



The NSW and ACT District Laser Association Newsletter

Nov '89

Lasernews

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Yes Scotty is still back there.



Glenn Bourke Two time Laser World Champion
Australian & N.S.W. Yachtsman of the Year
Australian, Danish & Dutch National Champion
Pacific, N.S.W. & Act., Coast, Metro & MHASC Champion
Find out what motivates Bourkey inside this issue.

REGATTA DATES 1989-90

Below are the dates and venues for the up coming events for the 1989-90 sailing season. some dates and venues may have to be altered, so note any changes in future issues. Clubs please try to work your program around the major regatta dates.

<u>EVENT</u>	<u>DATE</u>	<u>VENUE</u>
BIG RIVER REGATTA	2,3 DEC '89	BIG RIVER S.C.
METROPOLITAN CHAMPIONSHIPS	9,10 DEC '89	WOOLLAHRA S.C.
*AUSTRALIAN CHAMPIONSHIPS	3-12 JAN '90	MOUNTS BAY S.C.
*STATE CHAMPIONSHIPS	26-28 JAN '90	GOSFORD S.C.
TROPHY RACE	3 FEB '90	LANE COVE 12ft S.S.C.
*PACIFIC CHAMPIONSHIPS	10-17 FEB '90	Mc RAE Y.C.
VAUCLUSE REGATTA	24,25 FEB '90	VAUCLUSE S.C.
*MASTERS/WOMENS STATES	3,4 MAR '90	GEORGES RIVER S.C.
*TEAM RACING	24 MAR '90	DOUBLE BAY S.C.
TROPHY RACE	31 MAR '90	ABBOTSFORD 12ftS.C.
YORKYS LASER SLALOM	1 APR 90	DRUMMOYNE
SYDNEY REGATTA WEEK (EASTER)	13-16 APR '90	WOOLLAHRA S.C.
TROPHY RACE	29 APR '90	GREENWICH F.S.
ANNUAL GENERAL MEETING	9 MAY '90	T.B.A.

* Official Association Regattas

....LASER COMMITTEE...1989/90....

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CHAIRMAN'S REPORT

It seems in each of these reports to be my pleasant duty to confer congratulations on some of our members.

As many of you will have read in press reports, our World Champion Glenn Bourke received both the Australian Yachtsperson of the Year award and the Yachting Association award at recent public functions. Also Joshua Faddy received the Junior Yachtsperson award for his third place in the Junior World Championships held in Canada.

In addition, some of our current and ex-Laser sailors also featured as nominees in both these events.

On behalf of all members, we congratulate both Glenn and Joshua on their achievements which I'm sure not only gives them personal satisfaction but the Association receives reflected glory and keeps the Laser Class up front amongst other sailors.

On a similar note, the builders of the Laser Coast Catamarans are doing their bit by promoting the Laser in magazines and promotion literature to their agents throughout Australia.

To assist any new or present Laser sailors, the Committee has decided to collect as many of the 'how to' articles that have been written over the years into an information library. In the next issue of Lasernews, we will publish a list of these articles so that if anyone would like a copy of particular articles, we would make them available through our secretary, probably at a small charge to cover copying and postage.

At the recent Coast regatta at Belmont, a couple of items were noted which should be brought to the attention of all members. Firstly, members are reminded that to compete in Association regattas, they must be financial members and their boats and sails must comply with the Laser class rules. In particular, I refer to correct sail numbers on sails and use of restraining clips on rudders. These along with other items of equipment will be checked at the State Championships at Gosford.

The other matter relates to observing the racing rules; in particular to completing the prescribed penalty after hitting a mark of the course. The new rules allows a 720 turn rather than re-rounding which was the case. This penalty to be done at the first opportunity, not sometime before the completion of the course.

Our Canberra Laser sailors are organising a regatta on Lake Burley Griffin on the 2nd & 3rd February next year so they would welcome support by your attendance to help promote Laser sailing in the Federal Capital.

Finally, ~~John~~ ^{Matt Faddy} and Scott Ellis have been invited as an Australian team to compete in the heavily sponsored twenty four hour race in New Zealand. We understand this is a big event over there sailed in Lasers with many of the well known Kiwi sailors competing. We wish them the best of luck.

Ralph Ellis.

Chairperson.

Ralph C. Ellis

COAST CHAMPIONSHIPS

30 September, 1 and 2 October

At Lake Macquarie

This season's C.C. was again very successfully organised by the Ellis Family and the Belmont 16' Skiff Club. The most important aspect of a series is the organisation of the actual races and this was professionally handled by Ralf Ellis and his team of workers.

We had good starts, plain and simple signals and good courses.

The black flag was relentlessly used by Ralf each time after the first general recall.

Quite a few sailors were caught, even notables such as Larry Kleist and Yorky (twice). Any competitive person in Andrew's circumstances would have spewed, but not Yorky, he just kept smiling.

We had a good size fleet with interstate competitors such as Queenslander David Big Tall Power, Drinking Smoking Rose and softly spoken but keen as mustard John Gibson from Victoria.

N.S.W. representation was of the highest standard with entries such as King Bourke, Scott and Jacki and the Faddies, all just fresh from overseas trips.

The weather during the series was perfect, we had medium to strong fair winds at times. Sunday was the real fitness test. The tactic for the day was to get black flagged in the long morning and take as many with you over the line possible. Then go for your life in the two short afternoon races and out-hike your worn-out competitors.

We also had a few come-backers.

Larry was one of them. Larry was given a knock-out hit by Abbo's mast just before the finish of the 4th Race.

This smart but unethical tactic by Abbo gave him the 5th overall spot, one place in front of Larry who ended up in hospital.

Another come-backer was Jan Scholten (clogs) encouraged by Mark Freddy Phillips.

These two seem to bet pretty well anything on a race. Duties such as slavery are risked when losing or during the series the double bed in the Motel was at stake. Rumour has it that sleeping with one of the laser beauties was the bet over Sunday races. Jan won but couldn't match Yorky's morning smile the next day.

Norman Young also made a come-back (slow one) with a DNF PMS DNS DNS DNS series.

The score was: Glen 1st with Scott putting pressure on him for 2nd and Matthew third. 4th and 5th were buddies Nev and Abbo.

Many prizes were handed out, please check result list.

Good Luck,

GLOGS.

**COAST CHAMPIONSHIP
RESULTS**

Place	Number	Skipper	Boat	Division	Club	Heat1	Heat2	Heat3	Heat4	Heat5	Total
1	131795	GLENN BOURKE	LAFRUPIN' LOU		PHASC	1	2	4	1	1	4.25
2	131801	SCOTT ELLIS	MOTION ON THE OCEAN		PHASC	2	1	2	4	2	6.75
3	132513	MATTHEW FADDY	RACING RONNIE		PHASC	3	3	9	5	3	14.00
4	1353	NEVILLE WITTEY	LITTLE DEMON	C	CPSC	8	4	10	3	4	19.00
5	135338	ANTHONY WALSH	LUNCH BREAK		GPSC	5	5	7	9	5	22.00
6	137523	LARRY KLEIST		C	MHASC	4	PHS	1	2	18	24.75
7	128650	PAUL ELLIS			BBFLS	7	12	6	10	7	30.00
8	123324	JAN SCHOLTEN			MHASC	12	PHS	5	6	9	32.00
9	128643	JOHN GIBSON	IMPROVING WITH AGE		VYC	9	10	11	11	13	41.00
10	135297	MARK PHILLIPS	KISS MY AFT		MHASC	10	11	17	15	8	44.00
11	128681	ANTHONY WOODROW	MAKO	J	BYRA	23	9	14	13	14	50.00
12	123292	ANDREW MAHER	HEARTBREAK KID	J	MHASC	13	8	18	17	12	50.00
13	132530	DAVID ROSE	GOIN FOR ASPROS	C	OLD	14	22	13	16	10	53.00
14	128691	MARK SKELTON	1 CENT		BBFLS	15	7	21	22	11	54.00
15	123211	CHRIS NICHOLSON	DEAD SHIP	U	BBFLS	11	13	15	18	DNS	57.00
16	128659	DOUG MCGAIN	REBEL	C	LURSC	16	15	16	12	25	59.00
17	132547	ALISTAIR COOK	THE BRUOVE		MHASC	21	25	19	14	15	69.00
18	135283	MIKE BUICK	JETTISON		MHASC	18	14	23	23	16	71.00
19	131781	JOSHUA FADDY	PLEASURE AND PAIN	J	HRSC	DNS	6	12	7	DNS	80.00
20	119021	ANDREW YORK	TRACHYON	C	MHASC	6	PHS	8	PHS	6	84.00
21	123147	BILL NEANY	HUMUNGOUS	A	BBFLS	20	27	27	21	23	91.00
22	123166	MARCUS BURKE	DIG THE FLOWERS AND		VYC	28	20	DNS	27	17	92.00
23	131792	JACKI ELLIS	AROUND THE BOUYS	L	BBFLS	DNF	21	26	28	19	94.00
24	135345	CRAIG WILSON	THE INCLINE CLUB		BBFLS	22	18	PHS	32	22	94.00
25	132553	SEAN KIRKJIAN	FURAWAY V		WSC	27	17	33	20	30	94.00
26	132558	ALAN DOWNES	TOTAL PERSPECTIVE VO	C	NSWUN	25	24	22	25	24	95.00
27	137532	ROD GRAY	LICHTY KAT	A	BYRA	17	19	28	33	DNS	97.00
28	121097	STEPHEN WHITE	RLINDZABAI	J	MHASC	32	23	25	34	21	101.00
29	119944	RON COLLYER	BRONX BULL	M	BBFLS	26	28	29	26	26	106.00
30	128614	MICHAEL STACKPOOL	JOINT VENTURE	J	WSC	34	32	31	24	20	107.00
31	119053	FRANK WALSH		A	MHASC	DNS	16	24	19	DNS	114.00
32	132470	JOHN HUMPHRIES	OZONI		GSC	31	DNF	30	31	29	121.00
33	128557	JOHN RIGG	PANELA JOAN	MC	GSC	DNS	PHS	3	8	DNS	121.00
34	123363	KEVIN BLOOR	GLENTON	A	VYC	30	30	32	40	28	123.00
35	137505	SIMON PYMBLE	HUI ICE	JC	GFS	19	29	41	38	DNS	127.00
36	135333	GRAHAM GILBERT	AGING TRENDY	SM	MHASC	DNS	26	20	29	DNS	130.00
37	137517	KARL EVANS	HIC		ASC	35	34	34	30	DNS	133.00
38	135321	ROBERT EVERETT	BREEZE		BFS	29	35	39	36	DNS	139.00
39	135284	HOWARD TAYLOR	PROVOCATIVE BOB	R	WSC	24	30	36	DNF	DNS	145.00
40	119015	BURKE MELIA	PLASTIC PASSION		CPSC	36	36	35	39	DNS	146.00
41	135320	NOEL DAVIES	OHYAGGINMATT	SM	BBFLS	39	38	38	42	31	146.00
42	11901	SUSAN FIELDING	TEN HILLS OF BAD RD.	U	MHASC	DNS	37	DNF	35	27	154.00
43	41235	PHILLIP BAKER	BLISS		BBFLS	33	31	PHS	37	DNS	156.00
44	131809	PETER SMITH	FLYING SPOOK		AREC	37	43	40	44	DNS	164.00
45	135349	JUDY LITTLEWOOD	MERS		ASC	38	42	47	43	DNS	170.00
46	131863	GLENN ARMSTRONG	INSTINCT		ASC	DNS	37	37	41	DNS	170.00
47	114507	DAVID CARRUTHERS	MASCOP BRAZER		BBFLS	40	45	42	45	DNS	172.00
48	123239	PIERLUIGI GAMBACORTI	SHARK ATTACK		SVSC	43	40	44	47	DNS	174.00
49	128665	GEOFFREY BURNETT			BBFLS	42	41	43	DNF	DNS	181.00
50	135294	DEREK MADWEN	PROFUSE APOLOGIES		SVSC	41	44	45	DNF	DNS	185.00
51	12823	L COULTON			BBFLS	DNS	PHS	46	46	DNS	202.00
52	135279	STUART GLASE	EMERGENCY		MHASC	DNF	39	DNF	DNS	DNS	204.00
53	123264	NORMAN YOUNG			MHASC	DNF	PHS	DNS	DNS	DNS	220.00
	123358	ROGER ELLIS			ASC	DNF	DNF	DNF	DNF	DNS	220.00

