KYLE CROWNED WORLD CHAMPION

Scott Kyle of Winnetka, IL sailed consistently to claim the 17th Annual Sunfish Class World Championship held on Narragansett Bay off Barrington, RI, June 9-13, 1986. The event was hosted by the Barrington Yacht Club. Kyle, who is a junior at Tufts University, scored 26.10 with finishes of 1-5-6-3-3-(BKD)-8-1-4.

Second place went to 1984 World Champion Andy Pimental of Bristol, RI, with a total of 33.75 points. Doug Kaukelien of Rochester, NY, finished third with 48.50 points. Defending champion Donnie Martinborough of Nassau finished 5th with 53 points.

The event was sailed in 55 race-equipped brand new Sunfish provided by Alcort Sailboats, Inc. All boats were equal in weight and construction providing fair competition. Newly approved 3.9 oz. sails were used and came from North SailsiFogh of Toronto.

The weather was terrible the whole championship week, though terrible weather did bring good winds. Two days were sailed in cold, pouring rain, and the water temperature was 65 degrees. The first 7 races were sailed in 12-18 mph breezes which lightened up for the final 2 races. In the 6th race, the wind shifted 180 degrees on the first weather leg, turning the race around. Incomplete sailing instructions prevented the race committee from abandoning the race at that time although it was abandoned later by the jury. The race was resailed the next day.

The Barrington Yacht Club did a great job (as always). Highlights include an Olympic-style opening ceremony complete with militia and cannon and a New England Lobster Boil Awards Dinner. Also, the Annual Class Meeting and the "Dark & Stormy Party" were hosted by the Bermuda Sunfish Association. In all, 55 boats from nine countries participated. Represented were: United States, Great Britain, Bermuda, Curaçao, Aruba, Saudi Arabia, U.S. Virgin Islands, France and the Bahamas.

In addition to the race winners, special trophies were awarded to: Jeff Whiteway, 16, of New Jersey for Youngest Sailor; Ahmad Lughod, 59, of Saudi Arabia for Oldest Sailor; Nancy Haberland of Northbrook, IL, who placed 18th overall for First Female; and the Marco Polo Award to the Saudi Arabian team (Alan Cook, Mike Offley and Ahmad Lughod) for travelling the farthest distance for the event. Brewster Boats awarded a "Sou'wester" rain hat to Mike Butterfield of Bermuda for best outfit of the week.

The 1987 Sunfish World Championship is scheduled for April 26-May 2 in Aruba. Since this is also the traditional week for Bermuda Invitational Race Week, the class is trying to arrange an alternate date.
Lawrence Maher won the Sunfish North American Championship and brother Marcus Maher won the Sunfish Junior North American Championship in an unprecedented sweep. The regattas were hosted by Corpus Christi (Texas) Yacht Club, sailed on Corpus Christi Bay, July 13-18, 1986.

The championships are scheduled so that the first two days comprise the Junior North Americans (sailed on one course) from which the top five finishers advance to the “senior” North Americans, and a qualification series (sailed on another course) from which the top 50 finishers advance. This year, however, only 36 “seniors” were present, which eliminated the need for a qualification series.

North American Championship Series
The “senior” championship was held over three days, with three races held each of the first two days and two races on the last day. Conditions varied from race to race, providing a good test of sailor’s skill.

It was a battle between former champion Lawrence Maher of LaPorte, TX, and defending champion Derrick Fries of Pontiac, MI, almost from the start. This championship was almost a repeat of the 1984 series held in Houston which saw Maher snatch the title from Fries. The first day’s racing proved to be a survival contest with winds building from 12-15 knots in the first race to 20-25 knots in the third race. Maher, armed with swim gog-

Lawrence and Marcus Maher share victory swim at end of regatta. (Photo by Barbara McIntyre)

The 1987 Sunfish North American Championship will be June 27-July 3 in Charleston, SC.

Start line at Sunfish North Americans with Corpus Christi skyline in background. (Photo by Ray L. Johnson/The Latent Image)
ISCA Advisory Council Report

The International Sunfish Class Association (ISCA) met on June 8, 1986 at the Barrington Yacht Club, Barrington, RI, site of the 17th World Championship. Those in attendance were: David Frith, Paul Odegard, Shawn Sullivan, Lee Parks, Alex Roose, Donnie Martinborough, and Ernie Kervel. The following business was transacted:

I. By-Law 1 (Rules) Changes
A. The committee voted to add the following new rule on a hiking strap:

3.1.6 A hiking strap may be installed provided it is attached in only (2) locations. The strap may be padded for comfort with any material, and shockcords may be used in the attachment system.

