



Marina del Rey to Puerto Vallarta PV09 International Race Series

Presented by Del Rey Yacht Club and CORUM Swiss Timepieces

Starts Jan. 31, 2009

4 races / total 1,034 nautical miles

Jan. 28, 2009

Economy? Super Bowl? Heck, let's sail to Mexico!

MARINA DEL REY, Calif.---The uncertainties of offshore sailboat racing and today's economy notwithstanding, 16 plucky competitors will aim their bows toward the horizon Saturday to start Del Rey Yacht Club's PV09 International Race Series to Puerto Vallarta, presented by CORUM Swiss Timepieces.

Nine boats in the Spinnaker A and B classes will start the 20th biennial event off Marina del Rey at 1 p.m., followed 10 minutes later by seven boats in Non-Spinnaker A and B.

The event's new format expands on the popular Salsa Division model of recent years with three scheduled stopovers marking four separate races along the way. They'll sail west to the Palos Verdes Peninsula and turn south down the San Pedro Channel between Santa Catalina Island and the mainland. First stop: Cedros Island and Turtle Bay.

Perry Peters, a financial advisor from Phoenix, Ariz. who will be sailing his J/120, Felícita, with four buddies, said, "I see a lot of people being very cautious and super conservative. We asked among ourselves, should we be doing this? And we all kind of agreed that things have come together for us this year, in terms of a crew that enjoys each others' company, we like the race layout, and we just felt it was an opportunity we couldn't pass up."

They'll be long gone before their upstart hometown Arizona Cardinals line up against the Pittsburgh Steelers in the Super Bowl Sunday. No big deal.

"There's a lot of hype around here," Peters said by phone from Phoenix this week. "I'm not a real big football fan, but it is too bad we won't be watching it. I think we may get it on Sirius Radio, but we are going to be pretty focused on the race."

Peters, who keeps his boat in San Diego, and his pals are longtime sailors but short time racers.

"I've been sailing for 25 years," he said, "but all of my sailing has been the cruising type sailing rather than racing. I'm



Forget the Super Bowl -- Perry Peters is racing to Mexico

[Click on photo for high-resolution version](#)



**Race 1 (Jan. 31): to Cedros Island/Turtle Bay (376nm)
Race 2 (Feb. 4): to Magdalena Bay (220nm)
Race 3 (Feb. 7): to Cabo Falso (152nm)
Race 4 (Feb. 10): to Puerto Vallarta (286nm)**

[Click to watch a preview video of PV09](#)

looking forward to getting started so I can forget about all these details and worrying that I'm forgetting something.

"We feel that technically we're good sailors. We all have our own boats and we're looking forward to putting our [combined] knowledge to use and applying what we've studied over the years."

Like the Cardinals, they're underdogs.

"Most certainly," Peters said. "Our racing has all been done this past year. We've had three races in 2008 preparing for this race ... the San Diego to Oceanside race, the Big Rock race and then the Little Ensenada race [from San Diego]."

"I'm realistic. We're in the Spinnaker-A fleet and that's very competitive. There are some real experienced sailors there and we're the smallest boat. We're going to treat it as a race and do our very best, but we won't be disappointed if we don't come in first."

And they plan to eat well.

"Actually, we're very strong in that department," Peters said. "One gentleman who is actually a bachelor---Joe Warren---has a collection of like 400 cook books. He is our main chef, and in past races he's prepared some really yummy food. If there's an award for that, we'll be one of the top contenders."

The leg distances are 376 nautical miles from Marina del Rey to Cedros Island outside of Turtle Bay; 220 n.m. to Magdalena Bay, famous for its friendly migrating whales; 152 n.m. to Cabo San Lucas at the tip of the Baja peninsula, and the last 286 n.m. across the Gulf of California to Puerto Vallarta on the mainland, finishing off the beach in Banderas Bay in front of the race headquarters Westin Resort & Spa. Restart dates are Feb. 4 from Turtle Bay, Feb. 7 from Magdalena Bay and Feb. 10 from Cabo Falso.

A new and unique "Cross-Over speed" formula developed for the event factors in each boat's PHRF handicap rating to create a relative speed that allows it to use its engine when its sailing speed drops below a certain point. Otherwise, using the engine is a disadvantage.

[Details](#) are in Section 13 of the Sailing Instructions.

Satellite transponders will [track all boats](#) from start to finish, offering the basis for two new awards. Since finish lines for the first three legs will be virtual, not visible, the awards will recognize the Spinnaker and Non-Spinnaker division navigators whose calculated finish times most closely match the times registered by the boats' on-board transponders, which will operate on real time.

A skippers meeting and sendoff party are scheduled at Del

[Visit our sponsor](#)



[Schedule of events and other information](#)

[Race history](#)

Rey YC Friday night on the eve of the starts.

In Puerto Vallarta the fleet will be moored free at Opequimar Marina until Feb. 15.

CORUM is an independent, family owned company producing high-quality and prestigious Swiss watches since 1955. The Admiral's Cup collection, along with the complete CORUM line, may be seen at www.CORUM.ch

[Satellite tracking](#)

[Video: the whole experience](#)

[Schedule of events and other information](#)

[Race history](#)

The entries

Spinnaker-A

Amazing Grace (Farr 55), James Puckett, Del Rey YC
Carmagnole (Beneteau First 45), Dan Howard, DRYC
Dare (Beck 60), Bob Kettenhofen, Balboa YC
Felícita (J/120), Perry Peters, Arizona YC, Phoenix

Spinnaker-B

Barking Spider (Catalina 36 MK2), David Kory, Point Richmond, Calif.
Jungle Jim (Jeanneau 49), Jim Maslon, DRYC
Rose of Sharon (Burgess 59), Byron K. Chamberlain, Newport Harbor YC
Sleeper (Jeanneau 44), Ron Simonson, Cabrillo Beach YC
Tranquility (Beneteau First 40.7, Max Lynn, Santa Barbara YC

Non-Spinnaker-A

Artsea (Grand Soliel 45), Marty Laffer, DRYC
Blue Note (Beneteau 473), Kevin & Rhonda Wixom, Mission Bay YC
Defiance (Swan 56), Peter Noonan, St. Francis YC
Lumiere (Beneteau 49), Carl Marusak, MD, DRYC
Transformer (Beneteau 49), Joel Young, So. Bay Yacht Racing

Non-Spinnaker-B

G-Rated (Catalina 42 MK2), Sid and Mark Lampert, DRYC
Rhiannon (Peterson 44), Bill & Stacy Tarr, DRYC

GENERAL INFORMATION

Del Rey Yacht Club
310.823.4664
<http://www.pv09.com/>

RACE COMMITTEE CHAIRMAN

Tom Redler
310.650.0810
tomredler@aol.com

RACE COORDINATOR

Peggy Redler
310.472.8758
tomredler@aol.com

PRESS OFFICER

Rich Roberts
310.835.2526
Cell 310.766.6547
richsail@earthlink.net

CORUM Director of Communications
Knych Keller
949.788.6220
kkeller@corumusa.com



Marina del Rey to Puerto Vallarta PV09 International Race Series

Presented by Del Rey Yacht Club and CORUM Swiss Timepieces

Starts Jan. 31, 2009

4 races / total 1,034 nautical miles

Jan. 14, 2009

PV09: Check 'Cross-Over speed' before using your engine

MARINA DEL REY, Calif.---For anyone planning to fire up their engines in offshore sailboat races like Del Rey Yacht Club's PV09 International Race Series to Puerto Vallarta, presented by CORUM Swiss Timepieces, there's a new rule in the 2009-2012 Racing Rules of Sailing they should know:

Part 4, 42.3 (h): Sailing instructions may, in stated circumstances, permit propulsion using an engine or any other method, provided the boat does not gain a significant advantage in the race.

