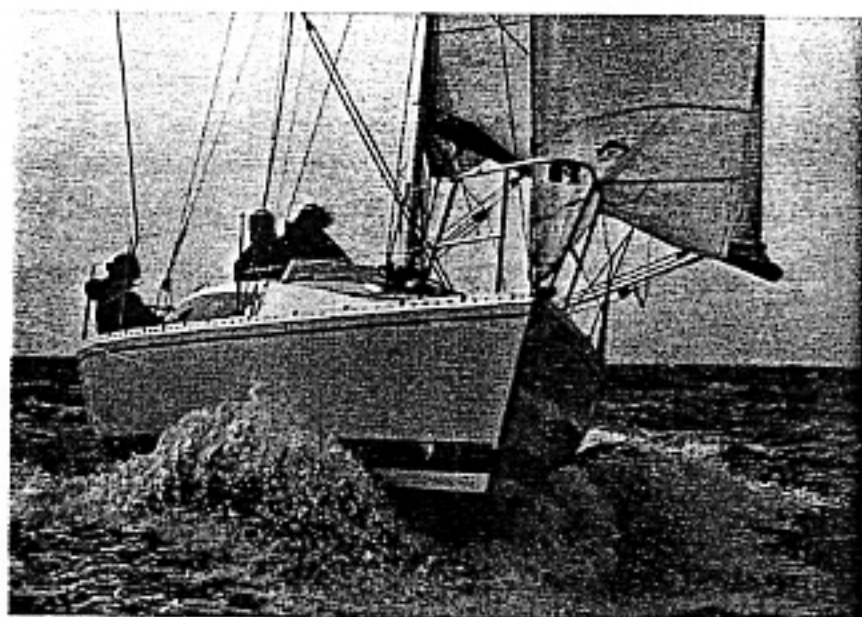


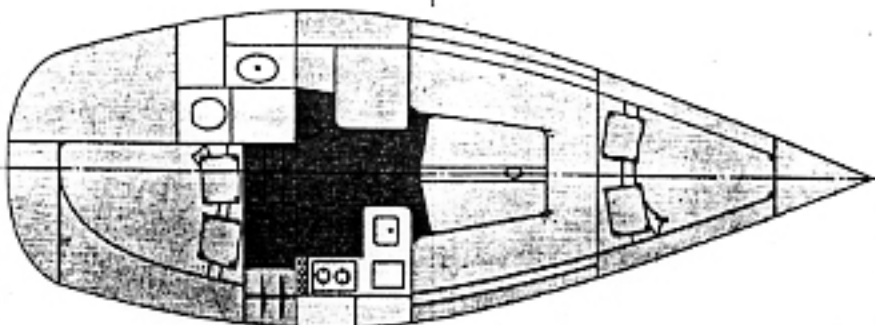
Elite 30



A free lance, in the bloody old days, was a knight who fought independently, "without regard for or deference toward established authority." Philippe Briand designed *Free Lance* to tilt with the world's best Half-Tonnners. She upended all comers to emerge a world champion. Born of *Free Lance* is the Elite 30, a dedicated racer that shows little deference for the established belief that you can't win if you are comfortable.

Free Lance's big fractional rig, intriguing underwater foils, easy lines, robust hindquarters, and pinpoint entry are all evident in the production version. While the Kevlar stern, com-

posite hull, athwartships sail tracks, and cross-cockpit traveler bar seen on *Free Lance* did not make the transition to the Elite 30, and while her hull is built of solid glass by Kirie in France (with a balsa-sandwiched deck) rather than the composite construction used in the original, she is every inch the warrior. She displaces only kilograms more than her forebearer, rates the same, and has demonstrated a family disregard for established performance rivals. And she carries with her an interior that breaks all of the rules: a large enclosed head, a private quarter cabin, berths for six, a large dinette, and a genuine galley. Made of composite furniture, this interior does little to weigh her down or, as evidenced by her Performance Handicap Rating Fleet track record, slow her down.



For sailors more at home with the familiar masthead rig, more economy minded, more likely to sail in Midget Ocean Racing Club competition, or more interested in fast cruising than in racing, Elite offers the design in a second form. With a different stern, a deck-stepped mast, and a different deck, the Elite 29 enters the lists. She has the same remarkable appointments below that her larger sister possesses, and she makes the choice of weapons a tough one.

No matter which way you turn, quality hardware and battle-hardened systems await. Barbarossa winches, a Volvo 2001 9-horsepower diesel, Easy-lock stoppers, Harken traveler setups—the *crème de la crème* of European and American sailing gear is aboard. With a lead keel and freight and duty paid, the Elite 30 in her full panoply costs \$45,800. Other variations cost less.—R.P.

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LOA	30'5"
LWL	24'7"
Beam	10'6"
Displacement	6,160 lbs
Ballast	2,310 lbs
Sail area (fractional)	430 sq ft
(masthead)	367 sq ft

