



BULLETIN

JUNE  
1992





# at the masthead

## FROM THE COMMODORE

As you know, the SCIRA Rules have changed effective January 1, 1992. A majority of the sailors, fleets and nations think the rules are there to be strictly observed, but it is a fact that some still don't pay much attention to them.

Generally, the SCIRA Rules are based on the IYRU Rules, but modified to be more suitable for the Snipe. Because of this I would like to have the rules carefully studied from that standpoint.

It is the obligation of the Snipe family to have the sailors from all over the world to be able to participate and enjoy the competition under the same conditions and on a completely equal basis.

The rules are difficult to change. This is particularly so with boat building, where rapid progress in being made with materials and building methods. We must be careful not to create any disadvantages of those owning old Snipes. In building the hull, if too-stringent dimensions are set then it will create problems. On the other hand there are those who are trying to build boats, within the tolerances, that will be faster. We definitely cannot say that there are no blind spots in the rules. That is why problems arise in the measurement conducted just before the Olympic regatta, and also with other classes. It can be said that where there are problems there is progress, but I wish to repeat that our basic philosophy is to have Snipes throughout the world competing on an equal basis.

In the January *Bulletin* I wrote about the Snipe scene in Japan, but lately we have seen many high school and college students' clubs thinking about changing from the Snipe to another type of boat. The first reason is cost. Other reasons are the heavy weight of the Snipe, its lack of a spinnaker, and its slowness to plane. They are aware that the Snipe has advantages of being suitable for basic training, is durable and long-lived, has a great tradition and it popular throughout the world. But for them, with no chance of competing on an international basis, there is no decisive reason for them to be loyal to the Snipe.

If a type of Snipe, similar in general to the low-priced one approved only for internal use in Japan, should be approved for local use, then what kind of problems do you think will develop? It is very likely that most of the over 100 Snipes built annually in Japan and registered with SCIRA

will soon be lost.

If the irregular Japanese Snipe should be approved, then Korea will start thinking in the same way. This problem which is taking place in a somewhat closed country far away from Europe and the Americas, could eventually change the world's Snipe form. This is one of the themes where our options must be studied with prudence. We need to bear in mind that by changing the rules we may develop other problems.

At this time, discussions are being held, among your board members, concerning the entry quotas at the various International events. For example, in the past few years there has been a movement to allow the Junior Champion of Europe automatic entry into the Junior Worlds, extra to his or her nation's quota of two teams. However, it is then pointed out that if this were allowed, then would it not also be fair to allow the Junior South American champions, or other juniors from other areas, automatic entry?

We must also think of how to handle

entries into other International events. What do we do when there are new nations, with great potential for Snipe growth, who wish to participate in these events? Should we give them a chance to become a part of the Snipe World, or should we insist on a strict interpretation of entry quotas that were formulated to deal with a different set of problems than the ones that we face at this moment in our history?

It must be understood that the rules cannot be changed very easily. With that in mind we need to have the positive opinions and suggestions for the continued growth of the Snipe family. We must also consider the differences of environment, views, and economic conditions in the various nations if we are to find the best course of action. I feel that it is the duty of the officers to consolidate everyone's thoughts and opinions to determine the best paths for the future growth of our Snipe family.

Your Commodore,  
Fujiya Matsumoto

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IT DOESN'T HAVE  
TO BE EXPENSIVE TO  
WIN



# LIGHT AIR SAILING

by Peter Commette

In 1973, I won the U.S. Youth Championships, single-handed division, with all firsts. Luckily, though, I was saved the certain embarrassment of losing badly at the World Youth Championships by a rather unfortunate set of circumstances. These circumstances ultimately dictated that I participate in another regatta being held at the same time, and that the runner-up from the U.S. Youth Championships attend the World Youths in my place. That runner-up was Augie Diaz, and he blew away the competition at the World Youths, winning easily.

Why would I undoubtedly have lost? And why was our runner-up such an easy victor? The answer is simple: The U.S. Youth Championships were sailed in heavy air, and the Worlds were held off Portugal in light air. Augie had developed a keen light-air technique in the Snipe, and at the time, I didn't have a clue as to how to sail in light air.

Over the years I have learned how to sail in light air, thanks to the Finn and Snipe, and I would like to share with you how one once abysmally slow light-air sailor has learned how to go fast in these conditions.