Engine power has long been permitted in the so-called "cruising" classes of some races, but "significant advantage" is now fundamental, and PV09, starting Jan. 31, is bringing it into full play for the 20th biennial event, which expands on the popular Salsa Division model of recent years.

Because the new four-race format has three scheduled stopovers before reaching Puerto Vallarta, it's important to avoid having stragglers who fail to reach one destination before the next leg starts---Feb. 4 from Turtle Bay, Feb. 7 from Magdalena Bay and Feb. 10 from Cabo Falso.

It's also important that competitors who motor their way pay a price steeper than it would cost them to sail---thus, a new "Cross-Over speed" formula that will be introduced in the race thanks to some clever DRYC members: David Feinstein, who suggested it; Allen Puckett, an aeronautical engineer who developed it (he once worked for Howard Hughes), and Peggy Redler, the race coordinator and former math teacher who implemented it into a computer code scoring system.

As Redler explained to a roomful of the sailing teams at a day-long pre-race workshop last weekend, "The Cross-Over speed is based on a boat's PHRF rating and the speed of a virtual boat: 8 knots. The formula creates a unique speed for each boat that allows them to use their engine when their sailing speed drops below a certain point. It will not adversely affect their corrected time."



Peggy Redler explains 'Cross-Over speed' to PV09 racers



Most of the 17 skippers

[Click on photos above for high-resolution versions](#)

But here's the joker: The Performance Handicap Racing Fleet system is based on time and *distance*.

"This is not a power boat race," Redler emphasized, "because the faster you go under power and the more distance you make gets you a higher penalty . . . and because we subtract how far you power, you get less sailing distance and therefore less [PHRF] handicap time allowed.

"But it's to your advantage when the wind is very light to turn the engine on, [or] if it's blustery, for the sake of controlling your boat."

Once an engine is run and then turned off, the rules forbid re-starting it for another hour, preventing racers from picking their spots repeatedly in patchy conditions.

"This is more than just making your boat go faster," Redler said. "There are tactics and navigation involved. You need to know how to use GPS, charts, bearings. It's a multi-skill game. It's the only way you can have a multi-race event when you have to get the boats through one leg in time to start another."

[Details](#) are in Section 13 of the Sailing Instructions.

Tom Redler, race committee chairman and husband of Peggy, said, "This is the only race I know of that went to the trouble of working out a formula that would make it possible to use the engine and not degrade the race."

One thing for sure: it all makes the navigators' lives more complicated---which is why two new awards will honor the spinnaker and non-spinnaker division navigators whose calculated finish times for the first three legs most closely match the times registered by the boats' on-board satellite transponder, which will operate on real time.

Except for the final finish off the beach at Puerto Vallarta, Peggy Redler noted, "There are no lines on the water. They have to find them [with instrumentation]."

The four individual races are marked by stopovers along the Baja California peninsula: 376 nautical miles from Marina del Rey to Cedros Island outside of Turtle Bay; starting Feb. 4, 220 n.m. to Magdalena Bay, famous for its friendly migrating whales; starting Feb. 7, 152 n.m. to Cabo San Lucas at the tip of the Baja peninsula, and the last, starting Feb. 10, 286 n.m. across the Gulf of California to Puerto Vallarta on the mainland, finishing off the beach in Banderas Bay in front of the race headquarters Westin Resort & Spa.

[Disney withdraws, but he'll be back](#)

The fleet has 16 boats, following the recent addition of two boats and the withdrawal of five, including Roy E. Disney's



Race 1 (Jan. 31): to Cedros Island/Turtle Bay (376nm)
Race 2 (Feb. 4): to Magdalena Bay (220nm)
Race 3 (Feb. 7): to Cabo Falso (152nm)
Race 4 (Feb. 10): to Puerto Vallarta (286nm)

[Click to watch a preview video of PV09](#)

[Click to visit our sponsor](#)



[Schedule of events and other information](#)

[Race history](#)

new Pyewacket V in what would have been its maiden race.

A disappointed Disney said, "It's a real bummer, but the race falls into the recovery time of some non-life-threatening surgery."

He said he would be back on the water for the Newport to Ensenada race, the Hoag Cup in June and his 16th Transpac to Hawaii in July.

The latest dropout was Charles A. Weghorn's Zamazaan from San Francisco. The Farr 52 lost its mast last week.

A skippers meeting and sendoff party are scheduled at Del Rey YC Jan. 30, the night before the start.

In Puerto Vallarta the fleet will be moored free at Opequimar Marina until Feb. 15. Complimentary membership in the Opequimar Yacht Club is included. The club is open 24/7, features several computers and Wi-Fi, a bar and restaurant, showers and other conveniences.

CORUM is an independent, family owned company producing high-quality and prestigious Swiss watches since 1955. The Admiral's Cup collection, along with the complete CORUM line, may be seen at www.CORUM.ch

[Video: the whole experience](#)

[Schedule of events and other information](#)

[Race history](#)

Confirmed entries

Spinnaker-A

Amazing Grace (Farr 55), James Puckett, Del Rey YC
Carmagnole (Beneteau First 45), Dan Howard, DRYC
Dare (Beck 60), Bob Kettenhofen, Balboa YC
Felicita (J/120), Perry Peters, Arizona YC, Phoenix

Spinnaker-B

Barking Spider (Catalina 36 MK2), David Kory, Point Richmond, Calif.
Jungle Jim (Jeanneau 49), Jim Maslon, DRYC
Rose of Sharon (Burgess 59), Byron K. Chamberlain, Newport Harbor YC
Sleeper (Jeanneau 44), Ron Simonson, Cabrillo Beach YC
Tranquility (Beneteau First 40.7, Max Lynn, Santa Barbara YC

Non-Spinnaker-A

Blue Note (Beneteau 473), Kevin & Rhonda Wixom, Mission Bay YC
Defiance (Swan 56), Peter Noonan, St. Francis YC
Lumiere (Beneteau 49), Carl Marusak, MD, DRYC
Transformer (Beneteau 49), Joel Young, So. Bay Yacht Racing

Non-Spinnaker-B

Artsea (Grand Soliel 45), Marty Laffer, DRYC
G-Rated (Catalina 42 MK2), Sid and Mark Lampert, DRYC
Rhiannon (Peterson 44), Bill & Stacy Tarr, DRYC

