Controversial Force 5 North American's Still Unresolved

Defending Champion, Tim Parker of North Ridgeville, Ohio and Bob Cullen of Colchester, Connecticut battled for three days over the Force 5 North American Championship held July 29-31 in Narragansett Bay. After eight races and allowing for one throwout, Bob Cullen was the clear winner with 22.75 total points against Parker’s 28 points. But that was not the end of it.

In the final race of the series in which the course was both changed and shortened, there seemed to be some confusion as to whether the Race Committee had used the proper procedure. Feeling that the confusion would prejudice the outcome of the race and the series, Tim Parker lodged a protest against the Race Committee in the eighth race.

Going into the final race, Parker led Cullen by four points in the series. But, Parker was over early at the start and was forced to restart in the light, shifty winds. At the first windward mark of the full Olympic course, Cullen was way out in the lead with Parker far back in the pack. After completing the first triangle, at the leeward mark, the race committee signaled for a change of course using the standard “C” flag with multiple horns and displaying the new compass course. As the leaders approached the new windward mark, the race committee sped up to the new mark, anchored and immediately signaled a shortened course with the “S” flag and two guns as prescribed in the rule book. Less than a minute later, the gun was sounded as Bob Cullen crossed the finish line in first.

Sailors back in the fleet (including Parker) misinterpreted the three guns (not able to see the flag) as abandonment and quit racing at that time. As the course to the yacht club was the same as the course to the finish, Parker and others continued to sail toward the finish line in a relaxed

Continued on page 2
Continued from page 1

manner. After a time, they noticed the other boats finishing and then did they resume racing to the finish line. Parker crossed 20th to Cullen's first, therefore giving the series and title to Cullen.

Parker lodged a protest against the race committee on the basis of the signal misinterpretation. A protest committee headed by USYRU Certified Judge Leeds Mitchell, Jr. found the shorten course procedure to be right in line with the rule book but found that the change of course procedure had been left out of the sailing instructions. The protest committee upheld the protest and ruled that the eighth race be scratched from the series. This dropped Cullen from first to fourth and gave Parker the championship for the second year in a row.

Many competitors went away with mixed feelings about the result of the protest, especially Bob Cullen. He spoke to a friend, and fellow sailor, Bobby Condon about it later and decided to appeal the protest. Under Rule 73.5, Condon on behalf of Cullen asked to have the protest re-opened rather than go through the lengthy appeal procedure. The protest committee agreed. Citing appeal 171 and Rule 74.2(B) Condon convinced the protest committee that the majority of boats in the race were not prejudiced by the change of course. The protest committee reversed their original decision, reinstating the eighth race and declaring Bob Cullen the Champion.

The results which follow reflect this decision and include the eighth race. The results are still pending as Tim Parker with the help of Senior Certified Judge, Jack Wanenmacher, has appealed the reversal decision of the protest committee. Under Rule 73.1, parties to the protest have a right to be present at any hearings. Parker was not notified of the re-opening until after a decision had been made. In the appeal, Wanenmacher cites the failure to follow Rule 3.2(VI) “The sailing instructions shall contain the following information-description of the finish line and any special instructions for finishing or course shortened after the start.” He also notes appeal No. 55 which indicates the great importance of the provisions of Rule 3.1 which requires the instructions shall be in writing. This final appeal by Parker is still pending a decision.

Despite the controversy, the Barrington Yacht Club and regatta/race committee Chairman Ray Medley put on a superb regatta for the 31 competitors who came from as far away as Kansas City and Wisconsin to compete. Although there were light winds for two days, the opening day of racing brought 15-22 knot breezes which caused numerous capsizes. However, the most exciting sailing was not on the race course. A 4-knot current ebbing from the Warren River with a 20-knot wind against it made for very exciting sailing up the river to the Yacht Club. The slogan for the Championship was “We survived the River”.

Sailors were treated to a traditional New England Clam Bake complete with steamers to lobsters. Some visiting sailors managed to sneak away to Newport to catch the 12-meter action.

The Lorain Sailing Club in Lorain, Ohio will be hosts for the 1984 Force 5 World Championship scheduled for July 27-29. The Force 5 North Americans will be combined with next year's Midwinters at the Miami Yacht Club. Mark April 6-8, 1984 on your calendars.
Bob Cullen easily leads this race at the Force 5 North American Championships held July 29-31 in Barrington, Rhode Island. Photo by Jay Callum

**FORCE 5 NORTH AMERICAN CHAMPIONSHIP**

Barrington, Rhode Island

July 29-31, 1983

<table>
<thead>
<tr>
<th>Finish</th>
<th>Name</th>
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<td>283</td>
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Derrick Fries Adds Sunfish North American Title to His List

Happy winners at the Sunfish North American Championship held August 13-19 in Wilmette, Illinois. L to R: Chris Friend, 6th; Sam Philbrick, 4th; Don Bergman, 2nd; Derrick Fries, the North American Champion; Karyn Grimm, 3rd; Cricket Herndon, 5th.

Twice Sunfish World Champion, Derrick Fries of Pontiac, Michigan beat out local favorite Don Bergman to capture his first Sunfish North American Championship title. The event was held August 13-19 on Lake Michigan launching from Gilson Park in Wilmette, Illinois.

With just one race remaining in the Championship Series, one half-point separated the leaders. Winds were light and variable from the North for the final start. Both Fries and Bergman had to battle their way up through the 59-boat fleet. Fries managed a second place finish while Bergman could only make fifth, thus clinching the title for Derrick with 3-1-1-9-5-6-(11)-2 series for 26.5 total points (low-point scoring system). This marks the first time a World Series Champion has ever won a North American Championship title in the Sunfish Class.

In third place was the first woman finisher, Karyn Grimm, a medical student from Gainesville, Florida with 46 total points. She was followed by Sam Philbrick of Marblehead, Massachusetts with 63 points. Cricket Herndon of the local Winnetka fleet was fifth with 64 points. Rounding out the top ten were: (6) Chris Friend, Newport, RI, 64.75 points; (7) Bruce Supthen, Winnetka, IL, 66.5; (8) Peter Vessella, San Mateo, CA, 72.75; (9) Chris Lowrie, Lake Forest, IL, 93; (10) Lawrence Maher, La Porte, TX, 99.

During the first two days of the 5-day regatta, 97 seniors raced in a 6-race qualification series to determine the top 50 sailors that go on to the Championship Series. At the same time, 26 juniors (under 16) vied for the junior title on a separate course. Lars Guck, a 14-year old high school freshman from Barrington, RI took top honors in the Junior Division with a 2-1-2-2-1-(2) series for 7.5 total points. His closest competitor was John Focke of Houston, TX with 11.75 total points. In third was Willie Salminen of Webster, NY with 17.5 points. The top five juniors also qualify to sail in the Championship Series.

All remaining competitors (senior & junior) sail in a consolation series called the Founder’s Cup. Keith Robine of Menlo Park, CA easily won the series using his only second place finish in a string of aces as his throwout. John Townsend of Charleston, SC was second with 53 points (47.75 points behind Keith) and Richard Saunders of Montclair, NJ was third with 54 points. Robine who has taken a recent break in sailing to complete his schooling at Stanford missed qualifying by only one point. Keith finished third overall in the 1978 Sunfish North American Championship.

Regatta chairman Maury Mizel and the Wilmette Sailing Association were gracious hosts for the week long event. The Race Committee headed by Bill Wente was assisted by the expertise of the Sheridan Shores Yacht Club, Winnetka Yacht Club and Evanston were also co-hosts for this year’s regatta.

Next year’s Sunfish North American Championship is slated for late June in Galveston Bay. Houston Yacht Club promises an unforgettable regatta.
30. Stephen  
33. Tom Katterheinrich, New Haven, CT  
36. Johnny Krawcheck, Charleston, SC  
37. Robert Hagood, Charleston, SC  
38. Wendell Batts, Chicago, IL  
39. Robert Hall, Lake Buell, RI  
40. Michael Faugest, Green Bay, WI  
41. Alan MacGowan, Acting, MA  
42. Brian Weeks, Patchogue, NY  
43. Lane Johnson, Wellesley, MA  
44. Roger Dexter, Sherborn, MA  
45. Mike Nesbitt, Troy, OH  
46. Don Morris, Paso Alto, CA  
47. Shapoor Gardar, Oakville, Ontario, CA  
48. Tom Philbrick, Centerville, MA  
49. Eric Wilson, Sparta, NJ  
50. Willie Saltimben, Webster, NY  
51. Owen Scott, Sherborn, MA  
52. Scott Groenbaum, Greenwich, CT  
53. Lee Parks, Woodbury, CT  
54. Joan McVicker, Wayland, MA  
55. Will White, W. Hartford, CT  
56. Tim Holchler, N. Andover, MA  
57. Peter Barnes, Wellesley, MA  
58. John Focke, Houston, TX  
59. Johnny Townsend, Charleston, SC  

JUNIOR CHAMPIONSHIP SERIES 26 Boats

1. Lars Guck  
2. John Focke  
3. Willie Saltimben  
4. Johnny Townsend  
5. Robert Hagood  
6. Todd Hudgins  
7. Thatcher Focke  
8. Gregg Plecker  
9. Burt Shallow  
10. Marcus Maher  
11. Chris Brown, Winnetka, IL  
12. Michael Millin, Winnetka, IL  
13. Jim Murph, Winnetka, IL  
14. David Anderson, Winnetka, IL  
15. Brian White, Houston, TX  
16. Hal Foster, Barrington, IL  
17. Denis Cohn, Glenco, IL  
18. Peter MacGover, Acton, MA  
19. Bob Christiansen, Houston, TX  
20. Barrett Meigs, Winnetka, IL  
21. Mike Lane, Winnetka, IL  
22. Larry Katz, Glenco, IL  
23. Adam Benny, Winnetka, IL  
24. Brian Rudy, Chestnut Hill, MA  
25. Josh Silverman, Winnetka, IL  
26. David Asher, Winnetka, IL  

