

## Women's, Men's golf tournament sponsored by O & E/Whispering Willows

Women's 18-hole medal play: Wednesday, Aug. 22. Entry fee is \$15. Handicap maximum is 40.

Men's 36-hole medal play: Saturday and Sunday, Sept. 22-23. Entry fee is \$30. Handicap maximum is 36.

Women's entries close Wednesday, Aug. 17 at 6 p.m. For starting times, call 476-4493 after 10 a.m. Monday, Aug. 20.

Men's entries close at 6 p.m. Saturday, Sept. 20. For starting times, call 476-4493 after noon Thursday, Sept. 20.

Name .....  
Address .....  
Phone ..... Handicap .....

Send entry blank with check (not cash) payable to tournament director Gary Whitener, Whispering Willows, 20500 Newburgh, Livonia 48152.

Pairings will be made by the tournament committee. No requests for individual pairings will be taken. No changes will be made.

Open to all residents of Livonia, Plymouth, Canton, Garden City, Westland, Redford Township, Farmington, Farmington Hills, Southfield, Lathrup Village, Birmingham, Beverly Hills, Bingham Farms, Franklin, West Bloomfield, Bloomfield Township, Bloomfield Hills, Troy, Rochester and Avon Township.

# Silver sailing works for Wake

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Velero led from start to finish in a relatively fast pace in the 259-nautical-mile race, crossing the finish line in 45:50:41. She also placed a very respectable 11th overall, behind Dutch Schmidt's 78-foot monster Sassy, which shattered a Mackinac record in 32:13:43. As predicted, Schmidt broke the old mark set in 1977 by his original Sassy by more than 3½ hours.

While Sassy got all the press, the NA 40's went about their business of proving they are among the closest and most exciting classes anywhere.

IDENTICAL IN size and equipment, the 15 NA's competing got off to a spectacular multi-colored splasher start in 10 to 15 knot winds out of the southwest in hot and muggy conditions. They immediately headed to the American shore to take advantage of the steady offshore winds.

By Sunday afternoon, the fleet had reached the Cove Island light on the Canadian shore of Lake Huron — but Velero had already had a considerable lead.

The boats had a tremendously difficult time finding and maneuvering around the buoy, which was surrounded by fog as thick as pea soup. But Velero's superior navigational tactics got her around the mark with little trouble and she headed west on a beat as the winds picked up to 25 knots. She only had to cover her closest rivals to secure victory.

"The NA 40 class is a tight class," Doug Wake said. "Everyone gets a chance to win. We've been first to Cove Island in several Mackinacs and finished poorly. This time it worked out. Our crew did a super job."

Sundance and Leading Edge were the only two boats to give Velero a run. After a slow start, Sundance, owned by Birmingham's Greg McQueen and West Bloomfield's Charlie White, came back strong to take second, eight minutes behind Velero.

"I WOULD'VE been happier if we'd won, but we're satisfied with second," McQueen said. "It was a fast, tight race between three boats." He especially likes one-design racing because it

matches the wits of sailors rather than the superiority of boats, based on a handicap system.

"The first boat across the line wins," he said. "It makes for a much purer sport — it comes down to who calls the boat the fastest."

Though the NA's are not stripped down for racing like many of the yachts, they hold their own against boats that are built strictly for racing.

"You get peak performance in these boats," he said. "You can sail your boat closer to top speed."

McQueen's strategy is to keep his crew motivated at all times. They do very little resting, and when they do take a break, they place themselves on the weather rail to give the boat optimum balance.

"TO WIN IN the NA 40 class, you must have your weight in the right place," he said. "We only rest when we have to. You're not going to win races with guys in the bunks."

"Edge" is owned by Franklin Village ace Gene Mondry, who skippered his boat to victory in the 1983 Chicago-to-Mackinac race. Edge and Sundance engaged in head-to-head tacking duels late in the race, but Sundance won out.

The other boats in the fleet battled it out for the remaining positions.

Maxitrol, skippered by Farmington's Frank Kern, finished a disappointing 11th after placing 5th last year, but Kern was happy just to be there.