CLUB NEWS

ABBOTSFORD 12FT FLYING SQUADRON INC.

The end of October sees our Laser fleet at fourteen of which three for various reasons do not like to venture onto the water. Racing for the others has been close and enjoyable as expected.

"His" and "Hers" discovered the delights of five races over three days at the Coast Championships, consequently Judy Littlewood (Hers) has been out foxing the Abbotsford tough guys over the last four weeks. Last week Judys father was out putt putting around the course taking photographs of "Hers" performance or was he looking for evidence of male chauvanistic acts??

Glen Armstrong who also visited Belmont on the Sunday has improved to win the first heat of our Club Championship and the lanky fifteen year old Alistair Stevenson has sailed away with two quick handicap pointscore trophies. Well done Glen and Alistair.

The old masters, Hibbard and Hansen are trying but must get to bed earlier on Friday nights or Evans, Sinclair and Gellie will think they know as much as they think they know!!

Bluey has not broken any bodily parts so far this season, but he swims or falls out the boat a lot. We do not think he drinks a lot at all and will be hard to beat a lot.

Congratulations to Glenn Bourke for winning his second World Championship which led to his NSW and Australian Yachtsman of the Year Awards. We know his success comes from a lot of hard work and dedication to sailing. We who sail lasers are pleased to here Glenn is going around again.

Commiserations to the many top laser sailors who knock on Glenns door. They all add special quality to laser competition in Australia.

Merry Xmas and a Happy New Year to all.

CLUB REPORT GEORGES RIVER

This season has started with more boats taking to the water, tempted by some excellent sailing conditions. The sailing has taken second place for Brad and Annette Palmer with the birth of their first child, a strapping young lad named Rhys. Trevor and Glennis Martin started the trend with their daughter Melanie. Congratulations to all, though remember *-sailing comes first on Saturday Trevor!*

Racing has been keen and intense, with handicap honours being evenly shared, however a stewards enquiry is being held into James Lachlan's results. He protects his handicap by finishing 3rd or 4th every week, and says he doesn't mean to!

Not to be outdone, Pete Smith convinced Moira to come down and take the times for us. Not surprisingly his results have dramatically improved also.

The club championship is being hotly contested, with 'fabulous' Freddie Phillips and 'Clogs' Scholten making guest appearances to keep Josh and Matt honest. Congratulations must go to our local champ, Josh Faddy, recently named Australian junior yachtsman of the year.

Any one interested? We sail at two o'clock on Saturday from Sanoni Ave. Come for our club Championship races on Dec 16, Jan 20, Feb 3, April 1 for some extra competition.

MIDDLE HARBOUR AMATEURS

Starboard and buoy-room from MHASC!
(That's greetings to non-locals)

The season has got off to what can only be described as a sensational start, with all sailors enjoying a feast of NE sea breezes that were noticeably absent from last season.

Competition this year is looking even more awesome than the last and we have had on average about 25 boats starting each week. The club also welcomes the return of Larry "Weekend Woman" Kliest to the scene this season strengthening the top end of the fleet (as if it needs it!) and keeping the regs honest.

As to the racing so far, Bourke-Star has been absolutely dominant to say the least, although closely pursued by Larry, Yorky (when he's not learning medicine), Freddy, MSB, Clogs (also new this season)(he's Dutch), Al, The Boy Genius, and yours truly. This year the club has also introduced handicap starts (a la Belmont) on the first weekend in every month. On these days we have 2 races - the handicap and then a normal scratch start. All agree it's been a great success.

For those that are extra keen, now that day-light saving has started unofficial sailing short-races is a happening thing every Wednesday arvo from about 5pm.

MHASC extends an invitation to Laser sailors at every level of the arena to come along on Sunday's (start 1pm) and enjoy good conversation and laughs, pick up the latest go-fast techniques (and Laser language), competitive racing and a great day.

Roy Ditmarsch (alias Rampaging)



Photo jacqui

Matt and Scott O/S
Must be the Euro-food which improved Matt's pace

1989 LASER WORLD MASTERS CHAMPIONSHIP

After finishing 4th in the 1988 Laser World Masters at Falmouth in England I had no intention of competing again at World Masters Level. The cost from Australia is prohibitive and I would only describe that Falmouth Regatta sailed in light and shifty conditions as a lottery, and my record with the Lotteries Department is a very poor one indeed, but as the months slipped by I recalled winning my first three Chevron Cube in Thailand in 1984 and setting a not insurmountable goal of becoming the first person to win the Laser World Masters Championship three times. This goal was inspired by our greatest Grand Master, Alan Clark, who prior to 1984 had won the World Grand Masters Championship three times in succession, then just to prove he still had it, he won again in Melbourne in 1987.

The past season had been a good one for me, becoming Club Champion, after being runner up for five of my eight Laser years at Gosford to either John Sprague or Neil McDonald. I also won my fourth NSW and ACT Masters Championship in succession. Now there aren't too many goals a doddering 50 year old can achieve, so I thought I'd have one last crack at it, win, lose or draw. I requested permission from my wife, Pamela Joan, she mumbled something about house painting to be done, I agreed, and started my training programme on the first weekend in May.

My training programme is a simple one, I do 300 sit ups per day on a hiking bench, sail at least every weekend, either in a fleet or alone, this time I sailed with the Belmont Club every second Sunday, and my thanks go to them for organising the races and the competition. I think about sailing as much as I can and I read about sailing, rules, tuning etc. as often as possible. Under no circumstances can you have sex during the training programme, unless of course you have it during the week, or at weekends. Pardon?

I left Australia mid-July and the airline lost my tiller between Sydney and Vienna. I flew Lauda Air, their motto, service is our success. What a load of horseshit. I have't seen that tiller to this day. I arrived at Kiel to sail in the West German Laser Masters Championship, meeting up with Aussie Compatriots, Rob Jordan and Peter Heywood from Sydney. The first three heats were sailed in extremely light conditions and suffering from a combination of jet lag and German beer. I found it difficult to stay awake especially on the reaches. The breeze freshened for Heat 4 which I won, and a little fresher still for Heat 5 which I won also, with Peter Heywood, second. The old Aussie one two. Take that and that! The Germans really looked after us on the social side and Dr. Werner Helten, who organised our boat charter and my accommodation, lent me his bike to ride from the Guest House to the Regatta site. So onto Denmark and the Kaloevig Yacht Club just north of Aarhus. I ran into the Aussie contingent who still had three heats to go in their respective regattas. It was quite a warm day, 28 degrees C, and racing had been postponed for two hours because the wind hadn't arrived. What had arrived, however, were flies, ladybirds and bugs. Zillions of em. They were on everything, particularly everything yellow I noticed. My subconscious brain went over my sailing gear. Yellow pants, yellow spray jacket with stripe, yellow bouyancy vest and what colour was that new you beaut float rope main sheet I bought in Kiel? You guessed it - bloody yellow!!

