FRIES BLASTS OFF! TAKES HIS THIRD NA TITLE

by Charlot Ras-Allard

NASA Space Shuttle "Teacher in Space" candidate Derrick Fries, a Sunfish native son, made his first appearance in three years at the North Americans. He walked away the winner for the third time, capturing the 26th, (not 27th), Annual Sunfish North American Championship on Lake Huron's Tawas Bay. The win marked a milestone as Fries tied the record set by class-legend Carl Knight, back in 1974.

The 1989 NA's, for all but nine sailors from the state of Michigan and a sole entry from the regatta's home port of East Tawas, the championship was an away regatta. But among the 70 competitors who braved life, limb and sky-high auto insurance for the privilege of being there, the benefits were doubly rewarding. The fleet, made up of skippers ranging in age from 12-65, from 13 states and three foreign countries, was, as most agreed, one of the most competitive NA fleets in recent years, well worth the miles traveled.

The seven-race, one throwout series, hosted by the Tawas Bay Yacht Racing Association and the Tawas Area Chamber of Commerce, featured an abundance of wind, at times a rare commodity. The sailors were treated to a breezy, Canadian cold front to the race's five-minute gun. Nevertheless, he repeatedly stated he had checked in. That day, other violations were also disallowed.

As winds started howling in the second-to-last race of the qualifiers, sail number 11070 appeared among the 59 non-juniors. Derrick, a two-time World and NA champ appeared for his first start at the NA's since 1986. He proceeded to destroy the fleet, leaving only Bob and Chris Lowrie to try catching him. In the last race, Derrick headed in early leaving the door open for the defending Master's International champion, Don Bergman, as he gave a textbook lesson in heavy-air performance, finishing the last race of the qualifiers on top. Wednesday, the wind continued to build as the championship fleet started racing for the title. A fleet comprised of the top 50 qualifiers, seven past World and NA champions, plus the top five juniors was posted. On paper, there were several dream matchups in the works. Derrick's "leave of absence" and the rise to the top of their games for: Donnie Martinborough, a three-time World champion; 1987 World champion Bruce Sutphen, and Bob, who was blazing around the course in the qualifier, was reason enough for a showdown of some of singlehanded racing's finest.

Derrick got off to a flying start in Wednesday's two races. In winds that were clocked between 20 and 30 knots, with much higher gusts, he displayed superior boat speed while sailing to his game plan: to keep catching the shifts despite near survival conditions that were down the bulk of the fleet. The first leg he caught a 30-degree wind shift that buried Donnie: "Bob and I went right and got caught on the wrong side of the shift. I think I rounded the first mark 30th. Derrick hit the shift and was gone. I was lucky to recover on the second upwind leg." Donnie took second in the first race.

The strong winds were gone by Thursday dropping into the moderate range of 10-20, increasing throughout the day's three races. The first race Derrick, et al., showed themselves not to be immune to shifty winds: "The air was up and down; it was very light; it was really confusing and it went off to the left; I thought it was going to go off to the right. It was kind of fun because it got things really mixed up, which was nice because you saw all these new faces up near the front. That was real exciting," explained Derrick. He miscalculated in the first race getting buried in the

(continued on page 2)
twenties, giving those having a good race a real thrill. He did manage to bounce back having his worst finish to that point, tenth. Chris Houston capped off a surprise victory in shifty air reminiscent of his home lake waters in Pennsylvania. Bruce and Kirk Beadle also showed shifty-air prowess, each having his best race to that point in the series.

Race No.2. Shifts again caused havoc. Derrick went right, sticking to his initial game plan, as the left side was favored. He rounded the first weather mark 8th. The second upwind leg he continued going right upwind, grinding his way to third. Donnie had a comfortable lead and Curacao's Stephen Smeulders had second. Derrick passed Stephen downwind with sights set on Donnie. In the last upwind leg, Derrick went right with Donnie...covering. Stephen split and went left. But with Derrick working to catch Donnie, the duel of the regatta slowed both down just enough to have Stephen lee bow Derrick after converging near the finish. With a couple of quick tacks, Derrick took second just beating out Stephen.

Several other sailors saw top-five action in the next race as 1979 NA champion Alan Beckwitt rounded second to Derrick with Tom Donahue, Mark May and Scott Greenbaum rounding out the top five in Thursday's heavy-air race in the 15-18 knot range.

By Friday the conditions had shifted gears, again. Gone were the strong, cool, Canadian breezes replaced by clouds, rain, and 3-8 knot winds. Again Bruce sailed to the same standard that had won him the '87 Worlds in Aruba on the light-air day. He was careful to stay in phase with what little breeze there was, while maintaining good boatspeed throughout. Bruce's 1-2 punch at the end, up against Derrick's 2 and a DNF, when his outhaul line came undone, elevated him within 4 1/4 points of Derrick's 16 1/4 final tally. And even with one bullet, Bruce's string of finishes had no race worse than tenth, a tough feat it seemed for most of the competitors.

In what seemed almost like a class reunion, the Sunfish sailors found ways to remember Tawas: "Jimbo" Stuart, Donnie, and the Smeulders clan upped their frequent-flyer mileage. Bob and Megan introduced their nine-month old daughter, Julie, to the class. Terry and Peg Beadle brought just about everything they could fit in their van, from mainsheets to Sunfish belts. Scott proved that duct-taped window is fast. Doug Moline, sporting inflatable Sharks and looney lenses, showed everyone who was having the most fun. Lee Parks learned she could sit back and relax, for a minute, walking away with an award for lifetime contribution. Merrit Burke brought the boom with no block; Chris Lowrie hiked where no Sunfish sail had hiked before. Alan Scharfe, our president, brought K.K., who promptly refused to be a sailing widow and headed North with other potential sailing widows to sip fine beverages on Makiac Island. Jim "Murph" Murphy nearly left the fish in the parking lot. Mike Scriver let everyone know who had the widest smile in town. Lois Blodgett brought practically every Sunfish sailor in Florida with her. Gail Turluck brought the Strohs. Don and Jean brought the Illini spirit. Nancy brought her smile while Dad brought his bumper sticker with "Real Men Don't Have Cabins On Their Sailboats." Gordy Geick became a video star. Alan "SPUD" showed everyone how to pinch like he... Posy Selift and Chris Williams brought new meaning to the word "teamwork," in air hockey. Bruce brought back Jennifer, by popular demand. Derrick and Bob experimented with what it really means to be No.1, you're all wet!

Most would agree the 1989 NA's marked a turning point. More than any one factor, North/Fogh's new and improved, white racing sail changed the way the Sunfish was sailed. Don described them by noting, "The new sails are only helping the middle of the pack to keep up with the top sailors... It's tougher and tougher to work your way back up." The days of Olympics, Heat Waves, and green and white sails have passed away as the new, white sail proved to be significantly faster even than the best old Fogs. Only during the extreme heavy air did a few ten-year-old Ratsey & Lapthorn sails find favor.

The new Pearson-improved hulls also made their first appearance at a North Americans. Donnie described them as "a boat with a different feel, not necessarily slower. When you add hiking straps and enlarge the cockpit, it all changes the norm which takes a few races to get used to."

Probably the most notable change (or lack of it) was in the sailors themselves. For many at the top, Tawas Bay marked the fifth or sixth NA he or she had attended. For many of the more seasoned yachtsmen and yachtswomen of the Sunfish class, it may have been his or her twentieth. Regardless of the number of competitions, each sailor got better. Both old friendships and new ones became stronger, and as one skipper commented, "The fleet is maturing." Like fine wines, the Sunfish class only gets better with age.

Results and pictures on page 11 & 12

---

windward leg
EDITORS: Peg and Terry Beadle
Published quarterly by the United States Sunfish Class Association for the information and enjoyment of its members, their families and friends. Subscriptions are available through membership in the USSCA. For membership information write to:
United States Sunfish Class Association
P.O. Box 7-23
West Hartford, CT 06107

Articles of interest, features, photos and all regatta results are welcomed. In results include in finish order: name, hometown, race-by-race finishes, final score and a wrap-up including weather conditions. Please clearly identify the content of photos and to whom credit should be given.

Submission deadlines are:
Winter issue—October 15
Spring issue—February 1
Summer issue—May 1
Fall issue—August 15.
Send directly to:
Terry and Peg Beadle
Windward Leg
9782 Covent
Pontiac, MI 48044

AT THE TILLER:

Does anyone want to revive the column of "yesteryear" on questions and answers on sailing and rigging the Sunfish? Some beginning sailors have let us know that they feel "left out" when they look through the "LEG". They would like to know how to help them keep up with the rest of the fleet or maybe to help them get more speed from their boat. This would give them something to look for in each issue. They aren't looking for scores from regattas either because they are not attending them. Let's keep our new Sunfishers interested.

