get more people involved with club life and educate members in aspects of club life that they may currently feel a little daunted by. Part of this process is for incumbents to resign their positions and allow others to have a go. The other part of this process is for members to step up and have a go.

I am not going to try to find a replacement Commodore. It was quite a healthy sign this year when the position of Commodore actually went to a members vote at the AGM, and I hope the process will be repeated at the next AGM. Being Commodore costs me about 20 hours per week, others may be able to be more efficient time wise but, it is a doing function that requires some effort, as with all of the GC positions, so be prepared for the commitment, the rewards and some disappointments. To all potential Commodores & GC members, now is the time to prepare your vision for the clubs future, and I wish you all well.

Regards

Mark Foster

Commodore

### Storage

#### Elwood Sailing Club Boat Storage

As you all should know the "Storage Policy" is located on the clubs website. In essence the club seeks to offer storage to those members who race regularly and hence there is a points system based on the number of races, duty days and club meetings members attend.

As per the club web page:-

#### Boat Storage

Boat storage is available for members. As we have more boats than boat racks the racks are allocated to financial members only, based on a points system, and ratified by the full Committee, as follows:

- 10 points - For each year of membership, to a maximum of five years
- 10 points - For every race day in the last 3 seasons
- 20 points - For every duty day/working bee/Club Meeting for the last 3 years

Contact our [Storage Officer](#) for any queries or issues you may have in relation to boat storage.

The "Policy" applies to boats and not boards (but boards will be subject to a similar policy in due course).

As written, it seems fair, simple and straight forward. However for a number of years now the club has not kept score. Keeping score is not so important when there is plenty of space. The "plenty of space" argument is diminishing as space is becoming limited.

The other main annoyance of the current storage situation is that there is a number of members who are storing boats, but not racing. Sorry, but our club charter is to promote sailing not storage.

These boats have to either start racing or their space will be reallocated to members who will race regularly.

With the intent to review the situation and reinitiate the "Storage Score Card" it seems reasonable to go back through the records. The best source document that I found was the Race Cards, however we are missing the 2005 – 2006 season, so I used the previous year. The "Policy" requires the last 3 years sailing records so at the end of this season the data will be concur precisely with the Policy.

Please note that the Policy refers to "Race Day" so on a 2 race day one only receives 10 points for the day (not 10 points per race). As a source document I believe that the race cards are the easiest document for this purpose.

The following data will give you your storage points solely derived from sailing days. The points need to be multiplied by 10 to relate to the storage policy. The points are for the past 3 seasons on record and I have also put the points for the 2008 – 2009 season up until Dec 31<sup>st</sup> 2008. At the end of this season we will drop off the 2005 - 2006 data from the table and add the 2008 - 2009 data. This should give you an idea where you stand.

I am not overly concerned about not adding the years of membership, duty days, and club meetings etc as these points are relatively small. Members should not get overly agitated if there are 10 to 50 (as per the policy) points difference as other issues may need to be considered.

We have published a rack allocation list in December (refer club notice board). The purpose of this list is to assign storage as,



Top, Middle or Bottom rack. The assumption is that the first preference would be for a bottom rack, followed by a middle rack. However if you have maximum points and are allocated a bottom rack but for whatever reason prefer a top or middle rack, by all means this should be accommodated.

There is a school of thought that the storage system is based on a "Challenge System". This may have been the case in the past, but it is not written as such in the policy and nor does it align itself with the requirement to be "ratified by the full committee". At the end of the day, it is General Committee that is ultimately responsible and any anomalies should be brought GC's attention (via the Storage Officer) before any direct contact with other members. Further, General Committee should review storage applications annually. Because you have been granted storage this season, does not necessarily follow that it will be granted in future seasons if you have not accumulated enough points.

Having gone through this exercise I have had many discussions with many members on various points. I have come to the following conclusions, which you may wish to review and discuss.