Well the open Regattas were soon over and what a great result for Australia, Bourkey first, Scott third, Jeff Loosemore third in the Radials, and Jacqui eighth in a lightweights Regatta she just couldn't win. Those Europeans, Canadian and American sailors must think long and hard about our Aussie Laser performances, no coaches, no support vessels, no back up team, just get out there and do it! Alright!

Ok so now it was our turn to pick up our allocated boats and equipment and do a little training and evaluating of our own. Those top sections were super-soft, requiring a deeper foot to windward and not so much vang off downwind in the fresher conditions and fresh it was for Heat 1, gusting to 25 knots in the boat park. It was definitely a long wetsuit job and running the two and half miles down to the start dead square claimed a lot of victims. I just tried to steer the hull under the rig and with a little luck arrived down there in one piece and still dry. The breeze was still building and a lot of competitors had turned back to the Yacht Club so there were no where near the 114 starters who had entered.

After an aborted practise race, the fleet got away first time and halfway up the windward leg I was surprised how large the wind shifts were considering it was blowing some 30 knots. My old mate, Pete Heywood had a good first beat. After trucking along on port, he went to duck the stern of one of the German Starboard Tackers. Finding a bunch of grapes in his mainsheet as big as a Rugby League football and not being able to drop any more main, he just clipped the corner of the German's Transome. "You Aussie Dumbkoff", the German yelled, "You better do a seventeen twenty!" A seventeen twenty? Christ, I wonder how many times around that is? Thinks Pete. Anyway by the time he completed it, he was nearly back in West Germany.

Keith Wilkins, an apprentice from the UK, was first around the windward mark, followed by Canadian Phil Graves and Jeff Loosemore together. I was first master, and a couple of boat lengths behind them. Away we go down the first reach, Jeff and I overtake Phil to Leeward and running into the Gybe mark, we're both doin about 300mph. I run into a wave, round up, and get knocked flat, Jeff Grannies instead of gybing and away he goes down the second reach after Wilkins. If it's good enough for Loosemore to Granny, I think to myself, then it's good enough for me. Anyway there's nothing wrong with grannies, I'm married to one. After the second beat, it's still Wilkins but down the reach he comes unstuck and by the time he's up and away even I pass him. While I'm fumbling around at the wing mark, Canadian Peter Seidenberg passes me and so too does Jeff Martin and I have another couple of roundups with this skinny little tiller and I curse those Lauda Air baggage handling jerks again out loud. When I reach the bottom mark, Peter Seidenberg has managed to get his boat going backwards somehow and I think to myself what a gutsy little sailor he is sailing backwards in 40 knots of wind.

From halfway up the final beat I can see the finish boat. Not far to go now, I think to myself, I should get there sometime tomorrow! The gun goes for Jeff Loosemore, 66 kilos he weighs, don't think about it. Phill Graves is next from Keith Wilkins, Jeff Martin, Curt Blidner, First Master from Sweden, Peter Griffiths, Ilca President, I'm next just holding out Colin Lovelady from Western Australia. I cross the line and just sit there on the boat, I've never been so stuffed after a race in my life. Still, Second Master after seven swims, I don't have that many swims in three seasons racing. Rob Jordan finished 14th overall and Peter Heywood 26th after his merry go round ride. The next day racing was cancelled due to gusts in excess of 50 knots, so it was sightseeing, checking boats for gear breakages and darts practise in case they have another series in Thai land. Heats 2 and 3 will be sailed back to back tomorrow.

We left the beach at 10am and ran down to the start in 10 to 12 knots of breeze. I decided to start with Curt Blidner from Sweden, he is the current European Masters Champion, and I was keen to see how good he really was. We came off the line pretty well and up near the first mark I was able to manouvre him out to the right and then a small shift came through from the left. I rounded second behind Phil Graves and with good reaching speed we rounded the bottom mark together and Keith Wilkins and Jeff Loosemore had provided me with a buffer to Curt. After another lap I lead around the bottom mark for the work to the finish. Curt was only hanging on by his fingernails now and I felt he was on the verge of slipping down the wall. Dennis O'Sullivan from Ireland was rearing his ugly head so I covered him into the finish. Keith Wilkins passed me while I was covering the Masters, I was second, then Phil Graves, Jeff Loosemore, Dennis, then Curt. Rob Jordan finished 13th, one place ahead of Peter Heywood whose Traveller had frayed, preventing the block from sliding across the boat. Lunch was delivered via rubber duckies and we ran back down for the start of Heat 3.

It was another good start for me and I started with Phil Graves. In the previous heats he had shown good ability to handle the shifts out of the half mile long starting line, so I kept one eye on Phil and the other on Curt. Once again Phil was first into the reaches with me next and then a bunch. The next time to windward Keith Wilkins rounded us both up with some superb upwind sailing. We finished in that order with me covering another fast finishing Swede named Christer Baath, with Curt Third Master. Jeff Loosemore was fifth, Peter Heywood sailed his best to date with a seventh overall and Rob Jordan had a bad one. We needed one more heat for a series, and I've got two firsts and a second. That's cool.

Heats 4 and 5 to be sailed today back to back and the breeze is light and the ladybirds, flies, and bugs are here again. Welcome back. After a few aborted attempts to start, the breeze drops away to almost zilch. Jeff Loosemore sails over to me and shakes his sail violently so that the fifteen million flies on his sail jump onto the yellow lollypop wearing the Chickadee Chicken team hat sitting on my boat. Loosemore sails away laughing his silly head off just as the lunch boat arrives. Now the trick to eating these sandwiches is to get the sandwich in your hand inside the plastic bag then transfer the sandwich into your mouth in less than a second, that way you eat less than 10 flies per mouthfull. These flies are not your ordinary household Aussie fly, these babies are nearly as big as a bee, are noiseless, and when they land, they leave their wings out and you

can pick them up by the head or by a wing etc. Suddenly it struck me, these flies are tame! Now I think the reason is instead of the World Masters Games Committee doing the job they were supposed to, like organising the correct accommodation, or charging competitors the correct advertised amount of money for the regatta entries or boat charter, they had spent all their time training these flies not to bite people. Isn't that nice?

At 2pm when everyone had finished their fly sandwiches we were towed back to the Yacht Club. Just prior to reaching the shore, the breeze arrived, and we were told not to unrig our boats. Then back down the Bay for a 4pm start in an 8 to 10 knot breeze. We're away first attempt and I got another good one. I sail the shifts and I'm in the high twenties with about 200 metres to go to the windward mark. The Fleet goes right, I go left, the breeze goes left and I'm seventh around and Second Master to Colin Lovelady. Keith Wilkins wins this one from USA Sailor Harry Brick (whose nickname would be house if he was an Aussie), Jeff Loosemore, Phil Graves, I'm next sitting on Colin Lovelady, then Peter Heywood. Rob Jordan was 22nd. It's too late for another race, so we sailed back to the bar, sorry, Yacht Club.

Friday dawned, and the forty knot winds are back, no racing today, two races scheduled for tomorrow, but no race can start after 1500 hrs on the last day. Looking good.

Friday night is spent at the Yacht Club listening to one of the top Danish Jazz Bands and drinking more booze than we orta. Saturday it's still blowing like buggery and the starter's boat goes out, but we're not allowed to leave the shore. The starter registers a forty knot gust, and that's it, it's all over, a four heat series, the best three heats to count. My best three are three bullets, so I achieved the goal I set in 1984 to be the first person to win the Laser World Masters Championship three times. Three cheers for me!

The Kaloevig Yacht Club ran the series well, their on water organisation was first class. At the presentation of trophies the Commodore thanked us for attending and hoped we'd enjoyed our stay and that we were welcome to come back again because he said, there were no flies on us. But I'm not so sure.

Riggy.

<u>Apprentices</u>	<u>Masters</u>	<u>Grand Masters</u>
1st Keith Wilkins UK	1st John Rigg Aus.	1st Friedhelm Lixenfeld Ger.
2nd Phil Graves Can	2nd Curt Blidner Swe.	2nd Jack Swenson USA
3rd Jeff Loosemore Aus.	3rd Christer Baath "	3rd Heinz Gebauer Can.
4th Had Brick USA	4th Dennis O'Sullivan Ire.	
5th Peter Griffiths NZ	5th Peter Seidenberg Can.	

NATIONALS

LATE FINAL EXTRA

LASERS TO PERTH

FCL Interstate Transport \$400 per boat return (\$280 out
Cook River Goods Yard \$120 back)
St Peters
Manager:Ken Brash 5164744 \$460 per trailer return

Load WEDS DEC 13, 20, or 27

Arrives WA Thurs DEC 21, 28, or JAN 3

RETURN: Skippers TransportPerth Monday 15 Jan. Ph (09) 4511855
Pick up Sydney (FCL) Monday 22Jan

ADDENDUM
NOTICE OF RACE
AUSTRALIAN LASER CHAMPIONSHIP

8. RACING RULES second paragraph

All competitors may be required to affix the sponsor's decal to the hull of their boat. The size of any decal (sponsor's or individual) shall not exceed 60cm X 45cm.