GENERAL INFORMATION

Del Rey Yacht Club

310.823.4664

<http://www.pv09.com/>

RACE COMMITTEE CHAIRMAN

Tom Redler

310.650.0810

tomredler@aol.com

RACE COORDINATOR

Peggy Redler

310.472.8758

tomredler@aol.com

PRESS OFFICER

Rich Roberts

310.835.2526

richsail@earthlink.net

CORUM Director of Communications

Knych Keller

949.788.6220

kkeller@corumusa.com



Marina del Rey to Puerto Vallarta PV09

International Race Series

Presented by Del Rey Yacht Club and CORUM Swiss Timepieces

Starts Jan. 31, 2009

4 races / total 1,034 nautical miles

Dec. 4, 2008

[Click to watch a
preview video of PV09](#)

Nineteen set for PV Race Series; entries close Jan. 2

MARINA DEL REY, Calif.---Wanna get away from it all? Nineteen boat owners have rung a resounding yes as confirmed entries in Del Rey Yacht Club's PV09 International Race Series to Puerto Vallarta starting Jan. 31.

A fresh approach to the 20th biennial event, presented by CORUM Swiss Timepieces, expands on the event's popular Salsa Division format of recent years to feature four individual races marked by stopovers along the Baja California peninsula: 376 nautical miles from Marina del Rey to Cedros Island outside of Turtle Bay, where fresh lobster is *la especialidad del día* every day; 220 n.m. to Magdalena Bay, famous for its friendly migrating whales; 152 n.m. to lively Cabo San Lucas at the tip of the Baja peninsula, and the last 286 n.m. across the Gulf of California to Puerto Vallarta on the mainland, finishing off the beach in front of the headquarters Westin Resort & Spa.

Participants have the option of sailing one or all four legs, which will be scored separately, but the 19 currently signed up are unanimous in their intent; they're going all the way.

However, those options remain open to other competitors who register before entries close Jan. 2. [Online entry](#)

Those entered include Roy E. Disney's new Pyewacket V in its maiden race and David Kory's Barking Spider from Point Richmond, Calif.---not the MacGregor 65 that won overall honors in 2007 but a Catalina 36 MK2 also named Barking Spider.

Others who know the way but savor the layovers include James Puckett's Farr 55, Amazing Grace; Jim Maslon's Jeanneau 49, Jungle Jim, and Ross Pearlman's Jeanneau 52.2, Between the Sheets, winner of the last two Aloha-A classes in the Transpacific Yacht Race to Hawaii.

The fleet is an eclectic blend of ocean racers and cruisers, from Disney's Reichel/Pugh 60 to Kory's Catalina. They're sorted by potential performance into Spinnaker A and B and Non-Spinnaker A and B classes.



Finishing off the beach at PV

be HOT! be cool! have fun!



Race 1: to Cedros Island/Turtle Bay (376nm)

Race 2: to Magdalena Bay (220nm)

Race 3: to Cabo Falso (152nm)

Race 4: to Puerto Vallarta (286nm)

[Click to visit our sponsor](#)

Race committee chairman Tom Redler said, "It breaks very nicely into four evenly matched classes."

All boats will be offered free mooring at Del Rey YC before the race, plus all pre-race, mid-race and post-race shore activities.

Also, in Puerto Vallarta, group mooring will be free at conveniently located Opequimar Marina until Feb. 15. Complimentary membership in the Opequimar Yacht Club is included. The club is open 24/7, features several computers and Wi-Fi, a bar and restaurant, showers and other conveniences.

CORUM is an independent, family owned company producing high-quality and prestigious Swiss watches since 1955. The Admiral's Cup collection, along with the complete CORUM line, may be seen at www.CORUM.ch

[Video: the whole experience](#)

Confirmed entries

Spinnaker-A

Amazing Grace (Farr 55), James Puckett, Del Rey YC
Dare (Beck 60), Bob Kettenhofen, Balboa YC
Felicita (J/120), Perry Peters, Arizona YC, Phoenix
Pyewacket V (Reichel/Pugh 60), Roy E. Disney, Newport Harbor YC
Zamazaan (Farr 52 Custom), Charles A. Weghorn, St. Francis YC

Spinnaker-B

Barking Spider (Catalina 36 MK2), David Kory, Point Richmond, Calif.
Between the Sheets (Jeanneau 52.2), Ross Pearlman, DRYC
Carmagnole (Beneteau First 45), Dan Howard, DRYC
Jungle Jim (Jeanneau 49), Jim Maslon, DRYC
Rose of Sharon (Burgess 59), Byron K. Chamberlain, Newport Harbor YC

Non-Spinnaker-A

Artsea (Grand Soliel 45), Marty Laffer, DRYC
Blue Note (Beneteau 473), Kevin & Rhonda Wixom, Mission Bay YC
Defiance (Swan 56), Peter Noonan, St. Francis YC
Lumiere (Beneteau 49), Carl Marusak, MD, DRYC
Transformer (Beneteau 49), Joel Young, So. Bay Yacht Racing

Non-Spinnaker-B

Aquarius (Jeanneau 439), Hiroyuki Funaoku, DRYC
G-Rated (Catalina 42 MK2), Sid and Mark Lampert, DRYC
Moondance (Can Sailcraft 33.5), Niels Frommann, Santa Clara, Calif.
Rhiannon (Peterson 44), Bill & Stacy Tarr, DRYC

GENERAL INFORMATION

Del Rey Yacht Club
310.823.4664
<http://www.pv09.com/>

RACE COMMITTEE CHAIRMAN

Tom Redler
310.650.0810
tomredler@aol.com



[Online entry \(deadline Jan. 2\)](#)

[Schedule of events
and other information](#)

[Race history](#)

RACE COORDINATOR

Peggy Redler

310.472.8758

tomredler@aol.com

CHARTER INFORMATION

Jim Foyer

310.562.9802

jfoyer1@aol.com

PRESS OFFICER

Rich Roberts

310.835.2526

richsail@earthlink.net

CORUM Director of Communications

Knych Keller

949.788.6220

kkeller@corumusa.com



Marina del Rey to Puerto Vallarta International Race Series

Presented by Del Rey Yacht Club and CORUM Swiss Timepieces

Starts Jan. 31, 2009

4 races / total 1,034 nautical miles

Oct. 8, 2008

PV09 seminars, early entry discount deadline near

MARINA DEL REY, Calif.---In light of current events, there's a case to be made that sailing off to Mexico in Del Rey Yacht Club's PV09 International Race Series to Puerto Vallarta next Jan. 31 makes economic sense for several reasons.

Those who sign up by Oct. 31 for the 20th biennial event, presented by CORUM Swiss Timepieces, will get a \$200 discount on their entry fees (only four slots remain to fill the limit of 40 boats).

Forget gas---wind power is free.

Also, free mooring at Del Rey YC before the race and at Marina Vallarta until Feb. 15, plus all pre-race, mid-race and post-race shore activities.