First, foremost, and at all times, you must be smooth. I am constantly telling my crew to "be like a gazelle." When a boat is slowed down in light air, due to the skipper and crew crashing about, it takes absolutely ages for the boat to get back up to speed.

Second, you must always keep the boat moving. This means that you must forget about pointing and foot, foot, foot.

You must also reduce your wetted surface. Watch Brent McKenzie, from Lake Lanier, one of our fastest light-air skippers. He sits practically up at the front of the cockpit in light air to reduce wetted surface. Some have even theorized that the centerboard should be raised a bit, reducing its wetted surface, but I have never had the nerve to try this! I do remember what Jeff Lenhart did at the predominantly light-air 1990 U.S. Nationals at Annapolis with a grandfathered cut-back, low-surface-area board.

Next, use gravity to help you fill the sails. Only when the boat is really moving, and there are no bad waves around, should you ever bring the boat to a flat position, not even after a roll tack. The boat should never approach vertical. This will give you a little feel in the helm, too, as well as reduce wetted surface even



further.

Finally, your sails must have the correct shape. You need them to take up the shape that was cut into them for approximately ten to twelve miles per hour of breeze. You do not want the leaches tight, the drafts forward, or the sails too full. Therefore, you want to use your forepusher to induce mastbend, which also will sag off the leading edge of the jib. Sagging the jib is good because it allows the jib to take a more full, powerful draft-aft shape. However, you cannot point at all with a jib that is sagging too much, so you have to be careful not to overdo it. My rule of thumb is that when the crew is off the side-

tank and sitting in the boat, I begin to induce bend in the mast and sag the jib. If it is extremely choppy water, I will induce less bend in the mast to keep my mainsail more powerful and let my jib halyard off some. If it is extremely flat water, I will sag my jib exclusively by bending my mast more.

Your outhaul should be fairly tight in light wind in both chop and flat water. The reason is to open up the bottom of the leach.

Some final tricks that I use are: Cassette tape for the telltales. With flat water I always stand up, looking for puffs and balancing the boat on the balls of my feet. I will take off as much clothes as possible without disgusting the rest of the fleet, as a sweaty body can really feel the windshifts and puffs better. I stay as low as possible and heel the boat more when there are waves. Put your vang on at the highest point to which you want your boom to rise so that you can ease in the waves and the lulls without ruining the upper trim of your mainsail.

It's important to remember that concentration and patience are crucial if you are to do better in light air. No one enjoys these conditions, but a great percentage of sailing is done in light air. The gains made in light air are sometimes impossible to recognize, but if you take the advice that I've given you here, it won't be long before you'll find yourself at the front of the fleet!

**ONE MAST FINISHED  
1,2,3,4,5,6,7,8,10,11  
AT THE 1991 WORLD CHAMPIONSHIPS.  
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"THAT'S A MIRACLE!"  
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# 1992 U.S. SNIPE MASTERS 1992

## September 12-15

We've heard from many Wise Older Sailors—Have we heard from you yet? The Winchester and Medford Boat Clubs and Snipe Fleets #77 and #777 look forward to seeing you on the Mystic Lakes in Winchester, MA.

**BOATS:** Bring your own and go to the NAs in Detroit afterwards. Charter boats available on a first-come basis.

**HOUSING:** Private housing provided if desired

**MOTELS:** Within four miles, Woburn, MA—Radisson 617-932-0999, Days Inn 617-935-7110, Marriott 617-932-3200; In Burlington, MA: Days Inn 617-272-8800, Marriott 617-229-6565

### SCHEDULE:

Saturday 9/12	Sunday 9/13	Monday 9/14	Tuesday 9/15
Registration	Brunch	Brunch	Brunch
Tune-up	Races 1 & 2,	Races 3, 4 & 5,	Races 6 & 7,
Commodore's Cocktail Party	Keg	Keg	Keg
Clam & Lobster Bake	Steakout	Evening free	Awards Banquet

### ENTRY FORM

**1992 SNIPE U.S. MASTERS SEPTEMBER 12-15, 1992**

**YES! Please enter me in the 1992 Snipe U.S. Masters Regatta:**

Skipper _____			Crew _____		
Skipper Age _____		Date of Birth _____	Crew Age _____		Date of Birth _____
Address _____			Address _____		
City _____	State _____	Zip _____	City _____	State _____	Zip _____
Day Phone _____		Night Phone _____	Day Phone _____		Night Phone _____
Sail Number _____		Yacht Club/Snipe Fleet _____			

