INTERNATIONAL SUNFISH MASTERS CHAMPIONSHIP

by Charlie Clifton

The Sarasota Sailing Squadron hosted the 1990 International Sunfish Masters Championship March 1st through 4th. Among the 39 entrants were last year's Sunfish Masters Champion, the current Laser Masters Champion, two former Sunfish North American Champions, the current Sunfish Women's North American champion, the current Mini-12 World Champion, and a three time Laser North American Champion.

Seven races were run in conditions that started out light in the morning and built to 20+ mph in the afternoon.

Going into the last race, Laser Master Champion Dave Olson had a point and a half lead over Sunfish Master Champion Don Bergman. Bergman missed the first shift when a boat on his weather hip wouldn't tack and Olson's boatspeed made him impossible to catch despite sailing the last windward leg with his traveller attached to only one side of the boat.

Sonny DeCosta recovered from 9th place after the first day by winning two of the last four races to move into third place overall.

Race Committee Chairman Nils Anderson won rave reviews from the competitors for his starting lines and true windward legs which required course changes in most races.

Scores on page 4

THE BERMUDA TRIANGLE

by Alan Scharfe

Donnie Martinborough of Nassau, Bahamas, successfully defended his title in Bermuda's International Race Week held in the Great Sound April 28 thru May 5. Martinborough won the Donald Martinborough perpetual trophy for the seventh time in the nine years Sunfish has been part of Race Week.

The multi class international event once again displayed the wonderful hospitality of many Bermudians. Royal Bermuda Yacht Club was the host club for the entire event. Sandy’s Boat Club was the home port for the Sunfish Class. Spanish Point Yacht Club ran the races on the water. The Bermuda Sunfish Association took care of the accommodations, boat supply, transportation, and the rest. Competitors and friends could not have been in better hands. See Shoreside for more details about the week on the Island.

The three time world champion, Martinborough, had a little trouble the first day falling behind a former Bermudian, now sailing out of Florida, Sonny DeCosta by one point after two races. This in spite of DeCosta's broken hiking strap sending a surprised Sonny overboard in the second race. The day, sailed in moderate and variable winds, would have belonged to Don Bergman if not for a premature start DSQ in Race two after a first in the first race. Finishing the day, tied for second with Donnie, was Don's wife Jean Bergman

(continued on page 2)
Bermuda continued from page 1 with a 2nd and a 6th. In the first race, another couple showed their colors with Dick Tillman just edging Linda Tillman at the finish for 3rd and 4th. The second race was won by Bob Heckman who along with Jean Bergman and Joel Furman took advantage of a left side shift on the last leg, while on the right side, race leaders Martinborough and Alan Scharfe dropped to 3rd and 6th respectively.

The second day of racing displayed stronger and steadier winds which were just to the liking of the defending champ, Martinborough, enjoying the breeze, sailed to two easy first place finishes while the rest of the fleet was involved in tight racing with positions changing on each leg. Closest to Donnie on the day was Fred Abels who sailed consistently with two 3rd place finishes. Sonny DeCosta finished the day matching his first days score of a 5th and Harry League with a 6th and a 4th.

After a day off from racing to enjoy the island, the sailors returned to the lightest winds of the week. Bob Heckman prevailed at the finish after a race that had constant position changes and a different leader at each weather mark. After a windward leg displaying an oscillating breeze, Alan Scharfe led at the first mark. Joel Furman, riding the last shift on the right, took over the lead the second time up. On the last beat, Heckman and Jean Bergman smartly sailed shifts up the right side of the course to finish 1st and 2nd. Sonny DeCosta moved up to 3rd while Scharfe and Furman sailed back to 4th and 5th respectively. The last two days called for only one race each day. This gave some of the sailors a chance to try some informal pick up Team Racing in the afternoon. Splitting up into two five boat teams, loosely defined as the Islands vs. the States, three races were held. The races which turned out to be a good idea and great fun were won by the Islands, two races to one.

A 15th in the previous race left the defending champ, Martinborough, vulnerable entering the last race of the series holding just a slight lead over DeCosta utilizing his drop. Sonny's worst race was a 5th entering the final race and he held the lead without a drop. The wind was the strongest of the week with gusts greater than 20 knots. Fred Abels jumped out in front off the starting line and led at the first mark, followed closely by Martinborough and Don Bergman. Martinborough was able to get by Abels on the reaches while Alan Scharfe slid by Bergman. Donnie never looked back and except for Bermuda's Jimbo Stewart getting by Bergman to finish 4th, that's how the race finished up.

The final results showed Donnie Martinborough beating out Sonny DeCosta by 6.75 points, Alan Scharfe 3 points behind Sonny, Fred Abels one point behind Alan and 3.5 points ahead of 5th place Bob Heckman. See results summary for all the finishes.

The awards dinner at Rum Runners Restaurant after the prize giving at Royal Bermuda Yacht Club was once again a raucously fun climax to the wonderful week. Special notice was given to Most Improved Sailor - Joel Furman, Top Female Sailor - Jean Bergman, Top Bermudian Sailor - Jimbo Stewart, Top First Timer - Sonny DeCosta.

BERMUDA INTERNATIONAL RACE WEEK 1990
April 30 - May 4, 1990

1. Donnie Martinborough 5-3-1-15-1 10.25
2. Sonny DeCosta 2-5-3-2-9 17
3. Alan Scharfe 12-9-2-5-4-3 20
4. Fred Abels 11-7-3-5-6-2 21
5. Robert Heckman 8-6-5-2-1-6 24.5
6. Don Bergman 1-2-4-10-9-5 28.75
7. Joel Furman 9-4-13-7-5-9 34
8. Jean Bergman 6-2-15-16-12 37
9. Harry League 14-6-4-12-7 37
10. Dick Tillman 3-15-10-12-7-1 43
11. James Stewart 16-16-3-6-14-4 43
12. David Frith 13-10-8-15-14-10 51
13. Michael Butterfield 7-11-19-13-6-13 52
14. Damian Payne 15-14-8-9-13-14 56
15. Linda Tillman 10-17-17-11-20 64
17. Bill Haberland 17-16-11-11-20 75
18. Terry Beadle 18-17-18-19-17-20 90

Some of the Sunfishers in Bermuda—outside Sandys Boat Club.

Bermuda-International Race Week 1990.
Thursday, Mar. 1: In the Sarasota Sailing Squadron clubhouse. A tapped keg—
that remained tapped through Sunday—
and a generous array of home-made dips and 
chips greeting the sailors after the 
tune-up race.
Regatta hosts Charlie and Cindy Clifton 
inviting the gang to their house for an even­
ing lasagna and wine party.
Friday night in the cavernous, noisy, 
upbeat, great Old Heidelberg Castle with 
30 Masters in a reserved balcony...Mon 
Cochran in natty tartan trousers and off­
rose blazer dancing a sedate polka with Ur­
sula Olson who looked like a blonde Julie 
Andrews in her authentic Salzburg dirndl.
Jean Bergman, while seated at the dining 
table, dancing the “Funky Chicken” with 
more grace and verve than the galumphing 
tanzerin on the floor. Dave Frith stunning 
the assembled burghers and frauen as he 
skirtled away on his bagpipe with a 
wildered oompah band tried to keep up. 
The waiter soaring up from the trampoline 
to see how the diners in the upper 
balconies were doing.
Saturday night at the Bird Key Yacht 
Club, courtesy of member Don Jones. A 
180-degree turnaround from the Castle. 
Superb dinner in a private room overlooking 
Sarasota Bay. A mysterious frozen 
dessert combining the best features of 
pecan pie and chocolate mousse dappled 
with whipped...(I can’t go on.)
Sunday on the squadron lawn. Dave 
Firth sounding Assembly on his bagpipe. 
The novel idea of giving photo albums as 
prizes, each with a photo of the recipient 
enclosed. Betty League (Saturday) taking 
photos of each contestant as he or she 
rushed the film to a one-hour developer for 
distribution Sunday. Ray Dasch, while 
presenting an ISCA plaque to Charlie, say­
ing he now knew why he always came in 
last; he had dated the plaque “1989.”
Ray concluded his part by saying “The 
true test of a well—planned and well­
staffed regatta is whether the hosts have 
the time to enjoy the racing and social fun as much as their guests. By that standard 
the 1990 Masters International was a 
smashing success.”
- Ray Dasch
Masters Championship Scores and Photos

1. Dave Olson 1st 48-59 10.25
2. Don Bergman 2nd 48-59 18.75
3. Sonny DeCosta 1st 60-74 23.5
4. Joel Furman 1st 40-47 30
5. Charlie Clifton 2nd 40-47 30.75
6. Dave Ellis 3rd 40-47 33
7. Harry League 37
8. Joe Bisquit 41
9. Bill Whitmore 42
10. Dave Ellis 46
11. Dick Tillman 3rd 48-59 46
12. Jean Bergman 1st Woman 81
13. Jack Aldis 2nd 80-74 81
14. Eric Ericson 3rd 80-74 93
15. Al Thompson 940
16. Don Cochran 97
17. Bill Haberland 102
18. Cindy Clifton 105
19. Dave Kaighin 107
20. Gerry Callahan 108
21. Earl Gerloff Most Senior 114
22. Linda Tillman 116
23. Mon Cochran 121
24. Ursula Olson 133
25. Ray Buchanan 142
26. Rita Steele 145
27. Ed Carney 151
28. George Leugers 152
29. Bobbi Hall 166
30. Bobbi Hall 177
31. Marianne DeCosta 190
32. Bonnie Sevier 196
33. Bobbi Hall 209
34. Sue Brasel 212
35. Ray Dasch 216
36. Fay Doty 223
37. Joan Johnson 226
38. Sue Brasel 227
39. L.F. Doty 240

— by Charlie Clifton

311—David Frith—Bermuda
181—Don Bergman—Northbrook, IL

Ursula Olson - Sarasota
Sonny Decosta - Bermuda
Eric Erikson - Enterprise, FL.

Sue Brasel - Sarasota
-Photos by Betty League

Windward Leg Summer 1990
SHORESIDE BY M.J.

BERMUDA—Pink sandy beaches, breath-taking views, beautiful blue waters, exotic flowers, sun and fun. What more could anyone want? Perhaps your own private yacht so you could watch the races of International Race Week in the Great Sound. We had that, too! Fortunately, Sonny DeCosta has a great Bermudian nephew, Raymond Madeiras, who offered to take us race-watching every day. Of course, we had to do some extra cheering for "Uncle Sonny" who once hailed from Bermuda. He always brings along his own pit crew and cheering section, wife Marianne, anyway. It was really great! Raymond's wife, Chris, joined us on the race course the second day, too. They were great hosts.

Sandys Boat Club was again the host club for the Sunfish Class. They made all of us feel very welcome and gave us all of their attention for the "big week".

Commodore Keith Godfrey and his parents held the Sunfish Class Party at their home in Sandys. "Mopers" came from far and wide to be part of that wonderful evening. The view of the harbour was truly fantastic from their home nestled in the hills of that area. Brenda MacKay and A. David Frith entertained us with wonderful Scottish dancing and bagpipe playing. (David did not dance). The famous "Dark and Stormy" drink is better in Bermuda—must be the spectacular setting and hospitality. Maybe it was the great food prepared by that good cook, David Mello. Anyway, a great time was had by all.

The Shoreside Crew had a great variety of things to do and places to see. Some chose to shop in Hamilton where crystal, jewelry, sweaters, and other items are considered to be choice imports. Some soaked up the sun on the yacht (Sharon added to her "electric tan")—stunningly or relaxed on the sand at Horseshoe Bay. It is a favorite of the Sunfish sailors and companions. Some snorkeled while being watchful of the "Portuguese man-of-war" while others went diving around the reefs and wrecks of the ocean. Some climbed to the top of Gibb's Lighthouse, built in 1846, where they could be treated to a view of the 21 mile-long island and its harbors. There was something for everyone.

The Puch Scooters were a first for us along with driving on the left side of the road. Under excellent guidance from the experienced mopers, we were soon charging around the island on our mopeds. You cannot rent a car in Bermuda and every household is only allowed one car.

A couple of our moped Mamas suffered broken bones this year. Ella Haberland has a cast on her foot and Elaine Geick performed a "head over heels" stunt that resulted in a broken collarbone and three cracked ribs. However, Crash LaRue (Elaine's new alias) continued to "mope" around the island so she could win the World-Class Shopper Award. You just can't keep a good moper down!

