

were hallucinating. Their number had been reduced to seven when one was injured (not too seriously) in a freak accident while helping a stranded motorist between checkpoints. The chaps deserve a pat on the back, said race convener Williams.

Crews were given time to unload some fuel and change their propellers for the shortened course.

The other frontrunner in the P3 class, Martin Lotz/Ian Renecke, came second in the leg from Strandfontein to Lamberts Bay, third from Lamberts Bay to Elands Bay and second again in the last leg.

Apart from experiencing some with their motor, they found they'd picked the wrong-



Brett Pagel and Glenn McGillivray - kept the 50's in sight.

pitched propeller now and then.

"The last stretch to Britannia Bay was tough. The thirties were running with the 50's. The thirties having the advantage that they can ride at constant full power, while the fifties have to close and open throttle all the time, resulting in a not very smooth ride."

Watermeyer and Weeden, who had won two legs despite their fair share of engine problems, reported that: "It's as rough as hell. Motors and equipment just have to break under these conditions. The endurance required is magnificent - and then it's the first time for many of these guys. Apart from the endurance required, there is a great deal of skill involved in reading the sea, you can't just go flat-out."

The youngest entrants in the race were Walter Hennig and Jacques Visser in P2, both still in matric, and in their first big event, finished seventh overall.

Hennig had the advantage of knowing the route well - the checkpoint in Britannia Bay was on the property of their sponsor Olaf Hennig. They did well despite setbacks such as the engine cutting out at Olifants River mouth, and losing a position when the co-pilot didn't realise he had to run to



Christo Vermeulen and Sonja Moodie - "Like driving on a gravel road."

the officials on the beach to report their boat number. On the last leg near Britannia Bay they lost about five minutes trying to restart the engine when it cut out.

All right, having concentrated on the toughness and endurance required for this race - it is a longhaul and as was oft-repeated by competitors, a test of endurance - now is the time to tell you about Sonja and the chap who called out to his pilot in dismay "What kind of sport is this - there's

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## INFLATABLES

### Boland — (From page 19)

a woman riding away from us!"

Bruised, "it's not a smooth ride over the water and afterwards it feels as if you'd been hit all over with a baseball bat" but undaunted, eyes sparkling with enthusiasm, "it's so nice no matter how much it hurts," Sonja Moodie came to the sport when her husband broke his hand and she stood in for him.

Being much lighter than her husband, she and Christo (Kriek) Vermeulen were doing so well that her husband said, "well, she's looking so good, let her ride." After doing exceptionally well in a club race, Rob Louw gave the team a Robbiduck to compete in this longhaul.

Let's get the cliches out of the way - she is petite, blonde and blue-eyed. What's important is that she radiates enthusiasm, love of life and enjoyment of the sport. Want to know what it feels like?

"Like driving on a gravel road - except on the road you can see the bumps coming. The real thrill of the sport is the sense of personal achievement, setting a goal for oneself, the small competitions within the race, marking a boat to beat, beating him and then choosing your next rival."

Well, this time they finished 14th - that's in the top half of the field of 36 P3's when finishing at all was considered such an achievement that the organisers decided to award medals to all who did.