B. The committee voted to replace rules 3.4, 3.4.1 and 3.4.2 with the following, allowing any tiller extension:

3.4 The tiller shall only be supplied by the builder and shall be made of wood or other material approved by ISCA and the IYRU.

3.4.1 The tiller extension may be of any length, diameter or size, either fixed or telescoping, attached in any manner including a universal joint, provided it is used solely as an extension of the tiller.

C. The committee voted to replace rule 3.2.1 with the following, allowing any daggerboard retention device:

3.2.1 A daggerboard retaining device of any type may be used for the purpose of vertically positioning the daggerboard, providing rule 3.2.4 is not violated.

Note: The above rule changes are effective January 1, 1987, pending IYRU approval.

D. There was much discussion on daggerboards and rudders and possible plastic versions of same. In an effort to “clean our house,” it was finally voted to legalize only the Alcort factory blades, unmodified, for racing beginning on January 1, 1988 (i.e., only the Barrington-style board and production rudder will be allowed. No reshaping of the leading or trailing edges of either blade will be allowed after 1/1/88).

Pursuant to this intent, it was voted to remove the following words from rules 3.2.2 and 3.3.1, “... minor adjustments to the daggerboard/rudder by way of sharpening the trailing edge, rounding the leading edge...”

In the future only Barrington-style daggerboard shapes will be illustrated on page 13 of the rulebook.

Alcort was encouraged to rout the blade leading edges to a more hydrodynamically efficient elliptical shape before the January 1, 1987, freeze deadline.

It was agreed that leading and trailing edge templates would be included in the rulebook and made available for use by all class measurers.

Note: All of the above changes will not be in effect until approved by the IYRU at their November 1986 meeting.

II. The committee nominated the following two persons to be the Advisory Council Representatives to the ISCA World Council:

The current Advisory Council Chairman

Paul Odegard

III. Gordon Gelick was elected Advisory Council Chairman.

Respectfully submitted,
Paul Odegard

International Sunfish Class Association
1986-87 Advisory Council
C. Gordon Gelick (U.S.)-Chairman
15 Birch Knoll Road
Collinsville, CT 06022
Ernest Kervel, Sr. (Aruba)
Beatrixstraat 29
Oranjestad, Aruba
A. David Frith (Bermuda)
P.O. Box 31
St. George's, Bermuda
Shapoor Guzder (Canada)
Oakville, Ontario
Canada
Alex Roose (Curaçao)
Redaweg 72
Curaçao, Netherlands Antilles
Stani Henningsen (Denmark)
Venova APS
Kellistruplund 50
3460 Birkerd, Denmark
Henk Nauta (Holland)
Brugmark 21
1351 EB Almere-Haven
The Netherlands
Wai Nin William Li (Hong Kong)
P.O. Box 71285
Kowloon Central Post Office
Hong Kong
Jorge G. Barreda (Peru)
Av. El Rosario 450-3
Lima 27, Peru
Paul Odegard (U.S.)
183 Box Mountain Drive
Vernon, CT 06066
Scott Kyle - 1986 World Champion
935 Private Road
Winnetka, IL 60093
Lee Parks — Chief Measurer
1413 Capella South
Newport, RI 02840

SALES • RENTALS • PARTS • ACCESSORIES • REPAIRS

Thule Racks: Carry canoes, boats, sailboards, bikes, skis, etc. For cars with raiingutters 50" $59.00, 58" $64.00, 65" $70.00 gutterless, $90.00 to $105.00 (state year and model car), for aircraft doors $105.00

• THULE RACKS
• SANDMASTER DOLLY $135.00
• Fits Zuma, Sunfish, Phantom, Force 5,
• Laser, Laser II, Holder 12
• Anodized Aluminum Frame
• SS Hardware