"It's a thrill just to compete in a Mackinac race," he said. "The exciting part is the challenge. The NA 40 race is essentially a crashout, but it matches some of the finest sailors in the country on an even basis. I have nothing but admiration for the likes of Doug Wake, Greg McQueen and Gene Mondry."

Other NA finishers with local owners included Sensation (7th), Merlin (8th), Assail (9th) and Compromise (14th).



Maxitrol III owner Frank Kern anxiously awaits the start of the Class C NA 40 race.

GARY CASKEY/staff photographer

## Tosti, Speedy struggle

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AMERICAN SPEEDY Printing — a boat sponsored by the Birmingham-based American Speedy Printing Centers — had a more frustrating time than Tosti.

After taking third in the race's opening heat Sunday, Speedy and driver Ron Snyder never drove from the pit dock Monday.

"This World War II stuff is pretty old and it gets temperamental sometimes," said Snyder, a 45-year-old Oklaon. "It just wouldn't fire off when I went out. That's the first time this year it didn't start."

After five races in the American Power Boat Association's national

high-point driver standings, Miss Budweiser and driver Jim Kropfeld lead with 4,600 points. Squire Shop and Mickey Remund is second at 4,169 and Speedy is third with 2,800.

The remaining standings are: Executive Telephones (George Johnson), 2,569; Miss Renault (Milner Irvin), 2,313; Spirit of Detroit (Todd Varling), 1,851; Atlas Van Lines (Chip Hanauer), 1,800; Miss Tosti Asst (Steve Reynolds), 1,794; U-20 (Jerry Hopp), 1,094; U-40 (Scott Pierce), 900; Lite All-Star (Tom D'Eath), 300; U-80 (Ron Armstrong), 225.

The next unlimited race will be the Budweiser Gold Cup in Tri-Cities, Wis., July 29.

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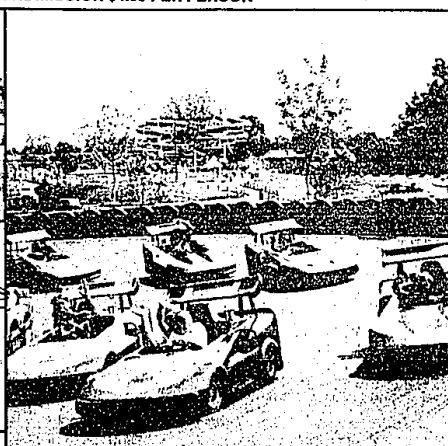
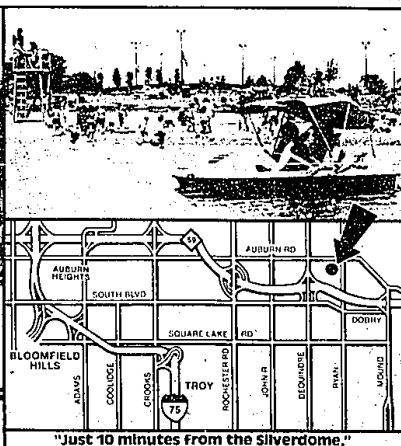
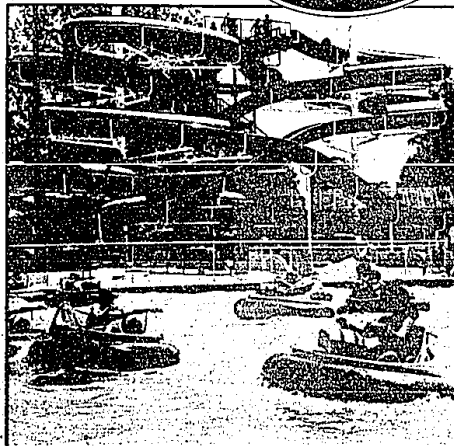
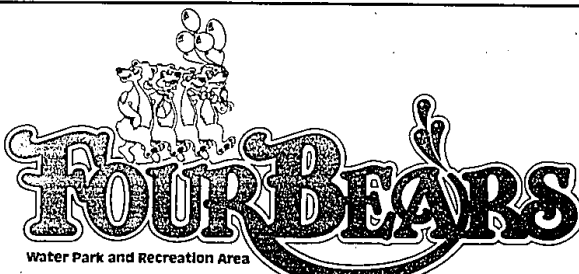
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