

# STARLIGHTS

BOATS: 5830

DECEMBER, 1973

FLEETS: 197

## NORTH AND BARRETT WIN THE WORLD'S CHAMPIONSHIP AT SAN DIEGO

By Bill and Sheridah Gerard

Lowell North, the first man ever to win four gold stars; Bill Buchan, who came close to winning his third gold star; antique maritime treasures for trophies; unusually cool fall weather; fog; a large number of competitive Stars available for charter for the series, thanks to diligent efforts of the organizing committee; complete, efficient and hospitable arrangements, both for racing and for social activities. These are the things to remember about the 1973 World's Championship.

Fifty six skippers and crews from 13 nations participated in this regatta which was co-sponsored by the San Diego Yacht Club and the San Diego Bay Star Fleet.

Pete Bennett and Kim Fletcher of the host fleet won the Friday tune-up race, and Saturday's, in light airs, went to Jay Winberg and Lee Huntsman.

Mist, overcast skies and choppy seas greeted the contestants on their tows to the course several miles off Point Loma for the opener of the series. As conditions cleared, the race was sailed in moderate airs that changed to light in a major wind shift on the final beat. The oscillating headers and lifts, chop on top of the Pacific groundswell, and current became key factors throughout the series. Winner of the Elder Memorial Trophy (first race) was Hank Rowan, who stayed in control of the changing conditions to add gold chevrons to the sail of *Riot IV*. Lowell North and Peter Barrett, who had led most of the way, finished second to set the pattern of speed and consistency from which they never deviated for the remainder of the week.

The second race was notable for the large number of general recalls that forced a start after 3 p.m. and a return to the harbor in evening twilight. Dennis Conner became the first recipient of the