FOUNDER'S CUP SERIES 53 Boats

1. Keith Robb  
2. John Townsend  
3. Richard Saunders  
4. Bill Blackford  
5. Gregg Plecker  
6. Doug Molot  
7. Byron Bronson  
8. Christopher Dentler  
9. George Randall  
10. Chris Burn  
11. Jamey Maher, Hubbard Woods, IL  
12. Brian Guck, Barrington, IL  
13. Jamie guernan, Middletown, FL  
14. David Berry, Green Pond, NJ  
15. David Schuler, Winnetka, IL  
16. Peter Beddow, Wayland, MA  
17. Lane Maher, LaPorte, TX  
18. Foster Sanford, Braith Beach, NJ  
19. Bill Huberland, Northbrook, IL  
20. Susan Bonn, Evanston, IL  
21. Jim Armstrong, Winnetka, IL  
22. Lois Boldgett, Boca Raton, FL  
23. Shirley Anderson, Barrington, IL  
24. Michelle Millin, Winnetka, IL  
25. Bob Burn, Mountain Lakes, NJ  
26. Bob Harner, Drayton Paine, MA  
27. Hal Foster, Barrington, IL  
28. William Wiemeheimer, Winnetka, IL  
29. Thatcher Focke, Houston, TX  
30. Terry Beadle, Pontiac, MI  
31. Michael Millin, Winnetka, IL  
32. Bob Christiansen, Houston, TX  
33. Peter MacGover, Action, MA  
34. Kim Abell, Winnetka, IL  
35. Jack Mersey, Winnetka, IL  
36. Larry Katz, Glenco, IL  
37. Melanie Plecker, Centerville, MA  
38. Marcus Mader, LaPorte, TX  
39. David Bryan, Howell, NJ  
40. Don Anderson, Barrington, IL  
41. Brian White, Houston, TX  
42. Todd Hudgins, LaPorte, TX  
43. Robert Liffiton, Winnetka, IL  
44. Marvinda James, Navarre, NY  
45. Kathleen Liffiton, Winnetka, IL  
46. Barnett Mois, Winnetka, IL  
47. Manny Silverman, Winnetka, IL  
48. Dennis Cohn, Glenco, IL  
49. Moxy Mist, Winnetka, IL  
50. James Cox, Hanover Park, IL  
51. Bob Catswell, Munster, IN  
52. Randy Hammond, Bloomington, IN  
53. Dennis Parsons, Hindale, IL  

1) Denotes Throwout

4TH LONG ISLAND SOUND SUNFISH CHAMPIONSHIP Southampton, New York August 21, 1983 22 Boats

SENIORS

1. Paul Jon Patin  
2. Joe Ailer  
3. Tim Breath  
4. Jonathan Russell  
5. Joe Sullivan  
6. Paul Meyhill  

JUNIORS

1. Tim Rosinsky  
2. Clab Morgan  

The Junior Champions at the Sunfish North Americans are (L to R): Johnny Townsend, 4th; Willie Saltimben, 3rd; Lars Guck, the Junior Champion; John Focke, 2nd; Robert Hagood, 5th.
International Status Update

The Sunfish Class is on the very last leg of its journey toward International Status. The Class Measurement Rules and new Class Constitution have been checked and rechecked by the advisory board as well as the new Class officers. The final contract is expected to be signed this November and the organization will be in effect January 1, 1984.

So, what is the new organization? The International Sunfish Class Association Organization Chart illustrates the chain of command.

World Council — The World Council is the chief governing body for the International Sunfish Class Association (ISCA). The World Council shall include one member appointed by each officially recognized National Sunfish Class Association (NSCA). The World Council will meet once a year, probably at the World Championship.

Advisory Council — The Advisory Council shall be responsible for making recommendations to the World Council regarding the Class Rules and Constitution. The Advisory Council shall be made up of 5 to 10 members from at least 3 different NSCA's. Each NSCA may nominate up to two Advisory Council members. The World Council shall elect the Advisory Council from the members nominated by each NSCA. Elections will be held every two years on odd-numbered years.

National Sunfish Class Association — NSCA is a National Sunfish Class Association organized inside individual countries and officially recognized by ISCA and the corresponding National Authority. Any countries that are currently registered with the Sunfish Class Association will automatically be recognized by the ISCA. These countries should elect a World Council Representative and send his/her name and address to the Sunfish Class Association, P.O. Box 1345, Waterbury, CT 06725. Remember the representative will be expected to attend World Council meetings each year at the World Championship. Countries currently registered include the Bahamas, Barbados, Bermuda, British Virgin Islands, Canada, Colombia, Curacao, Denmark, England, Ecuador, Guadeloupe, Hong Kong, Libya, Peru, Santo Domingo, Saudi Arabia, Sweden and Venezuela. U.S. possessions such as Puerto Rico and the U.S. Virgin Islands fall under the jurisdiction of the U.S. Sunfish Class Association.

Any new countries wanting to become an officially recognized NSCA must simply submit a letter to the Executive Secretary of the ISCA (address above) stating the Sunfish activity and organization in their country and proof of recognition by its National Sailing Authority. There is no fee for recognition.

The organization of each NSCA is left up to each individual association. Regions will be decided by the NSCA and fleets must be registered with the ISCA as in the past. To register a new fleet, simply write the ISCA for an application.

Once International Status is attained and the new organization takes effect, each sailor worldwide will be required to pay the yearly dues to become a member of ISCA. The 1984 dues will be $10 (U.S. dollars) which shall be payable to the ISCA and are due by January 31, 1984. Members will not be eligible for the membership privileges until these dues are paid. This will be strictly enforced. For example, Joe Tiller goes to a regional regatta and wins which qualifies him for the World Championship. If he has not paid his dues, he does not qualify. Further, if he does decide to pay his dues, he must go to another event to qualify.

Members who fail to pay their dues by the end of January each year will be subject to a $10 initiation fee in addition to the annual dues.

What will your dues be used for? First and most important, is the fee which the IYRU charges per boat for the privilege of International Status. Then, each Class member will automatically receive the quarterly Class newsletter, WINDWARD LEG, for the year in which they are a member. Further dues will be used to support Regional, Continental and World Championships as well as sending qualified Class members to such events as the Championship of Champions and the Pan-American Games. The goal is to make the Class completely self-supporting. This may not be achieved in the first year but Alcort is willing to continue support until such time as we are able to do it on our own.

The new International Sunfish Class Association is meant to be an organization for the sailors and run by the sailors. Let's all support this Class that has been so good to us for years!
Leslie Weatherly made it look easy with five aces to win the Women's Sunfish North American Championship held at the Houston Yacht Club, August 5-7. In the largest fleet ever (39 women), Weatherly completely dominated the light air series to win her third consecutive Women's title.

Just behind Leslie was a heated battle over second place, ending in a three-way tie with 12 points each. The tie-breaker (beaten-boat method) was won by Lee Parks of Woodbury, CT. Following Lee was Michelle Jones of La Porte beating out Katherine Menzies of Houston, TX for fourth overall.

The Junior Division (18 years and under) was won by Jeannie Bigler of Deer Park, TX followed by Denise Helm of Houston and Julie Frazier of Dayton, TX in third. The Senior Ladies Division was split into Novice and Advanced. Patty Frederick won the Senior Novice Division. Following Patty were Rene Maher in second and Sue Perdue in third.

Leslie Weatherly, a bank employee from Gulfport, MS, not only has a few Women's championships to her name but was the first woman at the 1983 Sunfish Worlds in Colombia placing 12th in a competitive 73-boat fleet.

Typical Houston in August, conditions brought winds to only 5 knots for the five-race, one-throwout series. Northerly morning winds which dropped to nothing at noon and reappeared from the south in the afternoon, were easily handled by the Houston Yacht Club Race Committee headed by Dean Weatherly.

### Women's Sunfish North American Championship Results

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### 1984 Inter-American Senior Olympics in Hawaii

The 1984 Inter-American Senior Olympics have been scheduled for January 30 through February 4, 1984 in Hawaii. Hosted by the Pearl Harbor Yacht Club and the Waikiki Yacht Club, sailors will race in Pearl Harbor opposite the historic Arizona Memorial. Reasonable housing on Waikiki Beach is being arranged along with a possible Pan-Airlines sponsorship.

You must be 40 years or older to enter. No pre-qualification necessary.

For more information, contact Lee Parks, AMF Alcort Sailboats, P.O. Box 1345, Waterbury, CT 06725, (203) 756-7091.

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Curacao Sunfish Championship

Reported by Alex Roose

Curacao, a beautiful island close to the Venezuelan coast but still a part of the kingdom of the Netherlands, is a perfect spot for sailing. Except for the Venezuelan coast but still a part of the kingdom of the Netherlands, is a perfect spot for sailing. Except for the local fleet produces many top quality sailors such as Gert Jan Zeestraat, second at the 1974 Worlds in Aruba, and Jurgen Schneider who was eighth at this year’s Worlds in San Andrés, Colombia.

Traditionally, the Curacao Sunfish Championship is sailed during two consecutive weekends in August. It is also traditional that there be totally different conditions each weekend. At this year’s Championship, thirty-three sailors raced the first and fourth races under light conditions (10-15 knots). The other four races of the series were sailed under more “normal” Curacao conditions (20-30 knots).

Light weather sailor Hans van der Gulik (son of Wim) captured a first and second place in the light wind races but yet proved not to be strong enough for heavier winds. For the rest of the series, heavy air sailors Fréd Jan Bruins and Alex Roose dominated the fleet. With the absence of two heavy air experts, Jurgen Schneider and Jeroen Mustert (San Andrés, 1983 Worlds: 17th place), Bruins and Roose only tangled with each other. Repeating last year, Bruins proved stronger with 3 first place finishes to capture the title. Roose was second, Hans van der Gulik, third and 6-time Sunfish World competitor Wim van der Gulik was fourth.

The top five sailors in this championship have qualified for the 1984 World Championship. Other countries are warned, the Curacao team is very strong with three members having past World’s experience and two who are very fast in light air.

Moreover, the Curacao sailors are good singers as everyone in San Andrés will recall!!

Curacao Sunfish Champions (L to R): Alex Roose, 2nd; Ton Dubislau, 5th; Elodie Voorbraak, first female; Fre Jan Bruins, 1st; Hans van der Gulik, 3rd; Wim van der Gulik, 4th.
G.A.N.D.A.L.F. Retains Sunfish National Team Race Trophy

The “Pigs in Space” Team led by Alan Beckwith (43195) and Chris Friend (60001) edge out the East Greenwich Yacht Club Team at the windward mark at the Sunfish Team Race Nationals held in Barrington, Rhode Island September 17-18.

On September 17 and 18, the Sunfish National Team Race Championship was rekindled in Barrington, RI after a 4-year absence. The defending champions, G.A.N.D.A.L.F., in a tight battle, again regained their title. The winning team sailors were Chris de Murias of Boston, MA, Peter Young of Medway, MA, Alan Scharfe of Newbury, MA, the 1978 Sunfish North American Champion, Nat Philbrick of New York City and his brother Sam of Marblehead, MA. The G.A.N.D.A.L.F. team originated in Long Island many years ago as a hot young junior team. This year’s win marks the fourth Sunfish Team Race Championship for G.A.N.D.A.L.F. in the past ten years.

Only .1 point behind G.A.N.D.A.L.F., second place went to a local team made up of Sunfish Frostbiters calling themselves “Pigs in Space”. The team consisted of the 1979 Sunfish North American Champion, Alan Beckwith, Brett Nazareth, Chris Friend, the current Sunfish Junior North American champion, Lars Guck and Peter Duclos. With 4.3 points, the “-80” team, Scott Greenbaum, Doug Kaukenen, Mark May, Chris Williams, Mike Ryan and 1981 North American Champion, Leonard Ruby took third.