Sunfish cover $155.00
Force 5 cover $155.00
spare bag $42.50

PARTS — SHIPPED ANYWHERE
— WE STOCK THEM ALL
SEND FOR OUR PARTS LOCATOR & PRICE LIST

180 West Main Street • Clinton, CT 06413 • 203/669-8065
Survival of the Fittest

by Paul Odegard, ISCA President

In recent months it has been reported in nautical periodicals that one-design racing participation is generally on a decline and that some tough years are ahead for our sport. There are many theories for this decline, among which are: the lure of high performance sailboards, competition with non-sailing recreation, too serious racing, and lapses in class management. Fortunately, the Sunfish Class is fairly well off in the management regard. The Class has survived our newly acquired independence. We have dedicated, hard-working officers, and the future continues to look bright, i.e., we are “healthy.” This fact is generally acknowledged among our peers. In the July, 1986 issue of Yacht Racing/Cruising the Sunfish Class was noted as one of the eight “one-design successes” in the world.

We cannot be complacent, however, and we must continue to do whatever we have been doing right all along. One thing that I believe we have been doing right for years is having FUN. Fun, socializing, family participation, etc. is what the Sunfish Class is all about. I would like to encourage regatta organizers and club event chairpersons to continue to put FUN high on their Sunfish priority list.

I believe emphasis of fun-type on-shore activities is equally as important as good on-water race management. Some fond memories that have kept the Odegard family coming back for the last 25 years include: a frog jumping contest at Association Island, backwards sailing and horseplay while waiting for wind, “moping” in Bermuda, doubles races like the Connecticut River Classic, and too many parties (and hangovers) to mention. Let’s all do what we can to keep the Sunfish a “Funfish.”

Another way to keep our Class healthy and boost regatta (and fleet) participation at the same time is via publicity. Regatta organizers are encouraged to report race results not only to this publication but also to their local media (newspapers, radio and television) and other marine periodicals (see U.S.A. list below). Don’t forget to include a good action photo if available. If write-up assistance is needed contact Lee Parks, Class Secretary or Gail Turluck, Windward Leg editor.

In summary, the Sunfish Class has survived, but continued FUN and publicity will help to keep the gang coming back and ensure continued Class health in the tough years ahead.

Changes In World Championship Qualification

The World Council approved up to 34 World’s qualifiers from the U.S. when it met in Barrington, RI, in June. The new formula is as follows:

1 from each of 8 regions (2 new regions)
9 from the North Americans
3 from the Midwinters
2 from the Women’s North Americans

In addition, four United States Sunfish Class Association (USSCA) members holding the following offices automatically qualify for the Worlds as part of the USSCA contingent:

- ISCA President
- USSCA President (who is the World Council Representative)
- ISCA Executive Secretary
- ISCA Advisory Council Chairman

Attendance at the Worlds by these officers is critical for the coordination of ISCA and USSCA activities.

To further encourage participation at the World Championship, the World Council approved the North American, South American and European Champions for the past three years as qualifiers for the Worlds.

These changes will be effective with the Worlds in 1987.
# United States Sunfish Class Association

## 1986-87 Board of Directors and Committee Chairmen

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<tr>
<th>Position</th>
<th>Name</th>
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<tr>
<td>President</td>
<td>Will W. White, Ill</td>
<td>69 Waterside Lane</td>
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<td>West Hartford, CT 06107</td>
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<td>World Council Representative</td>
<td>Will W. White, Ill</td>
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<tr>
<td>Secretary/Treasurer</td>
<td>Lee Parks</td>
<td>1413 Capella South</td>
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<td>Newport, RI 02840</td>
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<tr>
<td>Nominating Committee Chairman</td>
<td>Jean and Don Bergman,</td>
<td>112 Green Bay Road</td>
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<td>Co-chairmen</td>
<td>Hubbard Woods, IL 60093</td>
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<td>Rules Committee Chairman</td>
<td>C. Gordon Geick</td>
<td>15 Birch Knoll Road</td>
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<td>Collinsville, CT 06022</td>
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<td>Member</td>
<td>Paul Odegard</td>
<td>183 Box Mountain Drive</td>
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<td>Vernon, CT 06066</td>
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<td>Regatta Committee Chairman</td>
<td>Bob Heckman</td>
<td>52 Nuthatch Knob</td>
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<td>Glastonbury, CT 06033</td>
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<td>Bob Heckman</td>
<td>53 Meadow Lane</td>
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<td>Manchester, CT 06040</td>
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<td>New England Representative</td>
<td>Peter Ljungqvist</td>
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<td>Chris Houston</td>
<td>235 Welsh Road</td>
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<td>Ambler, PA 19002</td>
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<td>Mid-Atlantic Representative</td>
<td>Lois Blodgett</td>
<td>1500 SW 14th Drive</td>
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<td>Don and Shirley Anderson,</td>
<td>427 W. Oakwood Drive</td>
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<td>Co-Representatives</td>
<td>Barrington, IL 60010</td>
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<td>Southwest Representative</td>
<td>Joe Richardson</td>
<td>P.O. Box 3112</td>
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## Regatta Committee Report