We send you both "Get Well Wishes" and that rhymes with "Fishies" and that reminds me of a few awards that were given at the Sunfish Banquet held at the Rum Runners restaurant on Saturday evening. (Results of the racing will be found in another section.) The "big fish" award, which was a fish saddled on top of a bottle of gourmet popcorn as "Last Place Finisher" went to Terry Beadle. As David Frith said, "Somebody has to be last and, at least, it wasn't me." Maybe this will get Terry back into racing. He had not expected to race in Bermuda and had retired from "circuit-racing" about ten years ago. Joel Furman won a darling "Kermit" because he had "leap-frogged" up a few places from last year's races. Even Betty League won a prize (not for her shopping or racing skills) but for living with Harry. We even sang Happy Birthday to Lee Parks who couldn't be in Bermuda this year. We'll let her tell her own story in the next issue of the "Leg".

Some of us had an extra bonus—an extra day in paradise! David and Peggy Frith invited us for a lovely dinner in their home on Sunday evening. The lovely and gracious, Brenda MacKay, offered to drive the injured Crash LaRue and ailing Fisher, Terry Beadle and a few other invitees across the island to the Frith home. We did have to double-deck so Harry League offered to unfold bodies from the back seat when we arrived. Every arm and leg was still attached when we finally got out—lots of laughter! We do adapt! He got to sit in the front seat with the little Frith daughter and put her to sleep on his lap. It must be time, Harry. Alan, Leigh, and Gordie had all come on their mopeds. A fun time was had by all, due to the Frith hospitality, and soon it was time to think of leaving.

On a rainy Monday, we were flying back to the States. They do need rain badly but we were happy that it did not happen until Monday. We wish to extend our special thanks to: David and Peggy Frith, Brenda MacKay, David and Ginny Mello, Commodore Keith Godfrey and his charming parents, Michael and his mom, Gerry But­terfield, Vice Comm. Peter Brumby, Sr., Sandys Boat Club, the Royal Bermuda Yacht Club, and the Queen. We wish to thank you and all of the others that gave us the magnificent weather and did all of the work and planning that made our week in Bermuda very memorable. May the rain be ever soft upon you—especially when you are on mopeds! We love you!
THE MAST FLY VIEW

DON'T FORGET THE JUNIORS
by Charlot Ras-Allard, Contributing Editor

When I think back to my days as a junior, fond memories of Sunfish races past return. I remember the first time I sailed my new boat on a breezy day in October 1974. After a surprise christening with a small bottle of New York State champagne, given by the mother of one of my competitors, I fearlessly, (ha!), went out to take on the big boys of Darien in the 20+ knot winds. This thirteen-year-old "heavy-weight," weighing in at a 110 pounds, was lucky just to make it around the first four marks of the race. Thinking I had it made downwind with hardly any weight to slow the boat down, I proceeded to catch and pass my first victim. No DFL for me.

The next guy was a little harder to get by. My fervent attempts to pass him had me lifting my fresh-out-of-the-box daggerboard a little higher and heeling the boat to weather a few degrees more, like the other guys were doing. As I let out the sail to a dead run to make the leeward mark, a puff hit making the boat unstable. Eggd on by a big wave, the next thing I knew, I was looking at the starboard side of the boat towering over this surprised sailor taking an unexpected dip. Thank goodness Mother stayed at the beach a while longer to watch.

On occasion I run into one of "my kids" that go back to my three-summer tenure as a sailing instructor. He or she recalls the time they pushed the instructor off the dock into the water or the time we experimented to see how many kids a Sunfish would hold and still sail, eleven, (don't try this at home). These X-munchkins remember the fun they had more than anything else.

That's why the 1989 North American Championship in Tawas Bay last year was a little bit of a surprise. Maybe shock is a better word. After years with junior NA fleets averaging around 25 boats, the Tawas junior fleet had only eight boats. One could explain it away by saying that it was in an out-of-the-way place or that there was little in the way of fleets and junior programs in the area. But the Sunfish has always been known partly for being the quintessential junior boat, the choice for junior programs, both formal and informal, on bodies of water all over the country.

Scott Kyle, a past junior NA champion himself, best explained in his article "So You're Thinking About Sayville?" last issue: "The Sunfish North American Championship provides a unique opportunity to do a tremendous amount sailing and learning in a short period of time. The regatta is also one of the most fun events of the year." If this is true, and believe me it is, then why aren't more and more juniors taking advantage of the opportunity to compete in this, the superbowl of junior Sunfish sailing?

Parents might say the kids today are not interested in going farther than their home waters. The junior sailor may claim he or she had no way to get there. Even worse, no one who had been to a past NA championship ever told him or her about the regatta and what to expect. In my experiences promoting the class at the New York Boat Show, one of the most common myths about the NA's is that a Sunfish sailor has to qualify for the event, junior or senior. So if one takes some of these excuses into account, it's easy to see how a junior may never make it to the NA's while he or she is still a junior, (seniorhood begins at 16).

Fortunately, the Sunfish class has people in its ranks who care. One example is Lewes Yacht Club's Connie Miller. Connie and two junior sailors, Tucker Thompson and Merritt Burke, packed up their boats and headed north and west from Delaware all the way to Michigan. All three competed in the NA's, with Connie sailing in the senior and the boys in the juniors. After two days of unexpectedly competitive racing for such a small junior fleet, Tucker and Merritt took home the top two junior prizes. Thank goodness for sailing mothers.

But there is much more to the story than just success on the water. I interviewed a group of these juniors after their awards ceremony. In our discussion of the regatta's highlights, these future "rock stars" joked around, gloated about their execution of Tucker's first-place "baptism" and talked about each other as if they had been friends for years. These "old" sailing buddies had, for the most part, been total strangers two days prior.

Several weeks after the event I spoke with Merritt further. In our conversation, I asked him how he liked sailing at the NA's. His reply was, "I was really pumped! I can't wait to get back in my boat and sail the next race." He was overflowing with enthusiasm.

So why bother to take your son or daughter, (and possibly his or her friends), hundreds, or even thousands, of miles across the country just for the sake of a sailboat race? Think of the sailing experience he or she will gain by sailing against a Tucker or a Merritt at Sayville. Think of the confidence and maturity that a young sailor can build up. Think of the enthusiasm that it can muster: in taking care of the boat, in working toward better grades during the school year, and in keeping Junior off drugs, all positive goals.

Think of the friendships your son or daughter will make with sailors from the other end of the country or world, friendships that can last long after the regatta is over. Think of the vivid memories of races past that may never have occurred if your junior was not there. So why bother? No one ever said love always comes easy.

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THE MAST FLY VIEW

THE MAST FLY VIEW

Windward Leg Summer 1990
AROUND THE COURSE IN 80 WAVES:
IDEAS TO HELP YOU WORK YOUR WAY UP THROUGH THE FLEET

By Scott Kyle

If you find yourself unable to crack the top 1/2 of your fleet on a regular basis, or even if you do score an occasional "bullet", consider some of the following ideas on improving your racing results.

On Land Boat Preparation
1) Make your mainsheet long enough so that it can go beyond perpendicular to the boat (about 27 feet). This will allow you to sail effectively by the lee.
2) Put two knots in the end of your mainsheet about 3-4 inches apart. This will create a "tail" which is easily graspable when your mainsheet has run completely through the ratchet.
3) Put a piece of tape on the side of the ratchet from which you pull the mainsheet. This will keep you from pulling the sheet through the wrong way.
4) Make 2 loops of tape on the boom to hold-up the mainsheet.
5) Put a purchase in your halyard just above the deck to prevent it from slipping. Tie the halyard off at the purchase and use the tail for your vang set-up.

Before The Start
1) Use the time before the 10 minute gun not for luffing around aimlessly, but for tuning your boat, checking the wind, and warming up your body. Find someone to "tune" against. Have one sailor start at each end of the line on opposite tacks. Sail for 1-2 minutes and tack back towards the middle of the course. Talk to each other about what you discovered on your side of the course—puffs, current, chop, shifts, etc. Then engage in a tacking duel to make sure your body is well warmed up. Finally, take any wind readings that may help you catch the first shift off the line. Start your regatta on the right tack by spending the 20 minutes or so before the warning signal productively rather than just letting your sail luff.
2) Continue to check the wind during the starting sequence. Is it oscillating regularly? Is it shifting persistently to the left or right? While you are checking the wind and the starting line, make any final sail tuning adjustments to yourouthaul tension, gooseneck position, etc. Develop a game-plan for the first beat. Stand up in your boat and look for where the breeze is strongest. Just as you plan the quickest and most efficient way to get from one point to another on the road, you should have a strategy for getting to the windward mark as quickly as possible. Of course you need to be flexible with changing conditions. Don't sail blindly to the right corner just because it looked good at 2 minutes before the start if the breeze starts to back left 1/4 up the beat. On the other hand, you shouldn't let your competitors dictate your race. Sail aggressively and be confident with your pre-race analysis of the wind while keeping your head out of the boat for new information. Having a set strategy gives you a basis for comparison as conditions change.

Around The Course
1) Regardless of where you started on the line or where you plan to go, the first minute or two of the race is critical to establishing yourself in the top tier of the fleet. Just rolling the boat to leeward or "squeezing-off" the boat to windward can make the difference between top 10 at the weather mark or the middle of the pack. Having prepared your boat, warmed up your body, and set a windward leg strategy, you can now focus all of your energy on making the boat go fast after the gun. Don't reach for yourouthaul, adjust your hiking pants or stop your watch from beeping during the first few minutes of the race. Just think SPEED SPEED SPEED. This is truly crucial for breaking into the leader's group. I've heard many people comment, "once you get into the top 10, it's so easy to stay—there's no one to foul your wind or get in your way." The key to getting into that position is complete concentration in the first couple minutes of the race.
2) Upon approaching the windward mark, pop bothouthauls (foot and luff) for increased downwind speed.
3) A few boat lengths before the weather mark, take a full arm's length of mainsheet above your head. This will ensure that your mainsheet will run freely and will help you to bear off around the mark, especially if it is windy. Hike the boat to windward to further help the boat bear off around the mark.
4) Establish your inside position well before the jibe mark. If you have an overlap on another boat, tell them at 10 or 15 boat lengths from the mark. That will shift the onus to the other boat to prove that they broke the overlap before the two boat-length circle (see rule #42). Don't get caught on the outside of a group of boats.
5) As you approach the leeward mark, look back upwind to get a sense for what the wind is doing on the beat. Just as you developed a strategy for the first beat, do the same for the second and third beats. Use other boats around you (if there are any!) as guides for wind shifts.
6) If you are behind, don't make a desperate attempt to catch up by "banging" a corner. You can make up more distance and boats by working the shifts up the middle than by ignoring shifts and sailing blindly to one layline or the other.
7) Don't forget to untangle your mainsheet before the windward mark. This is especially important before the dead downwind leg where you want to let your sail out to at least perpendicular to the boat.
8) Establish your own "lane" of clear air for the dead downwind leg. Don't sail too far from the rhumbline, but don't sail the whole leg with a pack of boats on your air. Before deciding where to position yourself, look behind you for any puffs coming down the leg, and place yourself accordingly.
9) Have you developed a plan for the final beat before rounding the leeward mark?
10) Figure out the favored end of the finish as you approach the line. Don't lose 2 boats in the last 30 seconds of a 1 1/2 hour race by finishing at the wrong end. Assuming the line hasn't changed, the opposite end that was favored at the start will be favored at the finish. Always finish at one end of the line, never in the middle. Finishing at an end gives you a better indication of when you have crossed completely.

After The Race
After the race, analyze and learn from the things that went right as well as the things that went wrong. Did you stick to your pre-race strategy of going right, or get "forced" left by a boat to windward. Be critical of your performance by asking yourself what you need to change to do better. In addition, ask the top finishers where they went and take this information into consideration when planning your strategy for the following race. Taking all the information you learned from the previous race and applying it to the next one will help you to improve from race to race.
dateline

WORLD AND NATIONAL CHAMPIONSHIPS

AUGUST
4-10 Sunfish North American Championship (S)—Sayville YC, Blue Pt., NY; Paul Patin, 40 Bergen Lane, Blue Pt., NY 11713, 516/363-9069(H), 516/242-4300(W); Class membership required. For local info call Brian Weeks—516/4472186(H), 516/475-1675(W).

18-19 Sunfish Masters National Championship (S)—Rehoboth Bay Sailing Assn., Rehoboth Bay, DE; Ann Kelly, PO Box 1122, Rehoboth Beach, DE 19971, 302/227-4881(H); Minimum age: 40 years. Registration Aug. 17&18.

SEPTEMBER
6-8 North American Women's Championship (S)—Lewes YC, Lewes DE; Connie Miller, 346 Plottown Rd., Lewes, DE 19958, 302/645-8239(H).