With only eight 5-person teams racing, the Barrington Yacht Club held a practice series on Saturday under

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(Indicate mainsail colors)
light and shifty conditions.
A single elimination, round robin championship series was set up for Sunday. Light winds prevented the Race Committee from completing the series; however, a winner was determined after five races had been sailed. Scoring consisted of each team receiving 1 point for winning the race overall and .1 point was awarded for the team taking the first place finish in each race. With only .2 point separating the first three teams, the winning position was very important.
The Nan Walton Memorial Trophy, normally given to the winner of the Consolation Series, was awarded to the fourth place team, Bolton Master Boaters & Seamen.
The popularity of this unique Sunfish tradition will contribute to its continued success yearly.

SUNFISH TEAM RACE NATIONALS
Barrington, Rhode Island
September 17-18, 1983 8 Teams

CHAMPIONSHIP DIVISION

1. G.A.N.D.A.L.F. 4.5 points
Chris de Noricas
Peter Young
Alan Scharf
Sam Philbrick
Nat Philbrick

2. "Pigs in Space" 4.4 points
Alan Beecroft
Brett Nacaracano
Chris Friend
Lars Guck
Peter Dubick

3. "Boater" 4.3 points
Scott Greenbaum
Doug Kaukainen
Hank May
Chris Williams
Mike Ryan
Len Ruby

NAN WALTON DIVISION

1. Bolton Master Boaters & Seamen 3.4 points
Bill Bel
Gordon Graham
Tom Philbrick
Steve Langford
Bob Heckman

2. Great South Bay 3.0 points
Peter Luongo
Dave Macdonald
Harve Shelden
Bill Pappas
Doug Crocker

3. 1770 2.2 points
Chris Anderes
Chris Dentler
Gwen Scott
Spike Dalti
Roger Dentler
John Ingalls

Derrick Fries Writes Book on Winning in a Sunfish

Ten years ago Derrick Fries was captain of the Michigan State University sailing team and a Collegiate All-American. Today he is 1983 champion of the Canadian Sunfish Nationals and 1983 North American Sunfish Champion. In a decade he has won five World’s, two in Sunfish and three in Force 5’s, and three North American’s, one in Sunfish and two in Force 5. He can speak from experience on one-design racing and what it takes to place first in a field of top racers in identical craft.

His new book, Successful Sunfish Racing, is useful to any owner who wishes to race with pride and confidence. No book can guarantee a first but this one can tell where you went wrong and how to do better next time. It is interesting that with all Fries’ successes, he usually discusses races that went badly and why. He has a separate chapter on Lessons Learned in addition to warnings of pitfalls and mistakes on every point of sailing.

One cannot read far in the book before feeling this advice is the whole truth and no secret weapons are omitted. Fries admires the Sunfish class in general for their willingness to answer questions, share knowledge and give advice. In Successful Sunfish Racing he practices the class spirit and tells what worked for him and what went wrong. He assumes the reader knows the Rules, national, class and local if he is prepared to race and there is no discussion of elementary sailing or boat terminology. However for a maneuver like roll-tack he gives meticulous directions for every body and hand movement and then pronounces the whole thing should be done in five seconds in light air, three seconds in a ten knot wind. There is no mention of practice.

All books on small boat racing discuss boat maintenance and the care and tuning of rigging along with the techniques of starts, beats, reaches and runs. Derrick Fries writes exclusively about the Sunfish, its peculiarities and individualities. The general principles are the same for all boats but the nuts and bolts details of making a Sunfish go fast are peculiar to Sunfish design and idiosyncrasies. He knows his boat and tells all he knows.

Fries dutifully reports the various tell-tales, their styles and purposes, but he is more interested in wind 100 yards ahead than craning his neck to read the wind of the moment. “Feel it on your cheek; look ahead.” His long chapter on Reading wind on water deserves thorough study and repeated observations to interpret and use to advantage changes in water color. As a spectator, he habitually looks for wind signs and notes which competitor anticipates the next change or puff.

Another major emphasis is physical condition. “You can’t think clearly with a tired body.” For those willing to make the effort, he gives training exercises, how to conserve energy, when to race all out, and when to rest for the next big effort.

The book has ninety photographs illustrating points of sailing and sequences of maneuvers. It is scheduled for publication at the end of 1983 by John de Graff, Inc. and will be distributed by International Marine Publishing Co., Camden, ME 04843.

BUZZARDS BAY REGATTA 1983
Buzzards Bay, MA
August 5-7, 1983 14 Boats

SPOFFORD YACHT CLUB INVITATIONAL (SUNFISH)
Spofford Lake, New Hampshire
July 17, 1983 26 Boats

<table>
<thead>
<tr>
<th>Finish Place</th>
<th>Boats</th>
<th>Points</th>
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<tbody>
<tr>
<td>1. Leonard Ruby</td>
<td>2:11-12-213B3</td>
<td>16</td>
</tr>
<tr>
<td>4. Joan Melnick</td>
<td>54:46-6:9-8-1</td>
<td>38</td>
</tr>
<tr>
<td>5. Chris Friend</td>
<td>DNC-DNC-DNC24-126-1</td>
<td>45</td>
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<table>
<thead>
<tr>
<th>Derelict Throtout</th>
<th>Points</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
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</tbody>
</table>

11
U.S. Sunfish Class Officers Elected

With International Status almost upon us, the United States Sunfish Class Association (U.S.S.C.A.) must formalize its organization. Under the new constitution which will be adopted by the IYRU in January, each National Sailing Authority (country) must organize its own Sunfish Class Association, thus the formation of U.S.S.C.A.

At the recent Sunfish North Americans, class members elected their first officers. Will White from West Hartford, Connecticut, author of "The Sunfish Book", was overwhelmingly elected President of the U.S.S.C.A. Don Bergman of Hubbard Woods, Illinois was elected the U.S. World Council representative. Several regional representatives were elected as well.

REGION I · Northeast
(ME, NH, VT, MA, CT, RI, NY)
REGION II · Mid-Atlantic
(PA, NJ, MD, DE, VA, WV)
REGION III · Southeast
(SC, GA, FL, AL, MS, TN, NC)
REGION IV · Midwest
(IL, IN, MI, IL, KY, MO, WI - Area Codes 414 & 608)
REGION V · Northwest
(WA, CA, OR, NV, ID, UT, AZ)
REGION VI · Inland Lakes
(WI - Area Code 715, IA, MN, SD, NE, ND, WY, MT)
REGION VII · West
(OR, WA, CO, WY, ID, UT, AZ)

Chris Friend
Newport, RI
Steve Manson
Mountain Lakes, NJ
A candidate is being pursued in this area.
John Focke
Houston, TX
Charlie Requa
Phelps, WI
Don Morris
Palo Alto, CA

The U.S. organization operates as follows: Regional representatives will be responsible for the major events in their area as well as representing the opinions of the sailors in the region. Sailors who want to make rule changes, voice opinions, etc. should contact their regional representative, initially. Annual meetings will be held at the North American Championship each year where the membership will be allowed to vote on topics which arise throughout the year. The result of the voting will be brought to the attention of the World Council (governing body of the International Sunfish Class Association) by Don Bergman. The World Council will meet annually at the World Championship.

The term of office for the President, World Council Representative and Regional Representative is two years at which time any officer may be re-elected. World Council reps are elected on even-numbered years, Regional reps are elected on odd-numbered years. The President is elected for a two-year term and may be re-elected for subsequent terms of office.

Congratulations to all the new officers. Let us all do what we can to assist them with their new responsibilities.

BOOKS FOR SALE

DERRICK FRIES' "SUCCESSFUL SUNFISH RACING"
1983 SUNFISH CHAMPION PREVIOUS WORLD CHAMPION AUTOGRAPHED COPIES $12.95 should be released in Nov. Send money if you want copy saved for you & shipped as soon as we have it.

ERIC TWINAME'S "SAIL, RACE & WIN" $14.95 WILL WHITE'S "THE SUNFISH BOOK" $12.95

HARKEN LITTLE HEXARATCHET Ball bearing block $24.95 HARKEN BASE & SPRING $9.40

or any Harken Blocks you want

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Tom Philbrick Top Sailor at Sunfish Senior Olympics

Tom Philbrick of Centerville, MA was presented with the top award for the best overall performance at the 11th Annual Sunfish Senior Olympics held September 10th in Darien, CT. Tom competed against 45 sailors in the competitive 50-59 age group. Tom's scores of 1-1-1-2-2 for 6¼ total points (under the low-point scoring system) were considered the best performance of the day. Others mentioned for top awards were: Gordon Geick with 7½ points (last year's overall winner), Stephen O'Connor and Steve Langford both with 5 points (but in a smaller group) and Larry Cochran with 8½ points.

Eighty-two competitors ranging in age from 40 to 80 sailed five races without a throwout. Separate starts were run for each of three age categories: 40-49, 50-59 and 60 and over. Scores were tallied and medals were awarded for each-year-age category for both males and females (i.e. 40-44, 45-49, 50-54, etc.). The Olympic-style medals are provided by the Senior Sports International Organization which supports competition in over 40 different sports for senior athletes.

The Darien Sunfish Yacht Racing Association headed by Les Steffens was host for the regatta. Sailors enjoyed a beautiful day with light to medium southerly winds. Next year's event is scheduled for the same weekend.

1983 INTERNATIONAL SUNFISH SENIOR OLYMPICS
Darien, Connecticut
September 10, 1983
82 Boats

AGE 40-44
13 BOATS

1. Stephen O'Connor
2. Norm Sippel
3. G. A. Dales
4. Spike Dahl
5. H. Cocking
6. Robert Gaylis
7. Barth Polansky (F)
8. Tom Lanahan
9. Sydney Ury (F)
10. Peter O'Neil

Total Points
121-11-5
210-9-10
432-2-14
345-5-23
72-6-34
117-7-38
561-10-38
684-9-40
95-116-20F
8,052-694

1983 INTERNATIONAL SUNFISH SENIOR OLYMPICS
Darien, Connecticut
September 10, 1983
82 Boats

AGE 40-44
13 BOATS

1. Stephen O'Connor
2. Norm Sippel
3. G. A. Dales
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Total Points
121-11-5
210-9-10
432-2-14
345-5-23
72-6-34
117-7-38
561-10-38
684-9-40
95-116-20F
8,052-694

AGE 45-49
11 BOATS

1. Steve Langford
2. Henry Deloff
3. Courtney Young, Jr.
4. Bruce Sanders
5. Walter Hollinger
6. Jim Cox
7. Bob Barr
8. Bill Ruscoe
9. Ginny Dahl (F)
10. Judy Turner
11. Maurice Callihan, Jr.

Total Points
151-10-1
332-3-13
503-16-7
244-4-17
476-6-28
655-7-30
184-7-32
110-9-19
99-10-19
81-13-19
70-11-19

AGE 45-49
11 BOATS

1. Steve Langford
2. Henry Deloff
3. Courtney Young, Jr.
4. Bruce Sanders
5. Walter Hollinger
6. Jim Cox
7. Bob Barr
8. Bill Ruscoe
9. Ginny Dahl (F)
10. Judy Turner
11. Maurice Callihan, Jr.

