

Portsmouth Olympic Harbour Park

City of Kingston parks & recreation



1980 LASER WORLDS

Story — Jack Knights

Photos: Francois Richard

A Pointer to the Future?

With three hundred and fifty entries the Laser World Championship at Kingston, Canada, can lay claim to being the biggest one class event ever staged anywhere by anyone. And with thirty full sailing days available for racing it must also have been the longest — and there were times when it seemed that perhaps it might never end.

With its unique format this adventurous regatta which was held at the site of the 1976 yachting Olympics, at the very same time as the 1980 Olympic Regatta was unfolding with depleted fleets and fearsome security at Tallinn, undoubtedly provided pointers to the future.

As International Class President Tim Coventry said at the closing ceremony "We wanted to show that there are other, possibly better ways of staging an event which could go into the Olympics."

The Laser class, now approaching the end of its first decade, has always exploited its supreme one-designedness. It likes swap boat series. Ian Bruce, the man who more than any other deserves to be identified as 'Mr Laser' had already suggested an Olympic swap boat series with the gear being returned to store every evening so that clever people would be positively prevented from, for instance, 'improving' their sail shape between races. Increasingly in recent years, observers of the international racing scene have been saying that an Olympic series would only begin to match the equivalent world championship when crews were selected on merit rather than nationality and that more than one crew should be allowed from the good countries.

For the 1980 Laser Worlds it was decided to go for broke . . . combine all the brave new ideas into one designed package. By selecting the 1976 Olympic harbour at Kingston on Lake Ontario, only a few miles west down the road from the main

Laser plant in Quebec they were able to take a deep breath and agree to provide as many as one hundred and thirty brand new Lasers, each one identically equipped to the high specification which is generally regarded by the experts to be necessary.

Much of the equipment, the ratchet blocks, compasses and such would be provided free by their manufacturers whilst past experience had shown that people liked buying boats that could be guaranteed 'as used in the world championship'. They might even be willing to pay a premium for them.

Anyone with a spare two or three weeks and money enough for an air charter ticket organised by the ILCA and the entry cum boat hire fee would be welcome.

THE FORMAT

Upon arrival they would be allocated to fleets. The boats would be matched by computer to competitors and the event would begin with a series of preliminary heats between fleets.

After each sailor had sailed his fleet heats a single fleet of competition would emerge for a second round of sailing. This fleet would engage in concluding races.

Girls would be competing on an equal footing with the boys in the preliminary fleet heats. Girls who made the finals would be free to decide to continue racing against the best men or race instead in the separate ladies final that would be run alongside the open finals.

Once everybody had clocked into the race office at the Olympic harbour, the classes own Pet computer began to buzz and chip. There would be seven fleets lettered A to G. Each competitor would race six heats and then choose his best four results (the idea of the second discard was to minimise the chance of experts being crashed into by beginners).

Each fleet consisted of fifty sailors meaning that each heat would have one hundred boats and people in it. Not absolutely accurate: nothing in the Laser rules says that the boat shall be sailed by one person. Two diminutive Japanese girls were entered for one boat.

The final fleet would be composed of something under one hundred boats, leaving another twenty or so, allowing for necessary spares, to be allocated for the ladies finals. There would be four

Continued ►

final races in the open division with each competitor counting his best three, then adding this to the points acquired in his best four preliminary heats. The girls final would number only three races since many would be flying off straight to the IYRU Ladies World event which was to begin in Denmark as things ended at Kingston.

THE BOATS

Knowing from hard experience that nothing is as ill-used as a borrowed boat which will be swapped for another, the organisers ingeniously arranged for the same group of three, chosen at random without regard to sex or nationality, to sail the same boat through the fleet heats. In the end 135 new boats were brought to Kingston. Each one came with a self-bailer, a plastic turret with manually operated course digits atop which a compass was mounted, a Harken hexaratchet block for the mainsheet and a sorbo rubber cushion for the toe strap.