**by Bob Heckman**

Many, if not most, Sunfish owners use their boats for the simple pleasures sailing provides. But most of us ISCA members like to get together with other Sunfish sailors to test our skills on the race course and tell tall tales about it afterwards. The annual Regatta Schedule becomes a weekend and vacation planning guide, much like the Leisure and Travel supplements in the newspaper for less competitively inclined folks.

This past year the number of Sunfish events in the Regatta Schedule decreased by nearly 40% from the 1985 schedule. It has been a tough year all around, with the class weaning itself from the motherly support of Alcort. The class officers have been working hard to replace all the support systems that Alcort previously provided. The most crucial of these and the one that really gives purpose to our association is the scheduling of Sunfish events.

My goal, as the Regatta Committee Chairman, is to stop this downward trend in the number of scheduled events and to establish an organization that will assure the quantity and quality of Sunfish events in the future. No one person can do it all. To get things going I have written to all class officers and representatives laying out a plan for improvement. After discussing their ideas and those of other interested Sunfishers, we have formulated the following plan:

1. Forming an active Regatta Committee that represents all USSCA sailors.
2. Giving the individual Regions the responsibility to schedule events and resolve conflicts.
3. Supporting Regional efforts with publications, presentations, movies, etc.
4. Encouraging Regional efforts to form new fleets and persuade them to sponsor open Sunfish events.
5. Broadening the appeal of the class by initiating or expanding such events as team races, long distance races and cruises, as well as doubles’, women’s and masters’ regattas.

We have already taken steps to implement this plan. What is really needed now is the effort of all Association members to work on Items 4 and 5. In this issue of Windward Leg is a Regatta Schedule Questionnaire. If you know of a group who might sponsor a Sunfish event, discuss this with them and get them to complete a form. Return it to the representative of the regatta committee in the region where the event will be held. Only through this individual effort can we reach those potential sponsoring organizations who are not on the Regatta Organizers’ and Fleet Captains’ mailing list. Maybe all they need is your extra personal appeal to convince them to sponsor an event.

It will take the efforts of many people to form a successful class organization. All of us together can make Sunfish the strongest one design class in the world.

---

Membership Committee Report

The USSCA/ISCA Membership Chairman, Larry Cochran, is working on the following program to increase membership in the Sunfish Class:

1. ISCA packet with each new Sunfish. The packet will consist of a letter introducing ISCA and encouraging the new Sunfish owner to join, a membership application, a sample Windward Leg, and a regatta schedule.

2. Brochure on Sunfish and the Class. This brochure will be similar to brochures for other one-design classes, describing the boat and its advantages, and providing information on ISCA. It could be added to the packet with the new boats and used in other ways to increase interest in Sunfish racing and recreational sailing.

3. Brief talk on ISCA at local regattas. This has been done in the Northeast and should be done in all areas to promote membership since the majority of sailors who attend regattas are not members.

4. Letters to non-members who race.

5. Letters to former subscribers to Windward Leg.

6. Discounts in regatta fees for ISCA members. Larry will work with Bob Heckman, ISCA Regatta Chairman, to help arrange this.

By expanding ISCA membership, the class will be strengthened, making it possible to provide more benefits for members and assuring that the sport of Sunfish sailing will be enjoyed more than ever.