Total Points
151-10-1
332-3-13
503-16-7
244-4-17
476-6-28
655-7-30
184-7-32
110-9-19
99-10-19
81-13-19
70-11-19

AGE 50-54
24 BOATS

1. Tom Philbrick
2. Gordon Geick
3. Gedarrt Mezack
4. Jim Clinton
5. David Weeks
6. Peter Berkleigh
7. Lane Johnson
8. Larry Owen
9. Frank Tarnsey
10. Arthur Beckmann

Total Points
74-6-12
77-3-17
561-10-38
210-9-10
684-9-40
67-6-7
173-7-16
85-15-10
19-18-10
6,281-1101-8

AGE 50-54
24 BOATS

1. Tom Philbrick
2. Gordon Geick
3. Gedarrt Mezack
4. Jim Clinton
5. David Weeks
6. Peter Berkleigh
7. Lane Johnson
8. Larry Owen
9. Frank Tarnsey
10. Arthur Beckmann

Total Points
74-6-12
77-3-17
561-10-38
210-9-10
684-9-40
67-6-7
173-7-16
85-15-10
19-18-10
6,281-1101-8

AGE 55-59
21 BOATS

1. Larry Cochran
2. Dick Hess
3. Jan Freeman
4. George Davis
5. Paul Taylor
6. Allan Borker
7. Bob Williamson
8. John Block Lee
9. Joe Barry
10. Robert Coulson

Total Points
204-1-1
165-4-12
320-9-5
442-4-12
97-5-7
83-9-5
149-5-5
80-11-5
16-10-5
16-10-5

AGE 55-59
21 BOATS

1. Larry Cochran
2. Dick Hess
3. Jan Freeman
4. George Davis
5. Paul Taylor
6. Allan Borker
7. Bob Williamson
8. John Block Lee
9. Joe Barry
10. Robert Coulson

Total Points
204-1-1
165-4-12
320-9-5
442-4-12
97-5-7
83-9-5
149-5-5
80-11-5
16-10-5
16-10-5

The SINGLHAND is a small boat cradle that mounts on your car like a car top luggage carrier. The SINGLHAND enables small boats up to 150 pounds to be loaded and unloaded from the top of your car by one person. The SINGLHAND is constructed of heavy duty square aluminum tubing. It comes complete with rubber bearing cups and gutter straps to mount the SINGLHAND on your car, straps to secure your boat to the carrier and the car and straps to secure your gears to the side of the carrier.

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- Overall Width: 31 Inches
- Roof Support Length: 33 Inches
- Roof Support Width: SBC-1, SBC-2: 39 to 47 Inches; Adjustable SBC-3: 42 to 56 Inches
- Cradle Length: 32 Inches
- Weight: 25 Pounds
- Carrying Capacity: 150 Pounds
- Ramp Length: 8 Feet
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* Ramps are available in various lengths. Measure the distance "D" of your car as shown below and order the appropriate model number shown at the left.
Sunfish Sail Analysis

by Hans Fogh

I attended the Sunfish North Americans for one day, and I would like to tell you all about my impression of the Sunfish sails according to what I saw there and my experience as the manufacturer.

After we redesigned the sail three years ago, boatspeed was definitely improved and the sail shape is still quite good also by today’s standards.

Each Sunfish sail is cut on the same Mylar pattern, which guarantees that there is no difference in the basic cut of each sail. The sewing and finishing of each sail has been put in system so that the chance of errors being made are very small. I personally check random sails every week; in addition, each single sail is checked before it is packed.

Based on our experience from manufacturing similar sails (such as windsurfer, Laser and One design sails), we can guarantee that cutting and finishing of each sail is as close as possible given the technology available today.

One factor we have limited control over is the quality of each roll of cloth. Sure, it may be easy to blame others, but my 25 years of experience in the sailmaking industry gives me a pretty good background for judging.

The cloth presently used for the Sunfish sails is very inconsistent from lot to lot, which makes the end result, each finished sail, inconsistent. How can we make the cloth manufacturer improve consistency? There is no easy way to answer that question, but I do have some suggestions.

The cloth specified for the Sunfish is called FLEETBOAT. This is an inexpensive cloth which has done the job fine in the past, but the quality of the cloth has not improved a lot over the last years. We are always pressuring the manufacturer to improve quality, but there is a limit to how much we can ask as long as we are not willing to pay any more per yard. It is possible to get top-of-the-line quality and absolute consistency, but then one must be prepared to pay the cost of such material.

I am searching very hard for better quality material which is close in price. I have not yet found something suitable, but I have not given up.

During the North Americans I observed that there are definitely sails which are good, medium or bad, also that certain colors are worse than others. This came as no surprise to me, because I know of certain lots of cloth being of inferior quality. Why were these lots not returned to the manufacturer? Again, with the price paid for

2ND ANNUAL YANKEE DUO
Pleasant Bay, Chatham, Cape Cod, MA
Wellesley Yacht Club
Sherborn Yacht Club
Cochituate Yacht Club

CHOWDER CUP
October 1, 1983

No. Flashes Total Points
1. Len Ruby 6.75-7.75-7.25 3
2. Sam Philbrick 7.25-7.75-7.75 9
3. John Ingalls 7.5-7.75-6.25 17.5
4. Steve Barnes 3-7.75-7.75 17
5. Nat Philbrick 7.5-7.75-7.75 26
6. Chris Williams 7.5-7.75-8.5 30
7. Tim Philbrick 7.5-8-8.5 31
8. Peter Barnes 7.5-8-9 36
9. Chris Demler 9-9-9 37
10. Gwen Scott 49-19-316 38

JUST DESSERTS
October 2, 1983

No. Flashes Total Points
1. Len Ruby 3.75-4-16-75 8.5
2. Chris Friend 4.5-10.5-6 16
3. Gwen Scott 6.5-7-4.8-8.25 16.75
4. Tim Philbrick 7.5-7.25-8-8 25
5. Mike Ryan 12-15.5-9.25 25
6. Chris Demler 5-11.6-7 27
7. Eric Woodman 13-11.6-13-12 27.75
8. Peter Barnes 28-13.6-10 28
9. Roger Demler 8.9-12-2.11 30
10. Alan MacGreer 16-12-7-3 31

YANKEE DUO
Overall Winners — Combined Scores

1. Len Ruby 11.5
2. Tim Philbrick 49
3. Gwen Scott 54.75

(1) Denotes Throwout
the materials, we are not allowed to return material; the manufacturer cannot guarantee absolute consistency.

Windsurfer and other boats similar to the Sunfish have already changed the cloth specifications. By going from 3.0 oz (the weight of Fleetboat cloth) to 3.9 oz material, they are assured a lot better consistency in material and because of that the sails stand up well and are consistent.

A change in material will probably increase the cost of the sail — the question is how much an improvement in the sails is worth.

I strongly believe that the Sunfish would benefit from an improvement in the cloth quality, and I still hope that it will not involve much of an increase in cost, if any at all. The sailmaking industry has seen a lot of changes in the past few years; cloth development is one of the areas where we have seen the most changes. It is now possible to get cloth which is particularly suited for the type of use you want to put it to.

It is now time for the Sunfish to take advantage of these new developments in choosing a cloth suited for the sail. The shape is good, but we need a cloth which can stand up and maintain the designed shape. Below is a diagram explaining the weave of the cloth. The problem with the cloth used for the Sunfish is that the FILL-threads are too weak, and stretch under pressure (especially along the leech). See sail-cloth diagram. This pulls the cloth apart and deforms the sail.

I hope this explanation helps you understand the sail and the way it looks. It is not an attempt to make excuses, but a clarification of what the problem really is. I feel we owe it to the Sunfish class to solve the problem and to find some way of supplying a better sail in the future.

![Sail Cloth Diagram](image)
Scott Kyle Wins Smythe

Chris Larson (starboard tack) of Area D and Peter Blitz of Area H cross tacks at the Smythe Championship held at the Fort Worth Boat Club this August. Sunfish Junior Champion, Scott Kyle was the winner. Inset: Scott Kyle

Scott Kyle of Winnetka, Illinois, 1982 Junior Sunfish North American Champion, easily won the USYRU Junior Singlehanded Championship held August 21-25 at the Fort Worth Boat Club on Eagle Mountain Lake outside of Fort Worth, Texas.

In scorching 90-degree heat and light winds, Scott was able to put together a winning combination in the full round-robin series sailed in Sunfish. Stiff competition came from Brian Taboada of Bricktown, New Jersey who was second, and Todd Hudgins of Houston, Texas, in third.

8TH ANNUAL PECONIC JUNIOR & MIDGET SUNFISH CHAMPIONSHIP
Southold, New York
July 31, 1983

MIDGETS (Ages 8-11) 6 Entries

<table>
<thead>
<tr>
<th>Name</th>
<th>Age</th>
<th>Points</th>
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<tbody>
<tr>
<td>Jon Wong</td>
<td>8</td>
<td>11</td>
</tr>
<tr>
<td>Rick Donadio</td>
<td>8</td>
<td>17</td>
</tr>
<tr>
<td>Mary Beth Warner</td>
<td>8</td>
<td>12</td>
</tr>
<tr>
<td>Marjory Brue</td>
<td>8</td>
<td>17</td>
</tr>
<tr>
<td>Mary Morro</td>
<td>8</td>
<td>6</td>
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<tr>
<td>Mary Morro</td>
<td>8</td>
<td>4</td>
</tr>
<tr>
<td>John Corigan</td>
<td>8</td>
<td>25</td>
</tr>
<tr>
<td>Jessica Knowles</td>
<td>8</td>
<td>25</td>
</tr>
<tr>
<td>Doug Corigan</td>
<td>8</td>
<td>25</td>
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JUNIORS (Ages 12-15) 24 Entries

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<tbody>
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<td>John Brooks</td>
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<td>18.75</td>
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<tr>
<td>Bill Conway</td>
<td>12</td>
<td>17.5</td>
</tr>
<tr>
<td>Kelly Rozansky</td>
<td>12</td>
<td>18</td>
</tr>
<tr>
<td>Kristen Reave</td>
<td>12</td>
<td>18</td>
</tr>
<tr>
<td>Susan Reeve</td>
<td>12</td>
<td>18</td>
</tr>
<tr>
<td>Matt Myer</td>
<td>12</td>
<td>18</td>
</tr>
<tr>
<td>Shane Salinas</td>
<td>12</td>
<td>18</td>
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13TH ANNUAL NEW ENGLAND SUNFISH CHAMPIONSHIP
Madison Yacht Club, Madison, Connecticut
September 11, 1983