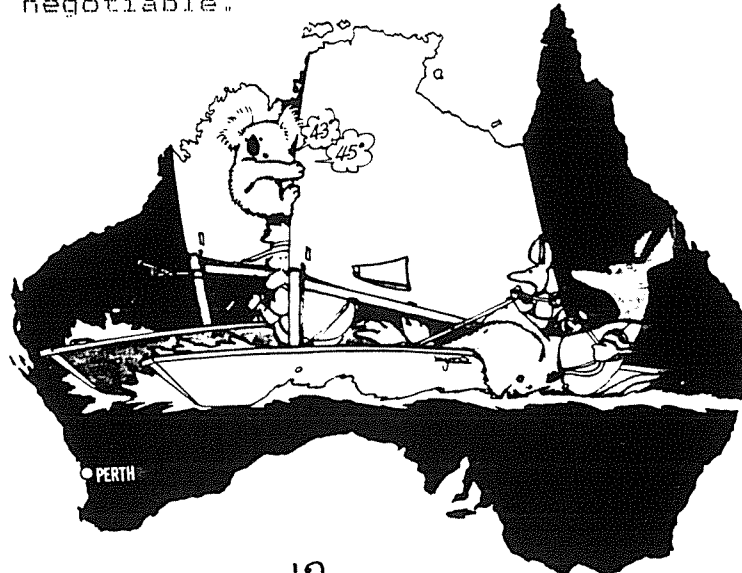
Please advise intending competitors of this addendum.

For information regarding the Nationals, inquiries should be directed to the following:

Geoff McGillivray (09) 344 5847
Harley Dymond (09) 341 6209
Damian Meaney (09) 386 6935

NATIONALS COACHING CLINIC

The A.L.A. invites applications from suitably qualified sailors to participate in the Coaching Clinic due to be conducted prior to the National Championship, on the 2nd and 3rd of January, 1990. Renumeration is negotiable.



Your intrepid editor ventured down to his local club to interview a lad who has won more regattas and awards than you can poke a tiller extension at and came away with the definitive

BOURKE INTERVIEW

Glenn can you tell us what happened after the Kookaburra campaign
Nigel Abbott invited me to crew for him in a Flying Dutchman for the Olympic but I thought it was time to do something for myself. I decided to get back into Lasers as I was about the right size and I had a bit of experience in them before. I bought a new boat by the end of winter, fixed it up and was prepared to sail a full season and see how I went. Early on I found the going reasonably tough, the competition was good. I had made the right move so I stuck with it.

So you wanted to improve your level of sailing in a competitive class.

Yes. Also I wanted to be my own boss and steer a boat which I had not done for a long time. It took a while to get the feel for steering back and the drive but eventually good results came and that spurred me on to do more.

How far did you think you could go? Were you aiming at winning the Nationals or more?

I guess I thought I could win a nationals. In fact at the beginning of the season I did not exactly know how far I could go. I did not expect too much.

In the early regattas I had a few seconds and thirds. Scotty [Ellis] was sailing very well. I then thought that I would aim towards winning the State Championships. Scotty ended up beating me by a point. I got a bit of the flavour of winning. I thought I was very close. I actually had a few doubts as to whether I could beat him because I had sailed a good regatta.

Any way I trained for the next month or so for the national thinking that it may be a two horse race and that if I had a bit more experience in the class and a bit more fitness that I could probably give him a good run for his money. That ended up being the case. I picked up a touch of speed and the fitness made me comfortable in the boat. I guess I just had an edge on him from then.

You improved your steering technique from 1985-1987, you are not making as much leeway as others by not being thrown around by the waves as much.

I continuously worked on my steering. Trying to cut down on the amount of tiller movement. I was trying to use more body movement, keep the boat flowing all the time, keep a rhythm in the boat but not by aggressive helm work.

For some reason I have always been a high pointer. I use to get to a stage where I was pointing too high and losing pace. During the period that I trained fairly hard I got to the stage where I could keep on the edge. It is a fairly subtle line between too high and too slow. I kept the boat moving just about as fast as everyone for a little height advantage. A little height advantage can get you out of a lot of trouble especially at a start.

I always work on height, now if I have a problem it may be that I lack a little speed. Now I work on pace.

I have noticed that because you have a better VMG than others upwind you are able to play a lot safer. You do not go for corners you do not have to go for big breaks.

It is a pretty simple race plan. But put me in a class where my speed is identical to others, then I would have to think about making more from every shift. But in Lasers where I have good speed I can be reasonably conservative. Obviously still trying to sail as smart as I can but without pushing it to the limit, because I think that your chances even when you are sailing well are maybe 40-60 that it will come off.

My approach to sailing a Laser is very simple in all regard from rigging to tactics. I try to keep the basics in mind, they are the things which make the difference between winning and losing a regatta but not necessarily each race.

Individuals can win a race on sheer brilliance on the day by pushing to an extreme but rarely will they win a regatta with that kind of sailing.

Do you change your race plan at a regatta like the Worlds where you do not have such a speed advantage?

No. Because there is a bigger group with good speed the people who push to the limit have really bad races. Instead of getting say two 5ths they might get a 1st or a 2nd and then have a 20th or worse. It is very hard to battle back through 20 guys who are quite fast. Without big shifts in the breeze or something lucky happening that is where they stay for the day.

I actually pondered that thought. I wondered whether, especially at Aarhus being such a shifty place if my tactics may be detrimental to my chances of winning another World Championship.

After the regatta I think it helped me sticking to a steady game plan. After four heats there were guys who were contenders as far as boatspeed goes who had had one possibly two bad races.

I had not had brilliant races but but I did not have any bad ones so my points were still fairly low.

You have good off wind speed, certainly on a national level. Is it the same overseas?

I would say if I have a weakness it is down wind overseas. When I am completely honed up I am a little slower than the Europeans. Early in their season they had more pace because they were pushing the rules pumping and rocking.

It was hard to gauge because I was not pushing the rules. In the regattas just before the Worlds my speed was just OK. And then in the Worlds I thought shit, I am fast all of a sudden they were consciously stopping their normal behaviour.

What would you say is your off wind technique?

I would say it is concentrating on catching every wave, keeping the boat moving through the water.

Off the breeze you seem to be smooth. The boat does not seem to rock too much. Not much extra energy expended.

I think you can take smooth lines and maintain the flow or you can get the same speed by aggressively attacking the boat but that is a dangerous way to go under these rules.

You have put a lot of time into cycling and have done really well at a club level. Do you think it has helped you physically and psychologically prepare for sailing a laser?

Definitely! Cycling is a sport which I respect a huge amount because of the drive and the level of commitment of the competitors.

Unfortunately in sailing I hear people saying "I went to Europe this year I am burnt out" or "I have done all this work I need a break" and really the amount of work they have done is minimal compared to a sport like cycling or swimming. You have to get it into perspective. I certainly do not get burnt out. After the European campaign culminating in the Worlds which was a pretty stressfull arena I would think that after a week off I would be ready to go again.

The cycling did help me a lot. You find in cycling races that you have to push yourself further physically than you have ever pushed yourself before. If you can apply this to your laser sailing you will have an advantage in heavy air at the very least.

You seem to always enjoy sailing at your local club [MHASC].

I do enjoy sailing there very much. I cannot see why a person who wins a World Championship cannot enjoy their sailing as well. Some people think that club racing becomes a chore or think that they might get knocked off. It does not affect me like that. I enjoy sailing with this group of guys and on this piece of water. I am not worried by the thought that someone might beat me. I think that would be a good thing for the class and certainly for me. It will keep raising the standard of the club and Australian competition and that is the main thing. As long as we can keep raising the standard we will always be up there in world competition. There is no reason to think that we cannot compete with the other guys in the world. Yet we get another message from the Olympic classes in Australia who do not readily share information among themselves.

Do you get a bit blase about winning races every weekend?

It is hard to get a challenge every weekend. I like to work towards important things and part of that is maintaining continuity during times when there is not much on.

I have challenges too. Even though I may have won a particular race by a good margin I will often think that I sailed badly. Other weekends I will be contented with the way I have sailed regardless of my position.

Megan could not understand this during the World Championships. When I finished 8th in the first heat I was incredibly happy with my performance on a really hard day. I had come through from around 30th or so at the first mark and picked every single shift. I had maybe one of my best days ever in a boat. The next day I won by over two minutes and did not feel nearly as gratified.

So you are setting your own goals. Sailing against yourself to try and perfect everything.

Exactly, and the great thing about sailing is you never can. Every race is different. It is always interesting and always a challenge.stay tuned for more.....

AN INVITATION TO COMPETE
IN THE
**1989 INTERNATIONAL CLASSES
CHAMPIONSHIP SERIES**

FOR
MIRROR, 420, LASER, 505 AND FLYING FIFTEEN

TO BE CONDUCTED BY
ROYAL FRESHWATER BAY YACHT CLUB (INC.)

