

# Hotline

SEPTEMBER/OCTOBER 1987

**\$2.50 U.S./\$3.50 CANADA**



# Aussies Do It Again!



Mike Walker/John Hooper

## 1987 HOBIE 18 World Championship

BY DAVID HOPPER



**T**he 1987 Hobie 18 World Championship held in Toronto, Canada will be remembered for the beautiful warm weather, the surprisingly cold lake, the variable and somewhat shifty winds, and Brett Dryland's dream day.

As the teams from around the world began to trickle in they were greeted with open arms by the boat assembly crew, handed tools and told to start assembling boats. Some, like Jack and Jackie Hill of California, put together enough boats to be awarded staff T-shirts for their efforts. A frantic Friday afternoon, most boats got assembled and ready to go.

When Miles Wood welcomed everyone to the regatta he handed out all of his Canada-as-the-Great-White-North jokes, like "When do Canadian sailors stop sailing? When the water's too hard!"

In fact, it was interesting to watch the reactions of competitors from the more tropical locations when they dipped their feet into the lake for the first time. With an air temperature of 85 degrees, a lake temperature of 50 degrees was a surprise. It was also fun explaining to the Australians that you could have walked from the beach to the breakwater across the ice just five short months ago.

This championship was a bit different from previous major Hobie championships in that it was not held at a major beachfront resort hotel. Instead, the beach was a public park adjacent to the Boulevard Club, one of Toronto's major yacht clubs. The contestants were billeted with local families or stayed in hotel or student dormitories in downtown Toronto. Soon, Australians were learning the intricacies of Toronto's transit and taxi system all the while speaking that strange language of theirs.

The organizing of the Hobie 18 World Championship was composed of local sailors, most of whom have never made the cut at a major event (Paul Marner being the exception). Because of this, the entire program was designed to maximize the sailing and partying for the on-site qualifiers and those who missed the cut. The schedule called for three days of the championship round robin and two days of finals. Now, if we could only get the weather to cooperate.

The qualifying series was a huge success. Saturday dawned bright and sunny and the eager skippers ran around getting the boats ready for the first race. Eventually, Miles Wood, the race committee chairman and director of the Hobie World Class Association, decided there was enough wind. Beach captain Paul Ulibarri and cohort Kym Kymlicka called the boats off the beach.

The first group of qualifiers proceeded out through the maze of anchored monohulls, through the relatively small gaps in the seawall and to the starting area. The

course was set and the starting line laid. Stu MacDonald, the local Hobie dealer who was responsible for so many things at the event, decided to check the line. As he sailed up to the line and sheeted in, the swivel at the top of the mast parted ever so gracefully and his mast fell down. It was a good thing it happened to such an easy going guy. It could have driven an uptight racer mad. After attempting a start in dying, shifty wind, Wood gave up and the boats returned to the beach. A day of watching and waiting ensued.

Saturday night a welcome and qualifier's party was held at the Boulevard Club. This party, like all others, started with a Captain Morgan's rum punch drink or drown contest and then proceeded to an excellent dinner. Just as everyone was relaxing and winding down after a hard day of relaxing and winding down, the music came on. All that pent up energy became obvious and soon the dance floor was covered with dancing fools.

Sunday and Monday of the qualifying round brought what Wood called the "Toronto Nurse," not to be confused with the Freemantle Doctor. Toronto's nurse turned out to be a fickle lady indeed. These excellent winds allowed Wood to run four races each afternoon as the thermal kicked in.

Following a second day of hard racing in the qualifying series, the party moved to Pat and Mario's, a downtown bar, for the opening party. Again, rum punch was provided, the lubricant that got tongues wagging about the exploits on the race course. It was at this point that some of the famous Aussie desire to live it up came to the fore. It was particularly gratifying to assist Clive Kennedy in guarding the punch bowl and serving up the punch (one for the line, one for me). Wood moved to the head of the dance floor and started to slowly announce the qualifiers.