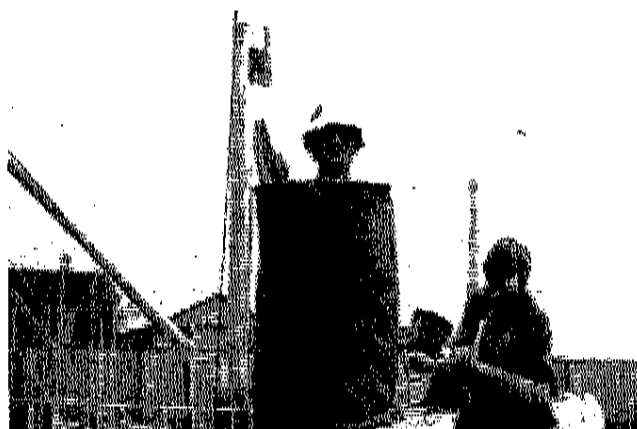
Each and every sail was in the same orange red and white striped pattern of cloths, each had the selfsame 'woolies' stuck to it. And then they added a nice touch by arranging for a single blue striped sail for the 'rabbit' boat, should a gate start be resorted to by Chief Race Officer and Laser Class Secretary Jeff Martin. The rabbit was to be sailed by a non competitor and in the event was not used once.

THE ORGANISATION

It doesn't need much imagination to see that the noticeboard was to quickly become the regatta's focus. This was effectively the computer terminal, the place where you came for the boat allocations and the fleet pairings, the amendments to the sailing instructions, the appointments with and verdicts of the jury. Noticeboards have a similar status in China and there was a totalitarian, call it Orwellian feeling about a series in which numbers dominated and where for instance a British sailor would enjoy a racelong duel with an American but be unable to recognise his adversary once both were ashore. In Olympic terms 1984 is at hand.

THE RACING

The day following the opening ceremony a total calm was mirrored in the surface of the lake and the biggest ever class championship stalled for twenty four hours on the starter button. The hundreds of trim young people from twenty seven nations (upstaging Tallinn in numbers and internationalism) throw their frisbees, rolled on rented skates, flexed their muscles in the sun and checked the noticeboard. Cam Lewis, Finn Gold Cup winner in '79 and '80 welcomed the delay for he was nursing a poisoned arm, gained go karting, that the harbour doctor insisted must be put in a sling. Cam was to be the first of several injuries suffered from social activities! Amongst these was John Hesse who twisted his knee in a Limbo dancing competition!



Day One and not even a zephyr to air the postponement flag while Jeff Martin tests the starting shapes.

Day Two began greyly with a brisk southerly that raised a short chop on the designated stretch of water between Kingston and Wolfe Island. The very first heat was started first time. Three heats of the necessary twenty one were completed in the day. Brazil's Christoph Bergmann won the first, Germany's Walter Rothlauf won the second and Norway's Per Arne Nilsen took the third. The first is seventeen, the other two are nineteen. As Laser racing gets better, the athleticism becomes more important and the winner become younger. Though the Canadians and Americans who made up nearly half the entry missed a win, they were close behind: Ed Baird, Larry Lemieux and Andy Menkart each came second.

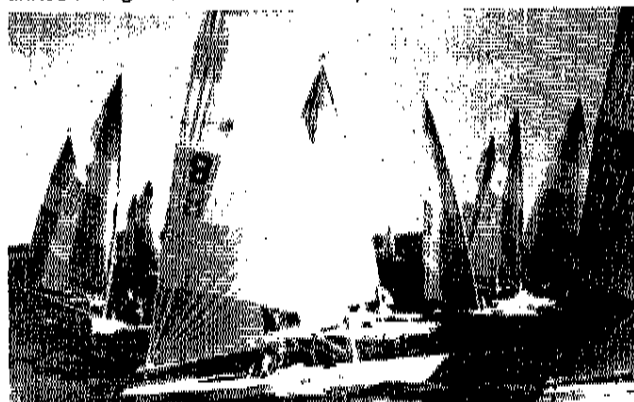
Day Three saw the completion of three more heats, six down and fifteen to go. Baird and Rothlauf did well for a second time. Americans Buzz Reynolds and Howard Miller and Canadian Steve Fleckenstein won for the first time.

PONDER THE LOGISTICS

Day Four witnessed the completion of four heats. This was to constitute a high water mark. Pause to ponder the logistics: one

hundred boats being swapped four times during the day with the necessary repairs and replacements; half a dozen or more false starts before every good one, umpteen re-adjustments to the line and the course. Truth to tell, four was one too many; those who raced last had the wind and finally the daylight, die on them. They drew the short straw.