- Storage Points – should be based solely on sailing days attended and sailing duty days attended (I see little value adding attendance at AGM's and working bees – these are well attended and the workload to add attendance to the points register is difficult, and the years of membership requirement is basically a potential difference of 20 points (2 sailing days)

after the use of the past 3 years racing history. The administration hassle of these minor add-ons outweighs the minor benefit to a long term member)

- The only source document should be the race cards. These currently track race attendance and it would be relatively simple to add sailing duty days by the addition of a "DUTY" stamp to replace the current duty register plus the date (two stamps = 20 points).
- The points accounting system should be simple and easily reconstructable – hence my preference for the race cards as it is a system currently in use for other purposes, and there is little if any additional workload. Also, all the required data should be stored in one place and provide an audit trail
- Members who are crews – should also earn storage points. This is also supports the race card system, as crews (who are club senior members) names are listed on the cards. This gives an easy audit trail.
- Storage should be restricted to specified classes. As a club we should endeavour to increase our fleet numbers and not increase our class numbers. If there is room, why not allow another boat to be stored (as long as they race), but preference must be with our class fleets.

I have listed all members with current race cards (up until Dec 31<sup>st</sup> 2008) whether you store your boat or not. Please review and extrapolate your points tally for the end of this season, as your storage will be allocated accordingly.

Mark Foster

### National E Australian Titles

For the National E Australian Championships, 2008 – 2009 A relatively small but highly competitive fleet assembled at South Lake Macquarie Amateur Sailing Club for the 44<sup>th</sup> Australian Championships. With seven past champions, the racing was going to be close. Defending champion Rick De Jong (*Miss Bling*) was training a novice crew (Neil Hammond), the fast light-weather team of Geoff Gill and Sarah McKay (*Escapee*) and the team with the most titles to their credit, David Wise and Tony Ritter (*Ruthless*) were trying to add another. David and Tony arrived at the last minute and eventually found all the bits to rig just before the Invitation Race. Despite the rush and no training this season, the pair went out to win this race in the strongest wind of the week, thus eliminating any chance of winning the title. Another past champion team, Laurie Alderton and daughter Cathy Nuttall (*Miss Muffet*) were second, also their best result for the week. Race one in a moderate and relatively steady southerly was won convincingly by Geoff and Sarah whilst David and Tony staged a tacking duel with Tim Dorning (another past champion) teamed with son Matt in *e-males*. Race two was abandoned due to



severe lightning storms. Further down the lake, a A-class sailor was hospitalised after being struck whilst de-rigging. Race three became a series of reaches when the wind shifted 40 seconds before the start. *e-males* led early but was passed by *Miss Bling* when *e-males* found a hole at the end of the first lap. The whole fleet converged on the first leeward mark at the same time and *Miss Bling* and *e-males* managed to get their spinnakers drawing early on the next 'beat' to clear out from the pack. *Escapee* worked through to finish third with *Ruthless* fourth. Race four was again light and shifty but with a fair course the fleet was close the whole way around. *e-males* won narrowly from *Ruthless* with *Escapee* third. There was some wind at the start of race five and a big hole at the first mark.

*Escapee* again showed their ability to pick the right lanes and cleared out for another win from *Ruthless* with *Miss Chief* (Brian Clarke and Ken Sherry) managing to pick their way through the light spots. Race six was another shifty, light North-Easter with *Escapee* chalking up another win from *Ruthless*. *Miss Bling* found a good lane of breeze on the last beat to finish third. *Escapee* led race seven until they hit the windward mark coming on to the run. Their "360" left them in fourth whilst *Miss Bling* chose the best side down the run and went through to first with *Ruthless* close behind. *e-males* finished third.

*Escapee* had the title sewn up before the last race, another light South-Easterly. *e-males* found a good shift approaching the first

mark and was never headed. *Escapee* moved through to second with *Ruthless* third. The last race win (and the ability to discard two results) gave second place overall to *e-males* with an unlucky *Ruthless* (worst place 4<sup>th</sup>), finishing third on a count back. *Miss Bling* finished fourth with *The Fury* (Peter Nixey and M. Town) fifth and *Miss Chief* sixth.

A special mention must go to the crew of *Comet* where 8 and 10 year old brothers sailed the entire series crewing for their father – there were some long days, well done boys!

If you want to give Rick a hard time, congratulate him on winning the Grandmaster's Title. Or talk to Dale and Marina who won the "nil desperandum" award!