1	5662	<i>North Star</i>	Lowell North	Peter Barrett	San Diego Bay	2	3	1	2	6	dnf	271
2	5773	<i>Frolic</i>	William E. Buchan	Craig Thomas	Puget Sound	18	5	4	1	1	7	267
3	5726	<i>Streaker</i>	Thomas F. Blackaller	Ron Anderson	San Francisco	5	2	5	5	4	dnf	264
4	5525	<i>Gem XI</i>	Durward Knowles	James Allsopp	Nassau	4	4	9	9	5	dnf	254
5	5761	<i>Spirit III</i>	Alan Holt	Richard Gates	Puget Sound	13	6	11	3	7	dnf	245
6	5763	<i>Oat Willie</i>	Larry Whipple	James Alexander	Puget Sound	9	8	7	8	8	dnf	245
7	5397	<i>Solution</i>	Robbie Haines	Ed Trevelyan	San Diego Bay	7	9	10	14	18	3	242
8	5771	<i>Humbug XV</i>	Pelle Petterson	Stellan Westerdahl	Kattegatt	15	10	20	12	3	4	241
9	5443	<i>Menace</i>	Dennis Conner	James Reynolds	San Diego Bay	6	1	18	7	14	23	239
10	5460	<i>Tranquil</i>	John Bennett	Kim Fletcher	San Diego Bay	21	7	22	4	13	11	229
11	5793	<i>Sanctuary</i>	Malin Burnham	John Burnham	San Diego Bay	12	20	35	18	2	13	220
12	5699	<i>Rats</i>	Evan Dailey	Michael Cooper	Santa Barbara	dnf	22	13	10	22	1	217
13	5812	<i>Glory</i>	Barton Beek	Charles Beek	Los Angeles Hbr.	10	21	3	19	23	16	216
14	5575	<i>Last Chance</i>	Jay Winberg	Lee Huntsman	Puget Sound	34	12	8	6	9	dnf	216
15	5716	<i>Aquarium</i>	Simon Prinsenberg	Dirk Prinsenberg	English Bay	11	18	40	17	26	2	211
16	5551	<i>Mahayana</i>	Trygve Liljestrand	P. J. Svanfeldt	San Francisco	8	16	27	11	16	dnf	207
17	5631	<i>Lucky Liz</i>	Eckart Wagner	Peter Moeckl	Zugspitz	22	15	6	20	17	dnf	205
18	5814	<i>Spirit</i>	John MacCausland	George Szabo-J. Hahn	Cooper River	3	17	30	40	25	5	205
19	5660	<i>Mustard Seed</i>	Charles E. Morgan	John Winters	Tampa Bay	30	23	23	13	10	24	192
20	5377	<i>Good Grief</i>	Borje Larsson	Goran Tell	Stockholm	43	27	14	16	19	21	188
21	5630	<i>Riot IV</i>	Henry M. Rowan	Rick Burgess	Lake George	1	11	36	31	24	dnf	182
22	5730	<i>Ragamuffin</i>	William Parks	William Wright	So. Lake Michigan	14	32	12	23	32	dnf	172
23	5757	<i>Follow Me</i>	Joseph Ellis	John Kolius	Galveston Bay	42	24	19	15	15	dnf	170
24	5820	<i>Misty</i>	John W. Allen	John W. Allen, Jr.	Wilmette Harbor	45	33	21	29	33	6	163
25	5137	<i>Hannah</i>	Herbert Mettigg	Karl Ferstl	Salzburg-Mozart	47	38	33	26	12	14	162
26	3870	<i>Gusto</i>	Duarte Bello	Duke Robinson	Cascais, Portugal	37	14	15	30	27	dnf	162
27	4627	<i>Merlin</i>	Adrian Bryner	Hans Bryner	Lago di Lugano	27	45	17	47	40	8	148
28	5610	<i>Squid</i>	Jeffrey Aldred	Chris Latham	Carter Lake	17	29	34	45	39	19	147
29	5754	<i>Fiamma</i>	Oskar A. Meier	Marcel Wunderli	Zuerich	19	28	24	dnf	11	dnf	146
30	5672	<i>Star Trek</i>	Bradford Alford	Douglas Graf	Galveston Bay	dnf	13	25	27	20	dnf	143
31	5626	<i>Eagle</i>	William J. Hock	Ronald Toft	Pittwater	44	26	32	28	dnf	12	143
32	5566	<i>Good News</i>	William H. Cowles III	Ross F. Wood	Coeur D'Alene	25	34	29	25	31	dnf	141
33	5627	<i>Rain Drop</i>	Thomas C. Nylund	Thomas Hayes	Puget Sound	32	31	48	37	36	15	134
34	5674	<i>Is Was</i>	Hans Vogt	Fritz Geis	Starnbergersee	39	19	16	21	dnf	dnf	133
35	5005	<i>Liberty</i>	Eduardo de Souza Ramos	Peter Ficker	Sao Paulo	38	37	28	24	28	dnf	130
36	5825	<i>Flame</i>	Heinz Maurer	W. Meier	Interlaken	dnf	25	26	22	29	dnf	126
37	5826	<i>Jaguar</i>	Klaus Kappes	Rainer Flothmann	Ueberlingersee	20	30	38	34	37	dnf	126
38	5479	<i>Something Else</i>	David Peterson	William Kreysler	San Diego Bay	26	dns	2	dnf	21	dnf	122
39	5713	<i>Deja Vu</i>	Robert Smith	Theodore Smith	Pittwater	33	49	55	33	41	9	120
40	5657	<i>Tenacious</i>	Ernesto Armitano	Carlos Bayo	Caracas	51	40	49	32	35	17	112
41	5808	<i>Griffin</i>	Kurt Mueller	Heinz Roethlin	Luzern	24	50	37	35	38	dnf	101
42	5162	<i>Fiorella</i>	John Heywood	Norman Allyn	English Bay	dnf	35	44	39	dnf	10	100
43	5516	<i>Wind Machine</i>	Thomas Dudinsky	Doug Sheppard	Tampa Bay	36	39	50	36	30	dnf	94
44	5628	<i>Vasa II</i>	Charles Breitenstein	August Weiss	Zug	23	48	31	46	44	dnf	93
45	5520	<i>Restless</i>	William J. Kieser, Jr.	Bruce German	Carter Lake	35	52	43	50	46	20	91
46	5605	<i>Roberta</i>	Davide Sigurta	Marco Colombo	Lecco	29	44	47	41	34	dnf	90
47	5337	<i>Sparkle</i>	Cyrill Dvorak	Beat Schmuck	Boodensee	16	41	52	48	42	dnf	86
48	5723	<i>Menace</i>	Arno Gudrat	Manfred Joppich	Starnbergersee	28	42	39	43	dns	dnf	76
49	5788	<i>Juggernaut</i>	Mario Caprile	Felipe I. Liron	San Sebastian	31	43	54	38	45	dnf	74
50	5429	<i>Frost Free</i>	John McGann	Paul Powers	Continental Divide	48	dsq	46	44	dnf	18	72
51	5623	<i>Feather II</i>	Kurt Gaggl	Adolf Eder	Carinthian	40	36	45	42	dnf	dnf	65
52	5717	<i>Griffin</i>	Frank D. Miller	Eleanor Miller	Carter Lake	49	53	53	49	dnf	22	59
53	5424	<i>Haleakala</i>	Uwe von Below	Robert Anderson	Hamburg	41	46	42	dnf	dnf	dnf	42
54	4725	<i>Solid Gold</i>	David Millar	Phil Noren	L. Ontario Canadian	46	47	51	dnf	43	dnf	41
55	5270	<i>Zucker Kaninchen</i>	Werner Lambeck	Kalus Peinze	Essen	50	51	41	dnf	dns	dnf	29
56	5255	<i>Noval</i>	Norman Kasch	John Amato	Continental Divide	52	54	56	51	47	dns	25