On Tuesday, the first day of the round robin, the same kind of weather pattern appeared: hot, sunny and still in the morning with the thermal kicking in in the afternoon. Four races were held with Jeff Alter winning a pair, Allen Egusa winning one and Dutch sailor Alwin van Daelan winning one. With the nice wind and the hard, concrete shores of Toronto, Humber Bay was at its washing machine best. Waves coming from all directions made downwind sailing a wet and bumpy ride. After four hard races, a large and filling lunch on the front lawn of the Boulevard Club, and Molson's Beer, most people decided to retire early.

Wednesday also started hot, sunny and still, and we expected the thermal in the afternoon. But this day it was not to be. The first race was run in light, shifty winds. As the fleet approached the final rounding of C mark on a Course 3, bad things started to happen. First, Hobie Alter, Jr. and Brett Dryland rounded and carried

on to the finish. The rest of the fleet noticed a substantial lightening of the wind and a huge mass developed at C. Two or three more boats got around cleanly and got to sit in the hole and watch thirty other boats bob at C. The boats gradually drifted around while the skippers and crews conversed in hushed tones as to where the next puff would come from, right or left. Finally, a small puff appeared from the right and the fleet proceeded in lock step to the finish. Alan Egusa, who had chosen the left side, was immortalized. He had managed to finish first and last in succession, thus fulfilling the biblical prophecy. [For more about Egusa's troubles see "The Hole That Wouldn't Go Away."]

With the wind back up to a respectable three or four knots, the next race was started. Right from the start, Paul Ridgeway of Australia played the left side of the course. Again, it was a Course 3 and Ridgeway built up a good lead on the first AC leg. At the C mark rounding, Ridgeway again carried on out to the corner on port tack. It took nerve to ignore the challenge of Jeff Alter and not to tack onto starboard to cover. By the next A mark, Paul's lead was substantial and at B it appeared to be in the seven-to-eight minute range. As he carried on toward C, the wind began to die, shift and then fill in from behind and die again. Once again, the entire fleet clustered at C. Eventually, Bob Seaman broke out and slowly squeezed a win. Because there was also a long, persistent 90-degree shift as the fleet left C mark for the finish getting away from the mark early left sailors on a lift that couldn't get them to the line. Those who left a bit later rode the lift to the line. Ridgeway salvaged a tenth place.

On Wednesday night, the crowd was treated to a slide show describing one of the world's greatest sailing adventures. Jeff McInnis of Toronto is attempting to become the first to cross the Northwest Passage across the top of North America entirely by sail. [More about McInnis' trip will appear in a later issue of HOTLINE.] Jeff's slides were greeted with awe and respect for his courage and concern for his sanity. The most enthusiastic view belonged to Norris Palmer of Texas. The only place Norris ever sees ice is when it's floating in his drinks, but boy did Jeff's slides capture his imagination. Norris kept repeating, "You could die doing that," while Jeff just smiled.

Thursday again brought hot and sunny skies and light winds. However, a number of sailors and spectators had discovered a new sport: Team Europe leering. It seems certain members of Team Europe preferred the comfort of sailing naked under their wetsuits. Being from the more liberal areas of Europe, changing on the beach seemed quite natural. So, Paul



Ulibarri would yell, "Off the beach!" and everybody would run to watch Team Europe dress, then run back to their boats and go out to sail. Team Europe also had their choice of a dozen chase boats whenever they needed a tow.

After racing, everyone adjourned to Pat and Mario's for some more rum during the traditional cut party. After a massive, all you can eat feast, the cut was announced. The top five were all Americans led by Jeff Alter, Bob Seaman and Carlton Tucker, followed by four Australians with van Daelan breaking the American/Australian hold on the top ten. As each team was announced, Wood saluted them with a shot of peppermint schnapps. At boat 30, he was in trouble and by 35, he was escorted out the door to the loo by John "Mad Dog" Barnett. Meanwhile, everybody else drank and danced into the evening.