We have talked to several North American champs about writing a "GO FAST" article again. If you would like to volunteer, we welcome your addition and you don't have to be a N.A. champion. That was just a good place to start.

Gail Turluck's article in the Summer 1988 issue on how to report regatta scores was very good and informative. Please see the reminder instructions on the inside cover of each issue, along with the deadline dates. PLEASE—it would certainly help if you would send a typewritten copy of regatta names and scores. You may know the names and cities of the entrants but we do have difficulty trying to decipher some of the handwriting. It may not turn out as you wished. It's also an additional charge to the Sunfish Association if I turn in handwritten copy to the printer.

Remember to send THE OFFICE any address changes if you move. The Post Office does not forward THE LEG unless you agree to pay additional postage for bulk rate forwarding.
If you didn't make it to Tawas this summer for the N.A.'s, we missed you. We had a great time and as you know, Derrick Fries won again this time in his home state waters. Some sailors also lost a few things. Peter Shumaker lost his Sunfish on the expressway near Detroit and left it there for the week. He had left early on Monday morning and did not have time to rig up a new roof rack for his car. He did get a Sunfish in Tawas and sailed in the regatta.

Charlet Ras-Allard lost the keys to his sister's car on Friday but a locksmith made it for the N.A.'s, we missed you. We had a locksmith make them on Friday but a locksmith made them on Friday and did not have time to rig up a new roof rack for his car. He did get a Sunfish in Tawas and sailed in the regatta.

Kirk Beadle lost tenth place by two points but made it into the local paper, so he must have a little "pull" with the natives. Finally, Lee Parks wrote us a note and said she, along with Nancy Haberland, lost their trailer axle at midnight on the SE Expressway in Boston in the passing lane. (They and their boats came out without a scratch, thank goodness!) We did not lose any weight, due to the close proximity of a great ice cream parlor and pizzeria.

However, we were all winners being able to be in a great place for sailing with a terrific group of Sunfish people. Hope to hear from you soon.

Peg and Terry Beadle, Editors

President's Report
1988—1989

By Alan Scharfe

It has been an eventful year. Alcott Sailboats sold out to Pearson Yachts in November. The later part of 1988, Class activities were essentially put on hold during the sale and resulting transition. No income and minimal cash resources prevented any significant class business to be undertaken. Pearson's presence has brought us a builder that is serious, capable, committed to building quality Sunfish, and willing and able to support the class. With this support our commitment as a class is a must. Now more than ever it is important to be active, and recruit additional volunteers in new and ongoing activities and committees. Without a positive result this support could disappear.

Accomplished in the past year includes the following:

I. The split between ISCA & USSCA has been finalized. The Bylaw change as approved by ISCA in Nassau. Separate accounting has been set up and proper allocation of funds has been systemized.

II. Both ISCA and USSCA were incorporated in February. Tax exempt, Non-profit status is now being pursued.

III. The new Racing Sail was approved and is now available. Although it is not everything for everyone it is in the interest of the class to have a consistent and quality sail available to those who want one.

IV. We have started a good relationship with a new builder. The relationship seems to be open and candid. Their concern of class problems and commitment to our goals has been quite evident.

V. We have attained some financial stability. The steady support of Pearson coupled with a steady membership/fee structure has helped us to attain a level of service previously unattainable.

VI. Printed Services to Members
1. Windward Leg (3)
2. Regatta Schedule
3. Class Measurement Rules—ISCA
   Class Constitution Rule ISCA
   Class Notice—Worlds Qualification

VII. We have apparently obtained a workable solution with the IYRU. All parties, the Class Association, Pearson Yachts, and the IYRU all have given a little and have received a lot in maintaining our IYRU class status.

VIII. We have embarked on a new campaign of Promotion and Publicity, thus helping both the Class and Pearson. This mutual benefit has to be the cornerstone of a strong, lasting class.

Particular Programs include:

a. Membership—Free for 1st time buyers (1 year)

b. Regional Regatta Grants—Good Times Committee

c. Boat Show Support

d. Class Video

IX. The Worlds look like a regatta that will continue for years to come.

Finally I would like to thank many who worked extremely hard with little credit to keeping the Sunfish Class organization a most unique group. I hope I didn't miss any names, if I did I apologize.


UNITED STATES SUNFISH CLASS ASSOCIATION TREASURER'S REPORT FOR JANUARY 1 TO JUNE 30, 1989

Balance January 1, 1989 $3,549.19

Revenue:
Dues $27,150.00
Sail Numbers 418.00
Daggerboard Templates 25.00
Windward Leg Ads 756.60
Interest 197.17
Total Revenue $28,546.77

Expenses:
The Office $8,886.68
Legal Fees 362.25
ISCA Dues 5,750.00
Sail Numbers 1,192.23
Windward Leg 4,817.01
Officers' Expenses: 766.02
   Printing 590.66
   Telephone 102.29
   Postage 93.07
Misc. 137.23
Total Expenses $21,938.42
Balance June 30, 1989 $10,157.54
J. L. Cochran, Treasurer USSCA

INTERNATIONAL SUNFISH CLASS ASSOCIATION TREASURER'S REPORT FOR JANUARY 1 TO JUNE 30, 1989

Balance January 1, 1989 $0.00

Revenue:
Dues (states & provinces) $5,750.00
ISCA Dues 18,000.00
Interest 130.50
Total Revenue $23,880.50

Expenses:
The Office $2,256.09
Legal Fees 362.25
ISYRU Dues 75.00
Officers' Expenses: 1,072.26
   Printing 11.61
   Telephone 245.13
   Postage 418.00
Travel 631.20
Class Video 1,570.41
MISC. 93.73
Total Expenses $5,429.74
Balance June 30, 1989 $18,450.76
J. L. Cochran, Treasurer
SHORESIDE by K.K.

The Shoreside Crew, much like the Sunfish Sailors, launched a full scale attack at the North American Championships held in Tawas Bay, Michigan. Displaying the tenacity and flair of which they are world renowned, The SC proved they could play as hard in a domestic port of call as in an international one.

Most members arrived on Sunday, July 30. After checking into the Holiday Inn or private cottages located a short walk from the launch and beach area, we surveyed our domain for the next 5 days. What we found was a picture perfect bay with the aforementioned beach and launch area convenient for all. A long dock jutted into the bay providing great race viewing (with binoculars) if one was so inclined.

Directly across the street was the downtown business district with its' assortment of shops, restaurants and other local necessities. On the other side of the dock was a large campground with every sort of RV and tent imaginable. Accommodations in Tawas were available for any size budget.

We quickly agreed that Tawas and it's surrounding area offered a slice of Americana we hadn't experienced for awhile. Some of us played 18 holes of deluxe mini-golf, some of us even got a hole in one on the second hole. Some of us went to the ever-popular drive-in-movie theater and saw "Great Balls of Fire", the biographical film of Jerry Lee Lewis, all-American entertainer. Some of us brought our children and went to bed early in the fresh piney air. Some of us went to the local watering hole and played pool and foosball, and if you don't know what that is, some of you even got a hole in one on the second hole. Some of us went to the ever-popular drive-in-movie theater and saw "Great Balls of Fire", the biographical film of Jerry Lee Lewis, all-American entertainer. Some of us brought our children and went to bed early in the fresh piney air. Some of us went to the local watering hole and played pool and foosball, and if you don't know what that is, some of us even got a hole in one on the second hole. Some of us went to the ever-popular drive-in-movie theater and saw "Great Balls of Fire", the biographical film of Jerry Lee Lewis, all-American entertainer. Some of us brought our children and went to bed early in the fresh piney air. Some of us went to the local watering hole and played pool and foosball, and if you don't know what that is, some of us even got a hole in one on the second hole. Some of us went to the ever-popular drive-in-movie theater and saw "Great Balls of Fire", the biographical film of Jerry Lee Lewis, all-American entertainer. Some of us brought our children and went to bed early in the fresh piney air. Some of us went to the local watering hole and played pool and foosball, and if you don't know what that is, some of us even got a hole in one on the second hole. Some of us went to the ever-popular drive-in-movie theater and saw "Great Balls of Fire", the biographical film of Jerry Lee Lewis, all-American entertainer. Some of us brought our children and went to bed early in the fresh piney air. Some of us went to the local watering hole and played pool and foosball, and if you don't know what that is, some of us even got a hole in one on the second hole. Some of us went to the ever-popular drive-in-movie theater and saw "Great Balls of Fire", the biographical film of Jerry Lee Lewis, all-American entertainer. Some of us brought our children and went to bed early in the fresh piney air. Some of us went to the local watering hole and played pool and foosball, and if you don't know what that is, some of us even got a hole in one on the second hole. Some of us went to the ever-popular drive-in-movie theater and saw "Great Balls of Fire", the biographical film of Jerry Lee Lewis, all-American entertainer. Some of us brought our children and went to bed early in the fresh piney air. Some of us went to the local watering hole and played pool and foosball, and if you don't know what that is, some of us even got a hole in one on the second hole. Some of us went to the ever-popular drive-in-movie theater and saw "Great Balls of Fire", the biographical film of Jerry Lee Lewis, all-American entertainer. Some of us brought our children and went to bed early in the fresh piney air. Some of us went to the local watering hole and played pool and foosball, and if you don't know what that is, some of us even got a hole in one on the second hole. Some of us went to the ever-popular drive-in-movie theater and saw "Great Balls of Fire", the biographical film of Jerry Lee Lewis, all-American entertain...
hole golf course on the right, croquet and swimming pool on the left. The world's longest veranda covered with geraniums from end to end. Just to enter the hotel costs $5 but it was then deducted from the $19 luncheon buffet. We settled on the main dining room resplendent in bright yellow, orange and green. Warning!! Don't try this at home unless your dining room happens to also be 250 feet long. Lunch was delightful, complete with three different waiters, and a sinful pastry table. We toured the other dining and sitting rooms but missed the kitchen tour.