And, free seminars on boat preparation, GPS operation and other offshore necessities, plus a \$20 all-day safety-at-sea seminar offered by the Southern California Yachting Association (SCYA).

All but the last of the seminars, which start Oct. 23, are open to all sailors, not just for PV09 entries, with no commitment. But you're likely to get hooked, as Sandy Sinclair did a few races ago.

Sinclair, a DRYC member who will sail his Beneteau 47, Vianne, in this race, recalled recently, "I was fascinated and a bit intimidated by the possibility of taking such a huge step, knowing that my experience to date had involved only local coastal and Catalina Island sailing. During that [seminar] I spoke to several veterans of the PV race and began to realize that this was something I might be able to do."

Sinclair had misgivings. "I was working full time and could not afford to take [much time] off, which caused some cruisers to discourage me from taking this challenge. We struggled with this and finally decided that even if we could

not spend a lot of time with our boat in Mexico, we should



Barking Spider finishes first overall in front of the Westin Hotel in 2007



Boats from all over enjoy free mooring at Marina Vallarta



Corum watches and other awards

be *HOT!* be cool! have fun !

grab whatever time we could and enjoy the adventure."

There were no regrets.

"We had the honor of taking last place in two legs and an amazing third in one," Sinclair said. "That was fine with us, as we were there to have fun, not break records. After becoming hooked, I returned with my new Catalina 42 in PV01, took first place in class, and crewed on a friend's boat (first place in our class) in PV05.

"I am ready to go again! The overall experience of the trip down Baja, seeing dozens of whales in Mag Bay, the camaraderie, the parties and our short but sweet cruising time in Mexico was a life-changing experience."

(Ed.: The foregoing was not a paid commercial. Honest. [Sinclair's complete letter.](#))

In the event's new format of four races in one, the object is to provide serious racers an opportunity to compete between layovers at Turtle Bay, Magdalena Bay and Cabo San Lucas for as many legs as they choose to sail. There are currently 36 preliminary entries. The limit of 40 boats going as far as Cabo or Puerto Vallarta is because of mooring limitations at those ports.

Pre-race seminars:

Thursday, Oct. 23, 7 p.m., Preparation Seminar:

Race overview by Tom Redler;

Party overview by Debbie Wasserman;

Cruising Mexico by Pat Raines;

Panel discussion led by Sandy Sinclair and Peter Hirsch, followed by Q&A.

Sunday, Nov. 2, 9 a.m., Southern California Yachting Assn.

(SCYA) Safety at Sea program (morning-afternoon):

Medical and other emergencies at sea, Jerry Kornfeld and Bruce Brown.

(Fee for this all-day program is \$20. All other seminars are free of charge.)

Saturday, Nov. 8, 10:30 a.m.-noon, introductory GPS (global positioning system) course at DRYC hosted by Jim Puckett. No charge.

Thursday, Dec. 4, 7 p.m., PV race preparation:

Radio communications, Gordon West;

Provisioning, Marilyn Henley;

Boat prep and ditch bag, Jean Adam;

Rules and handicapping, Peggy Redler;

Coping with adverse weather, Tim Tunks;

International document and paper processing, Ita Gordon.

Saturday, Jan. 10, 9 a.m., workshop for paid entrants



Race 1: to Cedros Island/Turtle Bay (376nm)

Race 2: to Magdalena Bay (220nm)

Race 3: to Cabo Falso (152nm)

Race 4: to Puerto Vallarta (286nm)

[Click to visit our sponsor](#)



[Request for online entry](#)

[Schedule of events
and other information](#)

[Video: the whole experience](#)

(morning-afternoon):

Scoring system details, Peggy Redler;
Entering ports from sea, David Feinstein;
Fishing tournament, Larry Silver;
Re-entering U.S., Renee Stokes, Customs and Border
Control officer;
Using GPS and charts to find unmarked finish lines, Alison
Osinski.

All seminars, except for the last "Workshop for Paid
Entrants," are open to the public. An RSVP to the host
DRYC (310.823.4664) would be appreciated.

[Request for online entry](#)

[Charter boats](#) are available.

[Video: the whole experience](#)

CORUM is an independent, family owned company
producing high-quality and prestigious Swiss watches
since 1955. The Admiral's Cup collection, along with the
complete CORUM line, may be seen at www.CORUM.ch

Preliminary entries

Spinnaker

Amazing Grace (Farr 55), James Puckett, DRYC
Apollo V (Peterson 42), Ned Knight, Point Loma YC
Barking Spider (MacGregor 65), David Kory, Point Richmond, Calif.
Between the Sheets (Jeanneau 49), Ross Pearlman, DRYC
Colt 45 (Tripp 40), Dan Chepley Jr., Ventura YC
Corsair (Peterson 43), Craig Brown, Long Beach
Felicita (J/120), Perry Peters, Arizona YC, Phoenix
Friction Loss (J/30), Shawn Ivie/Dan Taron, South Bay Yacht Racing
Geronimo (J/109), Gene Pitkin & Assoc., Cortez Racing Assn.
Jungle Jim (Jeanneau 49), Jim Maslon, DRYC
Locomotion (Andrews 45), Ed Feo, Long Beach YC
MACS (J/35), Evie and Steve McClure, Alamitos Bay YC
Mayhem (Farr 52), Ashley Wolfe, OPYC, Calgary, Canada
Pyewacket V (Reichel/Pugh 60), Roy E. Disney, Newport Harbor YC
Rose of Sharon (Burgess 51), Byron K. Chamberlain, Newport Harbor YC
Showdown (IMX-38), Michael Luna, American Legion YC
Sleeper (Jeanneau 44), Ron Simonson, Cabrillo Beach YC
Voice of Reason (Ericson 32-2), Jim McCone/Mike Verla, Redondo Bch YC
XL (Antrim 40), Anthony Barran,
X-Rated (IMX-38), Dave Fell, Seal Beach YC
Zamazaan (Farr 52-C), Charles A. Weghorn, St. Francis YC

Non-Spinnaker

Aquarius (Jeanneau 43), Hiroyuki Funaoku, DRYC
Aquavit (Freedom 44SD), Per B.H. Curtiss, South Bay Yacht Racing
Artsea (Grand Soliel 45), Marty Laffer, DRYC
Blue Note (Beneteau 473), Kevin & Rhonda Wixom, Mission Bay YC
Defiance (Swan 56), Peter Noonan, St. Francis YC
G-Rated (Catalina 42), Sid and Mark Lampert, DRYC
Lady Victoria (Beneteau 57), Mitchell/Victoria Morris, DRYC
Lumiere (Beneteau 49), Carl Marusak, MD, DRYC
Rhiannon (Peterson 44), Bill/Stacy Tarr, DRYC
Ruffian (Bren Wilson 36), Jonathan Bamer, Single Handed Sailing Assn.
Sweet Angel (Catalina 42), Sandy and Marianne Golden, DRYC
Vianne (Beneteau 47), Sandy Sinclair, DRYC