UNITED STATES (BY REGION)

NEW ENGLAND

JULY
7-8 NYBA Junior Regatta #1—Tiverton YC, Tiverton, RI; Karen Fletcher, PO Box 108, North Kingston, RI 02852, 401/294-6818(W); Narragansett Bay YA Junior membership of $15 required. No regatta registration fee. Only those age 17 and under on June 1, 1990 eligible.

14-15 NYBA South Bay Regatta—Ioa Lewis YC, Newport, RI; Karen Fletcher, PO Box 108, North Kingston, RI 02852, 401/294-6818(W); Early registration for Narragansett Bay YA members $30, $45 for non-members. Registration after two weeks prior to the regatta, $10 more.

21-22 Narragansett Bay Sunfish Championship (S)—Bristol YC, Bristol, RI; Dave Driver, 10 High St., Bristol, RI 02809, 401/253-7797(H), 401/253-4350(W).

23-25 NYBA Junior Race Week—Conanicut YC, Jamestown, RI; Karen Fletcher, PO Box 108, North Kingston, RI 02852, 401/294-6818(W); NYBA Junior membership + $20 registration fee required. See July 7 & 8 event.

27-29 50th Annual Hyannis YC Regatta—Hyannis YC, 500 Ocean St., Hyannis, MA; Tim Lovelette, 6% Hyannis YC, PO Box 9, Hyannis, MA 02601, 508/362-8917(H), 508/775-4559(W).

28-29 Wequaquet Lake YC Annual Regatta (S)—Wequaquet Lake YC, Wequaquet Lake, Centerville, MA; Don Stucke, 49 Stoney Cliff Rd., Centerville, MA 02632, 508/775-3765(H). No pre-registration. Senior singles, Junior Singles & Junior doubles classes.

AUGUST
11-12 NYBA Junior Regatta #2—Wickford YC, Wickford, RI; Karen Fletcher, PO Box 108, North Kingston, RI 02852, 401/294-6818(W); See July 7 & 8 NYBA Junior event.

18 8th Annual Sunfish Regatta—Hawk Inn & Mountain Resort; Lake Amherst, Plymouth, VT; Greg LaBelle, Box 64 Rt 100, Plymouth, VT 05056, 802/672-3811x244(W); Advanced registration requested. Fee includes BBQ, refreshments, awards. Weekend packages available.

BUTTNER'S BOOK OF RECORDS

Winners of All Worlds

1970 1st Gary Hoyt Puerto Rico
1971 2nd Ted Moore United States
1972 3rd Bob Bowles United States
1973 4th Pierre Siegenthaler Bahamas
1974 5th Gerge Marsolle Guadeloupe
1975 6th Derrick Fries United States
1976 7th Paul Fender United States
1977 8th Pierre Siegenthaler Bahamas
1978 9th Derrick Fries United States
1979 10th Dave Chapin United States
1980 11th Cor Van Aanholt Holland
1981 12th Cave Chapin United States
1982 13th John Kostoch United States
1983 14th Donnie Martinborough Bahamas
1984 15th Andy Pinenthal United States
1985 16th Donnie Martinborough Bahamas
1986 17th Scott Kyle United States
1987 18th Bruce Sethpen United States
1988 19th Donnie Martinborough Bahamas
1989 20th Scott Kyle United States

WORLD'S LOCATIONS

1970 1st St. Thomas, Virgin Island
1971 2nd Puerto Azul, Venezuela
1972 3rd Bermuda
1973 4th Martinique
1974 5th Aruba, Netherland Antilles
1975 6th King's Bay Miami, Florida, U.S.A.
1976 7th Puerto Azul, Venezuela
1977 8th Nassau, Bahamas
1978 9th Ponce, Puerto Rico
1979 10th Medemblik, Holland
1980 11th Aruba, Netherland Antilles
1981 12th Sardinia, Italy
1982 13th San Mateo, California, U.S.A.
1983 14th San Andres Island, Colombia
1984 15th Kingston, Ontario, Canada
1985 16th Riccione, Italy
1986 17th Barrington, Rhode Island, U.S.A.
1987 18th Aruba, Netherland Antilles
1988 19th Nassau, Bahamas
1989 20th Orlando, Florida, U.S.A.

STATISTICS

Twenty World Championships have been won by 14 different sailors:
2 from the Bahamas
1 from Puerto Rico
1 from Guadeloupe
9 from United States

The only sailor to win 3 World Championships is:
Donnie Martinborough in 1983, 1985, 1988

The winners of 2 World Championships are:
Derrick Fries in 1975 and 1978
Dave Chapin in 1979 and 1981
Pierre Siegenthaler in 1973 and 1977
Scott Kyle in 1986 and 1989-90
A SUNFISH SAILABRATION FOR SOUTHOLD TOWN'S 350th BIRTHDAY

Twenty years after the pilgrims set foot at Plymouth Rock, a group of their immediate descendants sailed across Long Island Sound and established a colony in what is now Southold, Long Island, NY. Founded in 1640, the town of Southold, Long Island, is commemorating its 350th Birthday in 1990. To celebrate this milestone in history, the Peconic Bay Sailing Association and ELYIA in cooperation with the Sunfish fleets at Mattituck, Old Cove and Southold Yacht Clubs will host a SUNFISH SAILABRATION, on Saturday, July 21, 1990.

The SAILABRATION will consist of a race starting at 1:00 PM from Mattituck to Southold, a distance of approximately eleven miles; a picnic at Founders Landing following the race, and a drawing among all registrants for a brand new 1990 SUNFISH SAILBOAT, donated by WBAZ, 101.7 FM and Albertson Marine. In addition, there will be T-shirts for all sailors and lots of awards.

In 1977, 150 Sunfish participated in the New York Harbor Race from Liberty and Ellis Islands up the Hudson River and back. Our goal is to top that number. So tell your friends. Let's get every Sunfish in every garage and in every backyard; every old Sunfish that hasn't been in the water in years to participate. You don't have to be fast to win. The minimum age for all skippers is 16 and for crews, 10. All sailors must wear a USCGA life vest at all times while on the water. Anyone found misrepresenting his/her age or removing the life vest during the course of the race will automatically forfeit inclusion in the drawing for the Sunfish.

dateline

19 Spofford Lake Open (S)—Spofford YC, Spofford, NH; Glen Younie, 13 Island St., Keene, NH 03431, 603/352-5599(H), 603/352-0310(W).

25-26 NBYA Upper Bay Regatta & Junior Regatta #3—Barrington YC, Barrington, RI; Karen Fletcher, PO Box 108, North Kingston, RI 02852, 401/294-6818(W); Early registration for Narragansett Bay YA members $30, $45 for non-members. Registration after two weeks prior to the regatta, $10 more. See July 7 & 8 NBYA event for Junior participant details.

SEPTEMBER

15-16 New England Regional Championship (S)—Bantam Lake YC, Morris, CT; Denis Futterlieb, 37 Watertown Terrace, Meriden, CT 06450, 203/237-3440(H).

22-23 The Yankee Duo, Chowder Cup & Just Desserts (S) Sherborn & Cohiticute YC, Pleasant Bay, Chatam, MA; Sally Demler, 169 Maple St., Sherborn, MA 01770, 508/653-2069(H), 617/262-5440(W).

NEW YORK

JULY 1-7 to SEPT 3

GSBYRA Invitational Regattas—GSBYRA; Suffolk Marine Museum, West Sayville, NY 11796, 516/567-1733; All class regattas. Alternating clubs each weekend. Sunfish open, secondary & Junior each weekend;

7 Summer Regatta (S)—Willow Bank YC, Cazenovia, NY; Jack Howell, 7075 Highbridge Road, Fayetteville, NY 13066, 315/637-8617(H&W). $12 (Pre-registration $10), includes lunch.

7-8 New York Regional Championship (S)—Moriches YC, Moriches, NY; Robbie Simes or Brian Weeks, 516/878-6580 or 516/447-2166.

14 Long Island Sunfish Championship (S)—Mecox Bay YC, Watermill, NY; Dr. Tom Rothwell, 22 Montauk Hwy., East Hampton, NY 11937, 516/324-2822(W). Open to Juniors and Seniors. ISCA discount.

14 Rochester Canoe Club Regatta—Rochester Canoe Club; Bob Slagel, 97 Breezeaway Dr., Rochester, NY 14629, 716/323-1083(H), 716/235-5000(W); Call to check date.


28-29 Eastern Long Island Yacht Assn. One Design Regatta—Joe Sullivan, Box 612, Southold, NY 11971, 212/734-7890(H), 516/755-5050(W); All class regatta.
<table>
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<tr>
<th>Date</th>
<th>Event Description</th>
<th>Location</th>
<th>Details</th>
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<tbody>
<tr>
<td>AUGUST 1</td>
<td>Leiter Cup Qualifier—Mecox Bay YC, Watermill, NY; Dr. Tom Rothwell, 22 Montauk Hwy., East Hampton, NY 11937, 516/324-0282(W); WOMEN ONLY. Qualifiers fee is paid at Leiter Cup Jr. &amp; Sr.</td>
<td>Watermill, NY</td>
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<td>4</td>
<td>Aspatuck YC Team Race—Aspatuck YC, Westhampton, NY; Knute Lee, 6 Bay Crest Ave., Bellport, NY 11713.</td>
<td>Westhampton, NY</td>
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<td>11</td>
<td>Sunfish Derby (S)—Mattituck YC, Peconic Bay Blvd., Mattituck, NY; Shirley &amp; Bob Anderson, PO Box 441, Mattituck, NY 11952, 516/298-8712(H); Date subject to change. Midget &amp; Junior doubles, Junior singles, Senior singles.</td>
<td>Mattituck, NY</td>
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<tr>
<td>11</td>
<td>Pultneyville Sunfish Open (S)—Pultneyville Mariners, Lake Ontario; Bill McLaughlin, 494 Ridgeway Ave., Rochester, NY 14615, 716/254-2455(H).</td>
<td>Pultneyville, NY</td>
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<td>15</td>
<td>Mecox Midgets Regatta (S)—Mecox Bay YC, Watermill, NY; Dr. Tom Rothwell, 22 Montauk Hwy., East Hampton, NY 11937, 516/324-0282(W). Sailors under 11 yrs. of age only.</td>
<td>Watermill, NY</td>
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<tr>
<td>18</td>
<td>Quaker Open (S)—Quaker Lake YC, Brackney, PA, near Binghampton, NY; George Seary, 2307 Tracy St., Endwell, NY 13760, 607/754-0684(W), 607/754-1433(W). Bring lunch. Race day phone—717/663-2370.</td>
<td>Quaker Lake YC</td>
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<td>29</td>
<td>Mecox Junior/Senior Team Race (S)—Mecox Bay YC, Watermill, NY; Dr. Tom Rothwell, 22 Montauk Hwy., East Hampton, NY 11937, 516/324-0282(W); Senior with under 16 Junior as a team. Each sails 1/2 of the races.</td>
<td>Watermill, NY</td>
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<tr>
<td>SEPTEMBER</td>
<td>South Fork Regatta (S)—Mecox Bay YC, Watermill, NY; Tom Rothwell, 22 Montauk Hwy., East Hampton, NY 11937, 516/324-0282(W). Open to Seniors &amp; Juniors. ISCA discount.</td>
<td>Watermill, NY</td>
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<td>1</td>
<td>Chowder Bowl (S)—Narrasketuck YC, Amityville, NY; H. Meyhoefer, 77 Sunset Blvd., Massapequa, NY 11758, 516/541-4442(H).</td>
<td>Amityville, NY</td>
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<td>8</td>
<td>Sunfish “Owners &amp; Friends” Fall Regatta - Willow Bank YC, Cazenovia, NY; Jack Howell, 7075 Highbridge Road, Fayetteville, NY 13066, 315/637-6171(H&amp;W). $10 - includes lunch &amp; refreshments. Fun regatta open to all Sunfish.</td>
<td>Cazenovia, NY</td>
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<td>OCTOBER 9</td>
<td>Fall Series (S)—West Hampton Yacht Squadron, Speonk, NY; Vinny Sweeny, PO Box 118, Remsenberg, NY 11960, 516/325-8508(H); 6 week series at 1pm each Sunday.</td>
<td>Speonk, NY</td>
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<td>14</td>
<td>YRALIS Fall All Class Regatta—American YC, City Island, NY; Yacht Racing Assoc. of Long Island Sound, 212/575-1019; Pre-registration $15 before Sept. 14. Call to check dates.</td>
<td>City Island, NY</td>
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<td>22-23</td>
<td>BBBB &amp; BS Frostbite Series (S) - Bellport Town Dock; Brian T. Weeks, 271 River Ave., Patchogue, NY 11772, 516/447-2166(H), 516/475-2164(W); Every Sunday at 10am.</td>
<td>Bellport, NY</td>
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**Derrick Fries: The Reigning Class King—On His Life Beyond the Sunfish (Part Two)**

By now, just about everyone who has raced a Sunfish more frequently than just once in a blue moon will have heard of the name Derrick Fries. In fact, if one were able to go back and eavesdrop on conversations on the beach the first weekend in Tawas Bay last year, one would probably have heard competitors saying, "I heard Derrick's going to show up this time," or "Do you remember how Derrick annihilated the fleet back in '85?" or Bob Findlay proclaiming, "Bring on Derrick! He still has to sail the regatta in order to win it." To the Sunfish class, Derrick has no last name.