Clear blue skies and bright sunshine greeted us outside. We worked our way down to the main streets sampling the world-famous fudge and looking at all the tourist wares. We spotted another gorgeous hotel dining room, overlooking the water at the Iroquois. We reserve the right to dine there next time. All too soon it was time to board the ferry for the drive back to Tawas.

The week passed quickly. We left some money at Sidewalk Sales; we got a great tan on the beach. We went to the Awards Banquet and cheered all the participants. We were entertained by the Master of Ceremonies, Mr. Tom Ferguson and we thank him and the Tawas Chamber of Commerce for their hospitality. The Shoreside Crew will reconvene in Orlando, Florida next year: have suntan lotion, will travel.

dateline

Oct 1- Dec. 31 1989 BBBBB & BS Frost Bite Season (S) BBBBB & BS, Bellport Town Dock; Brian Weeks, 279 River Ave., Patchague, NY 11772, 516-475-2164 (H) 516-475-1675 (W). Racing at 10:00 A.M. every Sunday.

Oct. 28 & every Sunday in winter Barrington Frost Bite Series—Barrington Yacht Club, 20 Barton Ave, Barrington, RI; Phil Garland, 152 Sowams, Barrington, RI 02806 401-245-6156 (H), 401-253-4858 (W).

Nov. 18-19 Curacao Regattas will be held on the Carribean Sea on November 18-19, December 3 and December 24. Call Alex Roose, Redaweg 72, Curacao, Netherland, Antilles. 5999-83233 (H) 5999-623550 (W).

Nov. 11-12 Sunfish Southeast Regionals (S)—Windjammers of Clearwater Sailing Club, Fleet #658, Clearwater Beach, FL; Steve Honour, 6837 39th Avenue N., St. Petersburg, FL 33709, 813-343-5561 (H&W).

Nov. 18-19 Fall Harvest Regatta, Miami Yacht Club; Jim Bill, 131 S.W. 23rd Road, Miami, FL 33129, 305-856-5387.

Nov. 23 Turkey Trot Regatta—Sea Cliff Yacht Club, Sea Cliff, NY; Jim Freebody or Steve Shipstone, Glen Cove, NY, 516-671-7715, 516-671-9401. Alternate date—Nov. 24.

Nov. 25 Cold Turkey Regatta—Beck Lake, Des Plaines, IL, John Liebenow, 312-670-9681 (H).

Nov. 25-26 Thanksgiving All-Class Regatta—Davis Island Yacht Club, Tampa, FL; Gail Heausler, 15 Martinique, Tampa, FL 33606, 813-254-9903 (H), 813-287-7709 (W).

Dec. 1-3 Red Lobster Cup Regatta—Orlando Yacht Club, Lake Monroe, Sanford; John H. Gardiner, Jr., 1325 West Colonial Drive, Orlando, FL 32804, 407-423-0468 (H), 407-425-0585 (W).

Dec. 2-3 Northern Mid-Winter Championship—Barrington Yacht Club, 20 Barton Ave.; Phil Garland, 152 Sowams, Barrington, RI 02806 401-245-6156 (H), 401-253-4858 (W).

1990

Jan. TBA Annual Sunshine Regatta—Miami Yacht Club, Miami, FL; Mike Catalano, 8140 S.W. 63 Court, Miami, FL 33125, 305-666-7591 (H) 305-325-8918 (W) Multi-class regatta.


Feb. 3-10, Sunfish World Championships—on Lake Monroe, Sanford, FL (near Orlando).

TBA Carlisle Classic Sunfish All Class Regatta—Windjammers of Clearwater Sailing Club, Fleet #658, Clearwater Sail Center; Steve Honour, 6837 39th Avenue N., St. Petersburg, FL 33709, 813-343-5561 Call to check date.

Mar. 9-11 Sunfish National Midwinter Championship—Bay Waveland Yacht Club, Bay St.Louis, MS, Bishop Steiffel, 750 Dunbar, Bay St. Louis, MS 38920, (H) 601-467-6300.
TEAM DELAWARE SWEEPS JUNIORS

By Charlot Ras-Allard

Four-time Rehoboth Beach Junior champion Tucker Thompson blew out a small but quality fleet of eight boats at the 1989 Junior North American Championship.

Sailed the first two days of the regatta, the 15 and under competitors were treated to a brisk 6-14 knots of wind for the five-race series.

Monday’s racing started out with a surprise in light air as Thompson crossed the line first. "The first race was so long and I won it and I didn’t expect to. I was really thrilled. The guy (race committee chairman) said, just as I crossed the finish line,'That’s OK. This race has been cancelled because of the time limit.' I finished eight minutes too late."

Fourth place finisher Doug Borkowski summed up the championship's action best, "Chris (Chapman) and Tucker were battling for the front, especially in heavy air, then Matt (Garrison), Merrit (Burke), and I were fighting for second."

Chapman’s undisputed heavy-air weight and technique kept him up on top of the series winning two of the five races. But with a wave of bad luck, a port/starboard DSO in race No.1 and a failure to check in prior to the five-minute gun that had him scored DNS in race No.4 opened the door for Merritt, last year's 16th place finisher, to pull ahead into second place. "I sailed harder than I ever had before because Chris just moved. Covering Chris didn’t work because he would walk away from you upwind."

Thompson, however, walked away from the junior banquet Tuesday night with the top prize, the Henry Clay Robertson IV trophy, donated in 1981 after the untimely death of the late junior sunfish sailor from Charleston. Promptly thereafter, he took the big plunge at the Tawas Bay Holiday Inn pool, courtesy of his fellow competitors.

The top five juniors went on to sail for the senior championship on Wednesday.

26th SUNFISH NORTH AMERICAN CHAMPIONSHIP JUNIOR NORTH AMERICAN CHAMPIONSHIP

1. Tucker Thompson 1-(2)-2-1-1 4.25
2. Merritt Burke 2-(5)-4-2-3 11
3. Chris Chapman 3-(DD)-1-1-DG-2 12.50
4. Doug Borkowski 4-3-3-3-4 13
5. Matt Garrison 3-4-5-6-(DF) 18
6. Wesley Holmstrom 5-(8)-6-4-5 20
7. Che’ Hale 6-6-(DS)-5-6 23
8. Sarah Tueting (7-7-7-7-(DF) 28

Junior North American Championships held at Tawas, Michigan. The trophy takers—Back row (L to R) Tucker Thompson, Merritt Burke, Chris Chapman, Doug Borkowski, Matt Garrison. Front Row (L to R) Wesley Holmstrom, Che’ Hale, and Sarah Tueting. Photo by C. Ras-Allard

1989 FOUNDER’S CUP AT THE SUNFISH NORTH AMERICANS HELD IN MICHIGAN by Gail Turluck

The 1989 Founder’s Cup was sailed on a separate course from the North American Championship fleet at the same time the Championship was being sailed on Tawas Bay. Though scheduled to be an eight race series (three on Wednesday, three on Thursday, two on Friday), the first day’s racing was abandoned because of high winds causing the organizing committee to realize they did not have enough equipment and hands to run two courses concurrently in a safe manner.