Wind Dancer (Tartan 38), William Solberg, CYC

Division undetermined

White Wind (Hunter 38), Kevin Harvey, Marina Venice YC

GENERAL INFORMATION

Del Rey Yacht Club

310.823.4664

<http://www.pv09.com/>

RACE COMMITTEE CHAIRMAN

Tom Redler

310.650.0810

tomredler@aol.com

RACE COORDINATOR

Peggy Redler

310.472.8758

tomredler@aol.com

CHARTER INFORMATION

Jim Foyer

310.562.9802

jfoyer1@aol.com

PRESS OFFICER

Rich Roberts

310.835.2526

richsail@earthlink.net

CORUM Director of Communications

Knych Keller

949.788.6220

kkeller@corumusa.com



Marina del Rey to Puerto Vallarta International Race Series

**Presented by
Del Rey Yacht Club and CORUM Swiss Timepieces**

Starts Jan. 31, 2009

4 races / total 1,034 nautical miles

Sept. 26, 2008

Pye V to face 78-year-old wooden rival in PV09

MARINA DEL REY, Calif.---The paint will hardly be dry when Roy E. Disney's new Pyewacket V racer-cruiser starts Del Rey Yacht Club's PV09 International Race Series next Jan. 31, alongside, among others, a 78-year-old wooden schooner that will be the oldest boat in the race.

Perhaps any race.

"I can guarantee last place," Byron Chamberlain, owner-skipper of the Rose of Sharon, declared.

Chamberlain's easy attitude for the 20th biennial event, presented by CORUM Swiss Timepieces, reflects the lighter side of a new format consisting of four separate races along the way from Marina del Rey down Baja California and concluding at the resort city of Puerto Vallarta on the Mexican mainland.

The object is to provide serious racers an opportunity to sail hard between layovers at Turtle Bay, Magdalena Bay and Cabo San Lucas for as many legs as they choose to sail. There are currently 37 preliminary entries. The limit is 40 for boats going as far as Cabo or Puerto Vallarta because of mooring limitations at those ports.

Chamberlain's Rose of Sharon will be going all the way.

"We have an office that just opened in Puerto Vallarta," he said.

Chamberlain, 70, has a marine insurance business based in Newport Beach---or, rather, he now works for his son who runs the business he started 50 years ago. By that time Rose of Sharon was already an old boat but a special one designed by Starling Burgess, who also created three successful J-class defenders of the America's Cup---



Rose of Sharon still going strong



**Owner/skipper Byron Chamberlain at
helm of a legend**

be HOT! be cool! have fun !

Enterprise in 1930, Rainbow in 1934 and Ranger in 1937--- the latter in collaboration with the late Olin Stephens II, who died Sept. 13 at 100 years of age. In earlier years, Burgess was allied with the Wright brothers in aviation design.

Fifty-one feet overall and 42 feet at the waterline, Rose of Sharon was built and launched in Nova Scotia in 1930, its name taken from a variety of historical references, some biblical. Chamberlain, its fourth owner, acquired it in 1976. Earlier, he owned a boat called the Golden Hind---no, not Sir Francis Drake's 16th century, 70-foot galleon of the same name or he might be racing that instead.

Chamberlain has a thing about old boats and mature sailors.

"[Wooden boats] are coming back," he said.

He hopes to assemble a crew of septuagenarians like himself and has already lined up one old pal, John Conser, the noted Southern California catamaran designer who just reached 70.

Rose of Sharon has seen good days on both the Atlantic and Pacific Oceans, as well as the Great Lakes, racing in the Newport to Bermuda, a couple of Swiftsure races, the SORC in Florida and winning PHRF honors in (the other) Newport to Ensenada in 1980, among other successes.

"We were first to finish in the 1981 Ancient Mariner race from San Diego to Maui with an elapsed time record that still stands," Chamberlain said, "13 days 7 hours."

Chamberlain also recalled racing against Disney in the 60s when both sailed schooners.

So, clearly, Pye V will have its hands full, especially if the race handicappers are favorable with the Rose of Sharon's rating.

The boat is not entirely original. Chamberlain has replaced the deck, wiring and plumbing and reinforced the wooden masts while installing a microwave, electric refrigeration, four-burner stove, furnace, hot water heater and 18-gallons-an hour water maker.

"We broke the bowsprit going to Hawaii so we put on a new one in '82," he said.

Speaking of bowsprits, they seem to be making a comeback these days.

"Everything goes around," Chamberlain said. "They finally come back to the real good ideas."

[Entry and more information](#)



Race 1: to Cedros Island/Turtle Bay (376nm)
Race 2: to Magdalena Bay (220nm)
Race 3: to Cabo Falso (152nm)
Race 4: to Puerto Vallarta (286nm)

[Click to visit our sponsor](#)



[Request for online entry](#)

[Schedule of events
and other information](#)

[Video: the whole experience](#)

GPS and all you should know before going offshore

First, you learn to sail, then to race. Then you learn to race offshore, and no event offers a more comprehensive introduction to the sport than Del Rey YC's biennial race to Puerto Vallarta, now revamped in its 20th year into an International Race Series. Past participants in this race have said that one of its highlights was the series of pre-race seminars.

An introductory GPS (global positioning system) course has been added to the usual schedule of pre-race preparation seminars at the host club. Saturday, Nov. 8, starting at 10:30 a.m., Jim Puckett, second in Spinnaker A Division in 2007, will present a 90-minute course on using GPS and digital charting. Bring your own hand-helds.

Also...

Thursday, Oct. 23, 7 p.m., Preparation Seminar:

Race overview by Tom Redler;
Party overview by Debbie Wasserman;
Cruising Mexico by Pat Raines;
Panel discussion led by Sandy Sinclair and Peter Hirsch, followed by Q&A.

Sunday, Nov. 2, 9 a.m., Southern California Yachting Assn.

(SCYA) Safety at Sea program (morning-afternoon):
Medical and other emergencies at sea, Jerry Kornfeld and Bruce Brown.
(Fee for this all-day program is \$20. All other seminars are free of charge.)

Thursday, Dec. 4, 7 p.m., PV race preparation:

Radio communications, Gordon West;
Provisioning, Marilyn Henley;
Boat prep and ditch bag, Jean Adam;
Rules and handicapping, Peggy Redler;
Coping with adverse weather, Tim Turks;
International document and paper processing, Ita Gordon.

Saturday, Jan. 10, 9 a.m., workshop for paid entrants (morning-afternoon):

Scoring system details, Peggy Redler;
Entering ports from sea, David Feinstein;
Fishing tournament, Larry Silver;
Re-entering U.S., Renee Stokes, Customs and Border Control officer;
Using GPS and charts to find unmarked finish lines, Alison Osinski.

All seminars, except for the last "Workshop for Paid Entrants," are open to the public. An RSVP to the host DRYC (310.823.4664) would be appreciated.