---

1987 REGATTA SCHEDULE QUESTIONNAIRE
Includes dates from March 15, 1987 to March 31, 1988

DEADLINE: February 15, 1987

REGATTA DATE: ____________________________

ALTERNATE DATE: ____________________________

CLASSES INVITED: ________ _________ _________

PLEASE CIRCLE)

SUNFISH FORCE 5 OTHER ___

REGATTA NAME: ____________________________

HOST ORGANIZATION: ____________________________

REGATTA SITE: ____________________________

LAUNCH LOCATION: ____________________________

SKIPPER MEETING TIME: ____________________________

REGISTRATION REQUIREMENTS: ____________________________

PERSON TO CONTACT: ____________________________

ADDRESS: ____________________________

CITY: ____________________________ STATE: ______ ZIP: ______

TELEPHONE: HOME: (______) OFFICE: (______)
President’s Report—
United States Sunfish Class Association

July 8, 1986

The Class year 1985-86, from North American Championship to North American Championship, was a year of feeling our way into independence. It wasn't an independence that we fought for. Most of us didn't even want it. We were perfectly happy with Alcort running things, keeping the Sunfish as one-design as possible, running our regattas and doing all the work, while we did all the sailing. Thank heavens Lee Parks loves the Class and the people in it. Without her the Class might have gone under. She helped train the current officers while doing most of their work and holding down a full-time-and-a-half job with USYRU. Thanks a million, Lee.

Lee and I worked out an agreement with the former management of AMF Alcort, which we reported to you at the last annual meeting. The new owners of Alcort, who took over in February this year, have honored the agreement, but they no longer have access to the computer at AMF Hatteras, which held all the Class records. Lee, who is a professional computer programmer, has the tapes and "Admiral Al" Barsa of the Rye, New York fleet, has offered to do whatever magic has to be done to make those records accessible on a personal computer.

In May, Lee Parks and I met with David Loveless, the new Alcort President, who said that Alcort wants to do everything to support the Sunfish Class that his new, lean organization can, ... but that can't include record keeping or providing a Class Director. It can, however, include an annual contribution of money to help us provide those things for ourselves. And that may mean we can lower the dues back to where they were, or maybe somewhere in between, and bring more Sunfish owners into the fold. That's not a promise, but your present Board of Directors has set it as a goal.

We have hired a service bureau to do the recordkeeping (see separate story in this issue). We have a pretty good idea of what needs to be done, a core of Board members and volunteers who have a good idea of how to do it, and a spirit that can give the Sunfish Class an extra measure of excitement, more even than it ever had before. I'm looking forward to that.

So thanks to Chris Friend and his committee for a thorough set of By-Laws ... to former North American champ and now ISCA President Paul Odegard for his organizational initiative, ideas and enthusiasm ... to Gordy Geick for more work and effort than is usually required of a Nominating Committee chairman ... to the rest of the Board — Don and Jean Bergman, Len Ruby, Lois Blodgett, Don and Shirley Anderson, Charley Requa and especially John Focke — for responding to several lengthy letters of mine with the sense of the Sunfish owners in their regions, and thoughtful reactions and ideas ... and to many other Sunfish sailors without official titles but with lots of ideas and support.

Here's to an even stronger Sunfish Class. We may not have been looking for independence, but now that we've got it, let's make the most of it!

— Will White
CLASS OFFICERS MEET WITH ALCORT

Four Sunfish Class officers met on October 22 with John Kunkel and Shawn Sullivan of Alcort Sailboats, Incorporated to discuss a number of ways the two organizations most vitally concerned can work together for the good of the Class.

Lee Parks (Secretary-Treasurer), Gordon Geick (U.S. Rules Committee Chairman and ISCA Advisory Council Chairman), Paul Odegard (ISCA President), and Will White (USSCA President) traveled to the Alcort plant in Waterbury, CT, to discuss Alcort financial support, Class promotion, some quality control concerns, and some new product ideas.

Alcort agreed to provide up to $25,000 to help support the Class, which will permit us to reduce the dues and encourage wider participation in Class regattas and other activities. The company will provide regular deposits to the Class account as required by our budget. Any money not used will be invested in a cooperative arrangement with Alcort to produce a Sunfish film designed to help maintain Class growth by bringing in new sailors. The film, along with the older film “Sail to Freedom”, will be made available to Sunfish fleets on VCR tape.

We agreed that the Class will be responsible for all regattas, including World, National and Regional championships and the unique Connecticut River Race.

Alcort will work with North/Fogh, the sole supplier of Sunfish sails, to try to come up with the ultimate sail shape and then exercise stringent quality control to maintain that shape in all sails made. The reason for concern is that many competitive Sunfish racers have found the new sails, made with heavier 3.9 oz. cloth, are not as fast in light air and off the wind. North/Fogh has suggested that switching to an even firmer cloth will improve quality control and may even be cheaper. Alcort will probably have met with North/Fogh by the time you read this — more in the next issue.

