

Place	Pilot	CG pt	Glider	H'cap	Start	Finish	Km	Kph	OLC Pt	Penalty
1	Alan O'Regan	1000	LS8	108	12:15:30	16:07:28	428.91	107.23	393.79	
2	Peter Farrell	819	Ventus	112	12:11:56	15:46:54	365.42	91.36	322.41	
3	Adriaan Hepburn	762	LAK17	120	12:11:41	15:18:45	366.17	91.54	299.89	
4	Mark Siegelberg	695	Nimbus 2	112	12:10:56	15:43:32	279.41	69.85	273.75	
5	William Whitaker	402	Cirrus	98	12:11:53	14:00:57	159.25	39.81	158.21	
6	Rico Suter & Jacobus Hartmann	341	DG500 20m	108	12:12:51	16:57:19	149.56	37.39	134.45	
7	Cornelius von der Heyden	333	LS4	106	12:11:31	13:39:43	141.98	35.50	131.06	

Penalty point description	Points
1 Trace not submitted for scoring	-1000
2 Started before gate opened	0
3	-50

Director's notes:

(1) The very weak wave that Sven Olivier predicted materialized, although most competitors opted for the more turbulent ridge running towards Swellendam.

(2) Cornelius demonstrated that you need to keep flying the ridge rather than racing to get ahead of everyone, with a resultant landout and aerotow (thanks Nina!) from Robertson (a hard to important lesson)! Rico & Jacobus (feeling a little unwell in the back of the DG) also landed at Robertson.

(3) The ridges were very rough (rougher than I have really experienced before), so it was a real challenge to stick with it. Weather later in the day lowered the cloud base, and made the Robertson Spur even more challenging. Interestingly, the orographic cloud well in front of the ridge from Robertson to Worcester was working well - over the small foothills - and was very smooth. We should try this in Westerlies when it is rough even if there are no clouds - perhaps the extreme turbulence we experienced on the ridge is 'curl over' from the foothills.