Cam Lewis unsling his sling, put down his frisbee for a few minutes and won the first heat of the day. Dutchmen John Hesse and Alwin Van Daelen won two. Canada's Steve Fleckenstein drifted through the dark faster than any to notch his second win.



Day Four, a fresh breeze early in the day died in the evening.

Day Five was raceless. Race Officer Jeff Martin needed a rest and never mind the sailors and there was that day long meeting of the godfathers, I mean the World Laser Council. Naturally this raceless day turned out to be about the best day for racing during the entire two weeks. Something similar happened here during the 1976 Olympic regatta.

Day Six, a Friday, began with a nice little breeze that withered on the vine. The morning race, slow to get started was later aborted. The race was started in the evening. Munich's Walter Rothlauf, fresh out of high school, trying to decide whether he wants to be a dentist, recorded his second win. Contestants in Fleet G were beginning to wonder whether after ten days or more in town they shouldn't have raced more than twice. It was decided that henceforth racing should begin each day at 0930 and not 1030.

STILL THE WIND PLAYED GAMES

This decision was not relayed to the wind which continued on its slugabed ways. Only two heats were finished on Saturday and three on Sunday. By now most were getting into the lazy rhythm and enjoying the sunshine and the leafiness of Kingston's campus district and the neat lakeside. There was after all another six days of sailing.



Day Nine, Monday brought three more heats to their conclusion, leaving only heats twenty and twenty one unsailed. Yet the nearer came the end of the beginning the slower grew the tempo. Try as he might, resorting to subterfuges undreamed of by average race officers, the ever patient Jeff Martin could finish only one heat on Day Ten.

Thus it came about that Day Eleven, the second Wednesday, the day that should have seen the start of the finals, had to begin with the last of the prelims. This race was won by Toronto's Terry Neilson, 6ft 4in, 21 years old and already winner of the last three Canadian Laser Nationals and the 1979 Laser Europeans.

Now at last the beginning was ended and the ending could begin. Walter Rothlauf having survived an unsporting protest alleging that the tiller he had borrowed from a passer by to replace the one

that had broken minutes before the start was non-standard led on A mere 6.5 pts. Terry Neilson was second on 7.5 Ed Baird of St Petersburg Florida 3rd on ten, another Canadian Duncan Lewis fourth on 10.5 and New Zealander's Peter Meo, the only front runner under six foot one inch tall, fifth at 11. Brazil's Jose Diaz Barcellos (another small man) was sixth.



Terry Neilson — a convincing winning of the final race in Round One.

Before the finals could begin, much remained to be done. The Pet computer had to be reloaded, the boats and gear inspected, checked and where necessary made good. All the Harken Hexaratchets were replaced with Elvstrom blocks because so many had broken their mainsprings. By limiting Round Two to those with 90 pts or less a "cut" of 94 competitions was achieved. None of the 35 girls made this cut so the problem of whether to sail with the men or try to be top woman was avoided. The best twenty girls went forward. But now a problem presented itself . . . if the girls were to count the positions accrued in fleets of a hundred these scores would greatly outweigh the points they were about to win in the small fleet of twenty. Jeff Martin interviewed each girl in turn and it was decided to start scoring the girls from scratch, meaning a four race championship counting the overall positions in Round One as one race.



Interviewing girls like Brazil's Ingrid Henning was one of the more enjoyable jobs of a Race Officer.

Some people are hard to please, give them the most perfectly matched, the newest fleet of boats ever made by man, as here at Kingston and one will winge that his topmast is out of true and another will quibble that his clew is over stretched. By the time all the complaints were dealt with and the replacements issued and scoring details settled, the boats allocated and the gear drawn and signed for, Jeff Martin glanced at his watch.

"Five fifty" said the watch. "Too late for any more racing today," said Jeff Martin. Whereupon the ninety four males and twenty girls (the Japanese pair in spite of showing great team work, dexterity and considerable speed, had failed to make the grade) unrigged their one hundred and fourteen identical Lasers and returned the gear to store.