DECEMBER, 1989

SWAN RIVER CHAMPIONSHIP

Monday	4th	1000	Registration & 1200 Opening	1700	Heat 1
Tuesday	5th			1700	Heat 2
Wednesday	6th		Free Day	1800	Twilight Race/BBQ
Thursday	7th			1700	Heat 3 Presentation

KEANE'S POINT CHAMPIONSHIP

Saturday	9th	1000	Registration & 1200 Opening	1400-	Heat 1 Club Course
Sunday	10th	1000	Heat 2 Junior Club Course	1630	Heat 3
Monday	11th		Free Day		
Tuesday	12th			1700	Heat 4
Wednesday	13th		Free Day	1800	Twilight Race/BBQ
Thursday	14th			1700	Heat 5 Presentation Dinner

THE COMMODORE'S CHAMPIONSHIP

Saturday	16th	1000	Registration & 1200 Opening	1400	Heat 1 Club Course
Sunday	17th	1000	Heat 2 Junior Club Course	1630	Heat 3 Presentations

ENTRY FEES

Entry Fees are payable by 27 November 1989 on the following scale:

Swan River Championship	\$20.00
Keane's Point Championship	\$30.00
The Commodore's Championship	\$20.00

The fee for those entering all three Championships is \$70.00. Late entries will be accepted up to registration at the discretion of the Race Committee but will incur an additional \$5.00 fee.

TELEPHONE.
384 9100

FACSIMILE
385 1483

RACE CONTROL
384 9338



KEANE'S POINT
PEPPERMINT GROVE
WESTERN AUSTRALIA 6011

POSTAL ADDRESS
P O. BOX 373.
COTTESLOE. W.A 6011

1989 INTERNATIONAL CLASSES CHAMPIONSHIP SERIES

SWAN RIVER CHAMPIONSHIP, 4-7 DECEMBER 1989
KEANE'S POINT CHAMPIONSHIP, 9-14 DECEMBER 1989
THE COMMODORE'S CHAMPIONSHIP, 16-17 DECEMBER 1989

EXPRESSION OF INTEREST

NAME OF SKIPPER AGE years

ADDRESS POSTCODE

COUNTRY TELEPHONE (H) (B) (Fax)

CLASS: (tick) OPTOMIST ... MIRROR ... 420 ... LASER ... 505 ... FLYING 15 ...

NAME OF YACHT CLUB

NAME OF BOAT SAIL NUMBER

NAME OF CREW AGE years

INDICATION OF ACCOMMODATION REQUIREMENTS:

Hotel/Motel []
Billet []

Anticipated number in your party: Sailors []
Parents/Team Leader []

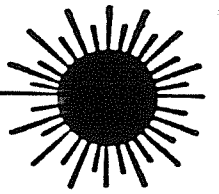
Please post/fax to:

Rear Commodore Sailing
Geoff Totterdell
Royal Freshwater Bay Yacht Club
Keane's Point
PEPPERMINT GROVE 6011
Fax: (0011 619) 385 1483

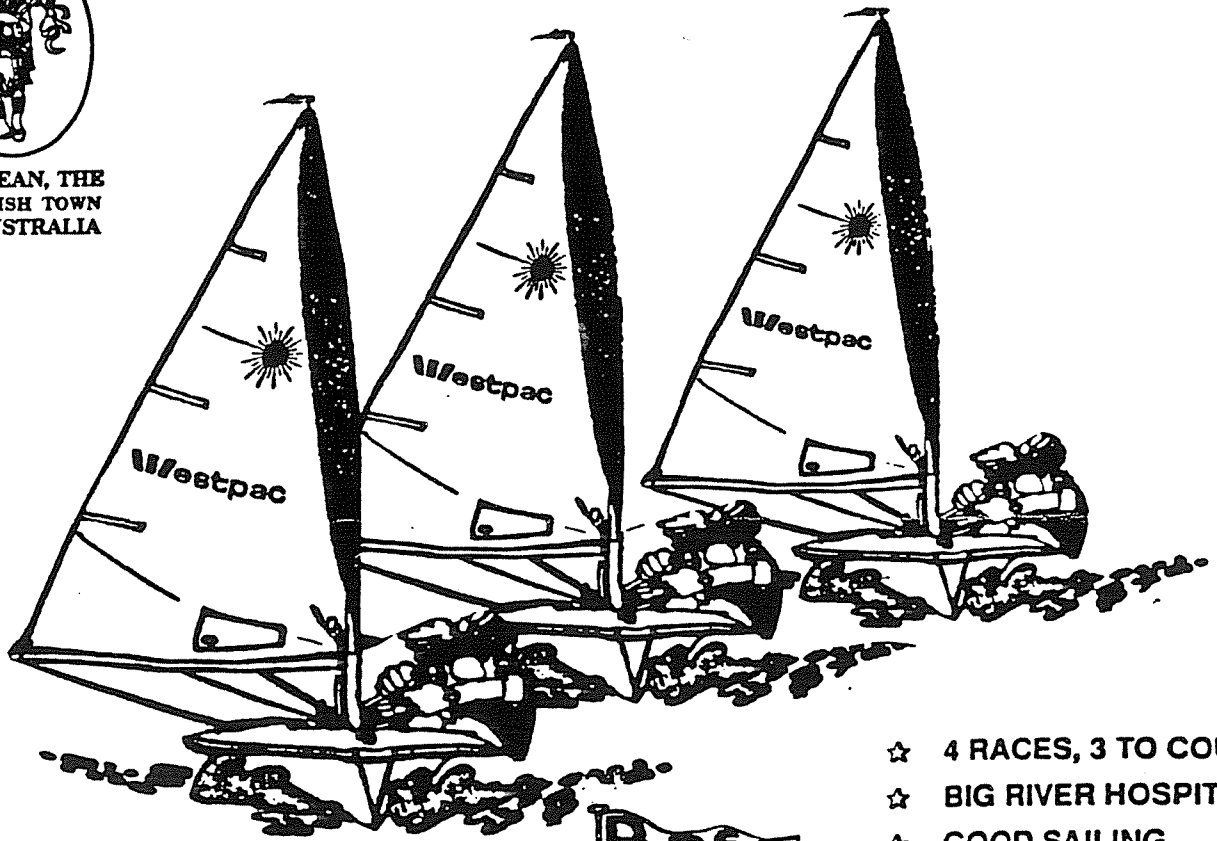
Signature
Date

HARWOOD ISLAND Westpac

LASER CHAMPIONSHIP REGATTA

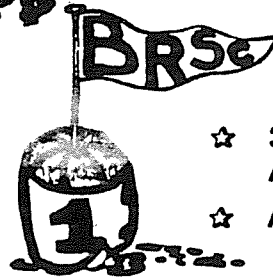


MACLEAN, THE
SCOTTISH TOWN
IN AUSTRALIA



- ☆ 4 RACES, 3 TO COUNT
- ☆ BIG RIVER HOSPITALITY
- ☆ GOOD SAILING

HOSTED BY
**BIG RIVER
SAILING CLUB INC.**



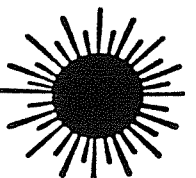
- ☆ 3 ACRES OF MOWN RIGGING AND CAMPING AREAS
- ☆ AMPLE MOTEL AND CARAVAN PARK ACCOMMODATION NEARBY

HEAT ONE	-	SPONSORED BY CALYPSO CARAVAN PARK, YAMBA
HEAT TWO	-	SPONSORED BY SCHAEFFER MARINE
HEAT THREE	-	SPONSORED BY CLARENCE MEDICAL CENTRE
HEAT FOUR	-	SPONSORED BY K. & J. FORD, BUILDERS, MACLEAN
		OVERALL SPONSOR - WESTPAC BANK, MACLEAN

**1st Race
11.00 am
Saturday**

2nd & 3rd DECEMBER, 1989

Make it a Weekend



For further information contact:

Commodore: Neville Taber (066) 46 0214
Secretary: Robin Mathews (066) 45 3299
Laser Fleet Captain: Mark Mulligan (066) 47 7287

Westpac

PACIFICS NOTICE of RACE cont. from last Edition

2. RULES

- 2.1 All races will be governed by the 1989/92 International Yacht Racing Rules, the International Laser Class Association Rules and By-laws except as amended by the sailing instructions.
- 2.2 When there is any disagreement on the interpretation of the Racing Rules, Class Rules and By-laws or sailing instructions, the English text shall prevail.
- 2.3 Racing Rules 25.1(b) and 25.1(c)(i) National Letters shall not apply. Sail numbers shall be of contrasting colour and composed of digits with a fully covered surface (no outline, contour or non-continuous numbers shall be allowed)
- 2.4 Alternative Penalties - the 720 degree turns penalty, Appendix 3.1 of the Racing Rules, shall apply.
- 2.5 Advertising - the organising authority will endeavour to arrange overall sponsorship for the regatta. The regatta is classified as a Category A event in accordance with Appendix 14.
- 2.6 Aids to buoyancy - adequate personal buoyancy shall be worn whilst racing by all competitors.

3. ELIGIBILITY

- 3.1 Only current fully paid members of the International Laser Class Association shall enter the regatta.
- 3.2 The helmsperson stated on the entry form shall be on board the Laser for all races in the series.
- 3.3 Entry to the Laser Pacific Championship and the Laser Pacific Masters Championship is open to members of Laser Districts world wide.
- 3.4 The allocation of charter boats, both new and used, provided by the organisers is restricted to entries from the Asia/Pacific Region.

4. LIABILITY

The McCrae Yacht Club Inc., the International Laser Class Association and the Victorian Laser Association Inc., their officers, members and volunteers do not accept liability for the loss of life or property, personal injury or damage caused or arising out of the 1990 Laser Pacific Championship and the Laser Pacific Masters Championship. The establishment of the sailing instructions in no way limits or reduces the complete and unlimited responsibilities of a competitor being solely and entirely responsible for the management of a yacht he or she is sailing.