# STARLIGHTS

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Paul Smart Perpetual Trophy for this race, a gift to the Class from the host fleet and club in honor of Commodore Smart, who was unable to attend the presentation dinner but whose presence was felt through a recorded message to the participants. Blackaller and Anderson were second, followed by the *North Star* team.

The third race had similar conditions with medium winds. It seemed evident that North was to dominate the series when he won this one, and the coveted Vanderveer Trophy for lead position at this stage. Dave Peterson of San Diego made a strong come-back for second after a 26th in the first race and a non-start in the second (broken main halyard). Adding third place gold to their sail were the Beeks with their best showing of the week.

In light airs, Bill Buchan and Craig Thomas finally hit their stride to win the fourth race for the Harry G. Nye Trophy, thus going into the lay day standing fourth. North took another second, and Alan Holt made a third his only chevron placing of the week.

Following a day of rest and recuperation, the fleet returned to the starting area for a race in the heaviest winds of the series, 12 to 18 knots. After the fog had lifted enough to permit a start, current, lumpy seas and windshifts were the deciding factors. Malin Burnham, with son John crewing, went up the coast on port tack immediately to lead for most of the race, but they were unable to hold off Buchan who appeared to develop boat speed over the entire fleet on the last windward leg.

Going into the last race North had a strong lead because he had no really poor race that he needed to discard. He could still theoretically be passed, but only by Buchan. Blackaller stood third, with an opportunity to catch Buchan. Durward Knowles, having never placed worse than 9th, was in striking distance at fourth. Alan Holt was fifth, with Conner only one point behind, and Whipple, Winberg, Haines and Petterson completed the top ten in that order.

Dense fog postponed the start again until after three o'clock. Following one general recall the fleet got away, and immediately split about evenly. Those who went up the starboard side fared best, with Eckart Wagner leading. But where were North and Buchan? Buried back in the pack, possibly according to North's design: Lowell didn't care how far back he was provided Bill had to drop that race too. This is the name of the game, under the worst race exemption system. At this point it looked as if Buchan, by having to count his first-day 18th or something like it, would lose his series second place.

Following the rounding of the last leeward mark, with one windward leg left to the finish, the fog came in with a vengeance, shutting down visibility to about 50 feet. On the spectator boats crowded around the committee boat and its flashing beacon, it was anybody's guess what was happening out there and who was going to come out of the fog from where. Perhaps the boats on the starboard side of the course should have had some advantage by being guided by the wakes of the spectator fleet? The suspense was broken when the ghostly image of *Rats* emerged out of the fog to starboard. Dailey and Cooper had no idea they had won until they received the first gun. Simon and Dirk Prinsenbergh, light air specialists from Vancouver, were second, also to their surprise, and Robbie Haines earned his first gold chevron by navigating to a third. Twenty four boats in all found their way to the finish line. Those who strayed out to sea on the port side of the course were rounded up and herded into the harbor in dense fog and darkness by the alert radar-equipped spectator yachts. Bill Buchan did not know that he had saved series second with his final seventh until he was congratulated by an observer.

The fire-boat scheduled for a victor's welcome had to be

cancelled because of darkness. The boats were not all accounted for at dockside until after 10 p.m. The final celebration was late in starting; but everyone knew most definitely who were the 1973 champions: Lowell North, Peter Barrett, and *North Star*.