▲ 94 males and 20 girls returned their gear to the store. ▼



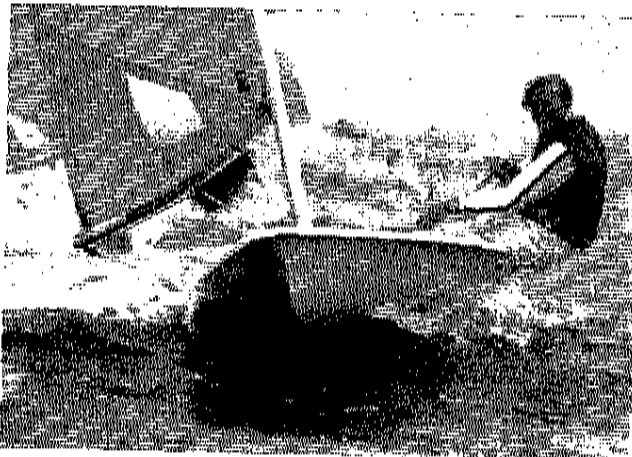
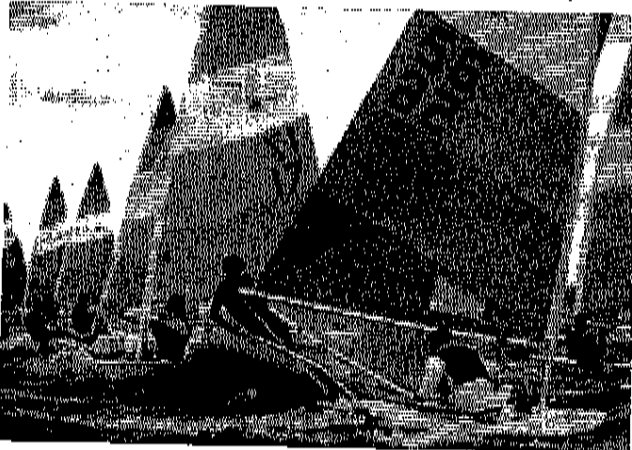
Lengthy it might have been, there was no doubt at all though that the preliminary heats had evolved, through the best of all ways, the very best fleet of Lasers sailors that had ever been gathered together. Every finalist had earned his berth. There were no soft options based on national quotas. That so many Americans and Canadians and such a high proportion of New Zealanders, Brazilians and Irish had made the finals was a tribute to racing levels in those countries.

ROUND TWO

The first of the final races, started in the early afternoon of Day Twelve, the second Thursday, brought a new sense of urgency and effort. Competitors were more ready to risk an early start which explains why there had to be so many false starts. Jeff Martin was using a novel starting method all week, featuring small committee boats at each end of an enormously long line, with a larger third boat, stationed ahead of the line, in full view of the competitors from which the signals were flown.

Martin saved much time by going into a new count down within seconds of a general recall or postponement. In the early heats, the raising of the black flag usually ensured the next start would be go. The black flag meant that anyone crossing the line in the last three minutes would be liable to disqualification for the day.

At twelve fifty on the second Thursday the first final race was started. It paid, as usual, to go left from the left. Terry Neilson was the leftmost starter. After disentangling himself from a kamakaze port tackler he was away to the left sailing full and fast, torso swinging, tiller hand stirring. To weather of him Andy Menkart was doing the same, only more so. But Neilson went fuller and faster and soon he was ahead and soon Menkart was left with nothing better to do than scrap with Stew Neff for second place. The other 91 were left to scrap for clear air. On this one way course fine sailors found it impossible to break clear. Lasers were zipping around makes in a blur without a clear foot of spare water anywhere.



To make things still more testing the wind eased when it should have freshened. Rothlauf never did unbury himself and neither did Peter Meo.

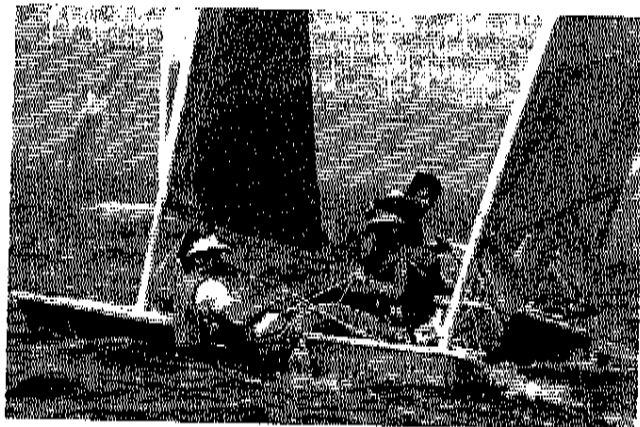
Day Thirteen saw the start of the second final after two General Recalls, at around 1230 hours. Once again the young men who wanted to get ahead did not go west but left, which meant south. Ed Baird who should have known better, started at the left, went part way left and then, being deceived by telltale signs that indicated to him an imminent veer, hitched across the face of the fleet, rightwards. He was thereafter lost to view. USA's Andy Pimental went as far to the left as any and he led at the windward mark. Fred Kennedy got him first, then Larry Lemieux and then Larry got Fred. The fast young Brazilian Jose Diaz finished third, Cam Lewis was