Luckily for Wood, there was no wind Friday morning. Wood, you see, was still down for the count. In fine Hobie tradition, alternate sports were arranged, the first being the paddle boat race. Team USA women and Team Florida won the best looking contest (depending on your sexual preference), but team Florida prevailed in the race, thus proving that beauty and brawn can go together. A tug of war followed. Teams were composed of six women and two men or twelve women. Team Femme tore through the competition, including the macho Team Australia. They faced Team 10 in the finals which was headed by Carl Roberts who weighed in at 220 pounds and stood over six feet tall. At the head of the other line was Meagan Marner at five feet four and 115 pounds. The look of disbelief on Robert's face as he was dragged huffing through the sand was worth the entry fee.

Saturday was cooler and windier. Since Friday saw no racing at all, Wood, now fully recovered, promised an early start. "Off the beach" was called at nine. Wood wasn't kidding. The first race was a long Course 3. Right from the start Brett Dryland broke into the lead with fellow Aussies Mark Laruffa and Gavin Luxton on his heels. Then, in Race 2, another Course 3, Dryland again dominated followed by Egusa and Laruffa.

On the way out to the third race, Ridgeway solved one of the great mysteries of the sailing world. The Australians had bragged all week about their prowess in heavy air. Some even claimed that an Australian wouldn't flip unless the wind exceeded 70 knots. On his way to the start of Race 3, Ridgeway flipped in a hefty two-knot breeze. This solved the mystery of the Australians' high-wind speed by proving that 35 Australian knots equals one true knot.


Dryland proceeded to take the third race. He was obviously in control and only had to finish in the top ten to clinch his

second world Hobie 18 title. The crowd on the beach watched the leaders sail to A mark. Familiar faces like Tucker, Laruffa, Hobie Jr. and Luxton were all there. Dryland wasn't. Finally, he rounded way back in 26th place, the result of a dismal start. On the next downwind leg, a few boats were passed and then, around C mark, a small wind shift put Tucker firmly in front and moved Dryland past most of the fleet and into sixth. He eventually finished fifth and clinched yet another Hobie title. Tucker finished second overall, followed by Mark Laruffa and Gavin Luxton. Hobie Alter, Jr. rounded out the top five. [For complete results, see "Hobie Racing."]

Remarkable sailing by Dryland and Laruffa lead to major place improvements while Tucker's consistency allowed him to hold onto fifth. Inconsistency cost the early leaders dearly.

After Dryland's sailing exhibition, the awards ceremony was anitclimactic. Another excellent dinner and still more rum punch was served and solid dancing topped off the evening. The 25 top finishers received beautiful photo posters

while the top three received Captain Morgan's trophies. The new Hobie 18 perpetual trophy went to Dryland.

A vote of thanks is owed to all of the sponsors whose contributions made this event possible, to all the helpers who made the event run smoothly, to the organizing committee for leaving no stone unturned in their efforts to make this a great championship, to spouses and families who tolerated the absence of loved ones who worked on the organizing team and to all the competitors. Your smiles and warm handshakes told us that we had done the job well. Thanks. 

*Editor's Note: David Hopper is the commodore of the Toronto Catamaran Club, the host fleet for the championship. He is also an active racer who was the Division 16 points champion in Hobie 18s in 1986. Hopper was a member of Team Canada for the Hobie 18 World Championship. In real life he is an environmental engineer specializing in turbulent atmospheric flow.*

## THE HOLE THAT WOULDN'T GO AWAY

BY DICK BLOUNT

The race started much like all the others had. It was a Course 3 and we were not winning but among the pack. Our other finishes had been a first, a second and an eighth. Anyway, we were going to C mark when sailing as we knew it, stopped. We saw a flag on the beach sticking straight out. Naturally, being on a lake, any wind off the shore usually holds, right?