## MINUTES OF THE 1973 ANNUAL MEETING

The 1973 Annual Meeting of the International Star Class Yacht Racing Association was called to order by President Frank H. Gordon at 1:15 p.m. on October 7, 1973 at the San Diego Yacht Club, San Diego, California, U.S.A. President Gordon asked approval of the appointment of Mrs. William F. Gerard as secretary for the meeting.

President Gordon called the roll of fleets and announced the names of the voting delegates and proxies. Honorary and Continental Officers in attendance were introduced, and those joining the President at the head table were: Commodore Harry G. Nye, Jr.; Vice-Commodore Duarte Bello; Rear Commodore Lowell North; Continental First Vice-President for Europe Oskar A. Meier; Continental Second Vice-President for Europe Stig Wennerstrom; Continental Second Vice-President for North American William E. Buchan; Executive Vice-President William W. Parks.

It was moved, seconded and carried to waive the reading of the minutes of the 1972 Annual Meeting, which had been published in *Starlights*.

President Gordon said that the Star Class, despite its removal from the Olympics, is still healthy. The number of members is going through a levelling period, with no diminutions in the U.S.A. He commented additionally that Olympians are still interested in competing in the Class.

Reporting for the Treasurer, President Gordon indicated that the financial situation is critical, due in most part to the great increase in costs. A deficit of about \$7,000 was projected for 1973; however, the Treasurer reports that he anticipates being able to hold this deficit to \$1,000. Gordon indicated disappointment in the response to the request of the Administrative Committee for Sustainer (\$50) and Contributor (\$25) contributions. President Gordon commented, "If you can afford it, I would hope that you will ask to be included in the list, and that you will find one man in your fleet to be a contributor and one to be a sustainer."

Reporting for the Secretary, President Gordon said that the usual administrative problems existed and that attempts had been made to correct them. *Starlights* is now mailed by air mail to those outside of the U.S.A.

President Gordon indicated that he expected to submit an extended year-end report. He announced that this is his last year as President of the Class, and indicated that the names of the following would appear on the ballot: William W. Parks, President; Malin Burnham, Executive Vice President; John Allen, Secretary; John McKeague, Treasurer. His concluding comments were "Whatever I have done that you like and don't like, I look upon all Star members as my friends." He will be available to counsel the Class in future years.

It was moved, seconded and carried unanimously that the following serve on the 1973 International Race Committee: Frank H. Gordon, Chairman; Ron Simpson; Charles Hope; William Munster; Laird Landon; Alternates William Gerard, Jerry Driscoll, Michael Shanahan, Bruce Crabtree and Ash Bown.

**Modification of the Racing Circular.** "The course signal will be displayed 15 minutes before the starting signal. A gun will be fired to call attention to the course signal." The modification of the racing circular is to be posted as prescribed.

It was moved, seconded and carried that the charters of the Wuppertal, Onsala and Vinga Fleets be retired. The members of the Wuppertal Fleet are joining the Ljsselmeer Fleet, and members of the Onsala and Vinga Fleets are joining the Kattegatt Fleet.

New measurement certificates were distributed.

**Resolutions for Annual Ballot.** President Gordon announced the resolutions which will appear on the ballot for 1974, and discussion followed on each resolution with clarification by members of the Technical Committee. The resolutions are as follows:

1. Swing Test, Moment of Inertia.
2. Green Star, Number of entries.
3. Dues Increase.
4. Rudders, Optional material, fiberglass.
5. Flotation, built in.

6. Isolated Member, Entry into sanctioned events.
7. Silver Star Events, Number of races.
8. Submission of resolutions, Ninety days prior to Annual Meeting.

The ballots for placing the resolutions on the Annual Ballot for voting by the entire membership were distributed. President Gordon indicated that he would tally, announce and publish the results.

It was moved, seconded and carried to adjourn the 1973 Annual Meeting at 2:50 p.m.

*Respectfully submitted,*  
Sheridah P. Gerard  
Secretary pro tempore

### RESOLUTIONS APPROVED BY ANNUAL MEETING

At the annual meeting, the eight Resolutions for 1974 were discussed at length and then submitted for written balloting. The following tallies show that all eight were approved by large majorities, which means that the meeting determined, in every case, to submit the Resolution to the Class membership for final vote by mail ballot.