E550

### Javelin National Championships 2008 – 2009

#### Beaumaris Yacht Club – Victoria

As I was unable to sail in the National E Championships this year, Fay and I found ourselves "holidaying at home", which in itself was quite novel. Having an interest in Javelins via ESC club member Brent Frankcombe and crew Brett Taylor (BT), we decided to keep an eye on the regatta, as did Brian Cole. (Also note that Brent & BT are the current National E Victorian Champions which they won in the borrowed boat "Miss Adventure" with some new sails made by Brent).

### "Liquor Box" wins Javelin Nationals at BYC



Brent & BT were sailing Javelin 395 "Liquor Box" which is a relatively new boat and all but identical to training partner Javelin 396 "Himalayan Women" sailed by Aaron Hirst and Paul Newman. As a side note, Brent and Paul won the Cherub Nationals a couple of years back, being the first ever Victorians to do so. Paul then teamed up with Aaron in the Javelin and went on to win a Nationals and Interdominion Championship, and coaxed Brent and "BT" into Javs.

Both boats were from a new design based on their collective Cherub experience with sails and rigs designed by Brent. On the course there is nothing between these boats and crews as they train and tune together, and as it turned out both of these boats dominated the Championship series.



### "Himalayan Woman"

The series commenced with 2 invitation races in a back to back format, followed by 9 heats. The course was the standard – windward – leeward skiff course. Conditions varied from light to heavy giving competitors an even distribution of conditions.

Invitation Race 1 saw a first for "Liquor Box" (ESC) and a second for "Himalayan Women" (CYC) followed by defending champions "Windrush" (Perth Dinghy SC). "Liquor Box" and "Himalayan Women" did not compete in Invitation Race 2 and we saw 1st "Razor" (BYC) 2<sup>nd</sup> Unzipped (CYC) and 3<sup>rd</sup> "Windrush" (PDSC).

Up to Heat 5 in the Nationals "Liquor Box" and "Himalayan Women" were even at equal first with both boats with 2 x Firsts, 2 x Seconds and 1 x Third each. The only other boat to win a heat was "Windrush".

Heat 6 (in 15 to 20 Knots) was the defining race in the series with "Himalayan Women" winning the start and the race to the first mark. "Liquor Box" got a poor start and got to the first mark in 6<sup>th</sup> place. After the first lap (of 3), "Himalayan Women" was 300m ahead of the next boat which was

"Liquor Box", which in turn was 200m ahead of the 3<sup>rd</sup> place boat. It was now a two-boat race with 1<sup>st</sup> & 2<sup>nd</sup> moving further ahead of the fleet with every lap. On the last downwind leg to the finish, disaster hit "Himalayan Women" as they spectacularly capsized with the spinnaker. This was just enough to let "Liquor Box" through at the finish by less than 2 boat lengths. Again the score was a 1, 2 but "Himalayan Women" should have had won.

Heat 7 was held immediately after heat 6 in stronger conditions. "Liquor Box" won the start and went on to a convincing win by more than a minute to 2<sup>nd</sup> "Rush" (EBYC), 3<sup>rd</sup> "Windrush" (PDSC) and 4<sup>th</sup> "Himalayan Women" who capsized twice in heat 7 at the same spot on the course, which was duly tagged as "coffin corner" as quite a number of the fleet can do grief at this point on the course

"Liquor Box" went on to win the championship with a total of 9 points from "Himalayan Women" (13 Points) with "Windrush" 3<sup>rd</sup> with 24 points.

Mark Foster (no Javelin, just a spectator)

### ESCY Regatta

Was it a success??

On several fronts, this regatta was a huge success for the club.

There was terrific involvement by our members who volunteered their time and performed all duties in an extremely professional manner. There were plenty of volunteers – they outnumbered competitors!

The racing was run like clockwork. Courses were well set and the starts were on time. All on-water organisation was first

rate. The on-water judging was well received.

The competitors loved it. I have had emails from almost every competitor thanking the club for the great regatta, the hospitality, the courses and the organisation.

On the minus side, the numbers were still low. A committee is working on this and we hope to raise the profile of ESCY at Yachting Victoria. We have shown them what we can do and we are now looking to bring the crowds.

Hope to see all those wonderful volunteers at the YV Youth Regatta on 18 and 19 April!