5. ENTRIES

- 5.1 The entry fee for the Laser Pacific Championship and the Laser Pacific Masters Championship is \$A 100.00.
- 5.2 Entries together with full payment (including charter fee if required) shall arrive at the address shown on the entry form by 30th December, 1989.
- 5.3 Late entries may be accepted after the closing date at the discretion of the organising authority accompanied by a late entry fee of \$A 50.00.
- 5.4 Entry fees are not refundable after the 1st February, 1990.

6. CHARTER FEES

The charter fee for a new Laser is \$A 250.00 (plus damage deposit of \$A 100.00)

The charter fee for a used Laser is \$A 150.00 (plus damage deposit of \$A 100.00)

7. MEASUREMENT

7.1 All competitors shall present their boat and equipment, life jacket/supports and weight jacket for scrutiny by the class measurers by 11.00 hrs on the day of the first race. Request for measurement after 11.00 hrs on the day of the first race will attract a \$A 40.00 penalty fee.

7.2 NOTE Full scrutiny of boats and equipment will be carried out in a defined area. Competitors will be required to present their boats and equipment. Only hull, sail, centre plate, rudder and rudder-box and spars presented and stamped by the measurer shall be used in the regatta. Substitution of equipment shall only be after written application and approval by the Race Committee.

7.3 Sail numbers shall be strictly in accordance with Laser Class rules. Applications, with reason, for use of numbers other than that of the hull being sailed shall be submitted in writing to the Race Committee at registration. No sail number with less than four (4) digits will be approved.

8. SAILING INSTRUCTIONS

The sailing instructions will be available at the Race Office on registration between the 9th and 11th February, 1990.

9. RACE OFFICE

The Race Office will be a portable office located adjacent to the Club building.

10. SCORING SYSTEMS

10.1 Scoring System - Pacific

Points shall be scored and any ties resolved in accordance with the Low Point Scoring System Appendix 5.2 1989/92 Racing Rules modified to read - "When it is possible to complete only four races, the best three shall count. A minimum of four races must be completed to constitute a series."

Delete Paragraph 2 and add -

2.2 A yacht which does not finish or finishes and thereafter retires (DNF) shall score points for the finishing place equal to one more than the number of yachts that finished that race.

2.3 A yacht which does not rank as a starter (DNC) in accordance with Rule 50 (Ranking as a starter) shall score points for the finishing place equal to the number of yachts whose entry for the series has been accepted.

2.4 A yacht which is disqualified (DSQ) or fails to comply with a starting procedure (PMS) shall score points for the finishing place equal to ten more than the number of yachts whose entry for the series has been accepted.

10.2 Scoring System - Masters & Divisions

Scoring for the Masters and divisions within the Championships will be taken from the overall results, i.e. 1st Apprentice in the overall results will be the 1st Apprentice in the Masters Championship and so on.

11. COURSES

The courses shall be set off the McCrae Yacht Club as described in the sailing instructions.

12. PRIZE LIST

Prizes will be awarded in accordance with the I.L.C.A. honour by-law.

Divisions to be sailed will be as follows -

Open Pacific Championship

Masters Pacific Championship - Apprentice (35-44 yrs)
Master (45-54 yrs)
Grand Master (over 55 yrs)

Youth (under 19 at 11.2.1990)

Women

Cube trophies will be awarded to all divisions in accordance with Laser Class by-laws.

13. JURY

An independent protest committee shall be appointed in accordance with Racing Rule 1.4(c). Such committee shall function in accordance with paragraph 3 of Appendix 8.

14. CHARTER BOATS/RIGS

A limited number of new charter boats (approximately 10) will be available to Pacific/Asia Region entries. New charter boats shall be hull, spars, rudder and centre plate with side deck cleats and hiking strap fitted by the Builder. Competitors shall supply and use their own sail control lines, tiller, mainsheet ratchet block and traveller blocks.

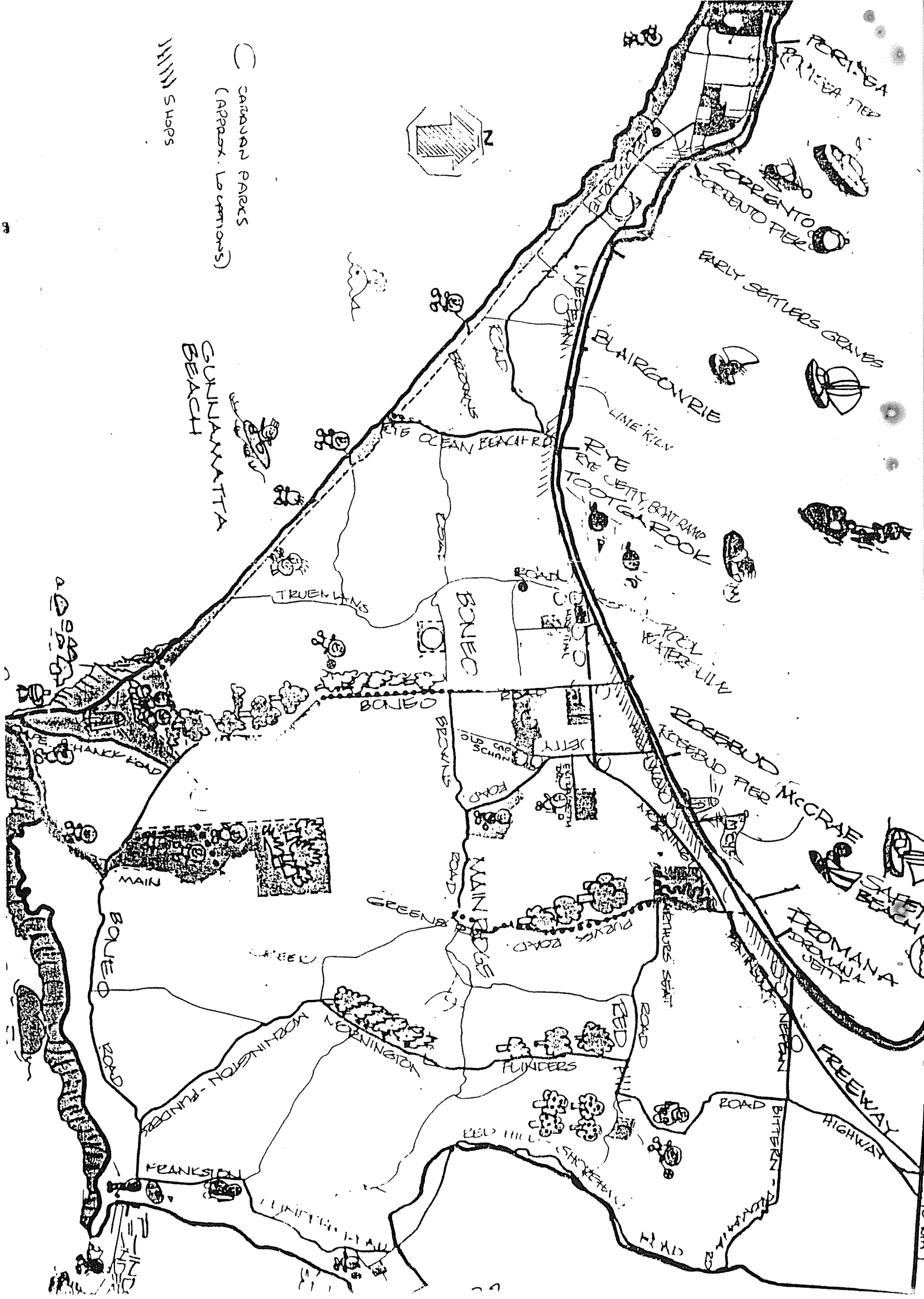
A limited number of used charter boats (approximately 12) will be available to Pacific/Asia Region entries. Used charter boats will be hull, used boom and bottom section and a new top section supplied by the organisers. Competitors shall supply and use their own sail, control lines, centre plate and rudder, tiller, mainsheet ratchet block and traveller blocks.

Charter boats will be allocated on a first come first serve basis as entries are received.

Competitors using charter boats will be required to provide a SA 100.00 damage deposit with the charter fee and will be required to complete a charter agreement at registration.

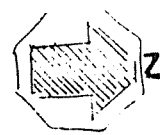
15. GENERAL

15.1 Catering - Refreshments and a range of take away foods are available at the McCrae shopping centre, opposite the Club. Bar-be-que facilities are available on request.



CANTON PARKS
(APPROX. LOCATIONS)

SHOPS



GUNNAMATTA
BEACH

EARLY SETTLERS GRAVES

BLAIRGOWRIE

LINE RIVER
JETTY BAIT RAMP
TOOT GA ROCK

BOUNCE

ROSEBUD FIER
MCCRAE

MAIN RIDGE

FROMANA
BROWNA
JETTIE
SALE BEACH

BOULEVARD

FRANKSON
LINDEN

FLINDERS

RED HILL

BITTERN

FREIGHTWAY
HIGHWAY

15. GENERAL (cont'd)

- 15.2 Liquor - Liquor is NOT permitted to be taken onto the Club premises other than between 12.00 hrs to 24.00 hrs Monday to Saturday inclusive. Consumption of liquor is permitted only between 12.00 hrs and 13.00 hrs and between 16.00 hrs and 24.00 hrs Monday to Saturday inclusive.
- 15.3 Boat Storage - Boat storage may be provided in the rear of the Club inside a fenced area with masts down. Boats may be left on the beach rigged at the owners risk.
- 15.4 Accommodation should be readily available due to the peak holiday time finishing one week prior to the regatta. A complete list of agents, caravan parks, holiday cabins etc., will be forwarded in the near future.