fifth, Rothlauf sixth. Neilson was buried so deep he quit in order to save himself for the third final race, coming that afternoon.



"Could it be the attraction of a cold beer and those lovely girls on Bob Neilson's (Terry's father) mark boat that made him quit?"

The third heat was the kind that makes yacht racing so fascinating for at least leftwards was the way to the morgue and many well known names found themselves queuing at the door. With new names up front there was Russell Coutts of New Zealand who was declared the winner after Australia's Larry Kleist got put out for an early start. Neilson having bounced up and occasionally down the fleet like a yo-yo took four places in a beautifully judged and so smoothly executed final tack which brought him up to third and then second, on the demise of Kleist.



With a lead of 16.25 points and only one race to go, for we were now faced with the final day, the second Saturday, Day Fourteen, the championship appeared fully booked — by Neilson.

THE FINAL RACE

That isn't the way things turned out. Day Fourteen saw the second of those northwesterly winds whose treachery is famous in these parts — and many other parts too. Jeff Martin had to re-angle his line repeatedly, not only to try to match it to the breeze but to persuade a few competitors to try the right hand end of the line or even the middle, for a change. The eventual start was so fair that the ends paid equally — till coming into the mark, when the left provided the leaders once again with Holland's Sjaak Haakman, a sailor who was improving with every race, leading the lot.

Neilson was 37th and out of the title. Ed Baird and Jose Diaz Barcellos were in the teens and gaining.

At the end of Round Two, Haakman led as ever. Baird was up to 9th but, more important, Neilson was working the loft so well he was up to 25th and leading for the title once again.

Round Three brought the veer, such a veer as will cause many a nightmare. The leaders were close to the mark when it happened so were hardly affected but those such as Neilson who still had half the beat remaining and who were on the left again, had their throats slit from ear to ear.

You could be down in the sixties and still be surrounded with fast and physical young sailors. Sailors would find themselves second



from last and would then be passed by the last and would then retire. Neilson soldiered on nobly to finish 58th in the race and ninth overall.

Ed Baird, steady as ever, truly the thinking man's sailor was up to fourth at the finish with the title his, to add to the US Spring Nationals and the Laser Mid Winters. In fact his fourth place was within a few feet of first for Sjaak Haakman had his mainsheet block pull out of the deck at the start of the last leg and only just held on. Baird hadn't actually won any of the 25

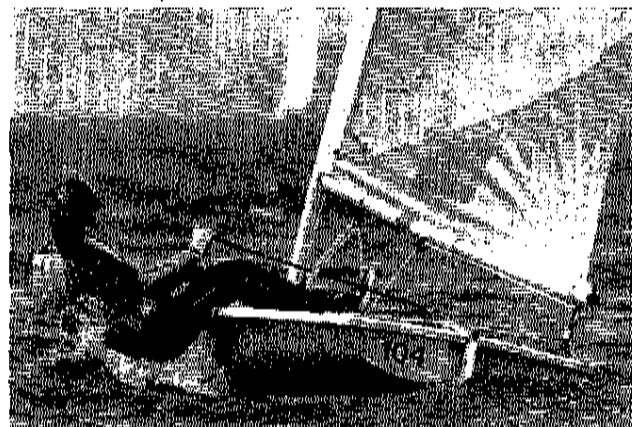
aces but then he had hardly ever gone really wrong and if the world's biggest championship did teach one thing it was the old lesson that you have to put together a series.

Terry Neilson, so close to being the local hero, had every reason to feel robbed but at the closing ceremony he managed a brave smile. He did have the consolation of being beaten by some very slippery sailors.

This had been the modern dinghy racing at its peak with lightweight boats and fit sailors leaping in the sun and splashing through the wave tops.