As you may recall from part one, Derrick is the champion of champions of the class. Two Worlds and three North American titles later, Derrick still keeps coming back for more, as do many of his long-time rivals, ready to try again to beat the man to beat. Some of his greatest challengers from regattas past have headed for greener pastures, a few to single-focus pursuits of Olympic proportions. But for Derrick, life goes far beyond the confines of the three-legged race course. In part two, Derrick talks about life beyond the Sunfish—a life of roles: as an educator, administrator, and a public figure.

Derrick's career as a teacher was well-focused from the start. He graduated from Michigan State University with a degree in Education, majoring in mathematics and physical education and with a minor in geography. But before heading into the classroom, he continued his studies in...
graduate school there to get a specialist’s degree in Education Administration and later a master’s degree in Education specializing in the teaching of emotionally impaired students at Michigan’s Oakland University.

All the schooling started to pay off when Derrick landed a position as a math and physical education teacher and swim coach in the Lakeshore public-school district in St. Claire Shores, Michigan. After two years of teaching there, his education career was, temporarily, put in jeopardy. It was this turn of events, however, that set the tone for the rest of his teaching career. "I originally wanted to teach math and physical education, which I thought was an interesting combination. But when I was laid off from the first district I worked with, Lakeshore, the only area they were hiring in, at that time in and around Michigan in the late seventies, was special education because there was a real surplus of teachers and a shortage of kids."

With no teaching positions to be found, he went back to school and got his master’s degree a year later. He landed a job soon after in this new direction in the Birmingham public-school district. "So it was, actually, by default that I got into special ed. I was committed to staying in education so I would still have time off in the summer to sail." That led to an eighteen year career as a special education teacher, five of those years as Head of the Department of Special Education.

As his career progressed, so did his responsibilities. For the last four years, he has been Director of Secondary Special-Education Services for the whole district of Birmingham. He no longer teaches but manages a staff of fifty other special-education teachers. "It’s a pretty demanding, issue-oriented, job. There’s always crises to deal with and there’s a lot of staff interaction. It’s a real people-oriented job...I also socialize a lot with my cohorts at work. We go out to dinner, we do things together....So when I am on my own time, time to go sailing or just go out, I like to get away from all that. It’s (Sunfish sailing) kind of an escape for me. I’m out there alone; I don’t have to interact other than just with the boat, the wind, and the water. I see the two as somewhat polarized." His staff works with 250 mentally and emotionally impaired children, each with a special need. With this kind of responsibility, it is no wonder that Derrick’s regatta schedule has had fewer stops in recent years.

In 1985 there was a call for entries in a competition in which only teachers needed apply. Derrick heard about it and thought it would be a great idea. The nationwide search was for the Teacher in Space program. It started as a form with 13 essay questions on it. He spent about
dateline


SEPTEMBER


2 Commodore’s Cup—Rehoboth Bay Sailing Assn, Rehoboth Bay, Dewey Beach, DE; Molly Murray, PO Box 644, Lewes, DE 19958, 302/645-2036(H), 302/856-7372(W).

8 Pocono Invitational Sunfish Regatta—Lake Naomi Sailing Club Sailing Assn, Pocono Pines, PA; Frank Blesso, 463 E. 38th St., Paterson, NJ 07504. 201/523-2317(H), 201/279-5980(W).

8-9 42nd Annual Surf City Regatta (S)—Surf City YC, 8th & Bay, Surf City, NJ; Bill D’Autrechy, 39 Le June Rd., Cinnaminson, NJ 08077, 609/829-0308(H), 800/528-6689(W).

15 “Chowder Bowl”—Fair Haven SC, End of Battin Rd., Navesink River, Fair Haven, NJ; Jerry Vernon, 35 Church St., Fair Haven, NJ 07701, 201/741-1556(H), 201/882-5600(W); 8:30am Registration. 9:30am Skippers meeting. 10:00-10:30am First race.

22 SANJL North Jersey Championship—Sailing Assn. of New Jersey Lakes; Highland Lake; Steve Manson, 320 Beach St., Rockaway, NJ 07866, 201/825-1398(H&W).

29 Cooper River YC Fall Regatta—CRYC, Collingswood, NJ; Chris Houston, 235 Welsh Rd., Ambler, PA 19002, 215/542-1398(H).

29 Fall Regatta (S)—Lake Wallenpaupack YC, Lake Wallenpaupack, PA; Franz Schneider, 200 Highland Ave., Moorestown, NJ 08057, 609/235-6853(H), 215/535-3476(W).

OCTOBER

6 SANJL North Jersey Championship—Sailing Assn. of New Jersey Lakes; Green Pond; Steve Manson, 320 Beach St., Rockaway, NJ 07866, 201/825-1398(H&W).

7 Pennsylvania Sunfish Championship (S)—Marsh Creek SC, Marsh Creek State Park, Downingtown, PA; Susan Swenk, 55 N. Brighton Ave., Upper Darby, PA 19082, 215/449-6520(H), 215/299-6382(W).

SOUTHEAST


SEPTEMBER

1-2 Sarasota Labor Day Regatta—Sarasota Sailing Squadron; Charles & Cindy Clifton, 2118 Alamedia Ave., Sarasota, FL 34234, 813/954-8923(H), 813/351-8914(W).

70 hours just answering the questions. “After you did all that and mailed it in, they screened them and got back to you. I was one of the top 26 (out of 700 applicants.) Then they put you through a videotape interview. They limit it down to five and then they put you through some more oral interviews. It was after that that I became a state co-finalist.” Just getting to that point was just the beginning for Derrick.

He then went on to the national level. The funnelling process was filled with more writing and more interviews. “Part of that process was who your judges were and how well they negotiated for you. But it was pretty clear in my mind then that there was a pretty significant chance they were looking for a female. About 60 per cent of public educators are female to begin with. ... I don’t really know where I ended up. They never really released that.” As one may recall, the late Christa McAlifife won the nationwide competition with Barbara Morgan the alternate. By the numbers, there were 112 finalists from over ten thousand applicants.

The co-finalists, two from each state and territory, have had the privilege of speaking to groups on the topic of aerospace education ever since. Derrick travels throughout the state of Michigan doing presentations primarily for elementary-school audiences. “The presentation I do most for elementary kids is one called ‘Touching Space’ which is a fun, fast-moving, high-tempo, aerospace awareness program that uses some slide and videotape simulations.” His day-long itinerary usually includes: two large presentations, a couple of gifted and talented groups and a visit to each classroom. He also speaks to high school, college, and civic groups. Each time the presentation is tailored for the particular audience. “With high-school kids, I try to get them thinking about the world we live in, from a sociological, technological, and an environmental perspective. Their program is called ‘A World Without Borders.’ We discuss the issues and challenges facing us today and in the future and how space can fit into the solutions of those problems.” Each time the requests to speak come through word of mouth.

After the first year and a half, those who did not wish to continue left the program, narrowing the team down to 70. In an effort to keep them affiliated with NASA, they were given the title of Space Ambassador. Derrick now speaks to one to three groups per month at his own pace and around his busy schedule. He is now involved with coordinating a world-wide space conference via computer. “It’s a computer simulation program where there were three sections: one on space research, one on role playing that kids throughout the world did, and the area that I coordinated was
space careers and vocations. Every other night for the last four weeks, I was on the computer addressing issues, answering questions, and putting items on for discussion on various aerospace careers. One example might be the commercialization of space, with companies finding it profitable and what that means to high-school kids interested in careers in space."

Derrick’s activities are currently coordinated with the NASA regional center in Cleveland, Ohio and the Challenger Center Foundation in Washington, D.C., established after the Challenger disaster to administer the 4.5 million dollars in funds raised throughout the United States. “I’m doing things that they (the Challenger astronauts) stood for. They stood for aerospace education and the advancement of space and to make space a place for mankind, not just for US citizens...a place where we can learn to do things better. I know, certainly for Christa, that that’s what she would have wanted. I go ahead in commemorating that in my work with NASA. Derrick does not plan on slowing down any time soon, even with all his responsibilities. He continues with his other roles simultaneously. Writing projects take up much of his time and working at preparing his next book to be presented to a publisher. Many an evening has been spent in class lately as he pursues his doctorate in Education at the University of Michigan. He also is enjoying his newest, (and favorite), role—that of being a new father, (stay tuned for more in part three). But as we get further into the summer, Derrick will be exercising more and putzing with his boat a bit. Why you ask? He plans on attending the 1990 NA’s in Sayville in August, right along with the rest of us mortals.

Derrick Fries, Current North American Champion

**dateline**

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<th>Date</th>
<th>Event and Details</th>
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<td>15</td>
<td><strong>Around Paris Island Sunfish Distance Race</strong>—Beaufort Yacht &amp; Sailing Club, Beaufort River; Dan Brown, 4058 Shell Pt Rd., Beaufort, SC 29902, 803/525-1256(H), 803/524-5915(W). Registration fee $20. A distance race from BYSCO around Paris Island into Port Royal Sound &amp; return. Distance approximately 22 miles.</td>
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<tr>
<td>16</td>
<td>&quot;Pixie&quot; Sunfish Circuit #1—Tampa Bay Sunfish Assn; Davis Island YC; Steve Honour, 11633 75th Ave. North, Seminole, FL 34642, 813/398-1278(H&amp;W).</td>
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<tr>
<td>OCTOBER 13</td>
<td><strong>Port Royal Seafood Festival Regatta</strong>—Beaufort Yacht &amp; Sailing Club, Beaufort River; Dan Brown, 4058 Shell Pt. Rd., Beaufort, SC 29902, 803/525-1256(H), 803/5245915(W).</td>
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<tr>
<td>13-14</td>
<td>4th Annual Carlisle Classic—Windjammers of Clearwater; Clearwater Beach Sailing Center; Steve Honour, 11633 75th Ave. North, Seminole, FL 34642, 813/398-1278(H&amp;W); 2 day all class regatta. Island camping, no facilities. Proceeds benefit Clearwater Sailing Center. &quot;BIG&quot; party Saturday afternoon at 3pm till dark. 154 boats last year.</td>
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<td>13-14</td>
<td><strong>Waccamaw Indian Summer/Sunfish S.E. Regional Championship</strong>—Waccamaw SC, Lake Waccamaw, NC; J. M. &quot;Dick&quot; Coburn, 1219 Pinckney St., Whiteville, NC 28472-2211, 919/642-3181(H), 919/642-0568(W).</td>
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<td>20-21</td>
<td><strong>Golden Open</strong>—Oconee Sailing &amp; YC; Lake Sinclair, Milledgeville, GA; Bill Hunter, 241 Lakeshore Circle NE, Milledgeville, GA 31061, 912/452-4070(H).</td>
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<td>27-28</td>
<td><strong>Dixie Regatta/Florida State Championship</strong>—Halifax Sailing Assn., Lake Munroe; Dave Dunn, 330 Zelda Blvd., Daytona Beach, FL 32018, 904/257-2686(H); 904/255-6886(W).</td>
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**MIDWEST**

| JULY 14-15 | **Wolf Lake Regatta/Midwest Regional Championship**—Wolf Lake YC, Wolf Lake near Jackson, MI; Gail Turluck, 421 McKinley St., Chelsea, MI 48118; 313/475-9454(H); Midwest Regional, but fun and open to all. Must be ISCA/USSCA member to qualify for World’s Championship. |
| 21-22     | **Super Sail**—Winnetka YC; Marc Garrison, 350 Ridge Ave., Winnetka, IL 60093, 708/446-8549(H). |
| SEPTEMBER | **Fox Point Sunfish Invitational Regatta**—Fox Point SC, Lake Louise, Barrington, IL; Tom Pleger, 370 Fox Hunt Trail, Barrington, IL 60010, 708/381-1771(H); Please register at race site at least 1/2 hour prior to skipper’s meeting at 9:30am. $8 registration fee includes lunch & 6 trophies. |
| 9         | **Last Chance Regatta**—Evansont SC, East and Dempster Street, Evanston, IL; Sam Stowell, 2800 Gross Point Road, Evanston, IL 60201, 708/680-7431(H); 708/869-3900(W); Registration at the beach, 8:15-9:15am. |
| 15-16     | **This One’s For Fun**—Devils Lake YC; Jack Tibbs, 10058 Devil’s Lake Hwy, Box 117, Manitou Beach, MI 49253, 517/547-5843(H); SPECIAL—DLYC 50th Anniversary. |
dateline

22-23 25th Annual Lake Geneva Sunfish Regatta—Lake Geneva Sunfish Club, Fontana Beach, Lake Geneva, WI; David W. King, 744 McKinley Ave., Mundelein, IL 60060, 708/566-5088(H), 312/775-2800(W); Don & Jean Bergman, 26 Dunsten Circle, Northbrook, IL 60062, 708/205-0813(H), 312/782-3588(W); Sunfish Only.