As we approached C, two boats escaped the fleet and went on toward the finish. The remaining 34 boats stayed put like they were tied together. Our boat was 50 yards from C. Or, in technical terms, we were 50 yards short of having buoy room on 33 boats. The water was so still we could see a perfect reflection from the sails. Not a ripple to be seen. But the flag on shore showed it was coming. We jibed at the layline and appeared to be closing the gap. Before we knew what hit us, we were now going to weather. We had to foot off. Whoops, we couldn't lay it. We had to tack. Jib cars had to be reset. The tack

looked good, we sailed a little and tacked back. We were looking good with the rest of the fleet only...50 yards away! The wind changed again downwind so we did, too, readjusting the boat, daggerboards, out-haul, downhaul, mast rotation, rudders and traveler cars. As if to test our patience, we were now going to weather, but on the wrong tack! Reset and go. Believe me, I'm not making this up! The wind shifted again. The wind indicator did an entire revolution. We were on port when it looked like it would hold. Oops, it turned into a reach, so we jibed to reach into the mark. We started pinching up and got headed again. We tacked for the eighth time and were *still* not around C.

After two more tacks we were safely around C and receiving a standing ovation from the spectators on the dock. Boat handling at its finest? We were well-placed at the finish. The other boats were only 50 yards in front of us. By the way, that flag on the beach? It was made of cardboard.

# REGATTA RESULTS

## NATIONAL

HOBBIE 17 NATIONALS  
DAYTONA BEACH, FLORIDA  
JUNE 1-6, 1987

NAME	POINTS
1. CURRY, BOB	11.50
2. DRYLAND, BRETT	15.00
3. EGUSA, ALAN	30.50
4. ALTER, JR., HOBBIE	40.00
5. FROOME, DEAN	45.00
6. SEAMAN, BOB	50.00
7. TUCKER, CARLTON	52.75
8. BIRD, CHARLIE	58.00
9. KIRBY, ALEX	64.00
10. DUKE, JOHN	64.00
11. HALEY, PETE	68.00
12. COPE, WOODY	75.00
13. SMITH, KEVIN	83.00
14. MUGGLETON, ROBERT	95.00
15. MOONEYHAM, WAYNE	116.00
16. FOGERTY, FRED	119.00
17. KARAIM, TERRY	121.00
18. DUNN, DAVE	121.00
19. REAFORD, JULIE	124.00
20. MOSS, BRETT	128.00
21. ASHTON, LARRY	128.00
22. SMITH, WICK	129.00
23. LIPKA, JOHN	137.00
24. SCHAEFER, WAYNE	138.00
25. THOMPSON, WALTER	142.00
26. HAY, BRUCE	142.00
27. FIELDS, BRUCE	152.00
28. BERKSTEDT	154.00
29. CARRETT, MIKE	159.00
30. LECCE, JR.	160.00
31. SULLIVAN, ERIC	161.00
32. NELSON, ANNE	171.00
33. JOHNSON, DOUG	171.00
34. POST, DICK	173.00
35. CARLSON, DAVE	181.00
36. KORZENOWSKY, TOM	181.00
37. BELL, DEAN	183.00
38. SULLIVAN, ROBIN	206.00
39. SNOODGRASS, TOM	211.00
40. FECOMITZ, BOB	214.00
41. EFLAND, DOUG	216.00
42. SPARKS, JOE	225.00
43. ACQUART, STEPHEN	229.00
44. VARANO, JERRY	232.00