The girls, less thrustful at the starts were, the best of them, just as active around the course. Sweden's Marit Soderstrom came into the finals with a narrow lead, over America's Lynne Jewel. Soderstrom, the reigning IYRU Womens single handed champion made her consistency pay. After winning the first two she could relax.

Perhaps the 1980 World Laser Championship was on the large side. If as is to be expected, Laser sailing continues to boom, large sized regattas are something we will have to live with. Without doubt this was a pointer to the future.



"Miree LeRoy."

"PHEW THIS IS A HEAVY TROPHY" — THE PRIZEGIVING



L to R: Walter Rothlauf, Sjaak Haakman, Andrew Menkart, Marit Soderstrom, Ed Baird, Sheryl Smith, Terry Neilson, Andy Pimental, Duncan Lewis, John Cutler.

WHAT FOLLOWS THE PRIZEGIVING?



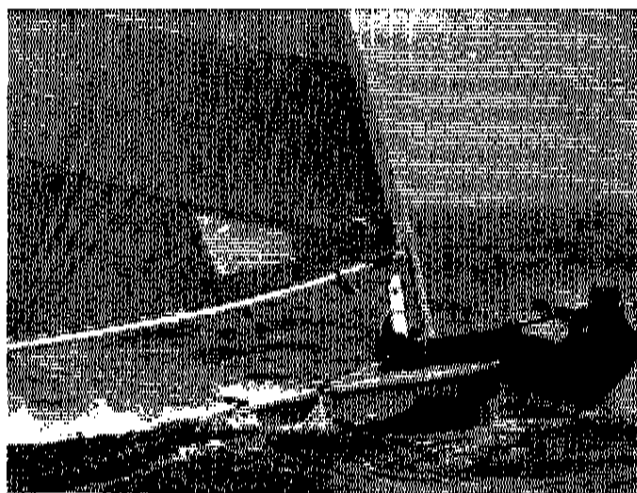
A CHAMPIONS DUCKING!!



Photo: F. Richard.

WORLD'S RESULTS
WOMEN'S FLEET

POS	NAME	1	2	3	4	TOTAL	NET
1	SODERSTROM MARIT	.75	.75	3	2	6.5	3.5
2	JENELL LYNE	6	6	5	.75	13.75	7.75
3	SMITH SHERYL	16	.75	5		22.75	13.75
4	HEIDERSHIM RHETTIE	2	5	7	19	23	14
5	KARLSON KATHY	7	3	6	3	22	15
6	COUCH KIKI	9	3	6	4	22	16
7	ROCHE KAREN	6	4	10	7	27	17
8	LE ROY MIREE	13	0	2	6	21	21
9	STEENHUIS MARION	0	9	10	15	40	25
10	FIEHLER LILIAN	11	7	20	8	46	26
11	LUGAR JUDY	12	15	4	11	42	27
12	KIDD JOHANNA	4	13	15	20	52	32
13	PEPPY VIRGINIA	10	14	9	22	55	33
14	STEWART JOHANNA	14	11	18	12	55	37
15	KINSTLER GAIL	15	10	16	14	55	39
16	SWENHINSEN SUSSIE	18	11	9	27	59	39
17	BURTONS DENISE	17	12	13	24	66	41
18	HENNING INGRID	16	17	17	20	70	50
19	DIGI FRANCOISE	20	20	14	16	70	50
20	MARSHALL GWEN	18	19	19	20	76	56



"Womens Champion — Marit Soderstrom."

Photo: F. Richard.