OCTOBER 27 Great Pumpkin Regatta—Johnson Slough YC, Golfview Lake, Hinsdale, IL; George C. Bonertz, 813 58th Street, Hinsdale, IL 60521, 708/325-0236(H), 708/986-9399(W); Limited number of Sunfish boats available w/advance notice.

SOUTHWEST

JULY 7-8 Governor’s Cup—Austin YC, Lake Travis; Victor Manning, 8419 Red Willow Dr., Austin, TX 78736, 800/876-5711(W).

SEPTEMBER 15-16 Southwest Sunfish Regional Championship (S)—Houston YC, Galveston Bay; John W. Focke, 2113 Brun, Houston, TX 77019, 713/528-6888(H), 713/524-2155(W).

OCTOBER 8-7 Endless Summer Regatta—Seabrook SC, Seabrook, TX; Ralph Krog, 2403 Intrepid Way, League City, TX 77573, 713/332-2233(H).

INLAND LAKES

JULY 7 Petenwell “L-o-n-g Triangle #3”—Barnum Bay YC; Lake Petenwell near Nekoosa, WI; Mike O’Leary, 715/421-2881(H); 9am race.

8 Detroit Lakes Open Regatta—Holiday Inn, Detroit Lakes, MN; Joe Richardson, 800/369-3090(W); 9am race.

15 BLSF Season Series #4—Blanche Lake Sunfish Fleet; Woodlawn Resort, Blanche Lake, MN; Joe Richardson, 800/369-3090(W); Noon race.

22 BLSF Season Series #5—Blanche Lake Sunfish Fleet; Woodlawn Resort, Blanche Lake, MN; Joe Richardson, 800/369-3090(W); Noon race.

AUGUST 4-5 Petenwell Open Regatta—Barnum Bay YC; Lake Petenwell near Nekoosa, WI; Mike O’Leary, 715/421-2881(H); 9am race.

5 BLSF Season Series #6—Blanche Lake Sunfish Fleet; Woodlawn Resort, Blanche Lake, MN; Joe Richardson, 800/369-3090(W); Noon race.

19 BLSF Season Series #7—Blanche Lake Sunfish Fleet; Woodlawn Resort, Blanche Lake, MN; Joe Richardson, 800/369-3090(W); Noon race.

26 3rd Annual River Run—Twin Cities Sunfish Fleet; St. Croix River near Prescott, WI; Tom Raster, 612/220-0238(W).

SEPTEMBER 2 BLSF Season Series #8—Blanche Lake Sunfish Fleet; Woodlawn Resort, Blanche Lake, MN; Joe Richardson, 800/369-3090(W); Noon race. Season finale/picnic.

2 Petenwell Dam Race—Barnum Bay YC; Lake Petenwell near Nekoosa, WI; Mike O’Leary, 715/421-2881(H); 9 am race.

AT THE TILLER:

We half-apologize for not publishing a winter edition of the "Leg". We feel it is in the best interest of USSCA to combine the Fall-Winter issue. There is not enough material sent to us or the time to publish the winter issue. Also, the class incurr all of the same costs for an issue that does not have hardly anything in it. Everything needs to be at the printer's at least a month or two before printing and the post office takes from two to four weeks to send bulk rate mail.

We would like all area representatives to assign someone the task of being responsible for sending stories, etc. to the Leg after the Regionals, Midwinters, and Masters Regattas have taken place. Please stress ASAP so they can make it in the next issue. Speed and accuracy helps to keep the production time down, too. People that want items included about their up-coming regattas need to be able to count on the schedule. We need your help to keep the racers and workers eager and enthusiastic.

Please send us suggestions (along with stories, scores and pictures) and we'll do what we can. There are some absolutely great SUNFISHERS out there among you who do a great job in getting us information. We could not do it without you and we would be very pleased to have more of you.

We hope you are planning to attend the N.A.'s in Sayville, NY this summer. The natives are very excited and will treat the SUNFISH FAMILY with the usual hospitality of great NA hosts. They have offered water, wind, weeds, and a wonderful week. Who will win? We all will! Join in the fun by sending your membership to USSCA. (YOU MUST BE AN USSCA MEMBER TO RACE) Shoreside crews and sailors will again convene by a "really big puddle" in the state of New York.

Peg Beadle, Editor

SAY "NO" TO NEON

That was the theme for the 7th Mad Sailors Weekend held the first weekend in March at Antelope's Bottom at Mad River Ski Area in Vermont. Hosts, Bob and Sharon Heckman, declared a fondue weekend, forgoing the traditional and fiercely-competitive appetizer and dessert competitions of past years. The cheese fondue was superb, the vegetable fondue delectable and the Odegard's chocolate fondue the hit of the evening. Oh, and the skiing was great, too.
F.Y.I.

By Scott Kyle and Eric Woodman

Question: Given that the Sunfish sail hits the mast on port tack, should I be sailing the boat differently on that tack versus starboard?

Sarah

Answer: A unique quality of the sunfish is the fact that the sail is flatter on port tack than on starboard. This reality has several consequences when it comes to upwind sailing and tuning. When the air is medium, (between 5 and 15 knots), I generally sail the boat the same way on both port and starboard tacks. If the water is particularly flat, you may want to try sheeting a little tighter on port tack, allowing you to point higher. If you try this on starboard tack under the same conditions, the sail will tend to stall out.

The "mast phenomenon" becomes a bigger factor in light and heavy air (under 5 knots and over 15). In light air, especially if there is any chop, it is important to not oversheet on port tack. You have to let the sail "breathe" by easing it out to gain speed. Remember, you can't point without speed, so ease out on port tack until you have built up speed, then work on pointing higher. In these conditions, I find that the fuller sail on starboard allows you to sheet a little tighter without stalling.

In heavy air, the flatter sail on port tack allows you to sheet tighter without getting overpowerd. On starboard, you will need to sheet out faster when a puff hits in order to keep the boat flat and driving forward. When tacking from port to starboard in heavy air, make certain to sheet in slowly enough to keep the boat flat and to prevent the daggerboard from stalling (both a heeling boat and stalled daggerboard will cause side slipping). Former North American Champion and perennial Midwinter Champion Bob Findlay comments about the new racing sail, "I think that you have to foot these sails on starboard tack more than the old Fogh sails. On port tack, I like to point the boat as high as possible without stalling out." Experiment sailing on the two tacks with a friend under varying conditions. Have one person sheet a little harder than the other, and see the results. The above suggestions are just guidelines. Each sailor sails a little differently.

Question: My daggerboard is constantly being chewed up by the trunk. How can I prevent this from happening?

Bob

Answer: There are three things that can be done to lessen the wear and tear on your daggerboard.

1. Use a retaining device that will grab both the leading and trailing edges of the daggerboard. This keeps contact with the sides of the trunk to a minimum.
2. With a file, smooth the rough edges in the trunk. Then line the trunk with indoor/outdoor carpeting. A good epoxy cement will hold the carpeting in place for many seasons.
3. Fiberglass the board. Fiberglassing is a good idea for many reasons. It protects and stiffens, it increases the thickness, and it strengthens the board. Fiberglassing may seem like a lot of work, but the benefits are worth the effort.

Question: I have trouble getting off of the beach when the waves are big. Do you have any suggestions?

Bill

Answer: Many of us sail on open lakes or bays where the waves can build, making launching difficult. Jean Bergman, who sails on the often wavy Lake Michigan, describes her patented technique for getting off the beach in waves: "I tie a line to the bow and swim the boat through the waves until it is deep enough to put the daggerboard down. This allows the boat to go up and down through the waves." If the water is too cold, or you just don't want to get wet, other possibilities exist. The important things to keep in mind are: 1) to keep your weight back, 2) to "stick" the bow into the wave as it hits (don't let the wave strike the boat broadsides) and 3) to reach off in the troughs to build speed before the next wave arrives. Then you will be ready to head the bow into the wave as it reaches you.

Question: My Sunfish leaks. What can be done to stop leaking?

Chet

Answer: The sunfish is a great boat for many reasons. It is simple, yet challenging. It is easy and quick to rig and it is a fun boat to sail. However, at some point, every boat will develop a leak. To detect where your boat is leaking is the key to stopping the leak and keeping the boat light. To find a leak (or leaks), use a vacuum cleaner with the hose attached to the exhaust end. Coat the hull with soapy water. Make sure that you cover the "problem" areas (the splash rail, all deck fittings, etc...). Place the hose over the hull drain plug and look for bubbles forming in the soapy water. Once the leaks are identified, seal the area with silicone.

Installing inspection ports is also helpful in controlling chronic leaking. Inspection ports allow you to sponge out the hull while you are on the water. The best location for an inspection port is open to debate. In his book Successful Sunfish Racing, Derrick Fries suggests putting two ports on the forward wall of the cockpit. This location allows easy access while the boat is being sailed. I prefer to put an inspection port on the afterdeck (below the bridle). With the port here, the skipper's weight will cause the water in the hull to flow to the inspection port. In any case, the installation of an inspection port can help you keep your boat dry.

We welcome your questions and will publish the answers in the next "Leg".

Send Questions to:
Windward Leg: Q&A
P.O. Box 128
Drayton Plains, MI 48330

RESPONSE TO QUESTION #4
WINTER ISSUE OF WINDWARD LEG

HOW DOES SHEETING A SAIL CHANGE THIS NEW FULLER SAIL?

The question has been asked how to specifically sheet the sail and how do you actually do it? One of the things you need to think about is the direct correlation of how you sheet and the speed of the boat. In my response I indicated that I am sensitive to sheeting to a quarter of an inch. As I make those small sheet adjustments I immediately want to see the results. Therefore, the sheet changes make me feel through all my senses, particularly my visualization and the feel of the boat, if the boat has indeed increased speed. I do not necessarily do this in comparison to other boats, but in comparison to how it feels to me. This has been reinforced by spending a great deal of time in the boat to denote the small increments in speed change. Therefore, I think the most important thing is to make a connection between the sheeting and the speed. When you sheet, that's only part one. The second part then is to see the effect of the sheeting action: A) Increase in speed. B) Decrease in speed. C) No change in speed. Usually the answer will be A or B and not very often C. Using that type of thinking in making it a two-part issue should help you go faster through the water.

Derrick Fries
TAKE ME ALONG!

by Jean Bergman

As someone who must always roam the beach asking other sailors for things I have forgotten, I was selected by your editor to compile a list of items which are totally necessary, or at least, very worthwhile for a regatta such as the North American Championships coming up in August. This list will not include the obvious: boat, sail, daggerboard, spars, rudder, halyard, main sheet. It does include a number of things which will make your regatta-life easier.

1. roll of duct tape (used for everything from keeping the mainsheet from strangling you, to putting on telltales, to keeping your boat from leaking, to mending your sail, to holding your clothing and sometimes even your body together during a long week of racing.