## International/Worlds

1987 HOBBIE 18 WORLD'S  
FLEET # CHICA 5 WICA  
TORONTO, ONTARIO, CANADA  
JUNE 13-20, 1987

SKIPPER/CREW	COUNTRY	POINTS
1. DRYLAND, B./DRYLAND, K.	AUSTRALIA	20.25
2. TUCKER, C./PESANE, S.	FLORIDA, USA	28.50
3. LARUFFA, M./SCUTTIG, F.	AUSTRALIA	29.00
4. LUXTON, G./BUTIER, M.	AUSTRALIA	30.00
5. ALTER, JR., K./PAUL, P.	CALIFORNIA, USA	43.75
6. ALTER, J./SEAMAN, J.	CALIFORNIA, USA	48.50
7. SEAMAN, B./OLTMANS, D.	USA	50.75
8. EGUSA, A./BLOUNT, A.	USA	50.75
9. RIDGWAY, P./DILLON, S.	AUSTRALIA	50.75
10. BARNETT, J./JANVIS, F.	TEXAS, USA	60.00
11. VAN DAELKEN, A./AL, Y.	HOLLAND	76.75
12. MC REEDIE, D./PEREN	TEXAS, USA	80.00
13. ROBERTS, C./SCHAEFER, T.	CANADA	85.00
14. PALESY, C./REYNOLDS, E.	AUSTRALIA	85.00
15. OWEN, W./WOODROW, V.	AUSTRALIA	90.00
16. PALMER, N./KANE	TEXAS, USA	91.00
17. MUGGLETON, B./PALESY, W.	AUSTRALIA	94.00
18. MARKER, P./LAKE, R.	CANADA	96.00
19. VAN DIET PLANT, O./SMITS, T.	HOLLAND	96.00
20. DIKANA, K./HIGH, B.	CALIFORNIA, USA	98.00
21. DUKE, D./JANNY	AUSTRALIA	99.00
22. KENNEDY, C./KENNEDY, D.	AUSTRALIA	100.00
23. MORRIS, S./MORRIS, T.	AUSTRALIA	101.00
24. SUNBERG, C./KOGGE, S.	MICHIGAN, USA	104.00
25. RAYFUSE, B./???	USA	105.00
26. HOWIE, D./KEVIN	CANADA	113.00
27. SCHLECKSER, M./RIVERA, C.	CANADA	118.00
28. ZIMMERMAN, H./KUEHNERT, M.	GERMANY	120.00
29. MORCH, P./WITTMER, W.	SWITZERLAND	143.00
30. KARAIM, T./MC GREGOR, T.	CANADA	146.00
31. JOHNSON, B./CHERYL	USA	145.00
32. MARSHACK, K./DEBBIE	USA	152.00
33. SULLIVAN, E./SULLIVAN	USA	155.00
34. WADGE, M./???	USA	160.00
35. YAHALOM, R./???	USA	167.00
36. CASTER, J./KEHN, M.	USA	176.00