**I HAVE ENCLOSED \$150.00 CHECK PAYABLE TO: U.S. Snipe Masters ENTRY FEE PER TEAM.**

**I NEED A CHARTER BOAT: YES NO**

**I NEED PRIVATE HOUSING: YES NO**

**Return completed entry and check to:**

U.S. Masters Championship

Attn: Mr. Ralph Swanson

One Windsong Lane, Winchester, MA 01890, or telephone 617-729-2423 for more information.

awards ceremony it was a bit of a lottery!! (you know, just pick a name out of the hat.) George and Sarah Mees, Guest Stars, were enchanted to be passed-on a prize for just getting there—this was an impromptu action that is typical of a good Snipe gathering. The Mees were suitably humbled, and offered an Erith Yacht Club burgee to cover up any cracks in the walls of the new St. Pete Yacht Club building.

Most of the cast leave at a reasonable time, but some old die-hards continue to live it up in the bar (just a whisper away!). The Mees feel obliged to keep up with them—and when duty calls...! Much later that evening: "What time did you say we were starting this morning?!!!"

### ACT THREE

*The next morning, very early, St. Pete Sailing Center.*

The weather people have again arranged for beautiful sunshine, palm trees and not quite as hefty a wind. Breakfast of cakes and coffee is something the Mees find they could get used to.

The Director rallies everyone round and insists that work must start immediately, since the weather people in the wind department were scheduled for an early lunch. The cast assemble their boats and head for the Bay. This day's work is much slicker, although everyone was much too keen, and the Director ordered a re-run at one stage. Even so the company managed one act without major hiccups. The Mees team had a near moment of glory, but unfortunately their Equity card did not have "star" status on it.

The Director came to an agreement with the weather people. A second Act was started, and they were to stagger their lunch break. This agreement worked quite well until the last few stages of the act, when they all left together. Luckily for the company, there was a little momentum

### 1992 DEAD OF WINTER REGATTA St. Petersburg Yacht Club Top 20 of 28 boats

Finish	Boat	Skipper/Crew	Fleet	Places	Points
1	28045	Dave Pritchard/Martin Zonnenberg	Gold	3-2-3	8.00
2	26917	Mike Pinckney/Kara Shadwick	Gold	2-4-4	10.00
3	22478	Ethan Bixby/Trudy Bixby	Gold	7-3-1	10.75
4	27274	Marty Kullman/Andrea Callhan	Gold	1-7-8	15.75
5	27271	John Jennings/Samantha Jennings	Gold	5-6-6	17.00
6	25951	Mike Finsch/Phil Casesa	Gold	dns-1-2	32.75
7	20252	Ken Voss/Kay Voss	Gold	4-19-11	34.00
8	25428	Paul Silvernail/Amy Smith	Gold	11-12-12	35.00
9	27253	Sue Reischman/Jane Meinhardt	Gold	8-14-13	35.00
10	26099	Steve Lippincott/Jon Jennings, Jr.	Gold	16-11-9	36.00
11	24442	John Mulhausen/Kitza Mulhausen	Gold	9-13-15	37.00
12	24087	Sam Mollet/Shaula Tak-Hendricks	Gold	13-5-20	38.00
13	25659	Ray Schmidt/Teresa Alexander	Gold	15-9-14	38.00
14	27772	Bill Welch/Sherry Welch	Silver	dnf-8-10	41.00
15	26306	Clay Hudgins/Scott Smith	Gold	6-15-24	45.00
16	25125	Gene Ratliffe/Jamie Ewing	Gold	10-18-19	47.00
17	25071	Don Hackbarth/Jennifer Tumlin	Gold	dnf-20-5	48.00
18	27380	Craig Sas/Trevor Sas	Gold	12-dsq-7	50.00
19	26668	Thomas Payne/Shannon Cooper	Silver	dnf-16-16	55.00
20	27469	Bill Buckles/John Hageman	Gold	dnf-10-22	55.00

left for those players who had the final speeches.