Thursday of championship week dawned to very light conditions and a long postponement while the Race Committee tried to set a course. The forecast called for 18-25 and the sailors were excited and anticipating. Everyone rigged a Jens before leaving the beach and many went back to their old sails from the racing sail for a little less power. After an hour and a half wait the starting sequence was muffed but the start was let go anyway. Just before the start the racers shook out their Jens rigs somewhat nervously... it was supposed to blow! Shortly into the first beat a 60-degree shift came through, making the race into a parade. Finishes reflect how close one was to the starting line before
the five-minute-long starting-sequence hole came in—only a couple of boats were on the line at the gun.

The second race saw the wind pick up to 8-15 with some chop. The breeze rose and died, making position maintenance a challenge. Lou Hunt scored his second bullet, by a good margin.

The third race (last one on Thursday) was started in winds of about 12, but by the last two legs of the course the breeze was up to 25-35. The fleet got caught now without their Jens’! Winds stayed moderate over the triangle with Tim Raster and Lou Hunt leading the way. Tim and Lou had trouble locating the leeward mark in the whitecaps and high waves whipped up by the building breeze. They ended up way high, had to tack around and came in way back. Tim and Lou didn’t suffer the fate of the three who were in the middle, knew where the mark was and were trying to run down to it—capsize and turtle! A relative lull toward the end of the time the fleet was on the run permitted the back of the fleet to sail directly to the leeward mark. Donna Walliker won the survival contest followed by Che’ Hale and Peter Beckwith. These were the strongest breezes seen by either fleet all week.

After the first day’s eight hours of sailing Lou Hunt was in first, followed by Donna Walliker, second; Che’ Hale, third; Tim Raster, fourth; and Peter Beckwith, fifth.

Friday morning dawned to thunderstorms and gusty winds. Sailors hoped for three races instead of the scheduled two so that there would be a throw-out race. By 10:00 a.m. skies were clearing. The fleet headed out-to non-existent wind. The Founders were floundering around waiting for a start, when an impromptu soggy sponge fight broke out! Just what the fleet needed to break the tension.

Shortly thereafter a zephyrish breeze filled in at 1-4 mph. The Race Committee got the fleet off. The shifty breeze helped the lead change hands many times on the first beat. Lou rounded first and never relinquished his lead. He was helped by a major 50-degree shift on the last beat which turned the leg into a parade. Right behind at the finish were Gail and Jason Raster.

For race five a new course was set and the breeze remained light and variable. Lou once again broke out front with Gail close behind. Coming into the leeward mark before the last beat, Gail had a small puff which enabled her to close in at the mark and then maneuver inside and to weather of Lou. She covered Lou carefully to claim the race. Third in this race went to Peter Beckwith.

The sixth (and final) race was sailed in 3-7 mph. An outstanding race was sailed by Peter Beckwith which lifted him into fourth overall. Lou’s second assured his capture of the 1989 Founder’s Cup with finishes of 1-1-(5)-1-2-2. In spite of her inconsistent finishes, Gail was able to hang on to second (6-2-(D(NF))-2-1-5), and with incredible consistency (4-4-(7)-4-5-3), Tim Raster finished third overall.

Special mention should be made of Tim Raster’s decision to withdraw from the races in this series. After the qualification series was sailed there were four seniors and three juniors who had not qualified for the Championship fleet. That is, those seven were the Founders fleet. The regatta committee permitted finalists who qualified to sail with the Founder’s fleet, and Tom was one of the six who elected to do so. He noted, however, into the first race of the series, that his skill level was far beyond that of the rest of the fleet, decided he had an unfair advantage, and withdrew from the series.

The Founder’s Cup fleet enjoyed close-but-friendly competition while exhibiting high-spiritedness and good yachtmanship. Though this group was that of intensity and competitiveness was just as keen. There were very few fouls (which were quickly remedied by 720s) and everyone left with a feeling of having raced with a good group of new friends.

26th SUNFISH NORTH AMERICAN CHAMPIONSHIP FOUNDER’S CUP

<table>
<thead>
<tr>
<th>Name</th>
<th>Finish</th>
<th>Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lou Hunt</td>
<td>1-1-(5)-1-2-2</td>
<td>6.25</td>
</tr>
<tr>
<td>Gail Turluck</td>
<td>6-2-(DF)-2-1-5</td>
<td>15.75</td>
</tr>
<tr>
<td>Tim Raster</td>
<td>4-4-(7)-4-5-3</td>
<td>20</td>
</tr>
<tr>
<td>Peter Beckwith</td>
<td>9-5-3(10)-3-1</td>
<td>20.75</td>
</tr>
<tr>
<td>Donna Walliker</td>
<td>(8)-3-1-6-4-8</td>
<td>21.75</td>
</tr>
<tr>
<td>Che’ Hale</td>
<td>3-8-2-7-8-(9)</td>
<td>26</td>
</tr>
<tr>
<td>Jason Raster</td>
<td>7-6-6-3(8)-6</td>
<td>28</td>
</tr>
<tr>
<td>Hugo, MN</td>
<td>5-10-4-9-9-4</td>
<td>31</td>
</tr>
<tr>
<td>Wes Holmstrom</td>
<td>6-10-4-9-9-4</td>
<td>31</td>
</tr>
<tr>
<td>Matt Garrison</td>
<td>(DS)-9-DF-5-10-10</td>
<td>48</td>
</tr>
<tr>
<td>Betay Schmidt</td>
<td>10-11-(DF)-11-11-11</td>
<td>54</td>
</tr>
<tr>
<td>Paul Walliker</td>
<td>11-(DS)-DS-12-12-12</td>
<td>61</td>
</tr>
<tr>
<td>Tom Raster</td>
<td>(WD)-WD-WD-WD-WD-WD-WD-WD</td>
<td>70</td>
</tr>
<tr>
<td>Hugo, MN</td>
<td>(DS)-DS-DS-DS-DS-DS-DS-DS</td>
<td>70</td>
</tr>
</tbody>
</table>

The 1989 Founder’s Cup winners from left to right: Donna Walliker, Peter Beckwith, Mary Charles, Che’ Hale, Matt Garrison, Gail Turluck, and Lou Hunt, the winner. Photo by Charlot Ras-Allard
1989 USSCA ANNUAL MEETING
NORTH AMERICAN CHAMPIONSHIP, TAWAS BAY, MICHIGAN

The United States Sunfish Class Association annual meeting was held at the Holiday Inn in Tawas, Michigan on August 2, 1989 in conjunction with the North American Championships. President Alan Scharfe called the meeting to order. It was moved, seconded and carried that the minutes from last year's meeting be approved as written in the summer 1988 edition of Windward Leg.

Advisory Council Report—Gordon Geick

The Advisory Council has been active in two areas; sails and dagger boards. The new sail is a good product. It has sold well and is being accepted. There have been two variations in the sail. In the first, the window was too high and too small. In the newer model, the window is 600 sq. in. and placed lower. No changes will be made to this sail unless the class approves it first.

As far as dagger boards go, Pearson is not ready to talk yet. They are very willing to discuss it later, but for the moment they are just too busy getting the business going. The Advisory Council will insist that any new board must be durable, repairable and made to maximum specifications.

Membership Committee—Chris Friend

USSCA Membership is 4% ahead of last year. This is the first time in several years that membership has increased.

Treasurer's Report—Larry Cochran

Larry gave a brief account of our finances. We began the year with $3,549 and are now at $10,457 in the bank.

Income—$28,546
Expenses—$21,938

President's Report—Alan Scharfe

Pearson bought Sunfish in November, 1988. In January they had a very positive meeting with class officials. They expressed their willingness to support the class. However, it will take a total class commitment. We must do more of the work and spread out that work so that everyone feels involved.

The necessary split between the International Sunfish Class Association and the United States Sunfish Class Association is now complete. Separate accounting has now been finalized. USSCA and ISCA are each incorporated and have applied for tax-exempt status. Hopefully, we may then be able to get more sponsorship. The class is financially stable. Pearson is helping, dues are stable and membership is growing.

Three issues of Windward Leg and a Regatta Schedule were published this year. ISCA published the class notice and the constitution.

The large debt to IYRU which the class owed from previous years when Alcort was unable to pay our dues (which they had agreed to do) has finally been settled. We are now in good standing with IYRU.