1987 HOBBIE 18 WORLD'S  
FLEET # CHICA 1 WICA  
TORONTO, ONTARIO, CANADA  
JUNE 13-20, 1987

SKIPPER/CREW	COUNTRY	POINTS
1. ALTER, J./SEAMAN, J.	CALIFORNIA, USA	5.50
2. SEAMAN, B./OLTMANS, D.	CALIFORNIA, USA	6.75
3. TUCKER, C./PESANE, S.	FLORIDA, USA	7.75
4. ALTER, JR., K./PAUL, P.	CALIFORNIA, USA	8.75
5. EGUSA, A./???	USA	10.75
6. LUXTON, G./???	AUSTRALIA	11.00
7. DRYLAND, B./DRYLAND, K.	AUSTRALIA	13.00
8. RIDGWAY, P./DILLON, S.	AUSTRALIA	16.75
9. LARUFFA, M./???	AUSTRALIA	18.00
10. VAN DAELKEN, A./AL, Y.	HOLLAND	18.75
11. PALMER, N./KANE	TEXAS, USA	20.00
12. MARKER, P./LAKE, R.	CANADA	20.00
13. SUNDBERG, C./KOGGE, S.	MICHIGAN, USA	24.00
14. OWEN, W./WOODROW, V.	AUSTRALIA	24.00
15. MUGGLETON, B./???	AUSTRALIA	25.00
16. MC REEDIE, D./???	TEXAS, USA	25.00
17. BARNETT, J./JANVIS, F.	CANADA	26.00
18. ROBERTS, C./SCHAEFER, T.	CANADA	26.00
19. DIKANA, K./HIGH, B.	CALIFORNIA, USA	26.00
20. HOWIE, D./???	USA	27.00
21. ZIMMERMAN, H./KUEHNERT, M.	GERMANY	27.00
22. PALESY, C./REYNOLDS, E.	AUSTRALIA	29.00
23. KENNEDY, C./KENNEDY, D.	AUSTRALIA	32.00
24. SCHLECKSER, M./RIVERA, C.	CANADA	33.00
25. RAYFUSE, B./???	USA	36.00
26. DUKE, D./???	USA	37.00
27. MORCH, P./WITTMER, W.	SWITZERLAND	37.00
28. YAHALOM, R./???	USA	38.00
29. JOHNSON, B./???	USA	38.00
30. SULLIVAN, E./???	USA	38.00
31. MORRIS, S./MORRIS, T.	AUSTRALIA	39.00
32. VAN DIET PLANT, O./SMITS, T.	HOLLAND	40.00
33. MARSHACK, K./???	USA	42.00
34. CASTER, J./???	USA	43.00
35. KARAIM, T./MC GREGOR, T.	CANADA	44.00
36. HAST, S./???	USA	46.00
37. RENAUD, D./???	USA	46.00
38. WADGE, M./???	USA	46.00
39. MC DONALD, S./RANKINE, K.	CANADA	47.00
40. TERPSTRA, J./???	USA	47.00
41. LINDLEY, T./???	USA	48.00
42. PASCOE, P./???	USA	49.00
43. PARLIER, V./CUMMINS, T.	FRANCE	49.00
44. FRANCIS, D./WRIGHT, J.	AUSTRALIA	50.00
45. HOPPER, D./STARK, H.	CANADA	50.00
46. WAKES, S./BLACK, J.	AUSTRALIA	53.00
47. THIESAN, B./???	USA	53.00
48. GREGOR, D./WESLOH, S.	CANADA	55.00
49. CURTIS, J./???	USA	55.00
50. GLOVER, K./PATES, T.	AUSTRALIA	60.00
51. FINN, W./???	USA	62.00
52. SCHANNING, B.	USA	62.00
53. GELOWITZ, L./???	USA	62.00
54. MC INNES, J./???	USA	65.00
55. ALEXANDER, J./MERLIN, J.	CANADA	67.00
56. ANDREWS, W./HALL, P.	USA	68.00
57. SMITH, C./SMITH, S.	CANADA	71.00
58. RUNSEY, C./???	USA	72.00
59. HOUSE, J./???	USA	73.00
60. HOWES, B./HOWES, M.	CANADA	76.00

61. SPREEN, J./STUURMAN, L.	HOLLAND	77.00
62. GIBSON, M./GADD, G.	AUSTRALIA	78.00
63. LECAND, C./???	CANADA	78.00
64. ISCO, C./???		78.00
65. HILL, J./???		81.00
66. WHITTEY, S./SWEENEY, L.	CANADA	83.00
67. DALLAIRE, D./MORIN, J.	CANADA	84.00
68. FREDRICK, J./???		84.00
69. ALLEN, S./???		92.00
70. SARPER, B./???		94.00
71. ANDERSON, B./MC MAHAN, M.	CANADA	94.00
72. GLAYNA, J./???		11.77

INTERNATIONAL  
FRENCH 1987 HOBBIE CAT NATIONAL TITLES  
MAY 28-31, 1987

SKIPPER/CREW	POINTS
1. Laurent/Grondien	2.25
2. Descom/Dufourcq	17.00
3. Bresson/Dulêtre	26.00
4. Robert/Holt	26.00
5. Fabre/Fabre	28.00

INTERNATIONAL  
FRENCH 1987 HOBBIE CAT NATIONAL TITLES  
MAY 28-31, 1987

SKIPPER/CREW	POINTS
1. Pasquier	4.75
2. Leontieff	8.00
3. Aguerre/Charol	9.75
4. Levoguer	11.50
5. Fulgenti	12.00