2. sailing gloves
3. ratchet block
4. extra tell tales These can be fancy feathers from a marine supply store or homemade from two and a half feet of galvanized wire (a coat hanger works well in a pinch), yarn, and duct tape.
5. PFD (Coast Guard approved)
6. Stop Watch (It doesn't have to be fancy, just somewhat water resistant)
7. daggerboard retainer (to hold up the board downwind—can be home-made of shock cord)
8. handle on your daggerboard (This really helps when you have to clear seaweed off your board frequently. Sayville can be very weedy!)
9. sliding traveler (a piece of line tied to the same length as the wire bridle)
10. sun glasses and sun block (extra strong for nose and lips)
11. 2 hats or visors (They often fly overboard)
12. foul weather gear and sweat shirts or sweaters (It can be cold even in July and August)
13. wind breaker
14. padded sailing pants (There are several kinds. May be bought or homemade. I use several pairs of sweat pants, cut off at the knees and sewed together with a double pocket in the rear for foam rubber pads to be put in. After a week in sea water you can get severe "rail tail"
15. 2 sponges (for bailing and cleaning)
16. sailing shoes
17. water bottle (1 pint to 1 quart depending on how thirsty you get. You could be out on the race course for 6 or 7 hours)
18. extra sail clips and line for tying sail to spars
19. compas (Only if you are used to sailing with one. If you try to use one for the first time during a major regatta, it only confuses you.)
20. extra main sheets (¼ inch marstron for light air and ¾ inch dacron for heavy air, 5/16 is standard - Not necessary, but very nice to have)
21. Rule Book (Of course you will never put yourself in a protest situation, but...just in case.)
22. tool box
   - 2 adjustable wrenches or two 7/16 wrenches (for tiller, extension, rudder and gooseneck)
   - 3/8 wrenches for spars
   - small and large screw drivers, phillips and regular
   - 2 pliers
   - Marine-Tex Epoxy (for patching)
   - cordless electric drill and bits (often helpful but someone will always loan you one if you don't want to buy one)
   - sandpaper, several sheet assorted
   - small hacksaw
   - knife
   - tape measure (for setting gooseneck position)
   - black indelible magic marker
   - extra assorted screws, bolts, nuts, ringy dings etc.
   - sash cord (for out haul line and general use)

Although sailors who have been going to regattas for years often seem to have a whole van load of essential equipment, you should be able to get along very nicely with the items on this list. Now if I just remember to check this list before I go, I won't have to ask you if I can borrow your duct tape!

VIDEOS - VIDEOS - WHERE ARE THE VIDEOS?

We are still in the process of putting together a program whereby individuals and fleets can borrow or buy the various videos we have available. If you need a video now or anytime, please call or write me at the Class Office and we will loan you one for a modest fee, namely the postage charges. We have the following videos:

First Worlds (St. Thomas)
Third Worlds (Bermuda)
SAIL TO FREEDOM
18th Worlds (Aruba)
19th Worlds (Nassau)
1989 Masters Regatta (Florida)
SUNFISH Promotional Video

Terry Beadle
313-673-2750
The Sunfish Office
Dear Readers of Windward Leg,

I am writing to you not only as the Commodore of Mecox Yacht Club (a 125 family Sunfish Club on the Eastern end of Long Island) but also as a Mother of a nine year old boy who along with 60 or so other children spend 9/16ths of their day from June through August sailing around Mecox Bay on their Sunfish. Most of these 60 children are under age 12.

After 3 years of being actively involved in Junior Sunfish Sailing I have become increasingly aware of what I feel deserves some major thought and hopefully some quick revision.

In almost all children's sports, and with other classes of boats sailed by Juniors, there are different age divisions under the Junior classification, but with Sunfish sailing, all children 15 and under are lumped together according to the class rules. As a result 8 year olds are supposedly expected to compete against the 15 year olds.

There are many younger children who are good Sunfish sailors, but they are no match for the 15 year olds who often have the strength and weight of an adult. As such, the younger children feel defeated before they ever begin a race, and the older ones feel frustrated because the little ones get in their way. Also, it seems crazy for the little ones who start sailing at 8 to have to wait, and wait and wait to gain recognition. Why not within the class create specific divisions so that children can be recognized for their achievements.

Division I - 15 and under
Division II - 13 and under
Division III - 11 and under

Example of how ages could be divided and then by starting a National or International Junior Ladder Sunfish Association Competition you might keep the children involved with Sunfish instead of them switching over to other classes like the Optimist which offers recognition for the efforts and achievements of children by grouping them with those who are close in age to one another.

Last Summer, at Mecox Yacht Club we held the first Annual Young Juniors Regatta open to children from all the different clubs in our area who were 11 and under. Over 60 children came from other clubs. Needless to say, there will be a repeat this year! Even on a good day, we don’t get half that amount of adults on the water.

If you, as a parent or Junior Sailing Program instructor or Organizer, think this is a good (or a bad) idea, please write to me at P.O. Box 1501, Bridgehampton, NY 11932 as I would really like to know how others feel about my suggestion.

If the common consensus is yes, maybe we can do something about it soon. I will pass on copies of all correspondence to the Sunfish Association Board of Directors.

Thank You,

Betsy Culeman

U.S.S.C.A.

Dear Sirs,

I am writing to you because, as of present date, I have not received my 1990 Regatta Schedule yet. My membership is current, sail number 61371.

I am also interested in the results from the Worlds, if possible.

Has the class developed a window label, for us to use on our cars/equipment, advertising the class? For the amount that we pay for membership this is little to ask - compare to any car club - our quarterly newsletter has yet to make it 4 times in one year. Why? The money certainly doesn’t go for a “monthly!”

Tim Smith

P.S. Years ago I made the same suggestions. Unequal sails = unequal sailing

"The 1990 World Championship - Through a Sailor's Eyes"

I was honored to be a participant at the 1990 World championships until January 18, 1990. When as a member of the U.S. contingent, we were informed by a mallgram that due to an overwhelming response from U.S. sailors (61), which was the original number we were after. The U.S. sailors who were already qualified will have to requalify in a 4 race, no throw out series. The top 34, at least, will race in the worlds. Only 31 advanced-3 short of the 34. As a result of a lack of communication between our officers and Pearson Sailboats, the number of boats to be sent was 80 instead of the 100 our officers planned on.

I was lucky enough to be one of 31 to make the worlds, in which I finished 11th. This article is needed to inform all U.S.S.C.A. members of the injustice done to all 61 qualifiers, but mostly to the 30 that were eliminated. Most of the 61 sailors were given the impression that this injustice was the result of Tom Raster not doing his job. But to the contrary Tom was doing the job he was instructed to do. In my opinion, he has done the best job ever making sure that the 61 qualifiers were invited by following the proper qualifying procedures. Thanks again, Tom, for a job well done.

The 1990 Worlds consisted of contestants from 9 countries around the world: Aruba 2, Bahamas 7, Bermuda 8, Curacao 3, Great Britain 1, Holland 5, Peru 12, Puerto Rico 1, and the United States 41, of which were officers, who at the requalifying series skippers meeting said the majority would not be racing in the Worlds, and 2 past World’s Champions. An alternative to this requalifying series was drawn up and submitted to the officers and international jury with a protest prior to the start of this event. The protest was promptly thrown out, as the jury said the protest was not a protest but merely a complaint by many of the contestants, even though several rules were violated. Pearson has informed our officers that the number of boats they will supply in the future will be limited even more. I was told by one of our officers that the U.S. will still be sending the 34 sailors and all other countries will send the same number as always. These sailors will most likely out number the boats, therefore the number of sailors needs to be reduced or we will have the same problems at future worlds.

Something needs to be done to make sure that the injustice done at this Worlds never happens again, to the U.S. or any other country.

Michael Scriver
U.S.S.C.A. Member
WINDJAMMERS TOP 79 BOATS IN TAMPA BAY

By Steve Honour

A cold front blew through west Florida May 6, the day the Windjammers of Clearwaters Fleet 658 took the top five positions over two divisions of the 1990 PIXIE SUNFISH CIRCUIT. The wind streaming out of the SW at 14 to 17 Ks was enough to keep the gracious final-regatta-hosting 'jammers out of the days victories, though, as the hard-sought first place Champion Division trophy went to Dale Guerdan of Orlando YC. Second was captured by 1989 SE US Regional Champion Charlie Clifton of Sarasota Sailing Squadron and third by 1986 SE US Regional Champion Joe Blouin, Sunfish Master Jack Sengstacken of Georgetown, SC took first in Challenger Division in which the new racing sail is prohibited. Joel Heyne of Boca Giega YC took second and Junior Randy Hasbrouck of Dunedin Boat Club took third.

The days races concluded the 2nd annual Circuit which runs from Sept. through May and drew seventy-nine competitors overall for three races on each of six Sundays at rotating local Sunfish Fleet locations. Current 'jammer Fleet Champion Jeff Lindsay won the series, "By being consistent and not missing any races." Trophy winners are asked to explain their success briefly when accepting awards. Jeff became the reigning Suncoast Sunfish of the Year with a fifteen-race total of 41.25 pts. "Jammer Stu Smith of Ellies Sail Shop (the local dealer) was second overall in the Champion division and Steve Honour, Fleet Captain and past Champion of the 'jammers took third. "Don't let the boat heel and then hike out. React sooner by hiking as the puff hits to keep the boat constantly level," noted Charlie Clifton who was fourth. Tony Kruse was fifth and Cindy Clifton of SSS took sixth overall and with it the women's trophy and title of Womens Suncoast Sunfish of the Year.

'Jammer Bill Wingrove won first overall in the Challenger Division with an incredible fifteen-race total of 24 pts. Second went to 'jammer Dave Roberts and third to Randy Hasbrouck. Fay Baynard of St. Petersburg won fourth place and Womens Challenger first overall. Jim Hasbrouck was fifth.

Ellies Sail Shop of Clearwater sponsored the regatta by donating the beautiful handmade trophies (Sunfish Emblems in contrast-laminated wood and gorgeous mini-daggerboard plaques complete with handles, edge-shaping and brass retainer springs for the yearly awards.) Bob Johnson Sails of Clearwater donated a wonderful mylar permanent shopping bag which was given away in a drawing of those who attended all but two regattas. A brand new dagger-board was drawn for out of those who made all but one. Incredibly, Jeff Lindsay won it (and a pair of booties in another drawing!) T-shirts & other giveaways were sprinkled on the happy crowd which received cold drinks on the water after every race and pizza & beer on the beach afterward.

We're already planning bigger and better things for next season (Florida) so come Fall, check out Tampa Bay's PIXIE SUNFISH CIRCUIT for more good racing and fun. Till then, ... Happy Sails!

1990 PIXIE SUNFISH CIRCUIT CHALLENGER DIVISION

1. Bill Wingrove
   Tampa
   24
2. Dave Roberts
   Clearwater
   61.75
3. Randy Hasbrouck
   Dunedin
   66.75
4. Fay Baynard
   St. Pete
   70.75
5. Jim Hasbrouck
   Dunedin
   104
6. Gary Smith
   St. Petersburg
   114
7. Joel Heyne
   Treasure Island
   253.75
8. Ralph Giron
   Treasure Island
   271
9. Marjorie Joner
   St. Petersburg
   314
10. Brad Wingrove
    Tampa
    335
11. Inette Chico
    Tampa
    515
12. Cory Thompson
    Tampa
    606.75
13. Craig Stolet
    Sarasota
    618
14. Sue Bazel
    Sarasota
    637
15. Jack Sengstacken
    Georgetown, SC
    696.5
16. D. Clement
    Tampa
    787.5
17. Cheryl Twining
    Clearwater
    788
18. Diane Holben
    Dunedin
    795
19. Penny Hall
    Dunedin
    795.75
20. Mark Hutchinson
    Dunedin
    798
21. Barbara Bruce
    Dunedin
    800
22. R. Wood
    Sarasota
    806
23. Brooke Tafaferto
    Treasure Island
    807
24. Penny Rainey
    Tampa
    811
25. J. Bruce
    Dunedin
    816
26. C. Dickinson
    Gulfport
    816
27. Keith Welch
    Largo
    820
28. Bruce Johnson
    Gulfport
    834
29. Howard Eworth
    Dunedin
    838
30. Becky Keller
    Seminole
    840
31. Valerie Stolz
    St. Petersburg
    850
32. Art Kirby
    Clearwater
    859
33. Nathan Miller
    Tampa
    864
34. Job Browning
    Sarasota
    888
35. Mike Devlin
    Largo
    888