WORLD'S RESULTS OVERALL

POS	NAME	1	2	3	4	5	6	7	8	9	10	TOTAL	NET
1	BAIRD ED	2	3	2	9	3	13	4	38	19	4	75	37
2	DIAS JOSE BARCEL	13	5	7	11	.75	2	9	3	53	14	93.75	48.75
3	OUTLER JOHN	3	10	3	4	5	18	14	21	6	6	62	41
4	HARKIN SPARK	6	10	12	12	.75	16	7	11	8	.75	55.5	44.5
5	LEWIS DUNCAN	45	3	.75	11	6	.75	5	34	25	16	158.5	56.5
6	MEHART ANDREW	2	30	7	7	13	3	2	15	50	22	198	59
7	ROTHLAUF WALTER	.75	3	4	.75	2	15	58	6	18	33	116.5	63.5
8	PIMENTAL ANDY	6	26	28	10	6	23	78	4	14	3	144	66
9	NEILSON TERRY	4	.75	14	3	4	.75	34	2	47	161.25	67.25	
10	HEARLY CRAIG	4	2	9	34	34	4	43	8	16	29	151.5	72
11	NILSEN PER ARNE	.75	11	13	75	2	6	17	85	31	7	159.75	74.75
12	KAUFMANN KARSTEN	10	26	20	6	6	7	12	95	23	15	164	79
13	TANAGSTJERNA GR	6	22	2	103	108	2	6	7	40	65	150	85
14	CLEMENTS MICHAEL	8	19	22	5	9	5	07	27	12	29	180	93
15	LEMEUX LARRY	2	19	4	47	11	.75	19	.75	90	58	183.5	95.5
16	PENNEY PHILIP	10	11	4	3	17	9	60	20	5	51	169	101
17	FONSECA PEDRO C	12	8	6	19	16	4	94	43	28	2	197	103
18	COUTTS RUSSELL	32	4	0	4	31	108	38	25	.75	32	142.75	104.75
19	ROY ANDY	9	12	24	9	9	20	20	19	20	62	160	107
20	FLECKENSTEIN STE	14	.75	.75	15	15	101	10	51	37	20	158.5	107.5
21	BLINK MARK	7	20	102	6	12	7	29	30	13	44	152	108
22	KENNEDY FRED	16	44	41	11	5	71	2	40	25	100	160	110
23	BOVD JEFF	20	14	3	6	14	15	16	10	55	47	165	110
24	CARTER LUKE	5	31	1	7	25	188	36	13	24	41	159	114
25	TUNSTALL CHRIS	16	9	20	10	8	32	8	31	47	24	217	123
26	SEMERARD PAOLO	12	11	5	18	22	97	21	47	10	40	172	124
27	FESTER HANS	3	8	13	102	108	18	10	40	27	87	214	127
28	MURU ROB	24	37	22	9	9	32	15	94	33	19	224	130
29	BEASHEL COLIN	8	13	8	25	14	188	52	22	15	52	185	132
30	MACQUIRE GORDON	22	18	56	8	45	11	65	16	21	42	203	138
31	BATES RICHARD	8	16	100	40	23	4	22	28	68	38	207	139
32	HEDBERG JOHAN	5	6	5	.75	15	38	23	94	20	10	233.75	139.75
33	SCHMID THOMAS	17	25	10	17	31	188	72	34	22	20	212	140
34	JOHN ANDREAS	9	7	108	50	29	20	42	42	3	21	192	140
35	ORIEL TORBEN SCH	68	14	6	31	16	10	27	53	42	26	194	141
36	BUTCHER TREVOR	17	30	15	9	4	5	70	18	57	40	218	148
37	BUND MIKE	6	13	8	4	7	100	40	14	62	94	243	149
38	REYNOLDS BUZZ	.75	27	45	76	65	16	39	39	7	17	190.75	151.75
39	SENIFF RONALDO	18	9	37	53	26	38	37	17	9	43	196	153
40	BURNS PAUL	15	23	5	54	12	79	84	9	38	52	238	154
41	CASTELLI EMILIO	17	13	11	12	34	17	40	41	51	21	206	155
42	MED PETER	5	2	8	2	2	97	51	23	71	94	250	156
43	FILHO JONAS R P	59	105	10	13	46	.75	26	30	36	24	193.75	157.75
44	KEMPTON KEVIN	22	59	18	37	8	23	30	37	60	23	231	161
45	HIELSEN SVEND	14	2	12	29	33	25	66	61	44	5	229	163
46	KLEIST LARRY	10	15	6	26	11	5	69	56	30	8	235	165
47	UCHIDA TAKAO	34	9	51	2	4	24	63	32	58	26	228	165
48	FRESTE KRISTIAN	13	7	44	5	13	8	35	12	94	87	261	167
49	OTT ALAN	20	6	9	55	31	30	33	50	90	10	257	167