Several things are being done in order to promote our class. Free, one year memberships for first time Sunfish buyers are being given. A small stipend has been approved to each region for "Good Times" regattas. The object of these regattas would be to get more people involved rather than just catering to the usual racers. We also joined Pearson in their boat show promotions. Class members manned the booths and generally helped promote the class. USSCA is making a class video which should help further class participation.

The World Championships will continue in the same format.

Nominating Committee—D. Bergman

Paul Wood is retiring as Midwest representative. Tom Katterheinrich was nominated to take over. John Focke offered to continue as Southwest representative. Tom Raster agreed to continue as Inland Lakes representative. Harvey and Linda Atkinson also agree to continue as representatives in the Western region. It was moved and seconded to accept the nominations of the nominating committee. Voting members from each region approved these nominations.

The recommendation of the Nominating Committee for membership on the Advisory Council was to retain Gordon Geick and Paul Odegard. Nominations from the floor were Mark May and Scott Greenbaum. After a count of the vote of those USSCA members present, Gordon Geick and Paul Odegard were retained.

Special Presentation

A special presentation was given to Lee Parks for her invaluable service to the Sunfish Class. Lee was given a lifetime membership to USSCA. President Alan Scharfe then presented her with an inscribed plaque denoting our gratitude.

Alan Scharfe then explained that, because of the difficult political situation in Peru, they will be unable to host the 1989 World Championships. Lake Monroe, near Orlando, Florida has offered to run the Worlds in February, 1990. In order to catch up with the year, the 1988 and 1990 Worlds will be combined at this regatta. Those racers qualifying from both years will be invited to participate.

The Meeting was opened to questions.

There was a question on why the Master's Championship was not a qualifying regatta for the Worlds. It was answered that this is an important group to the class, a large regatta, and usually someone wins who would qualify anyway.

Question on Junior age requirement. The definition of a junior in the Sunfish Class is that a racer may not turn 16 within the calendar year.

It was recommended from the floor that we have a rule which states that bids must be accepted for the National Championships two years ahead of time written into the class bylaws. Thus, if no bid was accepted there would be no Nationals that year.

There was a question about the "Office" (the answering service for the Sunfish Class). There have been complaints in reference to helping get out regatta flyers and in getting information. Alan responded that this problem is being addressed and should be better by the first of the year.

Alan Beckwith will donate a Data Base program to keep all class lists and information available. These should be sorted by any particular area.

Lewes Yacht Club will host a fall Mid-Atlantic regional regatta in September 1989. They would like labels for mailing and class assistance in paying for it.

Alan Scharfe introduced Jeff Wheeler from Pearson Yachts. He stated that they are willing to accept our proposal and look into the cost of a better board. They already get the Laser boards made of foam core and fiber glass. This might be one option, but the cost is twice as much as the wood Sunfish board. Pearson is pleased that Sunfish has kept its international status with the resolution of the back duces problem settled (with help from Pearson and IYRU). Pearson may try to unify sail and hull numbers like Laser does. Direct purchase by class officers has been stopped. From now on sales will only be through dealers. Jeff mentioned that the new boats are hand layed up on the line. All boats are weighed and the target weight is between 125 and 130. Any boats over 130 are sold as institutional firsts to camps etc. All boats are air tested with soap at the factory for leaks. It is Pearson's understanding that there are no other licensed builders in any other country at this time. The fiberglass in back of the hiking strap has been reinforced because there were some problems.

Question—Could Pearson make all sails including colored sails to the same pattern specs as the racing sail? (this would mean that even though the cloth quality and the stretch could not be guaranteed, at least all Sunfish sails would be the same size)

Jeff said that he would talk to the sail makers.

Respectfully submitted, Jean Bergman, Secretary, USSCA

8
Dave Perry on Rule Changes

Part I Rule Changes

• Fundamental Rule C, Fair Sailing: The rule now includes the defined term “sailing” and the requirement to comply with recognized principles of fair play and sportsmanship, incorporating those important values into the IFRR.

• Fundamental Rule D, Accepting Penalties: The rule, given prominence as a Fundamental Rule, now makes it mandatory to retire or accept an alternative penalty when you know you’ve infringed a rule.

• Definition of Sailing: The rules now define what “sailing” is, building this fundamental concept into the rules and providing a clear counterpoint to Rule 5-4, Propulsion, which essentially establishes what is not considered “sailing.”

• Definition of Tacking: This greatly simplified definition eliminates all consideration of whether a yacht is beating to windward or not. Regardless of her point of sail prior to tacking, a yacht’s tack is complete when she has borne away to a close-hauled course.

Part IV Rule Changes

• Rule 32: Now it is mandatory to penalize r-c-w yachts that had the opportunity but failed to make a reasonable attempt to avoid a collision resulting in serious damage.

• Rule 38.2(c): The hail “obstruction” or words to that effect from a windward boat now carries the same requirement as a hail of “mast abeam”—i.e., that the leeward boat must stop luffing.

• Rule 42: The phrase “other than at a starting mark surrounded by navigable water” has been removed from the rule. This clarifies that an inside boat is entitled to room under 42.1(a) at an obstruction that also happens to be a starting mark (i.e., a race committee boat), provided the inside boat attains an overlap on the outside boat in time, etc. This commonly arises when the “leeward” end of the starting line is a committee boat. Inside boats are also entitled to room at starting marks once they have started i.e., crossed the starting line after the starting signal. Rule 42.4, the anti-barging rule, applies as always.

• Rule 42.3(a)(ii): The addition of the phrase “by luffing” clarifies that a boat clear astern need only luff (i.e., alter course to windward) in an attempt to avoid establishing a late inside overlap on a yacht that has tacked clear ahead of her inside the two-length circle. She needn’t gybe radically or try other measures. continued on page 10
• Rule 42.3(c): This was the rule that permitted outside leeward yachts near marks to take inside yachts to the wrong side of the mark. This rule has been deleted in its entirety. If an outside leeward yacht wishes to try to take an inside windward yacht to the wrong side of the mark, she must exercise her leeward yacht rights and her right to luff before she becomes "about to round the mark."

• Rule 45: This rule has been changed to conform to the entirely new form of exonerating for touching a mark (Rule 52). Previously the mark needed to be reround. Now the infringing yacht does not need to reround the mark, but she has to make two 360-degree turns, including two tacks and gybes. If she touches a starting mark before the starting signal, she can exonerate herself immediately.

• Rule 46.3: This is a definition of "capsized" for sailboats, useful for applying Rules 46.1 and 46.2. Essentially you are "capsized" from the time your masthead hits the water until the boat is righted, the crew is on board, and the boat has steersway.

Part V Rule Changes

• Rule 52: Now when you touch a mark you do not have to reround it. Instead, you must get clear of all other boats as soon as possible after hitting the mark, and do two complete 360-degree turns ("720") in the same direction, including two tacks and two gybes. After hitting a starting mark you can exonerate yourself immediately.

• Rule 54.1: The basic rule now says you can only compete by "sailing," which is a new definition in Part I. This, in itself represents no change to the way yachts are to be sailed.

• Rule 54.2: Merely doing any of the actions listed in 54.2 (pumping, rocking, ochooning, sculling, and repeated tacks and gybes unrelated to changes in the wind or to tactical considerations) is illegal, whether or not the action is capable of propelling the yacht.

• Rule 54.3: The exceptions to Rule 54 have been changed dramatically. You are specifically allowed to roll-tack and roll-gybe with specific limitations, and to have one pump per wave on the sheet or wishbone controlling any sail with specific limitations. You cannot roll (dramatically heeled as opposed to a slight heel) your boat to leeward immediately prior to a roll-tack or roll-gybe, ochoh at all (not even to initiate surfing or planing), pump more than ONE per wave or gust, pump the spinnaker "guy," pump using anything but the sheet (i.e., no pumping with the vang or special pumping line), pump by grabbing all parts of a multi-part mainsheet system (essentially; you now have to use all parts of the system), and pump to attempt surfing or planing upwind.

• Rule 64.3: The tack of the spinnaker no longer needs to be in close proximity to the spinnaker pole when you are hoisting, gybbing, or lowering the spinnaker. This clears up the issue of the legality of "gybe sets" and "floater (windward) drops," both done with the pole momentarily off the spinnaker.

Other Rule Changes

• Rule 4.1. First Substitute—General Recall Signal: This now means that the preparatory signal will be made one minute after this signal is lowered. Previously, the next signal was the warning signal unless the sailing instructions stated otherwise.

• Rule 25.2: This rule, governing the size, shape, and color of sail numbers and national letters has been made stricter and more uniform. Letters and numbers must be a single color strongly contrasting with the sail, with continuous lines and uniform in thickness, and in roman style (upright) without serifs (the short lines put across the top and bottom of letters and numbers). A table of sizes related to a yacht's overall length is provided.