1990 PIXIE SUNFISH CIRCUIT CHAMPION DIVISION

1. Jeff Lindsay
   Clearwater
   41.25
2. Stu Smith
   Boca Giega
   62.50
3. Steve Honour
   Seminole
   84.7
4. Charlie Clifton
   Sarasota
   95.4
5. Tony Kruse
   Gulfport
   127.4
6. Cindy Clifton
   Sarasota
   191
7. Helen Larsen
   Gulfport
   192
8. Arlen Stewart
   Dunedin
   267
9. Sonny DeCosta
   Clearwater
   299.75
10. Marcine DeCosta
    Clearwater
    346
11. Chris Kruse
    Gulfport
    450
12. Rod Koch
    St. Petersburg
    472.75
13. Don Cochran
    Clearwater
    504
14. Bill Nunn
    St. Petersburg
    533
15. Ursula Olson
    Sarasota
    535
16. Leslie Fisher
    Sarasota
    543
17. Kave Kaighin
    Sarasota
    562
18. Frank Wilkinson
    Clearwater
    630
19. Bonnie Sevier
    Sarasota
    633
20. Joe Blouin
    Tampa
    667
21. Jim Kaighin
    Sarasota
    711
22. R. Cuffel
    Dunedin
    712
23. Al Hersey
    Sarasota
    729
24. Mandell Weaver
    St. Petersburg
    771
25. Al Thompson
    Tampa
    771
26. Lillie Kaighin
    Sarasota
    828
27. Dave Guerdan
    Orlando
    894.5
28. Gail Hauser
    Tampa
    902.5
29. Chris Sass
    Clearwater
    909
30. Ercie Erickson
    Enterprise
    911
31. David Eastman
    Tallahassee
    914
32. Steve Covell
    St. Petersburg
    917
33. Dave Olson
    Sarasota
    918
34. Lott DeWitt
    Palm Harbor
    924
35. J. Frohock
    Dunedin
    925
36. Kent Irving
    St. Petersburg
    926
37. Ed Carney
    Sarasota
    933
38. Myron Glitcher
    St. Petersburg
    935
39. Barbara Watson
    St. Petersburg
    939
40. Sandy Scheta
    Tampa
    940
41. Renee Cote
    Tampa
    953
42. D. Clement
    Tampa
    955
43. Mike Sullivan
    Tampa
    961
44. Bill Haberland
    Satellite Beach
    1006
Regatta News

Good Life Games

It looks very much as if a lot of our Sunfish are getting in the Good Life Games. It all started when I began wondering why sailing was not included in the local Good Life Games. The first problem was to trace down the organizers and sponsors. It turned out that it was jointly sponsored by the St. Petersburg Times, and Barnett Bank. The coordinator was a young lady at the bank. On contacting her, I suggested that sailing would be a great addition to the games, and she asked that I send in a proposal. After talking to a lot of people in the Sunfish Group, and several yacht clubs, a proposal has been sent in. I estimate it has about a 95% chance of being accepted. There would be two classes, Sunfish and Snipes. Entries are limited to those people 55 and over. With six Sunfish fleets in the Tampa Bay area, we expect to have a good showing.

Similar Good Life Games are probably run all over the country, and present a super opportunity for you to propose an inclusion of sailing in those games. It would be a terrific opportunity to “Show-case” the Sunfish, and do a community service at the same time.

Sunfish sailors in the Tampa Bay area, or even more distant, should keep this race in mind, the week of November 13th, in St. Petersburg. Facilities will be top notch, thanks to St. Petersburg Yacht Club, and the Sailing Center.

Bill Nunn
Note: This was written by Bill Nunn, 73 year old Sunfish sailor of Fleet 323, St. Petersburg, Fl., phone 813-384-1621.

Bahamas Sunfish Open

Rothmans’ Sunfish National Championship

Nassau Yacht Club
March 10-11, 1990

1. Jimmy Lowe 1-2-1-4-1 8.05
2. Donnie Martinborugh 2-1-2-4-DNS 11.75
3. Chris Thompson 8-3-5-1-2 13.75
4. John Dunkly 5-4-1-5-6 18.75
5. Philip Hall 4-10-3-7-3 19.00
6. Scott Brown 3-5-6-7-6 23.00
7. Peter Christie 6-7-9-5-6 31.00
8. Robert Dunkly DNS-7-9-12-4 40.00
9. Richard Patterson 7-6-12-9-12 46.00
10. Perry Cook 9-8-6-15-6 49.00
11. Homer Lowe 10-17-10-13-9 50.00
12. Fernando DeCardenas 11-12-11-13-10 54.00
13. Ann Holoweski 11-13-8-17-15 54.00
15. Harry Mines 17-3-10-15-6 72.00
16. Dana Wells 14-16-22-18-13 78.00
17. Susan Larson 12-16-13-14-DNS-9 81.00
18. Victor Patterson 18-13-17-21-18 83.00
19. Matthew Lawrence 15-20-15-19-11 84.00
20. Horizon Moxey 29-24-16-17-14 87.00
21. Jason Robertson 29-23-12-20-19 89.00
22. Courteny Turby 23-15-23-21-17 102.00
23. Reubin Knowles 24-23-20-23-22 111
24. Matthew McCoy 22-DNS-DNS-24-21 114
25. Bobby Payton DNS-DNS-24-25-20 120
27. Adam Boorman 18-17-18-18-17 138
28. Raymond Lightburn DNS-DNS-DNS-DNS-DNS 138
29. Craig Boorman 21-DNS-DNS-DNS-DNS 141
30. Dennis Miller DNS-DNS-DNS-DNS-DNS 144

The Florida S.E. Regional Championships was held May 12 & 13, 1990. The sailing site was on the Banana River, PAFB Fl. Thirty-three sailors came from close and far away to test their sailing skill of the site of the 1991 Mid-winters. Wind conditions for the 2 day regatta were (with the exception of the 1st race) about 12-18 mph, which is average for this time of year. The Regatta was closely fought with several people having a shot at 1st place going into the last race. Mark Taylor from Tampa, Fl, despite a DSQ, sailed consistently to win 1st place.

Our social event was a dinner at the NCO club overlooking the Atlantic at the base. Everyone enjoyed the excellent meal and delightful atmosphere.

— Ella (Peg leg) Haberland

Windward Leg Summer 1990

19
### 1990 SUNFISH MIDWINTER CHAMPIONSHIP

**Bay-Waveland Yacht Club**

**Bay St. Louis, MS**

**March 9-11, 1990**

**51 Boats**

#### Sloopers

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#### Masters

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<td>Sammy Goff</td>
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#### Women

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<tr>
<td>1</td>
<td>Nelia Parks</td>
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<td>2</td>
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<tr>
<td>5</td>
<td>Jane Coes</td>
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<td>6</td>
<td>Shelly Kilen</td>
<td>297.0</td>
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#### Juniors

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<tr>
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<td>John Watson Galloway</td>
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<td>Stewart Williams</td>
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<td>3</td>
<td>Ben Jones</td>
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<tr>
<td>4</td>
<td>Richard Hauser</td>
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<tr>
<td>5</td>
<td>James McCreary</td>
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<tr>
<td>6</td>
<td>Brock Schmidt</td>
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<tr>
<td>7</td>
<td>Rob Dodtule</td>
<td>305.0</td>
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#### Sunfish Frostbite Regatta

**Narragansett Bay Yachting Association**

**Newport, RI**

**March 25, 1990**

<table>
<thead>
<tr>
<th>Rank</th>
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<tr>
<td>1</td>
<td>Philip Kinder</td>
<td>2-8-2-8-8-8-8</td>
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<tr>
<td>2</td>
<td>Peter Haydon</td>
<td>2-3-3-5-3</td>
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<tr>
<td>3</td>
<td>Stephen Barnes</td>
<td>3-3-3-3-2-2</td>
</tr>
<tr>
<td>4</td>
<td>Richard Hauser</td>
<td>3-6-4-4-4</td>
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<tr>
<td>5</td>
<td>Will White</td>
<td>4-4-6-3-5-5</td>
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<tr>
<td>6</td>
<td>Nathan Wardwell</td>
<td>5-5-5-6-6</td>
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<tr>
<td>7</td>
<td>Ray Ridgely</td>
<td>BDNs-7-BDNs-BDNs</td>
</tr>
<tr>
<td>8</td>
<td>E. Greenough</td>
<td>BDNs-BDNs-BDNs</td>
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**THE 1990 ICEBREAKER REGATTA**

**Johnson Slouth Yacht Club**

**Hinsdale, IL**

**April 21, 1990**

**25 boats**

1. Bob Findlay     | 2-1-1-5-1-3 | 75.0 |
2. Scott Kyle      | 1-4-5-1-2-1 | 8.25 |
3. New York        | 3-7-2-4-6-2 | 17.0 |
4. Malcolm Dickinson| 5-7-4-3-6-3 | 24.0 |
5. Jean Bergman    | 6-5-3-6-9-9 | 27.0 |
6. Bill Bergman    | 8-2-9-11-1-1 | 35.0 |
7. Mike Snee      | (15)-8-10-7-8 | 41.0 |
8. Tom Katterheinrich | (14)-13-3-4-4 | 36.0 |
9. Jim Murphy     | 4-5-16-3-16 | 41.0 |
11. Larry Bond    | 15-16-19-18-15-18 | 75.0 |
13. Matt Garrison | 12-20-23-18-12 | 84.0 |
14. Ed Hoeke     | 18-14-20-24 | 91.0 |
15. Shock Harris  | 20-22-21-22-22 | 10.0 |
16. Scott Stone   | 21-23-22-(DNF)-22 | 11.0 |
17. Kathy Thomas | 24-25-25-24-25 | 120.0 |
18. Terry Stowe  | 24-25-24-24-24 | 122.0 |

---

Bob Findlay, the new Midwinter champ, squeaked out a win over the new world champ, Scott Kyle, who flew in from New York. 25 boats competed on this very small lake, which had perfect conditions and great committee work. We enjoyed good lunches and evening snacks with plenty of drinks. Everyone is now looking forward to Sat. October 27, 1990 to see old friends and make new ones at the Great Pumpkin Regatta which is also hosted by the Johnson Slouth Yacht Club.

-Tom L. Katterheinrich
S.A.N.J.L. SERIES

The Sailing Association North Jersey Lakes runs an annual series of 4 regattas hosted by various clubs in the lake region of North Jersey. The 1989 series was held at Lake Mohawk, Smoke Rise, Greenwood Lake and Green Pond. 4 throwouts are allowed. Hence, a sailor needs to race in only 3 events in order to be competitive. It is not unusual to have 40 boats on the line! The 1990 series will be held at Lake Mohawk on May 5, Greenwood Lake on May 12, Highland Lakes on Sept. 22, and Green Pond on Oct. 6. These events are open to all Sunfish sailors. Join the fun!

S.A.N.J.L. 1989 SEASON RESULTS

1. Steve Manson
2. Bob Griswold
3. Doug Brown
4. Court Young
5. George Barrett
6. Rich Mastrangelo
7. George Seary
8. Ted Straight
9. Steve Brown
10. John Brett Sr.
11. George Sloan
12. Don Sensenig
13. Frank Whitescarver
14. John Miller
15. Jaro Mesick
16. Tom Allyne
17. Paul Tarsney
18. Bob Burr
19. Maurice Caillietteau
20. Ken Geiman

First in age group
Under 16 Derek Jackson
16-25 Rich Mastrangelo
26-35 Steve Manson
36-45 Bob Griswold
46-55 Court Young
Over 55 Ted Straight

Ed Syracuse Trophy: Bob Griswold
Junior Regatta Winner: Derek Jackson

—Courtney Young

SOUTHWEST SUNFISH MIDWINTERS

Houston, TX Yacht Club
SUNFISH SENIORS
March 24-25, 1990

1. Elizabeth Kratzig
   1-2-1-2
   COYC
   5.5

2. Ash Beatty
   2-1-1-2
   DNS-1-3-1-4
   8.5

3. Jack Adlis
   3-3-4-5-3
   UCYC
   13

4. Sam Pyne
   4-4-7-4-2
   HYC
   14

5. Bill Stroth
   2-5-5-8-5
   Lakeview YC
   17

6. Scott Ziegler
   8-4-6-3-7
   HYC
   22

7. Andy Beckman
   7-8-8-8-1
   HYC
   23.75

8. Todd Haglund
   5-9-10-7-9
   HYC
   30

9. Clark Thompson
   DNS-7-2-DNS-2
   HYC
   31

10. Tre Banks
    6-1-9-7 DNS-2
    HYC
    37

11. Robert McMahan
    10-12-12-8-8
    HYC
    39

12. Lawrence Gabel
    9-10-11-DNS-8
    HYC
    41

13. Stan Hinson
    11-13-13-10-10
    HYC
    44

SUNFISH JUNIORS

1. David Thomas
   1-2-2-1-2
   HYC
   5.5

2. Glenn Callahan
   2-1.1-2-DNF
   COYC
   5.5

3. Wes Holmstrom
   3-3-3-DNS-3-3
   HYC
   12

4. John Morris
   7-5-3-4-1
   HYC
   12.75

5. Trey Perdue
   4-4-DNS-5-4
   HYC
   17

6. Michael Mogford
   5-7-5-6-5
   HYC
   21

7. Dave Thomas
   6-6-6-7 DNS-2
   HYC
   23

8. Carter McMahan
   DNS-DNS-DNS-4-DNF
   HYC
   35

The winner of the senior division was Elizabeth Kratzig. She qualified at this event to be one of two representatives of this region for the next world championship. There were a total of 20 competitors (13 seniors and 7 juniors) who participated in the event. All competitors were members of the Class Association.