In addition to the ultimate sail, the Class officers are shooting for the ultimate blades — daggerboard and rudder. Alcort will work with its suppliers to develop injection molded plastic blades, reinforced with steel rods and with an elliptical leading edge and sharp trailing edge. A test run of such blades would be field tested by leading Sunfish sailors in several parts of the country against “optimized” wooden boards.

If the tests are successful, the plastic blades will be made available, as an optional extra, through Alcort dealers. All of this is some time from happening, and will require the approval of the ISCA Advisory Council, the World Council, and the International Yacht Racing Union. The purpose of these blade changes, of course, is to keep the Class as one-design as possible, allowing sailors to buy truly competitive boards from Alcort, or to doctor the edges of the present wooden boards as permitted by current Class rules, whichever their preference or pocketbook dictates.

SUNFISH CLASS NAMES EUBANKS TO MAINTAIN CLASS RECORDS

As of November 1 our membership records are in good hands. The International Sunfish Class Association (ISCA) and the U.S. Sunfish Class Association (USSCA) have contracted with J. Edgar Eubanks & Associates in Columbia, SC, to maintain the Class mailing list, receive and process new membership applications, produce mailing labels, mail out dues reminders (blah!), etc. Fortunately the firm is experienced in such management, as they have been handling the Flying Scot Class for years.

If you have had problems receiving Windward Leg or other Class mailings, hang in there! Things will be straightened out soon.

As of November 1, 1986 the address of both ISCA and USSCA has changed from Waterbury to:

International Sunfish Class Association
— or —
United States Sunfish Class Associates
c/o J. Edgar Eubanks & Associates
3008 Millwood Avenue
P.O. Box 11187
Columbia, SC 29211

World Champion Scott Kyle (facing) talking to Alan Scharfe on the beach at Narragansett Bay. (Photo by Nancy Haberland)

Scott Kyle (1740), Alan Beckwith (1725), Andrew Pimental (1743), Alan Scharfe (1720) and Malcolm Smith (1741) coming in for a mark rounding at Sunfish Worlds in June. (Photo by Ray Medley)
Meet The New Editor of the *Windward Leg*

Gail M. Turluck of Ypsilanti, Michigan is the editor of the *Windward Leg* effective with this issue. Gail learned to sail at the Chicago Yacht Club junior program. Her interest in Sunfish dates back to some Smythe Trophy eliminations in a borrowed boat sailed on Lake Michigan. Just 14 years later she finally owns a Sunfish! As she recently moved to Michigan from Madison, Wisconsin, she is not yet active in fleet racing.

Gail brings 15+ years of sailing/writing experience to the Sunfish/Force 5 classes. As a junior sailor she served as secretary to the Chicago Y.C. Junior Fleet, sending out weekly wrapups and standings. In college she received training in creative writing, copy writing and editing and served as Midwest Collegiate Sailing Association (MCSA) Publicity Secretary and Records Chairman. After leaving school she served as Editor of the MCSA's newsletter, *The Tell Tale*, from 1977–84. From 1980–86 she served as President of the Madison, Wisconsin Alpha Gamma Delta alumnae chapter and effectively reorganized it into a functioning group. This was accomplished mostly through use of the chapter newsletter, and the newsletter was recognized with a biennial Honorable Mention award in 1985.

Gail's husband, Daniel, is more an occasional cruiser than avid racer, but her daughter Laura, 3, loves "Sunfishy rides" and son Neal, 6 mo., already seems at home on any kind of boat.

When not tending to her duties as homemaker, Gail can be found at Alpha Gamma Delta activities, church activities, camping, reading, gardening or garage sale-ing. She is very excited about working on the *Windward Leg* and hopes you will enjoy each issue.
sunfish dateline


March 7-8, 1987 — NATIONAL MIDWINTER CHAMPIONSHIP — Davis Island Yacht Club, Tampa, FL; Gall Murphy Heausler, 54 Martiniq, Tampa, FL 33606, (813) 254-9903.


June 13-14, 1987 — NEW ENGLAND REGIONAL CHAMPIONSHIP — Barrington Yacht Club, Barrington, RI; Ray Medley, 30 Hawthorne Avenue, Barrington, RI 02806, (401) 245-7652

Date to be Determined — WORLD CHAMPIONSHIP — Aruba, Netherlands Antilles; Ernest Ker-bel, Sr., Beatrixstraat 29, Oranjestad, Aruba, Telephone: 22690, Telex: 5024 Martin NA.