SUNFISH 43 Entries

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<thead>
<tr>
<th>Name</th>
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<tr>
<td>Nat Philbrick</td>
<td>New York, NY</td>
<td>11 (98)</td>
</tr>
<tr>
<td>Tom Philbrick</td>
<td>Centerline, MA</td>
<td>11 (98)</td>
</tr>
<tr>
<td>Gordon Beck</td>
<td>Colmarville, CT</td>
<td>11 (98)</td>
</tr>
<tr>
<td>Leonard Ruby</td>
<td>11 (98)</td>
<td></td>
</tr>
<tr>
<td>Scott Green</td>
<td>Manchester, NH</td>
<td>11 (98)</td>
</tr>
<tr>
<td>Alan Schaefer</td>
<td>Newbury, MA</td>
<td>11 (98)</td>
</tr>
<tr>
<td>Owen Scott</td>
<td>Shebortom, MA</td>
<td>11 (98)</td>
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<tr>
<td>Alan McGovern</td>
<td>Acton, MA</td>
<td>11 (98)</td>
</tr>
<tr>
<td>Chris Friend</td>
<td>Newford, RI</td>
<td>11 (98)</td>
</tr>
<tr>
<td>Bill 'Bull'</td>
<td>Bolton, CT</td>
<td>11 (98)</td>
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HIGGINS LAKE BOAT CLUB SUNFISH REGATTA
Higgins Lake, Roscommon, Michigan
July 23, 1983

SUNFISH 25 Boats

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<tr>
<th>Name</th>
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<th>Points</th>
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<tbody>
<tr>
<td>Chris Wilson</td>
<td>Houston, TX</td>
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<tr>
<td>George Wilson</td>
<td>Sunnyvale, CA</td>
<td>3 (92)</td>
</tr>
<tr>
<td>Dave Green</td>
<td>Pontiac, MI</td>
<td>3 (92)</td>
</tr>
<tr>
<td>Gary Hazard</td>
<td>Warren, MI</td>
<td>3 (92)</td>
</tr>
<tr>
<td>Jim Owens</td>
<td>Pontiac, MI</td>
<td>3 (92)</td>
</tr>
</tbody>
</table>

FORCE 5 4 Boats

1. Dave LeRay
2. Bob Boll
3. John Terrell
4. Bill Boll

18TH ANNUAL LAKE GENEVA SUNFISH REGATTA
Lake Geneva, WI
September 24-25, 1983

SUNFISH 22 Boats

<table>
<thead>
<tr>
<th>Name</th>
<th>Age</th>
<th>Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bruce Sulphen</td>
<td>Winnetka, IL</td>
<td>4 (94)</td>
</tr>
<tr>
<td>Scott Kyle</td>
<td>Winnetka, IL</td>
<td>4 (94)</td>
</tr>
<tr>
<td>Don Bergnan</td>
<td>Hubbard Woods, WI</td>
<td>4 (94)</td>
</tr>
<tr>
<td>Charlie Barry</td>
<td>DeSoto, IL</td>
<td>4 (94)</td>
</tr>
<tr>
<td>Bill Bergnan</td>
<td>Hubbard Woods, IL</td>
<td>4 (94)</td>
</tr>
<tr>
<td>Chris Lowie</td>
<td>Lake Forest, IL</td>
<td>4 (94)</td>
</tr>
<tr>
<td>John Bergnan</td>
<td>Hubbard Woods, IL</td>
<td>4 (94)</td>
</tr>
<tr>
<td>Bob Frisby</td>
<td>Skokie, IL</td>
<td>4 (94)</td>
</tr>
<tr>
<td>Doug Mote</td>
<td>Wilmette, IL</td>
<td>4 (94)</td>
</tr>
<tr>
<td>Bill McGlynn</td>
<td>Hindale, IL</td>
<td>4 (94)</td>
</tr>
</tbody>
</table>

SUNFISH NORTHEAST REGIONAL CHAMPIONSHIP
Barrington, Rhode Island
June 11-12, 1983

56 Boats

<table>
<thead>
<tr>
<th>Name</th>
<th>Age</th>
<th>Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sam Philbrick</td>
<td>Matherheed, MA</td>
<td>4 (94)</td>
</tr>
<tr>
<td>Leonard Ruby</td>
<td>Brookline, MA</td>
<td>4 (94)</td>
</tr>
<tr>
<td>Meredith Adams</td>
<td>Newport, RI</td>
<td>4 (94)</td>
</tr>
<tr>
<td>Lars Guck</td>
<td>Barrington, RI</td>
<td>4 (94)</td>
</tr>
<tr>
<td>Paul Stegledg</td>
<td>Varn, CT</td>
<td>4 (94)</td>
</tr>
<tr>
<td>Bob Balcer</td>
<td>Bolton, CT</td>
<td>4 (94)</td>
</tr>
<tr>
<td>Scott Grembaum</td>
<td>Greenwich, CT</td>
<td>4 (94)</td>
</tr>
<tr>
<td>Chris Williams</td>
<td>Manchester, NH</td>
<td>4 (94)</td>
</tr>
<tr>
<td>Mark May</td>
<td>Yosttown Heights, NY</td>
<td>4 (94)</td>
</tr>
<tr>
<td>Tom Philbrick</td>
<td>Centerline, MA</td>
<td>4 (94)</td>
</tr>
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</table>
HINGHAM HARBOR SUNFISH REGATTA
Hingham Harbor, Massachusetts
October 8-9, 1983
17 Boats

<table>
<thead>
<tr>
<th>Finish</th>
<th>Total Points</th>
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<tbody>
<tr>
<td>1. Andy Hayward</td>
<td>15</td>
</tr>
<tr>
<td>2. Bob Bullner</td>
<td>26.75</td>
</tr>
<tr>
<td>3. Jim Clinton</td>
<td>30.75</td>
</tr>
<tr>
<td>4. Harvey Pettis</td>
<td>31</td>
</tr>
<tr>
<td>5. Romualdos Vutas</td>
<td>40</td>
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13TH ANNUAL WORLD'S LONGEST
SUNFISH RACE AROUND SHELTER ISLAND
Southold, New York
July 4, 1983
35 Boats

<table>
<thead>
<tr>
<th>Finish</th>
<th>Elapsed Time</th>
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<tbody>
<tr>
<td>1. Joe Croasdale</td>
<td>4:38:16</td>
</tr>
<tr>
<td>2. Dick Heinl</td>
<td>4:38:29</td>
</tr>
<tr>
<td>4. Viking Hedberg</td>
<td>4:40:00</td>
</tr>
<tr>
<td>5. Ken Krogman</td>
<td>4:41:00</td>
</tr>
<tr>
<td>6. Mark Anderson</td>
<td>4:42:00</td>
</tr>
<tr>
<td>7. Gary Krogman</td>
<td>4:43:00</td>
</tr>
<tr>
<td>8. Paul Nahodyl</td>
<td>4:44:00</td>
</tr>
<tr>
<td>9. Peggy Wagner</td>
<td>4:45:00</td>
</tr>
<tr>
<td>10. Don Acker</td>
<td>4:46:00</td>
</tr>
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</table>

SUNFISH WESTERN REGIONAL CHAMPIONSHIPS
Diablo Sailing Club, CA
July 23-24, 1983
17 Boats

<table>
<thead>
<tr>
<th>Finish</th>
<th>Total Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Peter Vessella</td>
<td>3.75</td>
</tr>
<tr>
<td>2. Gary Oreans</td>
<td>4.75</td>
</tr>
<tr>
<td>3. Don Morris</td>
<td>7.75</td>
</tr>
<tr>
<td>4. Bob Coohin</td>
<td>10.75</td>
</tr>
<tr>
<td>5. Laurence Riba</td>
<td>14</td>
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MINNESOTA DOG DAYS REGATTA
Blanche Lake, Minnesota
August 14, 1983

<table>
<thead>
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</thead>
<tbody>
<tr>
<td>1. Joe Richardson</td>
<td>4.75</td>
</tr>
<tr>
<td>2. Bud Nesbitt</td>
<td>10.75</td>
</tr>
<tr>
<td>3. Dick Tippett</td>
<td>14</td>
</tr>
<tr>
<td>4. Sandy Traub</td>
<td>16</td>
</tr>
<tr>
<td>5. Matt Leich</td>
<td>18</td>
</tr>
<tr>
<td>6. Chris Mone</td>
<td>20</td>
</tr>
<tr>
<td>7. Andy Rosenquist</td>
<td>22</td>
</tr>
</tbody>
</table>

RULE QUIZ ANSWER
Yes. C is overlapped with B, and B is overlapped with A. Therefore, by the definition of overlap, C is overlapped with A. Both B and C have satisfied Rule 42.3(a) by establishing their overlaps before A reached the two-boat-length circle. Therefore under Rule 42.1(a), A as an outside boat is required to give each boat overlapping her on the inside room to round the mark.

SPAR & SAIL CARRIER
Be on the road quickly with sail and rigging attached. Polished nautical-traditional wood and aluminum.

<table>
<thead>
<tr>
<th>Choice</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sunfish (new)</td>
<td>$34.95</td>
</tr>
<tr>
<td>Phantom</td>
<td>$34.95</td>
</tr>
<tr>
<td>Companion Cover</td>
<td>$32.50</td>
</tr>
</tbody>
</table>

Please indicate your choice:

[ ] SPAR & SAIL CARRIER

Name ________________________
Street ________________________
City ________________________ State ______ Zip ____________

Money back if not satisfied. Free information upon request. Price includes UPS shipping. Check or Money Order. N.J. residents add 6% tax. Subject to change without notice.
Racing to Win Without Pain

by Leonard Ruby

Although there have been several good articles in various sailing magazines describing conditioning for sailboat racing, there are still a few points which deserve emphasis specifically with respect to racing Sunfish.

If a sailor confines himself to racing only when the wind is light or in sheltered waters, a high level of physical fitness is not necessary for top performance since the race is primarily a mental exercise rather than a physical one. However, in long regattas or in wind velocities above 12 knots, physical conditioning becomes a more important part of the sport. It is also true that the mental and physical condition of the skipper are interrelated and affect one another. Therefore, to improve total performance, both should be maximized. In addition, as the small boat sailor ages, proper physical conditioning becomes more important to prevent injury and fatigue thereby enhancing enjoyment as well as improving performance on the race course. Before a vigorous training program is begun however, if the sailor has been relatively inactive or is over 35 years of age, it is prudent to be examined by a physician who should include stress testing. In addition, if the sailor has a cardiac risk factor including unfavorable heredity, smoking history or cardiac symptoms then he should be examined at any age before beginning an exercise program.