• Rule 28, Appendix 14, Rules 2(9), 3.1(IV), 3.2(b)(l): These all deal with the new concept of classification of events for the purpose of determining how much advertising is permitted. The three classifications from which event organizers can choose are outlined in Appendix 14 (if not otherwise specified by the organizing authority, an event is automatically Category A). In Category A, only event sponsorship is allowed. In Category B, advertising, including event sponsorship, individual boat sponsorship, advertising on sails, hulls and clothing is permitted, but within defined limits. Category C is the no-holds barred area, intended to encompass pure professional events.

• Rule 68.3(a): USYRU prescribes that the protest flag must be red, unless the sailing instructions provide otherwise.

• Rule 69(a): "Protest committee" has been added, clarifying that redress can be requested when an action or omission of the protest committee has materially prejudiced a yacht's finishing position through no fault of her own. This will be useful when the protest committee denies a party to a protest their rights or conducts a hearing in contravention to the rules, particularly over the objection of the party to the protest concerned.

• Rule 69(c): "Disabled" has been replaced with "damaged," requiring that redress can only be sought when physical damage has occurred to the yacht in question.

• Rule 70.1(b): This rule permits the protest committee to penalize a yacht under rules 54.2 and 54.3, Propulsion, without a hearing. The USYRU prescribes that this rule only applies when the sailing instructions specifically say so.

• Rule 74.5(c): This is a significant change. Disqualifications under Fundamental Rules C, Fair Sailing, and D, Accepting Penalties, cannot be "dropped" in series permitting the worst race to be excluded for scoring purposes. Under Rule 74.5(c) rule 54, Propulsion, is also exempt from exclusion, but the USYRU prescribes that DSQ's under Rule 54 can be "dropped."

• Rule 77 and 78: The procedures for filing appeals have been significantly changed. The essence of the changes is that now the parties will send their appeals and materials to the appeals committee, and the appeals committee will gather all the necessary information and circulate it to the parties.

• Appendix 2—Sailboard Racing Rules: The definitions of "capsized" and "recovering" are now based on the boat's way as opposed to her masthead location. The "720" rule for the exoneration of a Part IV foul is always in effect unless stated otherwise in the sailing instructions. Funboard Racing Rules have been added.

• Appendix 3—Alternative Penalties: The appendix has been rewritten. Significant points include: a "720" is not an admission of guilt; a yacht can do an "insurance 720" and protest another yacht in the same incident, claiming it was their fault; a yacht fouling before starting does not have to wait until the starting signal to do her "720"; she can do it immediately; and the second circle no longer is required to follow "immediately" after the first, however the yacht must remain towards her mark until the turns are completed and she can be disqualified if she gains a significant advantage having done her turns.

• Appendix 4—Team and Match Racing Rules: Modifications include: some changes to the Team Racing rules; the inclusion of the "Green flag" rule for accepting a penalty; a new section on match racing rules, which include several modifications to Part IV rules; and a section on on-the-water judging particularly applicable to match racing.

UNDERSTANDING THE NEW CHANGES IN THE 1989-1992 YACHT RACING RULES

By Dave Perry
Reprinted, with his permission, from his book explaining the yacht racing rules, Understanding the Yacht Racing Rules Through 1992, published by the Putnam Publishing Group, New York, N.Y. The book is available in book stores, or by ordering directly from the author by writing: Rules Book, P.O. Box 337, Southport, CT 06490 5174, paperback: $28.45 hardcover (price includes shipping) Make checks payable to: Dave Perry (shipping outside U.S. or Canada: add $7.00)
John Gardiner, Jr. will be our hosts. These are the folks who run the infamous Red Lobster Cup Regatta each December. The event promises to be a great one.

The February date was chosen for the winds which should average 14-15 knots and average daily temperatures will be 50-70 degrees F. Lake Monroe is an inland lake with more than ample space to set a large Olympic course. The base of operations will be the newly renovated Holiday Inn located right on the lake. Pearson Sailboats will provide new "special Edition" boats for the event again this year.

U.S. qualifiers will be taken from both 1988 and 1989 and we will enlarge the fleet to 100 boats if needed. Tom Rafter has accepted the responsibility of deciphering the qualifying system and expects to mail the Notice of Race in September or October.

World and Advisory Council meetings will be held in conjunction with this championship so all representatives should plan to attend or send substitutes.

This will most likely be the only Sunfish World Championship held in 1990 so mark the dates in your calendar now—February 3-10, 1990 and get ready for an exciting week in Orlando.

Submitted by Lee Parks

RACING WITH YOUR NEW NORTH SAIL

By Derrick Friese

Every five to seven years, history has shown us, there is a major breakthrough in performance for the Sunfish. Things like the development of the batten rig, the creation of the jens rig, and the sliding gooseneck are a few of the examples that will go down in history as significant breakthroughs. The new North Sail clearly fits into this category.

The North Sail is a must for the serious racer with its increased luff curve and size. The North Sail is approximately 2 percent larger than the Fogh and Rattsey Sails. Though 2 percent may not seem a lot, that is a sizeable increase for any boat. If you need to be made a believer, take your North Sail and lay it on top of the old Fogh and your eyes will simply light up in amazement.

Some of the members of the class have put considerable time into designing the sail and increasing its performance. Their work is to be commended. The sail looks and hangs on the boom better than any sail in the past. One of the few disadvantages of the sail is that all the sails are white. This may have an aesthetic elimination of the great colors once seen in Sunfish racing. However, some sailors have said that this is an evolutionary step that makes the Sunfish look more "credible" on the race course.

One of the things that I wish to do with this short article, is to give the racer some tips on using the new North Sail and to answer some questions that have come out in the last couple of months since its inauguration.

I first had the opportunity to use the North Sail just prior to the 1989 Sunfish North American Championship. I laid it on top of my old trusted Fogh Sail that had taken me through two North American victories. Without hesitation, once I had sail tested the North, the old Fogh was going to find a place in storage!

One of the things that may seem overwhelming is how do you change your sailing habits to accommodate this new larger sail? The first logical response is that since the sail is slightly fuller, has more luff curve, and is bigger, it cannot be trimmed like the old Fogh. The first probable sign that you might be experiencing difficulty is that the boat might have a tendency to "crab" a little more and also to have a little more difficulty accelerating after tacks. There are a number of ways that this can be dealt with in changing the rigging and steering adjustments that we will talk about later.

The general implications, in my opinion, for the difference in sail design is that it can be pulled a little bit tighter on the upper and lower outboards. Also, going to the jens rig a little bit earlier than with past sails makes great sense. I have mentioned before in past articles and in my Sunfish book, the daggerboard is undersized for the boat. A sail that is larger and fuller puts greater emphasis on a quality daggerboard. This is a very key item for the boat and cannot be overlooked on any terms. Anyone trying to sail the boat with an old board or a chewed up batten rig is going to have serious performance problems! Therefore, we need to maximize the overall surface area of the board to the greatest degree that the rules allow. The board that I used at the Sunfish North Americans was about a sixteenth of an inch thinner than the maximum allowed. It was approximately forty inches in length. This is a key ingredient for upwind speed.

When I first hopped in the boat using a North Sail, immediately I felt a higher degree of speed through the water and a little more lift off the daggerboard. At the North Americans, out of 75 sailors, roughly 72 were using the North Sail. All the sailors that finished in the top ten had the North Sail. In response, I developed some tips that should be useful for all Sunfish sailors, regardless of weight and strength.
Besides offering some tips, there were a number of questions that arose during discussions at the North Americans about how to use the sail properly. I thought it would be fun to simulate five popular questions that came up in Tawas, Michigan and my personal thinking of how I would deal with them.

I. Question: The air is really heavy and I am having trouble pulling myouthauls all the way to the end of the boom. There is not enough boom length to pull theouthaul tight enough. What should I do?

Answer: If you are pulling theouthauls tight enough so that they are too blocked on the end of the upper and lowerbooms, they simply are too tight. Some of the skippers were too blocked with theouthauls on the end of the boom and then ran part of the halyard up through thesecond grommet in the luff of the sail and used it as a cunningham. I am very opposed to this idea, because I think you simply tighten the upperouthaul too tight, and therefore it decreases the effectiveness of the sail. At one time in my thinking I believed I could never get theouthauls tight enough, especially the upperouthaul, but as time has gone by, I definitely believe that theouthauls can be pulled too tight. When the air really gets heavy, I like to have myouthauls tight enough so there is minimal scallop between the middlegrommets and that's it! When I am sailing upward, I never want to have theouthauls drum tight because this greatly inhibits speed on all legs of the course.