No.	Resolution	For	Against
1	Swing test	508	161
2	Novice championship, qualification	669	0
3	Dues increase	669	0
4	Rudder options	669	0
5	Flotation methods	640	29
6	Isolated member participation	666	3
7	Silver star, number of races	669	0
8	Resolution deadline, 90 days	669	0

The meeting made several revisions in the amendments before accepting them. You will therefore find the wording on the ballot, which may be in your hands before this issue of *Starlights*, changed in some places from the wording that appeared in *Starlights* for July and August, 1973. The significant changes are as follows.

3. The proposed requirement of ten years' active membership as qualification for life membership has been deleted.
5. The kinds of permissible flotation have been spelled out in more careful detail. Specifically, buoyancy bags will not be allowed on any boat built after January 1, 1974. The minimum weight is to be changed from 1460 pounds to 1480 pounds (as part of this Resolution), in order not to penalize all newer boats that will be required to use heavier bulkhead or buoyancy construction.
7. Silver Star events can consist of either six or five scheduled races, with a worst race exemption in both cases; but the series cannot be shortened below the scheduled number.

### 1973 CHAMPIONSHIP OF SWEDEN

The 40th Swedish Championship was sailed at Rasta, on the eastern part of the Lake of Malaren, in breezes from very hard to very light. Not in years has there been such a good entry list (8 more than last year). Goran Tell, with three firsts and a fourth after dropping his 8th, won the series by 6 points over Stefan Winberg. Tell won the opener in a wind so strong that two thirds of the fleet elected to drop out or not start at all, and then won the second race next morning also. After that the breezes slackened off, and going into the last race the outcome was still anybody's guess. But Tell and Larsson opened up a big lead soon after the start of the final race, and the series was theirs. The new champion remarked, "After trying thirteen times, it feels great to have a Swedish Championship."

1	5377	<i>Blue Moon</i>
2	5301	<i>Goldfever</i>
3	5212	<i>Lotus</i>
4	5303	<i>Sirane</i>
5	5665	<i>Flying Star VIII</i>
6	5094	<i>Balet</i>
7	5273	<i>Ta Fatt VIII</i>
8	5369	<i>Caramba</i>
9	5618	<i>Tupp</i>
10	5169	<i>Krangel</i>
11	5359	<i>Made in Sweden</i>
12	5472	<i>Jack Pot</i>
13	5493	<i>Ing-Mari</i>
14	4269	<i>Trulls III (x)</i>
15	5300	<i>Jannike</i>
16	5302	<i>Duell</i>
17	4705	<i>Parramatta</i>
18	4267	<i>Clara II</i>
19	5093	<i>Hallupp-Halli</i>
20	5046	<i>Ekivok</i>
21	5499	<i>Cirkus</i>
22	5799	<i>Black Jack</i>
23	4651	<i>The Flame</i>
24	4483	<i>E. Fittipaldi</i>
25	4403	<i>Proud Mary</i>
26	4161	<i>Black Out</i>
27	4206	<i>Honolulu Cooler</i>
28	4365	<i>Dyna Star</i>
29	5776	<i>Aquarius</i>
30	4164	<i>Phtums</i>
31	4366	<i>Kaos</i>