The players make their way back to the lot, pleased with a good day's work, and all before lunch. Relaxing in the sunshine (That department never goes to lunch in Florida!) the Mees were able to get to know people. This is when they began to realize the full potential of the "Planet Snipe" idea. This idea was made all the more memorable because the author displayed a not untypical, but nevertheless amazing gesture of Snipe generosity and donated a good-as-new mainsail to the Mee's luggage quota. Get that script finished, Don...

### THE AWARDS CEREMONY

The company assembled for the usual "thank you's" to the Director and his

team, and to Dr. Bill and the hosts at Snipe lot 801 and the St. Pete Sailing Center. The cast had been divided into Gold and Silver, and Oscars of the appropriate color were awarded. The prize for Best Team went to the best team, a predictable, but happy ending.

### EPILOGUE

Fleet 801 continued to show hospitality to their fellow Snipers from the UK that evening. The Mees were treated to a grand tour of one amazing house boat, and also to a meal with a side show, or was it two?

### THE NEXT DAY

The Mees wrench themselves from the clutches of Pat and Ralph, their generous hosts, and wonder if Disney will be a bit of an anti-climax!!!

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# 117 SNIPES RACE IN SPAIN!!!

by Eduardo Pastor Herreros,  
El Secretario Nacional

Can Spain claim the record for participation in one Snipe regatta? The event, hosted by the Royal Malaga Mediterranean Club, was the His Majesty King of Spain Trophy Regatta, and the top skipper was the current World Champion, Axel Roger, and crew, Sergio Lucena of Argentina.

Four races were sailed in light southerly winds of force 1 to 1.5, which put a premium on concentration and good tactics.

Also awarded were the Spanish Cup, the Andalucian Cup and the San Miguel Great Trophy. The winners of the Spanish Cup was the Snipe "Petete" sailed by Ricardo Rubic and crew Ricardo Solana from RCM Santander.

This great turnout in both quality and quantity of Snipes was the result of the unselfish (and too often unrecognized) efforts of the Fleet Captains, local secretaries, the SCIRA Committee and the Na-

tional Secretaries. A special commemoration presentation of Silver Snipes was made to former World and Spanish National Champion Mr. Felix Gancedo, and to our immediate past National Secretary, Mr. Fernando Velarde.

Also notable is the attention that was shown by the magazines ABC, YA, DI-ARO 16, EL SUR, EL SOL, MARCA, and Spanish Television Channel 2, each making some report of the great event.

**HIS MAJESTY KING OF SPAIN CUP**  
Malaga, Spain, March 19-20, 1992  
Top 12 of 117 boats

1. Axel Roger, Sergio Lucena, Argentina
2. Ricardo Rubio, Ricardo Solana, RCM Santander
3. Damian Borrás, Purificación Lluch, CM Mahon
4. Castor Aonso, Gustavo Infante, RCN Vigo
5. Javier Santander, Alberto Rial, RCN Vigo
6. Fernando Garcia Lago, Yago Miranda, RCN La Coruna
7. Juis Contreras, Manuela Lozano, CM Almeria
8. Carlos Gomez, Guillermo Serrano, RCM Malaga
9. Martin Tejera, Victor Bosch, RCN Las Palmas
10. Carlos Hoz, Justino Nunez, CN Arrecife
11. Nuno Pinheiro, Gonzalo Horta, Lisboa, Portugal
12. Inaki Golan, Blas Ruben, CN Arrecife

## CORRECTIONS, OMISSIONS, ETC:

First, our apologies to GIORGIO BREZICH and JOHN MACCALL. We failed to list them under "RULES COMMITTEE" in the 1992 Officer's Directory! Honest, guys, it was the stupid computer!!!

## DATE CHANGE FOR NA'S:

From FRED ROZELLE: "We have changed the dates of the NA's to allow travel time from the U.S. Masters in Winchester. The new dates are September 17th through 20th. Give me a call at 313-882-3533 if you have any questions!"

## CHAIRMAN CHANGE FOR WESTERN HEMISPHERES

The Chairman is GEORGE KELLY. You can contact him at 809-393-6328 or FAX 809-393-2437, ext. 227.

## NEW DATES FROM DISTRICT FIVE

From Governor LEO MURPHY: "The new dates for the Bolde Mothers/ New York Open/Intergallactics are June 13 & 14. The District Five Championships at Chatauqua are now set for July 11 & 12. Give me a call at 716-372-2853 if you have any questions."