REAL ESTATE AGENTS
WHO MAY HANDLE RENTAL HOUSES
IN THE McCRAE AREA

HENDERSON & CO 867 NEPEAN HWAY ROSEBUD (059)868144	RICHARD D JAMES 919 NEPEAN HWAY ROSEBUD (059)865344	NORRIS 1015 NEPEAN HWAY ROSEBUD (059)864000	SHORT & CO 1377 NEPEAN HWAY ROSEBUD (059)868188
COLLETT 171 NEPEAN HWAY DROMANA (059)872400	LINDSAY G QUINN 187 NEPEAN HWAY DROMANA (059)873233	ROSS & CO 215 NEPEAN HWAY DROMANA (059)872800	

FORESHORE RESERVE : 500metres west of McCrae Yaçht Club
Modern amenities-\$80 Power site per week
-\$50 Non power site per week

Limit 5 persons per site.

Secretary Rosebud Foreshore Committee
P.O. Box 9
Rosebud 3939
Phone (059) 868286

DROMANA

Dromana

Blue Dolphin Motor Lodge
Cnr. Nepean Highway & Dromana Parade
Dromana
Ph: 059 872303

Benderosa Caravan Park
Palmerston Ave
Ph:059 872095

Dromana Beach Motel
91 Nepean Highway
Dromana
Ph: 059 871837

Waihola Lodge
8 William St
Ph:059 872281

Gazebo Motel (Flag Inn)
Purves Road
Arthurs Seat
Ph: 059 872975

Halcyon Caravan Park
107 Marine Dr
059 872621

Dromana Hotel
151 Nepean Highway
Dromana
Ph: 059 871922

Robin Caravan Park
93 Marine Dr
059 872594

ROSEBUD

Parkmore Caravan Park
750 Nepean Highway
Ph: 059 868262

Carrington Caravan Park
110 Elizabeth Drive
Ph: 059 862329

Heather Lodge
1219 Nepean Highway
Ph: 059 868696

Kenray Caravan Park
138 Eastbourne Road
Ph: 059 861881

Willows Caravan Park
349 Eastbourne Road
Ph: 059 868737

Amberlee Caravan Park
306 Jetty Road
Ph: 059 864199

Rosebud Foreshore Reserve
Office: Nepean Highway
Ph: 059 868286

MORNINGTON

Mornington Caravan Park
98 Bungower Road
Ph: 059 757373

Moorooduc Village
Cnr. Males Rd & Moorooduc Rd
Ph: 059 788500/788400

RYE

Glenvue Holiday Park
45 Glenvue Road
Ph: 059 853055

Rye Foreshore Reserve
Nepean Highway
Ph: 059 852405

BLAIRGOWRIE

Blairgowrie Caravan Park
William Road
Ph: 059 888394

Romany Caravan Park
765 Nepean Highway
Ph: 059 868454

Rosebud Model Caravan Park
1507 Nepean Highway
Ph: 059 868639

McRose Caravan Park
753 Nepean Highway
Ph: 059 861840

Siesta Caravan Park
759 Nepean Highway
Ph: 059 868524

Sunrise Caravan Park
27 Rosebud Parade
Ph: 059 868977

Tudor Caravan Park
1 Old Cape Schanck Road
Ph: 059 868050

MCCRAE

Bendemeer Caravan Park
701 Nepean Highway
Ph: 059 861270

Kanasta Caravan Park
9 Sinclair Avenue
Ph: 059 852638

ROSEBUD

Bayview Motel (Homestead)
Cnr. Nepean Highway & Truemans Road
West Rosebud
Ph: 059 811333

Admiral Motor Inn
799 Nepean Highway
Rosebud
Ph: 059 868933

Sans Souci Motor Inn
1675 Nepean Highway
Rosebud West
Ph: 059 868146

Copper Lantern Motel
1571 Nepean Highway
Rosebud West
Ph: 059 862220

Motel Rosebud
1869-1871 Nepean Highway
Rosebud
Ph: 059 842041

Bermuda Court Motor Inn & Units
777 Nepean Highway
Rosebud
Ph: 059 868885

Stay-A-While-Lodge
25 Bartels Street
McCrae
Ph: 059 864558

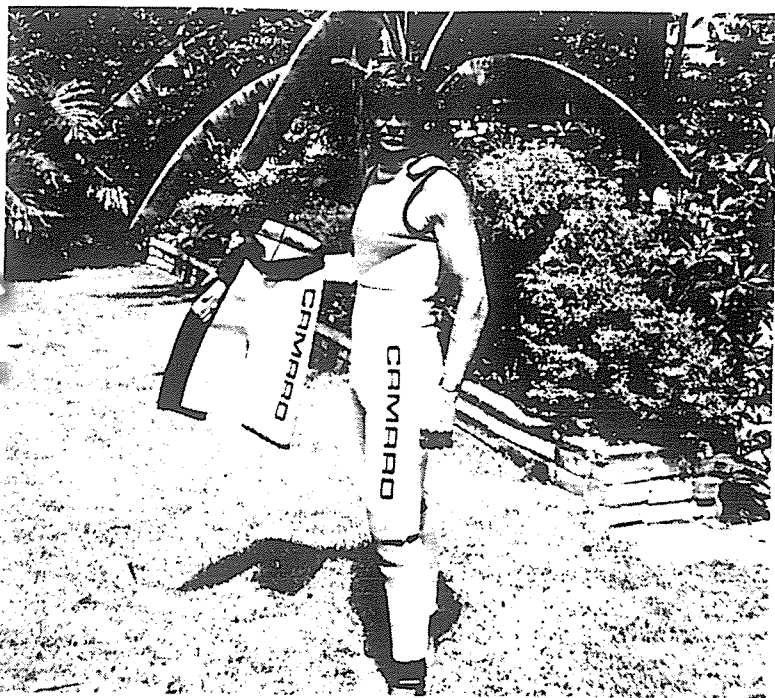
Rosebud Hotel
Nepean Highway
Rosebud
Ph: 059 861688

Nepean Residential Country Club
Browns Road
Rosebud
Ph: 059 886272

SHOREHAM

Th Outlook
9 Nelson Street
Shoreham
Ph: 059 898532
(1 Suite only)

Recommended by Glenn Bourke.



CAMARO AND WORLD CHAMPION "GLENN BOURKE" HAVE COMBINED THEIR VAST EXPERIENCE TO PRODUCE A SET OF WETSUITS FEATURING THE ULTIMATE IN COMFORT, PROTECTION SUPPORT AND STYLE FOR THE SERIOUS AND RECREATIONAL LASER SAILOR.

THE SET COMPRISES OF:

1. A LONG JOHN SUIT UNIQUELY ENGINEERED SO AS NOT TO HINDER MOBILITY.
 THE SUIT ALSO HAS PADDING TO SUPPORT THE LEG AND THIGH MUSCLES WHILE HIKING.
2. A PAIR OF WETSUIT SHORTS FOR THE LIGHTER, HOTTER DAYS WITH ALL THE PADDING AND SUPPORT WHERE IT IS NEEDED.

SUITS HAVE A GUARANTEE FOR ONE SAILING SEASON UNDER NORMAL LASER USE.

JOIN THE WORLDS BEST AND WEAR THE WORLDS BEST FOR ONLY \$ 199.00 (incl. delivery in Australia)

PLEASE SEND ME THE GLENN BOURKE LASER SUIT

NAME	COLOURS:	height in cm
ADRESSE	blue/red ...	weight kg
POSTCODE	red/blue ...	waist cm
PHONE	yellow/pink ...	chest cm
	green/gold ...	S.. M.. L.. XL..

SEND POSTAL NOTE, CHEQUE, MONEY ORDER TO:

M.S. SAILING, 5/46 SOUTH STREET, EDGECLIFF 2027, PHONE (02) 328 6787
 FAX (02) 666 9384

- NOTICE OF RACE -

1989-90 N.S.W. & ACT DISTRICT LASER OPEN STATE CHAMPIONSHIPS

- VENUE : Gosford Sailing Club N.S.W.
- DATES : 26th, 27th & 28th January, 1990
- PROGRAM : Friday 26th Registration from 10.00hrs
Briefing 13.00hrs
Heat one 14.30hrs
Saturday 27th Heat Two 11.00hrs
Heat Three 14.30hrs
Sunday 28th Heat Four 10.00hrs
Heat Five 13.30hrs
(5 Race Series 4 Races to Count)
(Re-Sails may be conducted)
- ENTRY FEES : \$35 for whole series or \$7 per race
- ELIGIBILITY : Open to all current FINANCIAL members of the NSW & ACT District Laser Association Inc. plus registered members of other State Laser Associations.
- RULES : The regatta will be governed by the International Yacht Racing Rules, the prescriptions and safety regulations of the A.Y.F., the Laser Class Rules all as modified by the notice of race and sailing instructions.
- SAILING INSTRUCTIONS : Available when registering at Regatta Office. Gosford Sailing Club.
- TROPHIES : All major trophies will only be awarded to NSW & ACT District Members.
The winner overall - The State Perpetual Trophy.
Laser Cubes to first five placegetters overall and First placegetter in the Junior Divisions based on their overall results.
Divisional winners will be determined on their places in the overall results and subject to the number of entries.
Other prizes as the race committee may determine.
- SOCIAL : Bar-B-Que Saturday evening at the Gosford Sailing Club (cost included in entry fee for competitors entered in whole series - extra tickets available at Regatta Office.)