The new format

The first leg will be 376 n.m. from Marina del Rey to Cedros Island outside of Turtle Bay, then 220 n.m. to Magdalena Bay, famous for its friendly migrating whales; 152 n.m. to lively Cabo San Lucas at the tip of the Baja peninsula, and the last 286 n.m. across the Gulf of California to Puerto Vallarta on the mainland.

The overall winner will be determined not by accumulated time but by combined finishing positions in the four races, as in a regatta--but with no throwouts.

To ensure that all participants will be able to finish a race in time to enjoy the layover and the start of the next race, they may use motors if the winds become so light that their sailing speeds drop below their designated "crossover" speeds. The crossover speed is defined as "that boat speed at which the application of the motor penalty will have no detrimental effect on the final computed *corrected* time."

The PHRF handicap is applied only to the distance *sailed*.

If five or more boats are interested there will still be the traditional non-stop, 1,125-nautical mile format of "the longest and oldest enduring race to Mexico." In 2007 Magnitude 80 set the record of 3 days 15 hours 51 minutes 39 seconds that toppled Joss's 22-year-old standard.

[Request for online entry](#)

[Charter boats](#) are available.

[Video: the whole experience](#)

CORUM is an independent, family owned company producing high-quality and prestigious Swiss watches since 1955. The Admiral's Cup collection, along with the complete CORUM line, may be seen at www.CORUM.ch

[Preliminary entries](#)

Spinnaker

Amazing Grace (Farr 55), James Puckett, DRYC
Apollo V (Peterson 42), Ned Knight, Point Loma YC
Between the Sheets (Jeanneau 49), Ross Pearlman, DRYC
Colt 45 (Tripp 40), Dan Chepley Jr., Ventura YC
Corsair (Peterson 43), Craig Brown, Long Beach
Endless Summer (Ranger 33), David McMillin, Dana Point YC
Felicita (J/120), Perry Peters, Arizona YC, Phoenix
Friction Loss (J/30), Shawn Ivie/Dan Taron, South Bay Yacht Racing
Geronimo (J/109), Gene Pitkin & Assoc., Cortez Racing Assn.
Jungle Jim (Jeanneau 49), Jim Maslon, DRYC
Locomotion (Andrews 45), Ed Feo, Long Beach YC
MACS (J/35), Evie and Steve McClure, Alamitos Bay YC
Mayhem (Farr 52), Ashley Wolfe, OPYC, Calgary, Canada
Pyewacket V (Reichel/Pugh 60), Roy E. Disney, Newport Harbor YC
Rose of Sharon (Burgess 51), Byron K. Chamberlain, Newport Harbor YC
Showdown (IMX-38), Michael Luna, American Legion YC
Voice of Reason (Ericson 32-2), Jim McCone/Mike Verla, Redondo Bch YC

X-Rated (IMX-38), Dave Fell, Seal Beach YC
Zamazaan (Farr 52-C), Charles A. Weghorn, St. Francis YC

Non-Spinnaker

Aquarius (Jeanneau 43), Hiroyuki Funaoku, DRYC
Aquavit (Freedom 44SD), Per B.H. Curtiss, South Bay Yacht Racing
Artsea (Grand Soliel 45), Marty Laffer, DRYC
Defiance (Swan 56), Peter Noonan, St. Francis YC
G-Rated (Catalina 42), Sid and Mark Lampert, DRYC
Lady Victoria (Beneteau 57), Mitchell and Victoria Morrin, DRYC
Lumiere (Beneteau 57), Mitchell/Victoria Morris, DRYC
Rhiannon (Peterson 44), Bill/Stacy Tarr, DRYC
Ruffian (Bren Wilson 36), Jonathan Bamer, Single Handed Sailing Assn.
Sweet Angel (Catalina 42), Sandy and Marianne Golden, DRYC
Vianne (Beneteau 47), Sandy Sinclair, DRYC
Wind Dancer (Tartan 38), William Solberg, CYC

Division undetermined

White Wind (Hunter 38), Kevin Harvey, Marina Venice YC

GENERAL INFORMATION

Del Rey Yacht Club
310.823.4664
<http://www.pv09.com/>

RACE COMMITTEE CHAIRMAN

Tom Redler
310.650.0810
tomredler@aol.com

RACE COORDINATOR

Peggy Redler
310.472.8758
tomredler@aol.com

CHARTER INFORMATION

Jim Foyer
310.562.9802
jfoyer1@aol.com

PRESS OFFICER

Rich Roberts
310.835.2526
richsail@earthlink.net

CORUM Director of Communications

Knych Keller
949.788.6220
kkeller@corumusa.com



Marina del Rey to Puerto Vallarta International Race Series

Presented by Del Rey Yacht Club and CORUM Swiss Timepieces

Starts Jan. 31, 2009

4 races / total 1,034 nautical miles

Aug. 3, 2008

Disney, new Pyewacket V, join PV Race Series

MARINA DEL REY, Calif.---An ocean racer all his adult life, Roy Edward Disney thrived on competition while sailing the seas of North America and Europe. But despite logging several records, 15 Transpacs with three Barn Doors and so many races to Mexico that he says "I wouldn't even know how to count," he felt vague envy for some of his sailing peers.

Not anymore. Now, launching his second life of sailing at 78, he has the perfect boat, a new Reichel/Pugh 60 named, familiarly, Pyewacket V, for Del Rey Yacht Club's PV09 International Race Series consisting of four separate races along the way from Marina del Rey to Puerto Vallarta starting Jan. 31.

It's a transformation of the 20th biennial event to Puerto Vallarta, presented by CORUM Swiss Timepieces. The object of the race's new series format is to provide serious racers (like Disney) an opportunity to sail hard between laid-back layovers with lively parties at Turtle Bay, Magdalena Bay, Cabo San Lucas and, finally, Puerto Vallarta---or, as many legs as they choose to sail.

It won't be like any of Disney's other Mexican races in which, he said, "The closest [destination] was to Cabo [San Lucas], and you always heard these great stories from people who brought the boat home and stopped in Turtle Bay and other places. And as you're sailing down there you're always thinking, 'Gosh, I'd love to see these places and not just sail by 'em and sometimes not even able to even see 'em.' When you get in near the coast it's beautiful going along there."

And Disney's boat, built at Westerly Marine in Santa Ana, Calif., isn't like any of his first four Pyewackets named for the mystical cat in the non-Disney film, "Bell, Book and Candle." He isn't looking to break any records.

"The boat's kind of racy but it's not a racing boat," he said.



The new Pyewacket V, an R/P 60
photo by Steve Lee, Westerly Marine



**Roy and Leslie get a grip
on christening the critter**
photo by Robbie Haines



**Leslie DeMeuse-Disney
delivers a smash hit**
photo by Roy Disney

be **HOT!** be **cool!** have **fun!**

"It's more a cruising boat, and it's sort of a cruising race. It sounded like a nice way to get the most out of the boat in great comfort."