By John W. Focke
Southwest Representative/USSCA

ANNOUNCEMENTS

Grandma Jean and Uncle David received news in Bermuda that Bob and Megan Findlay had added a new male sailor to the growing "Funfish" family. Welcome, James!

NOTICE: — Bob "Rapid" and Donna Buttner, our class historians, would like memorabilia from past N.A.'s, Worlds, Regionals and local regattas. It most likely will have been used by you but that does not matter. Your junk is their treasure! Please mail directly to them. Their address is: Oak and Line Rd., Plymouth, MA 02360. They would like to fill their basement. You may see your old T-shirts at the north Americans in Sayville, NY this summer hanging from an old sheet line.

If you would like to join the United States Sunfish Class Association please call Terry or Peg Beadle at the Sunfish Office and we will send you an application. If the machine answers, leave your name and address (slowly, clearly and completely). If you do not receive it promptly, please call back. Sometimes messages are a little hard to hear or decipher. We want you to be a part of our funfish family! Phone: 313-673-2750. Our mailing address has changed—please change your little black book. We have not moved but hometown is now large enough to have our own, Waterford, MI 48328 address. See page 2 and back page. Post office zip code has also changed.

NEW CLASS LEGAL SUNFISH SAILS

New North/Fogh Design $ 279
All white, with window
UPS freight prepaid (NJ add 6% tax)
Numbers $2 per digit 10" cloth
TRADE IN YOUR OLD SAIL- $25
New standard sails all colors $179

CRANFORD BOAT AND CANOE COMPANY
250 SPRINGFIELD AVENUE • CRANFORD, NEW JERSEY 07016
28th Sunfish North American Championships

The Sayville Yacht Club and the United States Sunfish Class Association invite you to participate in the 28th Sunfish Championship, August 4th through August 10th, 1990 on Great South Bay, Blue Point, Long Island, N.Y.

GENERAL INFORMATION: The championships are sponsored by the Sayville Yacht Club (SYC) and its regatta committee. The regatta is a qualifier for the North American Champion and a Junior North American champion. The club is situated on Great South Bay in Blue Point, Long Island, N.Y. The Great South Bay is the body of water on the south shore of Long Island between the barrier beach (Fire Island) and Long Island. The winds are steady and range in the 12 to 18 knot range. The spring issue of Windward Leg contains an article describing the winds and sailing at SYC. Sunfish are launched directly from the sand beach in front of the clubhouse.

PRELIMINARY SCHEDULE: Advance Registration will be taken by mail with a lower fee assessed through June 15th. Registration will take place at SYC clubhouse on Saturday August 4th from 900 to 1700 and on Sunday August 5th from 900 to 1200. Opening ceremonies take place on Sunday August 5th at noon followed by one practice race and an evening "Welcome Bash" dinner with entertainment. The Junior North American Championship and the North American qualifiers will be Monday August 6th and Tuesday, August 7th. There will be three races each day. The Junior North American Awards Banquet will be held Tuesday evening. The North American Championship will begin Wednesday, August 8th. There will be three races Wednesday, August 8th and Thursday August 9th. Two races will be held Friday August 10th. The North American Championship Awards Banquet will be held Friday, August 10th. Throughout the week, racing will take place on two triangular courses.

AWARDS: Ten trophies will be given in each category: Juniors, Championship, and Founders.

ENTRY FEE: The entry fee is $165 (U.S.) if paid by June 15th (advance registration). The registration fee after June 15th will be $185 (U.S.). The fee is $125 after June 15th (advance registration), breakfast 6 days (Aug. 5th-10th), Welcommg Dinner, Aug. 5th, After race blast Aug. 6th, JRNA Banquet Aug. 7th, BBQ Aug. 8th, Championship Banquet Aug. 10th, and a participation keeper. "Racing only" fees will be $117 before June 15th and $125 after. Breakfast & keepers are included in the "Racing Only" fees. All functions and meals for guests are $65 before June 15th and $78 after. Individual event tickets will be sold during registration if available. Lunches are for sale each race day or by the week from the SYC women's committee.

REGISTRATION: Skippers may advance register for the Championships by detaching and returning the completed entry form with payment in full by check or money order made payable to the Sunfish N.A. The registration deadline is June 15th. The fees are $65 before June 15th and $78 after. “Racing only” fees are $117 before June 15th and $125 after. Breakfast & keepers are included in the "Racing Only" fees. All functions and meals for guests are $65 before June 15th and $78 after. Final registration will take place at SYC. Saturday August 4th, 900-1800, and on Sunday August 5th, 900-1200. Boat and equipment measurement will take place during these times and complete sailing instructions and scoring information will be provided. It is each skippers responsibility to complete the entire registration process within the times specified.

Aug. 5: Welcome Dinner-Steak $13
Aug. 6: After Race Blast-Beer, Root Beer $ 7
Aug. 7: Jr. NA Banquet-Lobster $10
Aug. 8: BBQ $ 3
Aug. 9: Open
Aug. 10: Championship Banquet-Roast Beef $17

Breakfast - Cold cereal, bagels, juice & coffee $ 3
Lunch - Available from Women's Committee or SYC snack bar

ACCOMODATIONS: Limited camping will be allowed on the grounds of the club. Camp sites will be marked with advance registration or at the club on an as available basis at the final registration desk. A limited number of spectator boats will be available.

NOTE: DIRECTIONS TO SAYVILLE YACHT CLUB: 1. Long Island Expressway (LIE) to Exit 62 south (County Road 97 Nicolls Rd). 2. Go south to Blue Point (at end of Nicolls Road). 3. Turn West (right) on Montauk Highway. 4. Make first left at light (Gillette) 100 feet. 5. Take Gillette to RED Blinker at intersection with Middle Road. 6. Turn East (left) on Middle Road. 7. Turn Right on Second Street (Boylan Lane) to SYC.

28TH SUNFISH NORTH AMERICAN CHAMPIONSHIP ENTRY FORM

SKIPPER'S NAME
ADDRESS:
STATE: _______ ZIP: _______ YACHT CLUB: _______
AGE: _______ DATE OF BIRTH: _______
SAIL #: _______ ARRIVAL DATE: _______

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Introducing the

SEITECH

DOLLY

Designed by a veteran dinghy sailor with you, your boat, and the tough marine environment in mind.

Built to fit just your type of boat, in durable space-age material, to last a lifetime. No adjustments needed.

Consider the many essential and unique features:

- Easy Assembly through fall-in-place concept. Screwdriver the only tool required. Illustrated assembly instructions included.
- Durable and Corrosion-free. Dolly made of square structural-grade aluminum tubing with boat-friendly rounded corners, tough injection-molded joint components, and stainless steel fasteners.
- Low-friction Wheels with plastic hub, sealed plastic roller bearings, and 16" diameter inflatable tires. Minimum effort on sandy beaches or steep slippery ramps.
- Collapsible. Fits into car trunk. Shipped in a carton.
- Narrow Wheel Base. Wheels tucked in under boat. Easy maneuvering in tight spaces.
- Attractive. All molded components in UV-protected appealing color with smooth non-marking surfaces. No exposed tube ends.
- Standard Replaceable Parts throughout; available from manufacturer.
- Warranty. One year on material and workmanship.

Suggested retail price: U.S. $299.00, Cdn. $329 (shipping extra)

Dolly available at your local boat dealer or by mail order.

Dolly for other boats available also.

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Tel: (416) 940-1044 Fax: (416) 940-1050

Call or write for more information or to place your order.

Name: ____________________________
Street: ____________________________
City: _____________________________
State/Prov.: _______________________
Zip/Postal Code: ___________________
Tel. home: ( ) ____________________
Tel. work: ( ) ____________________

Windward Leg Summer 1990
Classifieds

SUNFISH BOAT COVERS--$135.00. SPAR AND MAST BAGS $70.00. These are constructed of a maritime, 11 1/2 oz. canvas of polyester and cotton fabric in light gray, pearl grey, or royal blue. Send check to: Margaret Beadle, 3782 Covert Rd., Waterford, MI 48328. (MI residents, add 4% tax.)

AUTOGRAPHED BOOKS BY DERRICK FRIES -- "SUCCESSFUL SUNFISH RACING" $15.50 and "SINGLEHANDED RACING" $12.50. (Non U.S. residents add $4.00). N.A. and World champion tells how to place well in racing. Send check to: Margaret Beadle, 3782 Covert Rd., Waterford, MI 48328. (MI residents, add 4% tax.) New mailing address.

DINGLE DANGLE: A wind direction indicator for your Sunfish. Easily attaches to the gaff and is sure to improve your performance in light and heavy air. Just $10.00 including S&H, or get together with a friend and order two for $15.00 from Jim Uroda, 113 Talisman, Lake Jackson, TX 77566. In addition, you can keep your main sheet from catching your hat or life jacket with my snap-on SHEET HANGERS. Order a pair for $5.00. Try my latest, a snap-on TILLER TENDER. Besides a super cruising device, it can aid the beginner and middle of the fleet sailor in learning more about trimming the Sunfish. Once you use it, you won't leave the dock without it. Just $13.00, but I need to know if you have the old tiller, or the new hull design. Stretch cord colors are white, red, blue, green, or black. Other products that are almost ready are a lockable fiberglass cockpit cover, and, a centerboard snubber. Please write for info on these.

NEW white racing sails are IN. What does one do with an accumulation of OLD sails? Send them to BLOWN OUTS! We will custom make shirts and pants for you or send you money. For information, write or call: G&T Enterprises, INC., 36 Tyler Street, Sparta, New Jersey 07871, 1-800-782-0796.

Bring your old sails to Sayville for the North American's, August 4-10. While on location, we will design BLOWN OUTS especially for you. For further information about garments made from soft, used sail cloth write G&T Enterprises, Inc., 36 Tyler St., Sparta, NJ 07871 or call 1-800-782-0796.

ATTENTION REGATTA ORGANIZERS Mailing Labels & Membership Lists can be obtained by writing to:
International Sunfish Class Association P.O. Box 128 Drayton Plains, MI 48330-0128 (313) 673-2750 Specify your requirements (states, zip codes, etc.). Most any requirement can be met. Lists and labels are $15.00 + 5 cents per name plus postage.

TERRY BEADLE has a new work number, (313) 853-0705 and FAX: (313) 853-0707. This is his TAB Shop Floor Computer office. The Sunfish Office is in our home.

PLEASE CHECK YOUR MAILING LABEL. Send in any address changes or corrections so you don't miss any issues of the Windward Leg. This is important! The Class pays to send them out and has to pay when they come back. Past issues of the Windward Leg can be ordered by sending $3.00 (check payable to USSCA) to Peg Beadle, 3782 Covert Rd., Waterford, MI 48328.

NOTICE TO MEMBERS: Please order your new sail numbers from the office. Send a check for $10.00 payable to USSCA to P.O. Box 128, Drayton Plains, MI 48330. Make sure to include your name, address and registered sail number.

NOTICE: The new Regatta Committee Chairman is Brian Weeks, 279 River Ave., Patchogue, NY 11772. Phone 516-447-2166.

NOTICE FOR JUNIOR AMERICAN CLINIC: Former Junior North American and current World Champion Scott Kyle will be conducting a 1/2 day seminar for all junior sailors at the Sunfish North American Championships at Sayville, NY. The clinic will focus on preparing for major junior sailing events such as the Sunfish Junior North Americans, the USYRU Smythe, Bemis and Sears Cups, the U.S. Youth Sailing Championships and others. In addition, Sunfish boat and sail tuning will be discussed on land and on the water instruction will be provided. The clinic will be held Saturday afternoon, August 4th, from 1:00 until 5:00 and is free, have your boat race-ready. For more information, contact Scott Kyle at (212) 751-5417.

continued page 21

United States Sunfish Class Association P.O. Box 128 Drayton Plains, Michigan 48330

FORWARDING AND ADDRESS CORRECTION REQUESTED

Have you paid your 1990 dues yet?

SUBSCRIPTION EXPIRATION NOTICE Membership is for calendar year. To renew your membership, on a sheet of paper write your name, mailing address, home phone, work phone, Fleet number, Fleet location, and sail number, enclose it with your check for $25 payable to USSCA, and send it to United States Sunfish Class Association, P.O. Box 128, Drayton Plains, MI 48330. PHONE: 313 673-2750

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