50	NEFF STEWART	7	12	16	34	26	10	3	94	30	84	266	172
51	SNELL TONY	29	51	14	45	18	29	11	24	66	50	241	175
52	HIDEN URBAN	15	10	16	40	12	108	50	29	45	94	276	182
53	KNEULMAN DIRK	35	29	15	84	6	30	62	58	11	39	250	188
54	ST-ONE JEAN	25	15	40	14	20	5	31	71	50	45	262	191
55	VAN DALEN ALWIN	26	20	.75	8	40	12	94	46	43	63	286.75	192.75
56	QUEEN CHARLES	94	8	42	10	17	24	46	85	32	59	278	193
57	EARLY KEN	24	29	25	2	9	108	13	33	94	67	287	195
58	BRICK HARD	23	43	46	10	10	15	44	49	34	37	243	194
59	ROY JOHN	29	63	46	12	36	12	24	52	52	34	251	193
60	CHARLSEN SVEN	5	41	38	58	25	11	22	48	46	64	264	200
61	O'DONOGHUE GEOFF	35	25	38	22	6	32	47	55	95	13	285	200
62	GIBBONS IVAN	14	7	19	31	28	46	41	73	60	87	289	202
63	DUCLOS JOHN	31	9	10	7	9	22	50	87	87	37	294	207
64	PERSSON DAN	11	4	51	103	13	3	87	44	30	45	298	208
65	JOHNSON ANDERS	46	63	11	39	31	2	73	85	26	27	294	209
66	BODY GRAHAM	25	16	11	72	38	16	67	94	35	60	304	217
67	LEWIS CAM	108	.75	93	61	46	3	94	5	74	56	311.75	217.75
68	NETO JORGE	20	14	102	31	3	94	61	66	40	12	308	218
69	MARTIN EDUY	27	103	23	5	7	17	45	36	94	87	314	220
70	MASON ANDREW	11	13	74	26	37	7	94	62	54	11	310	224
71	HITTEY NEVILLE	106	12	16	16	30	73	54	05	41	58	311	226
72	PERRY DAVE	4	46	3	65	17	108	94	4	87	83	323	229
73	CLARK ALLAN	11	4	73	16	12	98	74	68	4	87	374	230
74	SVENSSON HAKAN	26	6	11	42	34	30	73	64	17	97	320	233
75	JAKARSEN ERIK	33	28	65	75	64	8	92	70	50	9	330.75	238.75
76	JOIS JOOS	13	41	17	21	13	87	76	45	62	68	318	240
77	MITCHELL JAMES	19	28	12	22	16	19	28	85	48	37	327	244
78	BRUCE IAN	7	30	23	12	32	70	57	63	73	61	317	244
79	GRAVARE MARTIN	30	5	13	38	52	35	32	60	70	37	332	245
80	MARGOSSIAN SAMSO	17	15	24	23	33	38	56	67	49	67	316	249
81	GOM PHIL	58	30	23	20	22	6	82	50	59	07	337	255
82	O'HARA BILL	9	29	52	27	52	5	61	72	95	74	347	257
83	HIMMEL DAVID	61	23	58	20	7	20	34	76	72	34	360	266
84	MACQUEEN STEVE	3	15	21	23	20	92	25	94	94	94	366	272
85	BLEASBY JOHN	21	31	18	19	21	28	49	73	63	97	359	275
86	KIKUCHI MAKOTO	52	57	36	18	.75	94	77	69	14	69	362.75	275.75
87	FULLER BILL	54	32	108	13	15	55	58	94	20	94	371	277
88	VEELOP LOUIS	34	18	25	6	75	14	80	77	67	94	379	284
89	STRATTON PETER	32	29	108	27	20	11	94	74	90	25	380	286
90	COUCH JACK	20	23	26	56	71	17	67	67	51	87	387	289
91	KIMMATH PHILIP	46	70	19	15	72	4	60	85	75	87	391	294
92	THOMPSON PHILIP	7	25	20	24	10	80	91	95	94	94	414	320
93	BRADY JIM	45	17	23	9	10	9	94	94	94	94	415	321
94	MUNDER ERNST	2	10	102	22	39	79	75	34	64	94	430	330

95	GRANROD HENRIK	24	14	32	21	39	43	173	91
96	HARWOOD STAN	32	39	15	14	31	36	169	92
97	HODDER ANDREW	37	45	15	0	33	100	246	93
97	HUNN ANDREW	19	36	2	53	36	7	220	93
99	RENILSON IAN	28	66	31	41	24	13	283	96
100	CHRISTIANSEN JACK	29	21	30	100	59	28	264	97