That should not be a problem. Lynn Bowser of Westerly Marine listed some of the amenities as "an all cherry wood veneer interior, three staterooms and three heads, a complete galley with a full stove and granite counter tops, a microwave, stainless steel freezer and refrigerator, a full separate stall shower in the master stateroom, a flat-screen TV that folds down from the overhead for watching Disney movies only, a nice nav station, curved glass windows, a trash compacter, water maker, a heater, full hydraulics, teak decks, a roller furling boom, a dodger..."

There are also a carbon-fiber mast and a hydraulic keel that retracts from 13 1/2 to 8 1/2 feet "so he can get in and out of harbors," Bowser added.

He and his wife Leslie DeMeuse-Disney will be part of a small crew, with a minimum of professionals.

"This is a friendly race so we want to bring our friends," Disney said. "But I'm also really curious to see how fast the boat is."

Minus the extras, most of which Disney didn't enjoy on his other boats, the 60-footer would probably be significantly faster without one-third of its total displacement of nearly 40,000 pounds. It could have been more. There's no casino, helicopter pad or swimming pool.

Bowser said, "It was originally being built as a cruising boat only, and then we got halfway and [he said], 'Ah, we're probably going to take this in some cruising races.' Now that he doesn't have a race boat, he's got to race something."

Thirty-one boats are currently signed up. The entry limit is 40 because of mooring limitations at San Jose del Cabo and Marina Vallarta. [Entry and more information.](#)

If five or more boats are interested there will still be the traditional non-stop, 1,125-nautical mile format of "the longest and oldest enduring race to Mexico," so Magnitude 80's record of 3 days 15 hours 51 minutes 39 seconds that toppled Joss's durable 22-year-old standard last year is not entirely safe.

The first leg will be 376 n.m. from Marina del Rey to Cedros Island outside of Turtle Bay, then 220 n.m. to Magdalena Bay, famous for its friendly migrating whales; 152 n.m. to lively Cabo San Lucas at the tip of the Baja peninsula, and the last 286 n.m. across the Gulf of California to Puerto Vallarta on the mainland.

The format, divided into spinnaker "performance" boats and



Race 1: to Cedros Island/Turtle Bay (376nm)

Race 2: to Magdalena Bay (220nm)

Race 3: to Cabo Falso (152nm)

Race 4: to Puerto Vallarta (286nm)

[Click to visit our sponsor](#)



[Request for online entry](#)

[More information](#)

non-spinnaker "racer-cruisers," expands the event's "Salsa" concept of the last few years into "Hot Salsa" and "Milder Salsa" divisions. The overall winner will be determined not by accumulated time but by combined finishing positions in the four races, as in a regatta---but with no throwouts.

To ensure that all participants will be able to finish a race in time to enjoy the layover and the start of the next race, they may use motors if the winds become so light that their sailing speeds drop below their designated "crossover" speeds. The crossover speed is defined as "that boat speed at which the application of the motor penalty will have no detrimental effect on the final computed *corrected* time."

The PHRF handicap is applied only to the distance *sailed*.

Preparation seminars scheduled Oct. 23 and Dec. 4, plus an SCYA-sponsored "safety at sea" seminar Nov. 2, will serve as tutorials for entries, prospective entries and those just interested in learning what offshore sailing is about.

[Charter boats](#) are available.

[Request for online entry](#)

CORUM is an independent, family owned company producing high-quality and prestigious Swiss watches since 1955. The Admiral's Cup collection, along with the complete CORUM line, may be seen at www.CORUM.ch

Preliminary entries

Spinnaker

Amazing Grace (Farr 55), James Puckett, DRYC
Apollo V (Peterson 42), Ned Knight, Point Loma YC
Between the Sheets (Jeanneau 49), Ross Pearlman, DRYC
Colt 45 (Tripp 40), Dan Chepley Jr., Ventura YC
Corsair (Peterson 43), Craig Brown, Long Beach
Endless Summer (Ranger 33), David McMillin, Dana Point YC
Felicitia (J/120), Perry Peters, Arizona YC, Phoenix
Friction Loss (J/30), Shawn Ivie/Dan Taron, South Bay Yacht Racing
Geronimo (J/109), Gene Pitkin & Assoc., Cortez Racing Assn.
Jungle Jim (Jeanneau 49), Jim Maslon, DRYC
Locomotion (Andrews 45), Ed Feo, Long Beach YC
MACS (J/35), Evie and Steve McClure, Alamitos Bay YC
Mayhem (Farr 52), Ashley Wolfe, OPYC, Calgary, Canada
Pyewacket V (Reichel/Pugh 60), Roy E. Disney, Newport Harbor YC
Showdown (IMX-38), Michael Luna, American Legion YC
Voice of Reason (Ericson 32-2), Jim McCone/Mike Verla, Redondo Bch YC
X-Rated (IMX-38), Dave Fell, Seal Beach YC
Zamazaan (Farr 52-C), Charles A. Weghorn, St. Francis YC

Non-Spinnaker

Aquarius (Jeanneau 43), Hiroyuki Funaoku, DRYC
Aquavit (Freedom 44SD), Per B.H. Curtiss, South Bay Yacht Racing
Artsea (Grand Soliel 45), Marty Laffer, DRYC
Defiance (Swan 56), Peter Noonan, St. Francis YC
G-Rated (Catalina 42), Sid and Mark Lampert, DRYC
Lady Victoria (Beneteau 57), Mitchell and Victoria Morrin, DRYC
Lumiere (Beneteau 49), Carl and Phyllis Marusak, DRYC
Rhiannon (Peterson 44), Bill/Stacy Tarr, DRYC

Ruffian (Bren Wilson 36), Jonathan Bamer, Single Handed Sailing Assn.
Sweet Angel (Catalina 42), Sandy and Marianne Golden, DRYC
Vianne (Beneteau 47), Sandy Sinclair, DRYC
Wind Dancer (Tartan 38), William Solberg, CYC

Division undetermined

White Wind (Hunter 38), Kevin Harvey, Marina Venice YC

GENERAL INFORMATION

Del Rey Yacht Club
310.823.4664
<http://www.pv09.com/>

RACE COMMITTEE CHAIRMAN

Tom Redler
310.650.0810
tomredler@aol.com

RACE COORDINATOR

Peggy Redler
310.472.8758
tomredler@aol.com

CHARTER INFORMATION

Jim Foyer
310.562.9802
jfoyer1@aol.com

PRESS OFFICER

Rich Roberts
310.835.2526
richsail@earthlink.net

CORUM Director of Communications

Knych Keller
949.788.6220
kkeller@corumusa.com



Marina del Rey to Puerto Vallarta International Race Series

Presented by Del Rey Yacht Club and CORUM Swiss Timepieces

Starts Jan. 31, 2009

4 races / total 1,034 nautical miles

May 28, 2008

be *HOT!* be *cool!* have *fun!*

PV09: a way to race and enjoy Mexico, too

MARINA DEL REY, Calif.---The Del Rey Yacht Club is navigating uncharted waters in 2009 with its 20th biennial competition to Puerto Vallarta, presented by CORUM Swiss Timepieces. PV09 is no longer just an "International Yacht Race" but a series of four separate races in succession between Southern California and the Mexican mainland starting next Jan. 31.