In general, there are two kinds of fitness which we are trying to achieve. First is cardiovascular fitness which can be defined in a variety of ways but for our purpose is the ability of the heart and lungs to perform at high levels of function for prolonged periods. This type of fitness is achieved by aerobic training. There are several exercises which will provide this type of conditioning. There is no one best exercise. Any activity which doubles the heart rate and keeps it at this rate for 20 minutes without interruption three to four times a week is sufficient to improve or at least maintain cardiovascular fitness. Naturally, if one wishes to go beyond mere maintenance then this activity must be increased. Some popular exercises which fulfill this goal are running, swimming, aerobic dancing and bicycling. Unfortunately, sports such as tennis and basketball tend to be intermittent and therefore do not keep the heart rate above twice normal long enough. In my case, I find that running for 10 to 15 miles a week is more than adequate. However, aerobic conditioning alone will not improve a sailor's performance significantly. Sailors require a good deal of upper body strength and endurance in order to perform well. This brings us to the second type of conditioning called power training. As the name implies, increased strength is part of the goal and is best achieved by anaerobic activity. It is tempting to enroll in the nearest Nautilus program and let an instructor in one of these spas turn you into a Mr. or Ms. Atlas. Although this may be ego satisfying, it may not be particularly helpful to racing. The problem is that muscles are extremely specific. They will respond to training only in the positions in which they are trained. For example, although running does strengthen and definitely improves endurance in the anterior thighs (quadriceps) and calves (gastrocnemius) it does not particularly help hiking. Hiking is the major activity with which we are concerned and the muscles most important for this function are those in the front of the lower legs (tibialis anterior group), front of the thighs (quadriceps), the abdominal and back muscles. These muscles must be strong but they also must have endurance with the knees relatively straight. One of the best ways to train these muscles is to construct a hiking bench which simulates a Sunfish cockpit. To put it very simply, the best

Len Ruby is the 1982 Sunfish North American Champion. (See WINDWARD LEG No. 13.) Len is also an associate professor of Orthopedic Surgery at the Tufts University School of Medicine in Boston. His area of specialization is hand surgery. Len travels throughout the Northeast each summer with his Sunfish following the "Sunfish Regatta Circuit" where he is frequently found among the winners. Len calls the Cohasset Sunfish Fleet in Massachusetts his home when not racing out of town.
training for hiking is hiking. The problem with this is that it is a boring activity to sit on a bench so some people distract their minds with books, television or stereo headphones. Personally, I read while sitting in the hiked position. Whichever method you choose, it is very important to set up your bench so that your knees, hips and ankles are as close to the actual boat position as possible. Hiking with the knees straight especially is very hard on the lower back so if you have back trouble, bend your knees. Before beginning this exercise, it is important to stretch the backs of the thighs as runners do. To strengthen the anterior thighs, quadriceps progressive resistance exercises are useful. However, the way in which they are usually prescribed with the knee starting flexed 90 degrees and then extending to 0 is harmful to the knee caps (patella femoral joints). Also, it does not help the sailor since we need only the last 15 to 20 degrees of extension. I use shoe weights while sitting on the end of my weight bench and extend my knee only from 15 degrees of flexion to 0 degrees. (See photos.) I perform 10 repetitions in three sets for each leg and build up to 35 lbs. and 25 to 40 repetitions in three sets for each leg.

In summary, lower body exercises are used to improve hiking endurance and consist primarily of activities which in graded fashion stress the fronts of the lower legs (leg lifts, hiking, running), fronts of the thighs (leg lifts, hiking, running), lower back (sitsups, backpres, stretches, hiking) and abdominal muscles (hiking, sitsups).

Len will discuss upper body requirements in the next issue of WINDWARD LEG.

Author, Len Ruby powers over the top of another Sunfish at the Team Race Nationals held in Barrington, Rhode Island.

Len demonstrates his recommended leg exercises. With leg weights, extend the knee from 15 degrees of flexion to 0 degrees. Len suggests 10 repetitions in three sets for each leg and build up to 35 lbs. and 25 to 40 repetitions in three sets for each leg.

WEQUAQUET LAKE YACHT CLUB
SUNFISH REGATTA
Centerville, Cape Cod, MA
July 23-24, 1983
38 Boats

SENIORS

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<th>Finishes</th>
<th>Total Points</th>
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<tr>
<td>1-114-62</td>
<td>12</td>
</tr>
<tr>
<td>2-345-11</td>
<td>15%</td>
</tr>
<tr>
<td>3-1142960</td>
<td>28%</td>
</tr>
<tr>
<td>4-71517208</td>
<td>27%</td>
</tr>
<tr>
<td>5-31012044</td>
<td>28%</td>
</tr>
<tr>
<td>6-46519847</td>
<td>30</td>
</tr>
<tr>
<td>7-97013166</td>
<td>32</td>
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JUNIOR SINGLES

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<th>Finishes</th>
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<tr>
<td>1-551</td>
<td>19%</td>
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<tr>
<td>2-5733</td>
<td>21</td>
</tr>
<tr>
<td>3-95265</td>
<td>27</td>
</tr>
<tr>
<td>4-27567</td>
<td>29</td>
</tr>
<tr>
<td>5-60949</td>
<td>29</td>
</tr>
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</table>

JUNIOR DOUBLES

1. Geoff Locke/Tim O’Doh Centerville/Centerville, MA 1-1-14 7
2. Sheila Costello/Jerry Beaton W. Hyannisport/Centerville, MA 3-2-35 15
3. Peter MacGovern/Tom McKenziel Acton/Framingham, MA 2-3-43 15

Dave Martin is quite a sight as he tows his Sunfish south for the winter. Photo by Bill Hartman.
Ljungqvist, Geick/Geick, Barrere All Winners at the 'Round Cape Ann Regatta

Thirty-five Sunfish and Force 5 sailboats met in Gloucester, MA to compete in the 4th Annual 'Round Cape Ann Regatta held September 24th & 25th. Pete Ljungqvist of Brookhaven, NY topped the 17-boat Sunfish Singles Division with three firsts for 2.25 total points. The father/daughter team of Gordon and Kari Geick from Collinsville, CT won the Sunfish Doubles Division with 3.5 points and John Barrere of Rowayton, CT easily won the Force 5 Division with three aces.

This annual race/cruise around Cape Ann starts from Cressy’s Beach in Gloucester, MA on Saturday morning. This year’s weather was gorgeous. Light northwest winds resulted in a running start out of Gloucester Harbor and a long beat up the coast. Once around Gap Head, it was a broad reach to the finish off Front Beach in Rockport. Accommodations for the sailors were provided by the numerous guest houses in Rockport. The beautiful weather continued on Sunday with more light northwest winds. The sailors had a long beat out of Sandy Bay in Rockport, around Halibut Point, then a broad reach across Ipswich Bay to the entrance of Essex Bay and finished off of Conomo Point.

The Sunfish Singles Division was the most competitive with 17 entries and was won by Peter Ljungqvist. Second Place was taken by Charlie Peake of Simsbury, CT with 9 points and Marylinda Ramos of Nanuet, NY took third with 14 points. The Sunfish Doubles Division with 10 entries was won for the third year by the Geicks. Second went to former North American Champion Joel Furman and crew Wendy Wallack of Long Island and third place was taken by Bob and Jeanie Cullen of Colchester, CT. The Force 5 Division attracted 8 boats and was easily won by John Barrere. Byron Hicks of New Providence, NJ with 8 points took second place and Steve Wakefield of Hampton Falls, NH with 9 points took third. Walter Antoine was presented a special award for breaking his Force 5 gooseneck before the first race, repairing it and then managing to catch up to the fleet before the finish in Rockport on Saturday.

The 5th Annual Regatta will be scheduled according to the tides sometime next September. All sailors are encouraged to participate in this exciting cruising event... any past contender will tell you what an unforgettable experience it is!

ROUND CAPE ANN REGATTA
Gloucester-Rockport-Essex, MA
September 24-25, 1983
35 Boats

<table>
<thead>
<tr>
<th>Boats</th>
<th>Finish</th>
<th>Total Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>Pete Ljungqvist</td>
<td>Brookhaven, NY</td>
</tr>
<tr>
<td>2.</td>
<td>Charlie Peake</td>
<td>Simsbury, CT</td>
</tr>
<tr>
<td>3.</td>
<td>Marylinda Ramos</td>
<td>Nanuet, NY</td>
</tr>
<tr>
<td>4.</td>
<td>Steve Nichols</td>
<td>Torrington, CT</td>
</tr>
<tr>
<td>5.</td>
<td>James Crink</td>
<td>Danen, CT</td>
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</table>

<table>
<thead>
<tr>
<th>Boats</th>
<th>Finish</th>
<th>Total Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>Gordon Geick</td>
<td>Collinsville, CT</td>
</tr>
<tr>
<td>2.</td>
<td>Joel Furman</td>
<td>Beloit, NY</td>
</tr>
<tr>
<td>3.</td>
<td>Bob Cullen</td>
<td>Colchester, CT</td>
</tr>
<tr>
<td>4.</td>
<td>Jim Clinton</td>
<td>Cohasset, MA</td>
</tr>
<tr>
<td>5.</td>
<td>Helen Berkley</td>
<td>Arlington, MA</td>
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<table>
<thead>
<tr>
<th>Boats</th>
<th>Finish</th>
<th>Total Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>John Barrere</td>
<td>Rowayton, CT</td>
</tr>
<tr>
<td>2.</td>
<td>Byron Hicks</td>
<td>Newpazard, NJ</td>
</tr>
<tr>
<td>3.</td>
<td>Steve Wakefield</td>
<td>Hampton Falls, NH</td>
</tr>
<tr>
<td>4.</td>
<td>Walter Antoine</td>
<td>E. Weymouth, MA</td>
</tr>
<tr>
<td>5.</td>
<td>Bo Bossart</td>
<td>Quincy, MA</td>
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<table>
<thead>
<tr>
<th>Boats</th>
<th>Finish</th>
<th>Total Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>Ted Potts</td>
<td>Harrisonville, MO</td>
</tr>
<tr>
<td>2.</td>
<td>Robert White</td>
<td>Kansas City, MO</td>
</tr>
<tr>
<td>3.</td>
<td>Bob Wielandtgen</td>
<td>Kansas City, MO</td>
</tr>
<tr>
<td>4.</td>
<td>Todd Proch</td>
<td>Desoto, KS</td>
</tr>
<tr>
<td>5.</td>
<td>Hope Miller</td>
<td>Kansas City, MO</td>
</tr>
<tr>
<td>6.</td>
<td>Ben Bariett</td>
<td>Kansas City, MO</td>
</tr>
<tr>
<td>7.</td>
<td>Mary Ann Selzer</td>
<td>Overland Park, KS</td>
</tr>
<tr>
<td>8.</td>
<td>John Truitt</td>
<td>Overland Park, KS</td>
</tr>
<tr>
<td>10.</td>
<td>Dave Van Trump</td>
<td>Independence, MO</td>
</tr>
</tbody>
</table>
Bob Cullen: the Force 5 Northeast Regional Champion. Photo by Jay Callum

**FORCE 5 NORTHEAST REGIONAL CHAMPIONSHIP**

Hingham Harbor, Massachusetts
October 8-9, 1983

<table>
<thead>
<tr>
<th>Finish</th>
<th>Points</th>
</tr>
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<tbody>
<tr>
<td>1. Bob Cullen</td>
<td>6.25</td>
</tr>
<tr>
<td>2. John Barrere</td>
<td>10.75</td>
</tr>
<tr>
<td>3. Bill Warren</td>
<td>16</td>
</tr>
<tr>
<td>4. Steve Mehl</td>
<td>26.75</td>
</tr>
<tr>
<td>5. Steve Wakefield</td>
<td>29</td>
</tr>
</tbody>
</table>

**FORCE 5 TEAM RACE CHALLENGE**

An impromptu team race was held at the Force 5 North American Championship in Barrington, Rhode Island. Three three-man teams representing Huntington, NJ Fleet No. 36, Lorain, OH Fleet No. 61 and New England, competed in a three race light air series. The Lorain, Ohio fleet consisting of Tim Parker, Paul Pincura and Doug Wilford reigned supreme and was named the unofficial Force 5 team race champions.