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HORSENS, DENMARK:  
No. 1 and 2  
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GÖTEBORG, SWEDEN:  
No. 2  
MALLORCA, SPAIN:  
No. 1 and 4



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**Sanctioned  
Regattas  
(Continued)**

October 3 & 4—FRIGID DIGIT—Contact to be determined. Severn Sailing, Annapolis, MD, 410-228-2739

October 4—11—WESTERN HEMISPHERE CHAMPIONSHIP—Royal Nassau Sailing Club, Chairman: George Kelly, c/o Royal Nassau Sailing Club, P.O. Box SS 6891, Nassau, Bahamas. Telephone: 809-393-7008 or FAX: 809-393-3330

October 22-25—MASTERS WORLD CHAMPIONSHIPS, Clube Internacional da Marina de Vilamoura, Vilamoura, Portugal. Domingos Borralho C/O Promec, Av. Duque de Loule, 75-6 Esq., 1100 Lisbon, Portugal, FAX: +351-1-983-4640

October 31, November 1, HALLOWEEN REGATTA. Brian Haile, 6163 Emerald Springs Way, Acworth, GA 30101, 404-974-4535

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**1991 Results**

- 1st Winter Circuit Overall
- 1st Nassau Overall
- 1st Bacardi
- 1st Gamblin
- 1st Midwinters West
- 1st, 2nd, 3rd & 4th ABYC
- Olympic Classes Regatta
- 1st Bermuda Race Week
- 1st Southern

**1990 Results**

- 1st US Nationals
- 1st & 2nd North Americans
- 1st, 2nd, 3rd & 4th US Masters
- 1st Japan Nationals
- 1st Europeans

**It takes a  
MIRACLE to WIN!**

**MIRACLE RESULTS**

**1990**

- 1st & 2nd US Nationals
- 1st, 2nd & 3rd North Americans
- 1st Japan Nationals
- 1st Winter Circuit

**ALSO**

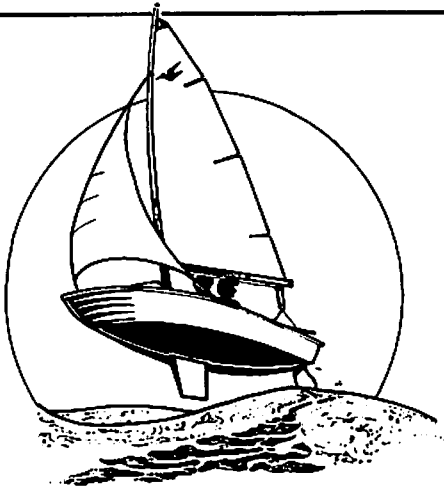
- 1st 1988 & 1989 US Nationals
- 1st 1988 & 1989 N. A.'s
- 1st 1987 & 1988 Winter Circuit

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## SOBSTAD, PUMPKINS & TURKEYS

Following the big three fall regattas, with 168 boats competing, one thing stood alone and above the crowd - Sobstad.

**San Diego** - Sobstad sailor Chris Raab wins the Carolyn Nute Memorial Oct. 26 - 27 over a record fleet of 65 boats. Fellow Sobstaders were close behind, with Mark Golison in second, Don Bedford fifth and Sean Biehl in sixth. Speed was a true factor, allowing these sailors to escape the mob starting line.

**Atlanta** - Shawn Burke, powered by Sobstad, claimed victory in the Halloween regatta Oct. 26 - 27. A fleet of 78 boats competed on Alatoona Lake, with Hal Gilreath (3rd), Steve Burke (4th) and Raymond Burke (6th) all flying the Sobstad colors. Plenty of water and good winds characterized the '91 event.

**Long Beach** - While steadily improving each season, the diligence on the part of Chuck and Leslie Tripp saw its reward Nov. 23 - 24 when they won the Turkey Day regatta. Sobstad again. The 25 boat event saw the creme rise, with Sobstad - driven boats by Lisa Leweck in 3rd, Todd Smith in 4th and John Jackman in 5th.

Its time to plan for the new season. With the Turkeys  
and the Pumpkins now gone, Sobstad stands alone.  
Give us a call to find out what is new for '92.



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