- ENTRY FORM -- NSW & ACT STATE CHAMPIONSHIPS -

- GOSFORD SAILING CLUB-

PLEASE ENTER LASER (please print)

SAIL NUMBER HELMSPERSON

SAILING CLUB

CATAGORY ENTERED: OPEN WOMEN JUNIOR
 APPRENTICE MASTER GRAND MASTER
 UNDER 65kg. OVER 87kg. RADIAL

NAME

ADDRESS POST CODE

ENTRY FEE ENCLOSED: \$35.00 (inclusive of B.B.Q.) or \$7 per race

I agree to be bound by the racing rules of the IYRU, by the prescriptions and safety regulations of the AYE, by the sailing instructions and by the Laser Class Rules.

SIGNED DATE

SEND ENTRIES TO: The Secretary,
N.S.W. & A.C.T. Laser Association
11 Storey Street
MAROUBRA. 2036

NOTE: This is an official event of the N.S.W. & A.C.T. District Laser Association.



Dont forget to get along to the remaining Trophy Races.
It is always interesting tosail at different clubs and it is a good way to increase the number of races you sail against a higher level of competition per season.

HEAT 2
Lane Cove Saturday 3 February
Start 2:00
BBQ after. Also coaching clinic and video.

HEAT 3
Abbotsford 12'S.C. Saturday 31 March
Start 2:00
Heaps of prizes.

HEAT 4
Greenwich F.S. Sunday 29 April
BBQ after.

AUSTRALIAN and INAUGURAL N.S.W.
YACHTSMAN of the YEAR

GLENN BOURKE

AUSTRALIAN YOUTH
YACHTSMAN of the YEAR

JOSH FADDY

JUST A COUPLE OF LASER LEGENDS

Other Laser Nominees :

National : John Rigg

NSW : Josh Faddy

John Rigg

Jacqui Ellis

Nev Witty

Not bad 5 out of 14 nominees for State Yachtsman of the Year were Laser sailors.

LASER HANDBOOK

For the technically minded. If you do not know the Laser class rules. All the dimensions to make a new boom and other amazing facts.

Always wanted to know who were the legends in aus and overseas before Freddie strapped on his first pair of Aigles?

Its all there in the Official Laser Handbook.

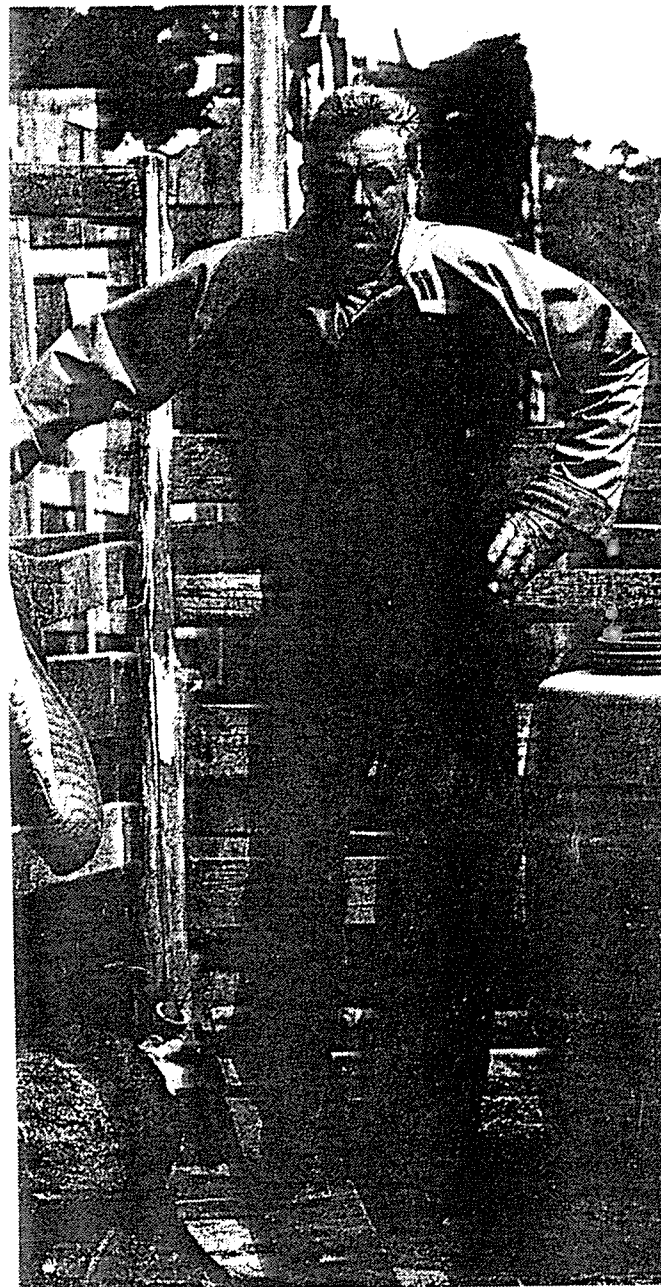
Available free while stocks last. Contact Tony Walsh.

LASERNEWS GO FAST LIBRARY

We are compiling a library of all the rigging, tuning and other go fast articles which have appeared in our Lasernews.

The idea is that those who are keen to improve and who do not have a complete library like Warwick Phillips may purchase for a nominal price, words of wisdom from past and present legends.

Enquire in 1990 to your favourite committee person.



MUDDY BILGES DECK AND FARM WEAR

Way I see it, the only real test of foul weather gear is how well it holds up in truly foul conditions. That's why Muddy Bilges Deck and Farm Wear is tested right here on my pig farm. If it can stand up to a week or two of pig slop a little salt water is not going to hurt it. I guarantee. But if you find out different I'll refund your \$59.95 and send you a free side of country cured ham. Write or call for details. You hear me?

MUDDY BILGES
For truly foul conditions.

NOTICE OF RACE

METROPOLITAN CHAMPIONSHIPS

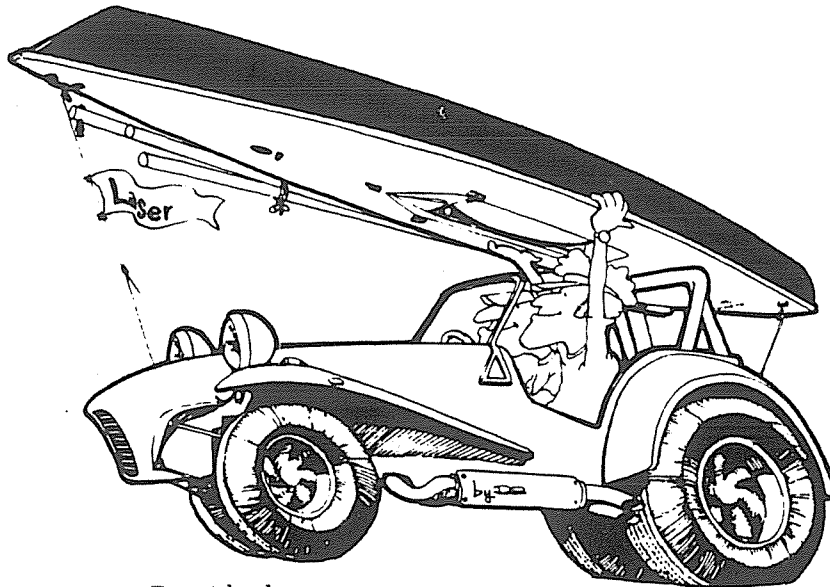
VENUE : Woollahra Sailing Club

DATES : 9 & 10 December 1989

PROGRAM : Saturday 9 Race 1 2.00 pm
 Sunday 10 Race 2 10.30 am
 Race 3 1.30 pm

ENTRY FEE : \$25 for 3 races, includes lunch Sunday or
 \$10 per race. Enter at the club.

SAILING INSTRUCTIONS : Available at Woollahra S C on the day.



Perth here we come

N.S.W. & A.C.T. DISTRICT LASER ASSOCIATION INC.

Membership Form

Ms. Miss Mrs. Mr. Phone work.....
 first name surname home.....

Address Postcode.....

Boat No. Name..... Club.....

Membership Category: (please tick appropriate box)

- Open Womens Junior Under 65kg Over 87kg
 Apprentice (35-44yrs) Master (45-54yrs) Grand Master (over 55yrs)

My claim for membership is:

- I have enclosed \$35 I have enclosed \$10 fee as a Junior or New Boat Owner
 I have paid my Association fee toClub
 I am a junior being under 19yrs at 31st March.....signature
 I am an interstate district member \$15 parent/guardian

NOTE: Juniors and new boat owners are not obliged to pay the full membership fee.
 Please complete and return to NSW & ACT District Laser Association Inc.

11 Storey Street, Maroubra. 2035

NEVILLE WITTEY has recently been appointed an IYRU International Judge. One of a few in Australia.

Nev is now the second youngest International Judge in the world.

In the last couple of years he has been a judge at Youth Worlds, Laser Worlds and the ANZ 12 metre Challenge on Sydney Harbour.

Recently he also won the Hardy Cup from defending champion Matt Faddy.

Well done Nev.

Lasernews

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