II. Question: The window in my new North Sail is too big and the plastic seems to stretch. Is this a problem?

Answer: When I first put on my new North Sail I was really distraught about the size of the plastic window because I thought it was indeed too big. It probably took up nearly the 600 square inches allowed by class rules. My plastic window did tighten up and create a little bit of a bulge in the sail, but, by simply pushing your hand on the plastic to stretch it out seems to help in between races. The extra viewing does make the boat much safer to sail and gives you better viewing of boats to leeward without having to bend your neck. I thought at first that this would be a psychological impediment to me, but I quickly adapted and near the end of the North Americans I simply loved the larger window.

III. Question: Where should thegooseneck position be with the new North Sail?

Answer: One of the problems with the new North Sail is that there has been a relocation of the grommets within the sail. For me this created a serious problem because the second grommet was in the way of my sliding gooseneck procedure. I always slide thegooseneck forward in light air and back in heavy air, or during any one race, slide it forward uphill and aft downhill. I do this while I am racing so this presented a problem because the second grommet interferes between the positions of 17 and 22 inches, my normal sailing positions. I sail generally uphill with thegooseneck between 17 and 18 inches and slide it back to about 20 or 21. With the North Sail I use a loose lashing line on the second grommet.

IV. Question: How does sheething a sail change with this new fuller sail?

Answer: The sheeting of the sail is generally the same compared to the old Fogh or Rattsey Sail. However, considerable caution should be given not to overshoot. Oftentimes I saw some of the anxious sailors trimming in a little bit too tight. The sheeting is very critical in the boat and I think there is a fine line between putting the boat in the groove and going slow. If you find that your have boatspeed problems uphill, there are two possible areas that I would look at immediately. One, gooseneck position and two, sheeting tension. When I am sailing uphill I am sensitive to my sheeting tension to within a quarter of an inch. Generally I sheet harder on a port tack than I do on starboard tack.

V. Question: Does the new sail require more concentration to sail properly?

Answer: Without a doubt, the new sail requires a little more concentration and is a little less forgiving. It will reenforce a sailor who is a little more technical in their trimming and rigging. However, I want to stress that using a new sail can be very distracting to many sailors. Don't forget that rigging adjustments and boat speed only make up a small ingredient of performance on the racecourse. Hitting the windshifts correctly is by far the most important aspect of sailboat racing. Don't become disoriented or distracted by the fact that you have a new sail on the boat, remember, the windshifts will always be your best vehicle to the front of the fleet. I hope that these questions, answers, and tips are helpful to you in using your new North Sail. All the best, and have fun.

TIPS FOR USING THE NORTH SAIL

1. Never be afraid, especially when the air looks medium to heavy, to use a jens rig with the new North Sail. There is no reduction in performance by using a jens if the sail is set up correctly and the boat is sailed properly. There is a misconception among many racers that the jens appears to be slow off the wind. At the North Americans I saw many sailors with a jens going just as fast, if not faster, than people without the jens. Bruce Suphen, for example, used the jens rig at a number of the early North American races. He weighs approximately 180 pounds and was very fast using the jens rig in all types of wind conditions and course headings.

2. You should pull yourouthauls a little bit tighter than you are used to with past sails because of its increased fullness. This will eliminate any scallops that might develop on the upper spar in particular, except for possibly in very light air. This too will increase the aerodynamic usefulness of the rig and sail.

3. You might have trouble accelerating after your tack. This is because the sail is a little bit fuller and it will take a few seconds longer for the air to develop a respondent lift flow. Therefore, take your time sheeting in and you may want to bear off just a degree or two to get the wind moving across the sail more quickly.

4. The sail needs to be vanged a little bit harder off the wind than with the past Fogh sail to eliminate the boom from skying. This puts the premium on having a good secure halyard, fair lead, and cleat.

5. There is no need to release any of the grommets and allow them to come away from the boom, with the exception of the first grommet on the foot of the sail which will allow the sail to be full on port tack. All other grommets should stay attached. (Unless you use the sliding gooseneck and then the second lower grommet should be tied.) The last grommet on the clew and the head of the sail should always remain tight. This will give you better leech control and allow for better and more uniform airflow on both sides of the sail.

By Derrick Fries
**FRIES 1989 SUNFISH NORTH AMERICAN CHAMPION**

By Gail Turluck

East Tawas, MI—Two-time World Champion Derrick Fries sailed brilliantly to capture the Sunfish North American Championship sailed on Tawas Bay, Michigan, July 29-August 4, 1989. Fries demonstrated an uncanny ability to master all conditions on his way to the title. He had the title wrapped up before the last race. The first two races were sailed in W-NW winds of 15-25, the next three races in SW-W winds of 10-15, and the last two races in NW-N winds of 4-9.

Bruce Sutphen, 1987 World Champion, finished second, though he only beat Fries in three races. Donnie Martinborough, the only three-time (and currently reigning) World Champion, was a somewhat distant third. Don Bergman, 1989 Masters International Champion finished fourth, followed closely by Chris Houston. Defending North American Champion Bob Findlay ended up sixth overall.

The fleet boasted three World Champs, three NA Champs, two Midwinter Champs, many Regional Champs, and other top-notch Sunfish sailors. Fries, as he unpacked Tuesday morning to go out and practice in the elimination series (as a former World Champion he was pre-qualified) noted, "It seems that all who came to this regatta is the top of the fleet!" Mark roundings 6-8 boats deep were common.

The 1989 Junior Sunfish North American Championship was sailed Monday and Tuesday of championship week. Tucker Thompson, of Rehoboth, Delaware bested the somewhat small fleet of eight juniors to claim the title. Merritt Burke of Lewes, Delaware was second and Chris Chapman of Ocean City, New Jersey, was third.

In the Founder’s Cup, whose competitors are made up of the sailors who don’t qualify from the Junior championship and the senior Elimination Series, Louis Hunt of Edina, Minnesota, was first overall, with Gail Turluck of Chelsea, Michigan, second and Tim Raster of Hugo, Minnesota, third.

Acceptance of the new North Sails/Fogh all-white Sunfish racing sail was evident. Gone were the brightly colored starts and fleets for which the Sunfish has been known so well—traditional white was almost universal.

Next year’s Sunfish North American Championship will be at Sayville Yacht Club, Sayville, New York, on Long Island during August.

Regatta results follow.
26th SUNFISH NORTH AMERICAN CHAMPIONSHIP
TAWAS BAY YACHT RACING ASSOCIATION/
TAWAS AREA CHAMBER OF COMMERCE
TAWAS BAY, LAKE HURON, MICHIGAN