Goran Tell	Borje Larsson	ST	1	1	8	4	1	129
Stefan Vinberg	P. O. Lundstrom	RS	-	4	4	1	4	123
Hans Hedlund	B. Malmund	ST	4	3	5	12	2	122
Sune Carlsson	Olle Carlsson	RS	-	8	1	2	3	122
Lars Berg	Rickard Berg	Sand	6	2	2	5	-	121
Jan Andersson	Jan Sander	RS	2	11	3	18	-	115
Jakob Engvall	Ulf Blencke	Gef	3	7	12	8	16	106
Lars Lantz	Georg Ernst	Kat	-	5	6	6	14	105
Calle Pettersson	Peter Selitzen	RS	5	12	13	9	13	97
Sven Ryheden	H. Berntsson	PN	-	10	18	11	6	91
Lars G. Dahl	Anders Dahl	ST	7	6	25	29	8	90
Lars E. Triland	Arne Brostrom	RS	-	14	16	7	10	89
Lennart Arvidsson	Lars Skarin	ST	-	15	7	13	12	89
Lars Berg	Per A. Persson	AR	9	20	9	14	20	84
I. Hermansson	S. Matiasson	Kat	8	13	19	21	18	78
Peter Lilja	Mats Lilja	RS	-	19	17	10	17	73
Lars Hansson	B. Englebreckt	PN	-	18	23	16	7	72
Per Axelsson	Anders Wallin	PN	-	23	10	15	22	66
Paul Tillberg	T. Lekander	Sand	-	16	24	17	15	64
Bertil Olsson	Bo Lindgren	M	-	17	22	3	-	61
Paul de la Cour	Jens de la Cour	Sand	-	9	11	25	-	58
Mats Ruuth	A. Nordgren	RS	-	22	15	24	19	56
L. Fagerstrom	P. Lindberg	Sand	10	26	26	23	24	53
Anders Rinman	Stig Nilsson	ST	-	21	21	20	21	53
Gunnar Hansson	Lars Bagge	Sand	-	24	14	26	23	49
Ulf Nilsson	B. Wahrenstrand	Sand	11	30	-	22	28	45
Jonas Hamberg	Gosta Hamberg	ST	-	28	27	28	11	42
Lars G. Larsson	P. E. Pershagen	Sand	-	25	29	19	25	38
Kaj Nuberg	Margareta Wanzelius	Sand	-	-	-	27	9	34
Soren Krantz	Kjell Monie	AR	-	27	20	30	27	32
Martin Renheim	Margareta Hedman	RS	-	29	28	31	26	22

(x) Winner, B Division

### STARDUST

As usual, Star sailors continue to figure prominently in the championships of other classes. John Jennings, of the Tampa Bay Fleet (*Wind Machine*, No. 5516), won his second Mallory Trophy, emblematic of the U.S. Men's Championship. Tom Blackaller, who has two silver stars and was this year third in the World's, skipped *St. Francis V* to first place in the Six-Metre World's Championship at Seattle. Former gold star winner Joe Duplin won this year's national championship of the Etchells-22 Class at Marblehead, Mass.

★

On the other hand, we also get comments that are not so enthusiastic. One member writes, "I actually wasted some time sailing a Te---t last weekend. The boat is completely unrelated to a Star, and miserable for the crew." (If you'd like to race one that is really miserable for the crew, try a So---g. -Ed.)

★

Gerry Cayne, our LOG advertising manager, resurrected *Andiamo*, No. 980, now the property of the South Street Maritime Museum in New York, and restored it in record time (three weeks) for a schooner race for the Mayor's Cup. Since the Star could hardly qualify as a schooner, he obtained permission to enter as an unofficial contestant, and it was the usual story. The Star set a course record, and would have won the race but for starting more than a half hour late, in spite of which it beat all but two of the more than 30 schooners across the finish line.

★

If anyone home-building a Star needs a keel, one is available, probably cheap, from Mr. James J. Chandler, First National Bank, Ottawa, Kansas 66067, U.S.A.

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## SIXTH DISTRICT CHAMPIONSHIP

## Blue Star

1	5773	Frolic	W. Buchan	J. Svensson	PS	1	1	1	2 1/4
2	5575	Last Chance	J. Winberg	L. Huntsman	PS	2	2	2	6
3	5763	Oat Willie	L. Whipple	J. Alexander	PS	6	4	3	13
4	5761	Spirit III	A. Holt	B. Tripp	PS	5	3	7	15
5	4913	Colleen II	T. Nylund	T. Hayse	CB	4	6	6	16
6	5566	Good News	B. Cowles	R. Wood	CoE	3	10	5	18
7	5162	Fiorella	J. Heywood	N. Allyn	EB	7	5	10	22
8	5716	Aquarius	S. Prinsenber	D. Prinsenber	EB	12	8	4	24
9	5374	Startle	J. Gosden	F. Wagner	EB	15	7	9	31
10	5787	Alpha Centauri	I. Elliott	J. Cozzens	CB	9	9	13	31
11	5489	Galadriel	F. Dill	W. Van Berkel	EB	10	16	8	34
12	4078	El Tigre	D. Tillson	D. Nolting	CB	13	12	11	36
13	4926	Super Star	N. McConaghe	N. Rawn	CB	8	13	16	37
14	3298	Scram	R. West	P. Fairleigh	EB	11	14	15	40
15	5358	Chantilly Lace	H. Erlendson	C. Lawson	EB	14	15	12	41
16	5627	Raindrop	P. Nolan	R. Filkins	CB	16	11	14	41

## FOR SALE

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