ESC



Storage Points Table



Class	Boat Name	Skipper	Total	08-09 to Dec	07-08	06-07	04-05
Sabre	OP Bundy	Alan Elliot	21	4	11	10	
Paper Tiger	Virtual Reality	Alan White	22		11	11	
Paper Tiger	Hot Pusuit	Alex Craig	0	3			
Sabre	Midnight Rambler	Alex Zattelman	11		1	2	8
National E	Moo	Alistair Goodin	7	2	7		
Javelin	Liquor Box	Brent Frankcombe	0	1			
Sabre	Touche	Brian Adney	48	8	17	15	16
National E	Miss Chief	Brian Clark	38	9	17	12	9
Int A Class	Turtle	Brian Cole	28	9	11	17	
Sabre	Ripple	Brian Proven	57	8	20	22	15
Class 125	Red Boat	Cameron Grant	0		0	0	
Sabre	Just in Time	Chris Sargood	17		7	3	7
Sabre	Nina	Chris Till	4		2	2	
National E	Watermark	Dale Hammond	30	5	10	7	13
National E	Herbie	Dan Osinga	29	6	11	4	14
Class 125	Espirit	Daniel Carr	7		7		
Dolphin	Bete Noir	Davan West	31		12	10	9
Class 125	Meander	David Mulholland	12		4	2	6
Sabre	Sea Soar	David Wilkinson	41	7	17	19	5
Dolphin	White Wings	Edmund Roache	33		14	8	11
Javelin	Unplugged	Geoff Craig	17	1	9	4	4
Sabre	The Ran Tan	Jack Ellis	12	1	8	2	2
Laser	Laser / Sabot	James Grosse	0	3			
National E	Me 'N' Dad	Jeremy Stewart	23	4	14	9	
Formula 15	Magic Formula	Jim Scott	31		7	10	14
Laser	Laser	Joe White	0	3			
National E	Tangara	John Frey	42	5	14	14	14
Int A Class	Grizzabella	John Hanby	34	6	14	10	10
Int A Class	Mac-a-Tack	John McDonald	34	4	13	10	11
Int A Class	Finale	John Pruden	29		10	9	10
Int A Class	Obsession	John Pyers	44		17	12	15
Int A Class	Crack A Jack	Joseph Picone	15	4	4	8	3
Formula 15	Red Back	Justin Zattleman	25		4	9	12
Int A Class	A Class Act	Ken Robinson	52	8	18	17	17
National E	Mister E	Mark Foster	43	5	16	14	13
Class 125	Scarlette	Mark Kilmer	1		1		
National E	Kaos	Mark Mulvany	3		3		
Class 125	Swift	Mark Perlow	7		2	4	1
Laser	Laser	Matt Dorning	0	4			
National E	Toothache	Michael Randall	24	1	6	6	12
Paper Tiger		Michael Wold	29		12	6	11
Class 125	Silhoutte	Neil Farmer	7		0	0	7
Formula 15	Alpha	Nick Major	7		3	4	
Sabre	True Colours	Paul Stamp	32	2	15	12	5
Paper Tiger	Undecided	Peter Sherman	13		1	6	6
Class 125	Speedy Gonzales	Phillip Potter	4	5	4		
Sabre	Rampage 3	Randall Garnham	44	9	17	13	14
National E	Miss Bling	Rick de Jong	33	9	10	12	11
Int 14	Miss Match	Rick De Jong	5		5		
Class 125	Bullet Steel	Rob Anderson	36	8	15	13	8
Int A Class	Ulysses	Rob Watt	40	8	15	14	11
Dolphin	Bobcat	Robert Roache	31	1	14	10	7
Class 125	Rocket Cow	Robert Arnold	15		9	6	
Class 125	Luna - Sea	Robert McQuade	30	2	10	8	12
Class 125	Imperial	Russell Patterson	8		0	7	1
Sabre	Orion	Stefanie Garnham	10		6	4	
Int A Class	Zec's Return	Steve Wright	0	2			
National E	Flying High	Steven Persson	17	4	8	9	
National E	E-Males	Tim Dorning	23	4	7	5	11
49er	Double Agents	Tim Dorning	2		2		
National E	Petronella	Will Jones	30	4	9	11	10