The object: to provide serious racers an opportunity to sail their brains out and still kick back to enjoy the Mexican ambiance at three layovers along the way, while offering others an offshore sailing experience to colorful places, with competition and companionship stirred in.

Also, if five or more boats sign up there will still be the traditional non-stop format of "the longest and oldest enduring race to Mexico," so Magnitude 80's record of 3 days 15 hours 51 minutes 39 seconds that toppled Joss's durable 22-year-old standard last year is not entirely safe.

There are already 24 preliminary entries. The final entry list will be limited to 40 because of mooring limitations at San Jose del Cabo and Marina Vallarta.

The races will be 376 nautical miles from Marina del Rey to Cedros Island outside of Turtle Bay, where fresh lobster is *la especialidad del día* on any day; 220 n.m. to Magdalena Bay, famous for its friendly migrating whales; 152 n.m. to lively Cabo San Lucas at the tip of the Baja peninsula, and the last 286 n.m. across the Gulf of California to Puerto Vallarta on the mainland.

The format, divided into spinnaker "performance" boats and non-spinnaker "racer-cruisers," expands the event's "Salsa" concept of the last few years into "Hot Salsa" and "Milder Salsa" divisions. The overall winner will be determined not by accumulated time but by combined finishing positions in the four races, as in a regatta---but with no throwouts.

James Puckett of Pacific Palisades sailed his dad Allen's well-known Farr 55, *Amazing Grace*, to second place in



Race 1: to Cedros Island (376nm)
Race 2: to Magdalena Bay (220nm)
Race 3: to Cabo Falso (152nm)
Race 4: to Puerto Vallarta (286nm)



A whale of a friend at Mag Bay
seakayakadventures.com

Spinnaker A class of the Salsa Division in 2007.

"One thing I enjoyed was that you get to know the people you're racing against," Puckett said.

Mickey Scheinbaum of Del Rey YC sailed on another boat and noted, "For the first stop at Turtle Bay the crews sort of kept to themselves on shore. Then at Magdalena Bay it was better, and at Cabo San Lucas everyone was totally mingling together."

Hardcore racers could be envious. A promotional flyer reads: "If you are a frequent gung-ho blue water racer but are tired of doing the same old Mexican races, then this race series is for you. Instead of racing past some of the most beautiful destinations that Mexico has to offer, this series allows you to stop at three picturesque anchorages and enjoy the camaraderie of socializing with competitors. In addition, you have the opportunity to compete in four races and to win four separate trophies, including an elegant CORUM Admiral's Cup timepiece for the overall winner in each class."

Entries aren't required to sail all the way to Puerto Vallarta. Marketing director Mike Guccione said, "A lot of people stopped doing P.V. races because they took too much time or were too expensive. But you can do the 376 miles to Turtle Bay and be back in less than a week."

Or, as race committee chairman Tom Redler said, "When you get to Turtle Bay, you just might want to go another 220 miles to see the magnificent gray whale migration in Mag Bay . . . especially after you find out how much fun the post-race parties are!"

Also, for less experienced offshore sailors, there is the comfort factor of sailing in a group with a race committee escort vessel accompanying them all the way.

Veteran Jim Maslon, who has raced his Jeanneau 49, Jungle Jim, to Puerto Vallarta three times, said, "There's a lot of support. You check in [by radio] three or four times a day. They always know exactly where you are."

To ensure that all participants will be able to finish a race in time to enjoy the layover and the start of the next race, they may use motors if the winds become so light that their sailing speeds drop below their designated "crossover" speeds. The crossover speed is defined as "that boat speed at which the application of the motor penalty will have no detrimental effect on the final computed *corrected* time."

The PHRF handicap is applied only to the distance *sailed*.

In fact, race coordinator Peggy Redler said, "If they are sailing slower than their crossover speed, they are *encouraged* to motor-sail if they feel they cannot finish the



[Toasting a Mexican sunset](#)



[Mag 80's sunrise record finish](#)

[Click to visit our sponsor](#)



[Request for online entry](#)

[More information](#)

race on time."

Preparation seminars scheduled Oct. 23 and Dec. 4 will serve as tutorials for entries, prospective entries and those just interested in learning what offshore sailing is about.

[More information.](#)

[Charter boats](#) are available.

[Request for online entry](#)

CORUM is an independent, family owned company producing high-quality and prestigious Swiss watches since 1955. The Admiral's Cup collection, along with the complete CORUM line, may be seen at www.CORUM.ch

Preliminary entries

Spinnaker

Amazing Grace (Farr 55), James Puckett, DRYC
Apollo V (Peterson 42), Ned Knight, Point Loma YC
Between the Sheets (Jeanneau 49), Ross Pearlman, DRYC
Colt 45 (Tripp 40), Dan Chepley Jr., Ventura YC
Endless Summer (Ranger 33), David McMillin, Dana Point YC
Friction Loss (J/30), Shawn Ivie/Dan Taron, South Bay Yacht Racing
Geronimo (J/109), Gene Pitkin & Assoc., Cortez Racing Assn.
Jungle Jim (Jeanneau 49), Jim Maslon, DRYC
Locomotion (Andrews 45), Ed Feo, Long Beach YC
MACS (J/35), Evie and Steve McClure, Alamitos Bay YC
Showdown (IMX-38), Michael Luna, American Legion YC
Voice of Reason (Ericson 32-2), Jim McCone/Mike Verla, Redondo Bch YC
White Wind (Hunter 38), Kevin Harvey, Marina Venice YC
X-Rated (IMX-38), Dave Fell, Seal Beach YC
Zamazaan (Farr 52-C), Charles A. Weghorn, St. Francis YC

Non-Spinnaker

Aquarius (Jeanneau 43), Hiroyuki Funaoku, Del Rey YC
Artsea (Grand Soliel 45), Marty Laffer, DRYC
Defiance (Swan 56), Peter Noonan, St. Francis YC
G-Rated (Catalina 42), Sid and Mark Lampert, DRYC
Lady Victoria (Beneteau 57), Mitchell and Victoria Morrin, DRYC
Ruffian (Bren Wilson 36), Jonathan Bamer, Single Handed Sailing Assn.
Sea Dancer (Ericson 35), Al Wheatman, California YC
Sweet Angel (Catalina 42), Sandy and Marianne Golden, DRYC
Wind Dancer (Tartan 38), William Solberg, CYC

GENERAL INFORMATION

Del Rey Yacht Club

310.823.4664

<http://www.pv09.com/>

RACE COMMITTEE CHAIRMAN

Tom Redler

310.650.0810

tomredler@aol.com

RACE COORDINATOR

Peggy Redler

310.472.8758

tomredler@aol.com

CHARTER INFORMATION

Jim Foyer
310.562.9802
jfoyer1@aol.com

PRESS OFFICER

Rich Roberts
310.835.2526
richsail@earthlink.net

CORUM Director of Communications

Knych Keller
949.788.6220
kkeller@corumusa.com