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Competitors in the 14th Annual Sunfish Connecticut River Classic had to deal with 90 degree temperatures, bright sunshine, a day of no wind and a day of fresh breezes. The 45-mile race starts in Hartford, CT, ends in Essex, CT, and is made up of five sections of river with a separate start at each section. The race is limited to 100 entries, each with a two-person crew. Each crew carries its own food, camping gear, clothing and supplies for the two-day race.

Three races were held on May 31: Riverside Park (Hartford) to Rocky Hill Ferry Landing; Rocky Hill to Harbor Park (Middletown); and Middletown to Hurd State Park (East Hampton). This was the no-wind day, and the majority of the fleet was towed to Hurd State Park. Dinner was prepared for them by Alcort Sailboats, Inc. volunteers, including Jerry DeGarmo, chief financial officer. The competitors camped here overnight.

June 1 races were: Hurd State Park to Goodspeed Opera House (East Haddam); and Goodspeed Opera House to Pettipaug Yacht Club (Essex), with plenty of wind.


INTER-AMERICAN SENIOR OLYMPICS
August 8, 1986
Willemsstad, Curacao, Netherlands Antilles
by Randall Swan

The 8th Inter-American Sunfish Senior Olympics was an outstanding regatta for at least two reasons — the sailing conditions and the hospitality of the Curacao Sunfish Fleet.

After the Skipper's Meeting and before the practice race, we were given a tour of the race area in gaff rigged sloops sailed by the club's sailing instructors. The course was set in a large protected bay with the weather leg about 2 miles long. The right side of the course was bounded by small mountains and cliffs, the left side by low islands. The topography caused some very interesting wind shifts!

The wind increased as the regatta progressed from about 15-20 knots the first day to about 30 knots the third day, with strong gusts.

I used a loop of line from the top of my mast rather than tying a Jens rig in (I had only used any kind of a Jens rig once before) and carried the halyard about 14" down the mast in 15-20 knots and 20" down the mast in 30 knots. The goose-neck was moved back to the second sail clip on the boom. What I lost in pointing ability and speed offshore, I more than made up for by footed, standing up in the puffs and accelerating after tacking.

The chartered boats were in very good condition, on a ramp at the water's edge, and young (that is, not "Senior") sailors from the yacht club were very helpful in furnishing spare parts. Race management was excellent, the protest committee agreeable and competent, and the casual atmosphere at the yacht club was great. I even learned to like french fries with peanut butter instead of ketchup, served at the club bar with locally brewed Amstel beer.

Social activities included a cocktail party at the Tropical Inn Pool, a barbecue, an Indonesian style dinner at an old plantation house, and the Closing Ceremony at the Hollandia Inn. I can't wait to go back!

Name/Hometown (Age)   Finishes   Total Points
1. Randal Swan (46)   3-1-1-1-1   5
2. Claude de Laval (45)   1-2-3-3-1   9.75
3. Wim n.d. (48)   3-1-2-1-2   10.75
4. Alain MacGovern (46)   5-4-4-4(DNF)-4   21
5. John Eckart (44)   11-2-2-2-4   28
6. Paul Odegard (44)   17-8-1-1-1   29
7. Louis Acker (43)   10-1-8-1-2   29
8. Willemstad, Curacao, Netherlands Antilles
9. Willemstad, Curacao, Netherlands Antilles
10. Willemstad, Curacao, Netherlands Antilles

NORTHEAST REGIONAL CHAMPIONSHIP
Barrington Yacht Club, RI
June 7-8, 1986

1. Lars Guck (43) 23
2. Mark May (44) 24
3. Kevin Coughlin (43) 24
4. Scott Greenbaum (47) 21
5. Len Ruby (47) 38.75
6. Jean Bergman (43) 32
7. Peter Vesseia 32.75
8. Bill Bragforte 33
9. Jon Eckart 39.75
10. Zack Leonard 39.75

NEW ENGLAND CHAMPIONSHIP
Madison, CT
September 14, 1986

by Paul Odegard
Scott Greenbaum of Springfield, CT edged former North American champion Alan Beckwith of Bristol, RI by a quarter point to win the 16th Annual Sunfish New England Championship held at the Madison (CT) Surf Club on September 14, 1986.