INTERNATIONAL  
HOBBIE 16 EUROPEAN CHAMPIONSHIPS  
JUNE 15-21, 1987

SKIPPER/CREW	POINTS
1. Bardem/Zimmer	15.75
2. Spyker/Spyker	20.75
3. Leptien/Luinenen	21.00
4. Mohr/Mohr	25.00
5. Laurent/Grondien	25.25
6. Neergaard/Christensen	30.00
7. Visser/Visser	46.00
8. Pandian/Bellon Lago	54.00
9. Bergsma/Olsen	61.00
10. Veele/Bunt	62.00

INTERNATIONAL  
HOBBIE 16 EUROPEAN CHAMPIONSHIPS  
JUNE 15-21, 1987

SKIPPER/CREW	POINTS
1. Sany/Cheuliet	9.25
2. Pennet/Mesch	13.50
3. Boelz/Boelz	16.00
4. Duinjeun/Duinjeun	18.00
5. Frenning/Soderblom	21.80
6. Reimens/Reier	28.00
7. Pralon/Pralon	32.00
8. Nordgren/Rose	33.00
9. Roland/Baise	34.00
10. Daurie/Dupuy	35.00

INTERNATIONAL  
FRENCH 1987 HOBBIE CAT NATIONAL TITLES  
MAY 28-31, 1987

SKIPPER/CREW	POINTS
1. Coster/Polou	4.50
2. Carin/Savaggio	5.75
3. Polou/Gastard	9.00
4. Chetouli/Pomerol	11.00
5. Pilet/Bringier	18.00

INTERNATIONAL  
FRENCH 1987 HOBBIE CAT NATIONAL TITLES  
MAY 28-31, 1987

SKIPPER/CREW	POINTS
1. River	3.50
2. Simon	7.75
3. Baudry	8.00
4. Sparac	14.00
5. Baudry	16.00

THE HOG'S BREATH 1000  
LONG DISTANCE RACE  
KEY BISCAYNE, FLORIDA  
TO FORT WALTON BEACH  
MAY 22

PLACE	TEAM AND MEMBERS	TIME IN HOURS/MIN./SEC.
1.	FOSTER'S #2 - AUSTRALIA Ian Bashford, Bob Muggleton, Bill Sykes	97:44:27.
2.	PLYMOUTH - CALIFORNIA Jeff Alter, Hobbie Alter, Pat Porter	97:46:34.
3.	SLIDERS - CALIFORNIA Alan Egusa, Bob Seaman, Paul Pascoe	98:14:28.
4.	EMERALD COAST - FLORIDA Carlton Tucker, Enrique Figueroa, Tony Lewis	98:14:15.
5.	FOSTER'S #1 - AUSTRALIA Brett Dryland, Rod Waterhouse, Keith Clover	98:46:41.
6.	HYERES COTE D'AZUR-FRANCE Tony Laurent, Robert Nagy, Andre Sabre	99:24:59.
7.	NAT'L TRUCKS & EQUIP. - TEXAS Rick Edgington, Chuck Miller, Dean Fromme	99:22:03.
8.	SKC VIDEO CLOTHING CO. - N.J. Andrew Springfield, Bruce Page, Derek Cassels-Brown	104:01:26.
9.	E. F. HUTTON - BELGIUM Harry Michel Peeters, Fred DeDroey, Patrick Demesnecker	103:25:26.
10.	HEIDELBERG HAUS - GERMANY Thorsten Wuyts, Andreas Martens, Jochen Stephan	103:22:37.
11.	YOUNG AMERICANS - FLORIDA Kevin Smith, Brian Lambert, John Lattman	102:26:34.
12.	NATIONAL ASSOCIATES - GIRLS Balinda Klase, Linda Leon, Kelly O'Brien	107:05:25.
13.	VIRGIN AIRWAYS - U.K. Trevor Annels, Chris Thomas, Simon Morgan	111:32:11.
14.	SUNSET BAR & GRILL Jan Lange, Peter Stijker, Sidney Van Zon	109:36:38.