**RESULTS**

1. Lorain Fleet No. 61
   - Tim Parker, Doug Wilford, Paul Pincura
2. New England
   - Bob Cullen, John Barerre, Craig Swanson
3. Huntington Fleet No. 36
   - Byron Hicks, Tom Oryniak, Courtney Young, Jr.

**FORCE 5 SOUTHEAST REGIONAL CHAMPIONSHIP**

Oconee Sailing Club, Georgia
September 24-25, 1983

<table>
<thead>
<tr>
<th>Finish</th>
<th>Points</th>
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</thead>
<tbody>
<tr>
<td>1. Bill Hunter</td>
<td>2.25</td>
</tr>
<tr>
<td>2. Chris Miles</td>
<td>7</td>
</tr>
<tr>
<td>3. Steve Perry</td>
<td>8</td>
</tr>
</tbody>
</table>

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Home Stretch is the consumer version of our industrial Goodwrappers pallet wrapping system, and it can't be beat for quick protection. One 500' roll of stretch film will cover an entire 16' boat several times, and will protect against dust, dirt, and rain. Fits closer than a tarp and costs less too! Just ventilate areas where internal condensation is a problem.

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---

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2 Central St, Marblehead, MA 01945
CAPE COD SUNFISH/FORCE 5 REGATTA
Falmouth, Massachusetts
July 9-10, 1983

FORCE 5
12 Boats

1. Bob Cullen 8.25
2. Tom Oryniak 12.75
3. Courtney Young, Jr. 15.5
4. Byron Hicks 26
5. Steve Wakefield 30

SUNFISH
1. Gordon Gelick 9
2. Len Ruby 23.75
3. Mike Ryan 24
4. Tom Philbrick 33.75
5. Bruce Saunders 37

SUNFISH JUNIORS
7 Boats

1. Don Stucke 4.25
2. Sean Grady 14
3. Mike Zani 20
4. Jim Terkelson 24
5. Peter MacGovern 29
6. Stephen Murphy and Mark Quinnan 32
7. Brian Ruby 36

FORCE 5 INLAND LAKES REGIONAL CHAMPIONSHIP
Lake McConaughy, Ogallala, Nebraska
September 3-5, 1983
5 Boats

1. Norman Weaver 3.75
2. Donald Honnay 3.25
3. Otto Weigel, Jr. 3.25
4. Harold Kokes 3.25
5. Dick Poland 2.25

1983 FORCE 5 NORTH ATLANTIC SERIES
5 regattas to qualify
Awards presented October 15, 1983

1. John Barrere, Rowayton, CT
2. Byron Hicks, Newland, NJ
3. Ray Buchanan, Chatham, NJ
4. Tom Oryniak, Edison, NJ

“Dear Howie”
Dear Howie,
This is our first year of Sunfish ownership and we will soon be faced with the problem of winter storage. What would you recommend?

Mr. & Mrs. Frank Adkins
Stone Harbor, NJ

Dear Mr. & Mrs. Adkins,
Set your Sunfish on edge (aluminum trim) with the deck facing toward the wall. Use padding on the deck to keep pressure off of the coaming.

Dear Howie,
How and where do I install inspection ports on my Sunfish? Also, how are blocks and cleats installed on the deck without being able to get at the underside to place nuts, etc.?

James Mabey
East Grand Forks, MN

Dear James,
First of all, I do not recommend the use of inspection ports because they cause leaks. If they are necessary, use plenty of silicone seal when installing to prevent leaks. The diagram illustrates the approximate location of the foam support blocks that must be avoided. Blocks and cleats should be installed in the deck area around the footwell as you have easy access to the underside.

Howie Picard's trademark, the Sunfish Logo around the mast step, is evident on each mast step repair he performs.
Dear Howie,
I have a fiberglass Sunfish built before 1967 (by your former Toronto, Ontario Division; Sailfish Sportscraft Limited) and I wish to refit the original rudder and hardware with the new gudgeon bracket. How does one gain access to the inside of the boat with a minimum of cosmetic damage to the rear aft deck? Do you recommend fitting a stowage port or resealing the deck with fiberglass? Secondly, how do you refinish the aft deck where the tiller has swept across many times? Do you have any tips for a novice fiberglasser?

David Middleton
Edmonton, Alberta

Dear David,
Alcort sells rudder conversion kits through its dealer network. Although I do not condone the installation of ports. This is what the kit prescribes. It is also possible to reseal the deck with fiberglass. A repair manual is available free of charge from Alcort which explains the mysteries of fiberglassing. You can easily refinish your deck with gelcoat which is available in many colors. Contact Alcort's Customer Service Department for more information.

Dear Howie,
How do I lighten a Sunfish hull? I have one that weighs 19 lbs. I have inspection ports fore and aft and there is no water inside the hull.

Dick Plum
Red Bank, NJ

Dear Dick,
Your foam support blocks have become saturated with water because of leaks in your boat. I would recommend replacing the foam blocks and having the leaks repaired.

Dear Howie,
My 1979 Apollo has 2 gallons of water trapped inside the inner hull up at the bow. It will not drain out even when it is tipped up for weeks. How do I get the water out? What is the cause of the problem?

Cary Deloye
Wayne, MI

Dear Cary,
Set your Apollo on its side and lift the transom so that the water drains towards the bow first. Then, leaving it on its side, set the transom down and lift the bow so water will flow toward the drain plug in the transom. The cause is probably a leak in the two small drains in your storage locker.

Dear Howie,
Several rivets on my 1982 Sunfish have fallen out. What has caused this? Also, I notice some flexing in the deck. And, lastly, I use a Little Launcher to launch my boat. Is it alright to leave this on while trailering?

Joseph Mulle
Babylon, NY

Dear Joseph,
The foam support block in your boat may have become detached causing the deck to flex. This flexing could also cause the rivets to loosen and fall out. I see no problem with trailering with your Little Launcher other than loosening it on a bump!

Dear Howie,
How do I replace the foam blocks in my Sunfish?

Debbie Fox
New Orleans, LA

Dear Debbie,
Foam block replacement is a job for a professional. Unless you have a lot of experience, I recommend that you take your boat to the local fiberglass repair shop.
The 2nd Annual TRAC 14
North American Championship

Reported by competitor
Geoff McNamara

The first October weekend was the acid test for the best TRAC 14 sailors in this continent. We sailed in winds that ranged from tropical storm winds to "glass". The races were held at Herrington Harbor in Rose Haven, Maryland. The location was ideal with our motel rooms right on the Chesapeake Bay. The view was majestic and there was a full blown marina next door. Most of us arrived on Friday for tune-up passing through. Nine boats competed in the 7 races held on Saturday and Sunday.

My learning curve took a sharp turn upward during this series of races. Learning to sail was not too difficult. Learning to sail fast was. My race experience has been confined to match racing TRAC 14's with Rob Nickolls. I can state with all confidence that all of the contesting TRAC sailors went away from these races with new strategies and skills.

Concentration and a good sense of boat speed was just as important (if not more important) than knowing the rules and race strategies. Possessing all four of these traits would be the ideal. Most of the competitors maintained unyielding concentration, however, Dave Winn, regatta chairman, was forced to concentrate on the race organization, and Steve Lineberger concentrated on the late night movies that he couldn't seem to tear himself away from.

Friday's heavy weather taught us to use the traveler properly. We were all used to smooth water sailing in light to moderate winds. In the heavy weather left by tropical storm Dean, the best boat speed was generated with the traveler well outboard.

Winner Ray Gauthier spent most of the day Saturday stealing the air out of our sails. Ray is a well-known Hobie Cat and Tornado sailor. Before this championship, Ray had not sailed a TRAC 14. He was able to adapt his winning strategies and skills to the TRAC 14 but not totally without problems. On Friday, just after the storm passed through, he took the TRAC 14 out in the 4 foot waves and 20 knot winds. He made it out about 50 yards before pitch poling. He brought the boat back in and commented, "That's a lot of boat!"

By Saturday night the rest of us were ready to sabotage his boat. Here was a gentleman who has never sailed a TRAC who was out-sailing all of the others who have been faithful and proud TRAC owners. But, he was a true gentleman. On Sunday morning he took time to show some of us a few of the tricks to properly setting up the boat for racing. He taught us all to appreciate the importance of using theouthaul correctly and keeping a very loose footed sail in light air or in chop. He then showed us how to take the "hook" out of the mainsail by properly setting the batten tension and by marking the mainsheet, downhaul andouthaul. Ray was friendly, humble about his skills and helpful.

A factor that demonstrated itself as a major influence in pointing ability was the jib luff tension. Most of the competitors had rigged up jib halyards. Before each race, adjustments were made to the halyard to gain the best pointing ability for the conditions. A loose rig for light air and a tight jib luff for moderate to heavy air was the most effective. The tack lines were tightened by some of the competitors on downwind legs and the jib cars were moved back when close-hauled for improved performance.

John Yates scared the wetsuits off of most of us, at first. Unfortunately, he developed a leak in his port hull. He won the first race while his hulls were dry but as water filled his hull he was unable to repeat the success. We all wonder how he would have done with dry hulls. Bill Hartman, the regional sales rep for Alcort, explained that if you suspect a leak in the hull, you should have it air tested.

Dick Yeates came from Fisherville, Canada. He easily won the Marco Polo award for greatest distance travelled. Dick is 657 years young. He consistently sailed well and he promised us all that he would not allow us to come...
Winner, Ray Gauthier points out some tuning tricks at the TRAC 14 North Americans held in Herrington Harbor October 1-2.

out ahead of him next year.

Friday, while the heavy weather was still up we had the opportunity to take out the new TRAC 16. In one word...WHEW! It is one tremendous cat, it cuts through the waves without hesitation. The boat was super smooth in rough water. But the real charm with this boat is the way it tacks. It pivots through the wind and waves with merely a touch on the tiller. The boat is exciting and stable. I feel certain that it will be a winner.

Dave Winn, the Washington DC Fleet (no. 2) Commodore arranged the race and events with the assistance of Lee Parks. Ken Yeick (Terry's husband) was kind enough to run his boat around for us and use it as the committee boat. We thank Backyard Boats of Alexandria who loaned out two TRACS to Ray Gauthier and Bill Davenport and provided an inflatable boat to act as a chase boat.