Greenbaum and Beckwith were followed by Super Sunfish ace Bob Boll of Glastonbury, CT, and Gordy Geick of Collinsville, CT, who also took home the Master's Trophy for first to finish among the old salts over 40. Rounding off the top five was Mark May of Peekskill, NY, and Great Britain.

The racing was impecably run by ISCA president and former North American champion Paul Odegard from his O'Day 28 Heidi. He was ably aided by Jack Leonard and his crew from the Madison Yacht Club and by Harry Petracca of Guilford, CT.

Odegard, with the aid of top sailor Robert Heckman, conducted a sailing clinic for novices before the regatta, and prizes were awarded to them in a separate category. Nacia Whitcomb of Leete's Island, CT, was first in the clinic category, as well as the first female overall. Rich Diego of Southington, CT, was second.

Winds were 12 to 15 out of the north-west, shifty and puffy, making Greenbaum's and Beckwith's consistent high scores all the more remarkable. Since the wind was off the shore, the water was relatively flat. Current was a factor, both ebbing and flooding, favoring inshore tacks most of the day, except that too aggressive a tack into the beach could leave you blanketed. When that happened, you watched the fleet go by until the next heavy blast freed you from the doldrums.

Name   Points   Comments
1. Scott Greenbaum 6.50
2. Alan Beckwith 6.75
3. Bill Boll 12.75
4. Gordie Geick 16
5. Mark May 16.75
6. Bill Bragforte 20
7. Will White 29
8. Rapid Buiter 31
9. Dave Weeks 33
10. Jon Eckart 35

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Winners from the New England Championship pose with their awards: (L to R) Bill Boll, Gordie Geick, Scott Greenbaum, Rich Diego, Nacia Whitcomb, Mark May and Alan Beckwith. (Photo by Paul Odegard)

Bob Findlay (center), winner of the 21st annual Lake Geneva Regatta, poses with in-laws Don (2nd place) and Jean (3rd place) Bergman. (Photo by Gail Turluck)

1987 Sunfish Midwinters Site Selected

The 1987 Sunfish National Midwinter Championship will be hosted by the Davis Island Yacht Club in Tampa, Florida, March 6-8, 1987. This is a new date from that announced in previous issues. For further information write to Gail Murphy Heausler; 54 Martinique, Tampa, FL 33606.

1987 Sunfish Midwinters Site Selected

Bob Findlay (center), winner of the 21st annual Lake Geneva Regatta, poses with in-laws Don (2nd place) and Jean (3rd place) Bergman. (Photo by Gail Turluck)

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CULLEN REPEATS AS FORCE 5 NORTH AMERICAN CHAMP

Force 5 sailors from 11 states endured 100+ degree temperatures and light shifty winds to compete for the 1986 North American Championship. The four day event was held on Lake Sinclair at the Oconee Sailing and Yacht Club in Milledgeville, Georgia, June 25-28, 1986.

Bob Cullen of Colchester, CT, captured his second North American title, having won at Barrington, RI, in 1983. Three other former champions were in attendance, including defending champ John Barrere from Connecticut, Courtney Young from New York, and Randall Swan from South Carolina.

Five races were sailed in light air on Thursday and Friday and the wind picked up on Saturday morning during the sixth race. The eighth race was abandoned and then cancelled just a few minutes before the first boat would have finished due to the approach of a severe thunderstorm. Had that race been completed, several of the final places would have changed, particularly the closely contested spot for third place. The fleet was able to reach safety through the 30-50 knot winds.

There were no protests filed with the Race Committee as all conflicts were settled on the water. One incident was rather loudly discussed having to do with rocking off the (non) wind! For the third year in a row Roy Buchanan finished 11th overall — just out of the money.

The thunderstorm Saturday cooled things off some for the winners' dinner held at the club. The fleet lucked out as the caterer had a last minute cancellation on another dinner party and served their prime rib dinner in place of a planned chicken dinner!
### FORCE 5 NORTH AMERICANS

<table>
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<th>Finish 3</th>
<th>Points</th>
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<td>1. Bob Cullen</td>
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<td>2. Courtney Young</td>
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<td>4. Tom Oryniak</td>
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<td>6. Mike O'Toole</td>
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<td>7. John Barriere</td>
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<td>16. Fred Dodge</td>
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<td>21. Kipp Seidl</td>
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<td>22. Dave Fritts</td>
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