The race was friendly...good natured...competition. No protests were filed and each of us learned a great deal about racing catamarans. We all developed a closeness after three days of sailing and socializing.

There is a great deal of interest in next year's race. I encourage every enthusiastic TRAC owner to start preparing now. I hope to see you there!

Race Results

<table>
<thead>
<tr>
<th>Finishers</th>
<th>Total Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Ray Gauthier</td>
<td>5.75</td>
</tr>
<tr>
<td>2. Geoff McNamara</td>
<td>19</td>
</tr>
<tr>
<td>3. Rob Nickolls</td>
<td>19.75</td>
</tr>
<tr>
<td>4. Bill Davenport</td>
<td>21</td>
</tr>
<tr>
<td>5. Steve Lineberger</td>
<td>28</td>
</tr>
<tr>
<td>6. Dick Yeates</td>
<td>29</td>
</tr>
<tr>
<td>7. John Yates</td>
<td>35.75</td>
</tr>
<tr>
<td>8. Dave Winn</td>
<td>48</td>
</tr>
<tr>
<td>9. Terry Yeick</td>
<td>52</td>
</tr>
</tbody>
</table>

(Terry was unable to compete on Saturday's races.)

Wind Conditions

<table>
<thead>
<tr>
<th>Race Conditions</th>
<th>Race Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>Saturday, Oct. 1, 1983</td>
<td>Race 1 Moderate to fresh breeze</td>
</tr>
<tr>
<td>Race 2 Moderate</td>
<td></td>
</tr>
<tr>
<td>Race 3 Very light airs</td>
<td></td>
</tr>
<tr>
<td>Race 4 Light to moderate breeze</td>
<td></td>
</tr>
<tr>
<td>Sunday, Oct. 2, 1983</td>
<td>Race 5 Light airs</td>
</tr>
<tr>
<td>Race 6 Moderate breeze</td>
<td></td>
</tr>
<tr>
<td>Race 7 Moderate breeze</td>
<td></td>
</tr>
</tbody>
</table>

Attention TRAC 14 Racers

The Queensland (Australia) Windrush Surfcat Association has extended an open invitation to all TRAC 14 racers to attend the Volvo Windrush National Championships at Lake Cootharaba near Brisbane, Australia. Two events are scheduled for January 7-14, 1984 (Australian summer!). Arrangements can be made to charter boats and find housing. If you are interested in this exciting opportunity, contact the TRAC 14 Class Association, P.O. Box 1345, Waterbury, CT 06725 (203) 756-7091.

trac dateline

| NOV. | KEYS CAT CHALLENGE, Smathers Beach, Key West, FL; Contact: Joan Gregory (305) 294-2596. |
| NOV. | THANKSGIVING REGATTA, Davis Island Yacht Club, Tampa, FL; Contact: Russ Taylor (813) 935-6474. |
| DEC. | GATOR BOWL REGATTA, Rudder Club of Jacksonville, FL; Contact: Florida Sailing Ass'n., 1941 Arrowhead Dr. N.E., St. Petersburg, FL 33703 (813) 526-0810. |
| DEC. | TANGERINE BOWL REGATTA, Orlando Yacht Club, FL; Contact: Florida Sailing Ass'n., 1941 Arrowhead Dr. N.E., St. Petersburg, FL 33703 (813) 526-0810. |
| FEB. | MIAMI MIDWINTER MULTIHULL REGATTA, Miami Yacht Club, Miami, FL; Contact: Tom Trump, 1001 MacArthur Causeway, Miami, FL 33135 (305) 248-2636. |
MONTEREY MULTIHILL CLASSIC
Monterey Beach, CA
July 11-17, 1983
ONE-OF-A-KIND (OOAK)
22 Boats
Finishes Total Points
1. R. Louk Prindle 16 1:1:1:1 2.26
2. R. Lane Prindle 18 2:2:4:4 6
3. C. Riley 18PM 8:6:3:8 12
4. R. Smyth Tornado 2:5:6:9 12
5. H. Bossert TRAC 18 4:7:5:7 14
6. J. Bivin C Class 5:8:9:9 15
7. G. Deltancio NACRA 5.0 6:6:9:10 16
8. P. Potter Hobie 16 7:3:7:7 17
9. M. Christensen G-Cat 5.7 14:9:3:14 22
10. J. Baker NACRA 5.2 12:11:10:12 29
11. T. Poor Hobie 18 10:12:11:11 22

CLASSIC OPEN
27 Boats
Finishes Total Points
1. D. Rodgers TRAC 18 1:1:2:1 2.25
2. J. Main Prindle 18 2:2:2:1:2 4.75
4. W. Jenkins NACRA 5.2 3:5:4:5 12
5. B. Forbes NACRA 5.8 12:3:7:4 14
6. K. Puryear NACRA 5.8 8:10:3:0:10 17

TRAC 14 MIDWEST REGIONAL CHAMPIONSHIP
Lake Jacomo, Kansas City, Missouri
June 25-26, 1983
4 Boats
Finishes Total Points
1. Dan Brabeck Overland Park, KS 1-1-DNS-1 6.25
2. Sam Zollicker Prairie Village, KS 2-4-DNS-2 12
3. Frank Ducman Overland Park, KS 3-3-DNS-3 16
4. Bob Jeselnik Kansas City, KS DNS-4-DNS-DNF 20

COORS REGISTER REGATTA
Des Moines, Iowa
July 16-17, 1983
9 Boats
1. Jim Johns Hobie 16
2. Ed Dickson Hobie 16
3. Dan Main TRAC 18

TRIVIA
When was the first fiberglass Sunfish built? Answer elsewhere in this issue.

super sunfish dateline
DEC. 3-4.
GATOR BOWL REGATTA, Rudder Club of Jacksonville, FL; Contact: Florida Sailing Ass’n, 1941 Arrowhead Dr. N.E., St. Petersburg, FL 33703 (813) 526-0810.

DEC. 10-11.
TANGERINE BOWL REGATTA, Orlando Yacht Club, FL; Contact: Florida Sailing Ass’n, 1941 Arrowhead Dr. N.E., St. Petersburg, FL 33703 (813) 526-0810.
by Roger Demler

John Ingalls came home for the weekend and all the marbles. You send the kids off to conquer the world. But no, they come home to blow your doors off. John Ingalls (U.S. Maritime '82) and Gwen Scott (William Smith '82) had their own private race for first and second. They were tied going into the time '82) and Gwen over the line early. The kids were not impressed with Roger's and Debbie's combined five club championships.

It could have been worse. Shawn Sullivan and Sue Paul, '81 and '82 winners, were scared away by their '82, come from behind, quarter point win. Shawn has dropped back to concentrate on his Olympic campaign. Contact Sue Paul at Alcort if you need a Shawn Sullivan Olympic tax deduction.

The Donahues from Fredericksburg, Virginia were pretty fast but the Farm Pond Pin Ball Wind Machine took care of their early threat. Dick Therrein and nephew Dave Ziegert of Granby, Connecticut got a rough introduction to racing but they kept smiling.

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1983 APOLLO NORTH AMERICAN CHAMPIONSHIPS

Sherborn Yacht Club, Sherborn, MA September 24, 1983

<table>
<thead>
<tr>
<th>Finisher</th>
<th>Total Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. John Ingalls/Rob Welsh (SYC)</td>
<td>11/9/22</td>
</tr>
<tr>
<td>2. Gwen Scott/Ginny Dahl (SYC)</td>
<td>0/0/0</td>
</tr>
<tr>
<td>3. Chris Demler/Stephen Peters (SYC)</td>
<td>0/0/0</td>
</tr>
<tr>
<td>4. Roger Demler/Lennifer Demler (SYC)</td>
<td>0/0/0</td>
</tr>
<tr>
<td>5. Debbie Barnette/ Trevor Lambert (SYC)</td>
<td>0/0/0</td>
</tr>
<tr>
<td>6. Spike Dahl/ Ken Cotte (SYC)</td>
<td>0/0/0</td>
</tr>
<tr>
<td>7. Matt Donahue/Martha Donahue (VA)</td>
<td>0/0/0</td>
</tr>
<tr>
<td>8. Mike McCarthy/Friend (SYC)</td>
<td>0/0/0</td>
</tr>
<tr>
<td>9. Dan Peters/ Judy Peters (SYC)</td>
<td>0/0/0</td>
</tr>
<tr>
<td>10. Dick Huston/Libby Hse (SYC)</td>
<td>0/0/0</td>
</tr>
<tr>
<td>11. Dick Therrein/Dave Ziegert (CT)</td>
<td>0/0/0</td>
</tr>
</tbody>
</table>

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TIGA DATELINE

<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
</tr>
</thead>
<tbody>
<tr>
<td>NOV. 5</td>
<td>3RD ANNUAL FESTIVAL OF TURKEYS REGATTA, Open Division sailboards, Bantam Lake, CT; Contact: Lee Parks, AMF Alcort, P.O. Box 1345, Waterbury, CT 06725 (203) 756-7091.</td>
</tr>
<tr>
<td>DEC. 1-10</td>
<td>OPEN CLASS WORLDS, Gofier, Guadeloupe; Contact: Susan Noyes, USBSA, P.O. Box 206, Oyster Bay, NY 11771 (516) 628-1556.</td>
</tr>
<tr>
<td>DEC. 3-4</td>
<td>GATOR BOWL REGATTA, Rudder Club of Jacksonville, FL; Contact: Florida Sailing Ass'n., 1941 Arrowhead Dr. N.E., St. Petersburg, FL 33703 (813) 526-0810.</td>
</tr>
<tr>
<td>DEC. 10-11</td>
<td>TANGERINE BOWL REGATTA, Orlando Yacht Club, FL; Contact: Florida Sailing Ass'n., 1941 Arrowhead Dr. N.E., St. Petersburg, FL 33703 (813) 526-0810.</td>
</tr>
<tr>
<td>JAN. 13-16</td>
<td>PAN-AM EAST (amateur and professional, fun boards), Nassau, Bahamas; Contact: Susan Noyes, USBSA, P.O. Box 206, Oyster Bay, NY 11771 (516) 628-1556.</td>
</tr>
</tbody>
</table>
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PFD’s Not
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Sailboards

The Connecticut Congress recently
passed into law a new house bill (No.
5472) that no longer requires a personal
floation device to be carried on board
a sailboard. The act (Public Act No.
83-50) specifically states: "For the pur-
poses of this section, the hull of a
sailboard shall be deemed to be a
buoyant personal flotation device when
the mast of the sailboard is secured
to the hull by means of a leash or
safety line."

Similar bills have been passed in
other states around the nation. Contact
USBSA, P.O. Box 206, Oyster
Bay, NY 11771, (516) 628-1556, for more
information about the legal requirements in
your state.

TRIVIA ANSWER
1959