July 29-August 4, 1989  70 boats

1. Derrick Fries  1-1-10-2-12-1 (DF)  16.25
   Drayton Plains, MI
2. Bruce Sutphen  5(10)-2-4-7-1  20.75
   Osterville, MA
3. Don Martinborough  2-3-15-1-12-(20)  39.75
   Nassau, Bahamas
4. Don Bergman  3(25)-7-10-6-11-12  49
   Northbrook, IL
5. Chris Houston  (21)-7-1-15-16-3-9  50.75
   Ambler, PA
6. Bob Findlay  8-2-6-10-28-(41)  58
   Northfield, IL
7. Mark May  11-6-18-9-4-(22)-21  69
   Peekskill, NY
8. Alan Beckwith  8-13-(39)-7-9-2-33  70
   Avon, MA
9. Nancy Haberland  (18)-15-6-13-17-5-14  70
   Newport, RI
10. Chris Williams  16-16-22-(27)-8-12-6  80
    Brookline, MA
11. Kirk Beadle  14-12-3-18-(23)-19-16  82
    Lakeland, MI
12. Scott Greenbaum  9-11-35-(DF)-5-6-18  86
    Springdale, CT
13. Gordon Geick  (36)-17-23-20-14-4-10  88
    Collinsville, CT
14. Joel Furman  (30)-8-24-17-21-17-9  90
    Bellport, NY
15. Tom Donahue  (26-28-13-14-3-31)-17  99
    Bridgeport, NJ
    Charlevoix, MI
17. Chris Lowrie  4-23-40-5-(DS)-29-1  101.75
    Lake Forest, IL
18. John Butine  (31)-21-12-12-18-27-15  106
    Torrington, CT
19. Stephen Smudlers  (DS)-DS-5-3-20-14-11  112
    Curacao, Netherlands Antilles
20. Chad Coberly  7-19-29-16-9-35-(DF)  115
    East Tawas, MI
21. Harry League  15-4-20-11-31-(41)-37  118
    Kentville, WI
22. James Stewart  13-5-(46)-32-29-13-32  124
    Bermuda
23. Michael Sriver  (29-29)-16-22-13-16-29  125
    Wolverine Lake, MI
    West Newport, MA
25. Doug Moline  (37)-22-8-23-37-10-30  130
    Evanston, IL
    Winnieka, IL
27. William Haberland  28-18-9-29-32-(33)-23  139
    Satellite Beach, FL
28. Tom Katzenheinrich  10-34-(44)-28-29-30-13  143
    New Knoxville, OH
29. Jean Bergman  (38)-38-11-26-26-37-8  144
    Northbrook, IL
    Bolton, CT
31. David Davies  19-33-(38)-36-35-6-28  159
    Middletown, NY
32. Tucker Thompson  24-37-37-31-19-(47)-22  170
    Rehoboth, DE
33. Peter Shumaker  (42)-31-41-34-11-34-25  176
    Grosse Pointe, MI
34. Paul Wood  33-32-33-19-(DS)-40-19  176
    Mt. Prospect, IL
35. Lois Bodgett  32-24-14-(44)-40-43-24  177
    Boca Raton, FL
36. David Weeks  35-9-(48)-40-44-36-34  198
    Patchogue, NY
    Summit, NJ
38. Charles Ras-Allard  45-(48)-30-48-30-25-26  204
    Stamford, CT
39. James Murphy  44-45-28-34-21-49  205
    Winnetka, IL
40. Peter Smudlers  39-27-36-37-32-1-7  211
    Curacao, Netherlands Antilles
41. Lee Parks  (DS)-DS-31-24-22-42-35  213
    Newport, RI
42. Larry Cochran  (DS)-DS-19-36-49-26-27  216
    Manchester, CT
43. David Eastman  49-35-(53)-33-36-49-20  222
    Tallahassee, FL
44. Constance Miller  43-42-26-(49)-25-48-42  226
    Lewes, DE
    Ft. Lauderdale, FL
    Charlevoix, MI
47. Andrew Holckkias  48-39-49-(50)-43-18-43  240
    Winnetka, IL
    New York, NY
    Ocean City, NJ
50. Bruce Hubel  20-(DO)-45-46-50-44  250
    Davisburg, MI
51. Dan Hardin  41-44-(51)-47-47-44-50  273
    Hindale, IL
52. Lew Fuchs  (51)-40-42-51-48-51-45  277
    Providence, RI
53. Carl Chapman  47-41-54-(DS)-45-53-46  286
    Ocean City, NJ
54. Merritt Burke  (DS)-DS-32-52-DF-54-DF  315
    Lewes, DE
55. James Karalekas  46-DF-(DS)-DS-DS-DS  342
    Falmouth, MA
56. Tom Karalekas  52-DF-(DS)-DS-DS-DS  348
    Falmouth, MA

Bob Findlay didn’t get thrown in for being 1988 N.A. Champion and his friends thought he really deserved it in Tawas so--­ another wet one!
Photo by Charlot Ras-Allard

Derrick Fries Gets his "victory toss" into the Holiday Inn pool after taking first place in the North Americans held in Tawas Bay, Michigan. Photo by Charlot Ras-Allard

Bruce Sutphen and very close friend, Jennifer Schelter of Massachusetts enjoyed the N.A.'s. Photo by Charlot Ras-Allard
SUGGESTIONS FOR MASTERS REGATTAS

By Ray Dasch

When Steve Honour, regatta chairman for the Windjammers of Clearwater hosts an International regatta, I’ll tell you, it will be an international event!

Like the Masters International Championships held in Clearwater Beach April 20-23: Olympic courses set far enough out in the Gulf of Mexico to ensure unobstructed winds and currents. With courses that seemingly required shooting the sun at high noon to get the bearing to the next mark. Like the North Americans and Worlds that are geared to test endurance as well as skill.

By giving the 57 skippers aged 40 to 73 the full treatment Steve vividly brought to the attention of the older among them—and their brittle bones and pallid corpuscles—the fact that their endurance (alternate spellings: stamina, strength, muscle tone, muscle mass) is on a sliding scale that inexorably slides southward, Plus the extra demands on overworked adrenalin as the fleet was sloshed—Wheeeeee!—through the Sand Key sluice—the narrow throat through which the Gulf and bay pour their tides.

During the banquet after a demanding day on the Gulf I recounted the damage reports my body had sent up to the bridge. Analysis of their findings led me to the conclusion that some accommodation would have to be made for the aforesaid bones/corpuscles.

I asked the assemblage to give the matter some thought and to send their suggestions to me. While they were cogitating I pulled together some background which follows.

Les Steffens in the early 1970’s saw the need for separating older sailors from the bionic young bloods and their celestial-navigation courses, clenched teeth and slit­ted eyes. What Les wanted was racing that was within their endurance (alternate spellings: stamina, strength, muscle tone, muscle mass) is on a sliding scale that inexorably slides southward.

The 40-50 groups comprised 32%, the 50-60 groups 35% and the 60-75 groups 27%. The 40-50 groups, comprising 91 of the overall 290, would seem to be too large a group to eliminate.

All correspondents agree that the dinghy starting sequence of 3-2-1-start made more sense than the 10-5-start sequence. We are not racing J boats.

Most writers advocate shorter courses to permit breathers, and get more races in for the benefit of us back enders in whom the hope burns ever bright that “we’ll win the next one.” Joe Sullivan shortened the course for his Southold Yacht Club Masters Fleet to wide approval. I know I liked it before I had to leave the first day. To sum up: (1) Regatta chairmen should heed Terence Publius Terentius, who, in 158 BC said, “Moderation in all things.”*, (2) short courses, (3) use age groups to equalize competition, (4) give fleetwide prizes for the gung-hoers, (5) use 3-2-1-start sequence.

*Except fun and good sportsmanship.

THE JUNIORS KEEP COMING TWENTY-TWO YEARS

by Mary Garrison

The twenty second Annual Winnetka Yacht Club Junior Regatta was held Saturday, July 8, 1989 with twenty eight sailors participating. Light winds prevailed but five races were completed and the day ended with trophy presentation and a cook-out.

The winner of the regattta, Marc Garrison, adds his name to a perpetual trophy which was started in 1967.

Many great sailors have their name on this perpetual trophy. Two are names that are in the Windward Leg after many regattas. Bob Findlay won the trophy in 1976 and 1977; Scott Kyle won in 1978.

Bob has won the 1986 North America’s Cup and the 1987 Midwinters. Scott, now a college graduate, won the Worlds in 1987. Maybe Scott will have more time for Sunfish sailing again!

The trophy was donated by Child and Family Services, now known as Family Care Services, in 1987. This organization, whose sole purpose is to keep families together in homes, has been established for 133 years.

22nd Annual Winnetka Yacht Club Junior Regatta

Sunfish Regatta Red Fleet—13 boats  July 8, 1989

<table>
<thead>
<tr>
<th>Finishes</th>
<th>Total Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Matt Garrison</td>
<td>76-75-75-75.75-75</td>
</tr>
<tr>
<td>2. Dugan O’Keefe</td>
<td>Waverly Y.C. 4-6-3-2-2</td>
</tr>
<tr>
<td>3. Sara Buckley</td>
<td>Lake Forest Y.C. 2-2-5-6-3</td>
</tr>
<tr>
<td>4. Jed Peters</td>
<td>Lake Forest Y.C. 3-4-6-3-5</td>
</tr>
<tr>
<td>5. Dan Wheihan</td>
<td>Waverly Y.C. 6-5-4-4-7</td>
</tr>
<tr>
<td>6. Lin O’Neill</td>
<td>Lake Forest Y.C. 8-7-6-6-9</td>
</tr>
<tr>
<td>7. Adam Moore</td>
<td>Lake Forest Y.C. 5-9-7-8-9</td>
</tr>
<tr>
<td>8. Ben Kwotan</td>
<td>Waverly Y.C. 7-3-8-7-8</td>
</tr>
<tr>
<td>11. Tom Kilroy</td>
<td>12-8-11-DNS-DNS-DNS</td>
</tr>
<tr>
<td>12. Justin Pohn</td>
<td>Winnetka Y.C. 9-10-12-DNS-DNS-DNS</td>
</tr>
</tbody>
</table>

Waverly Y.C.

Red Fleet—up to 15 years old.

Sunfish Regatta Blue Fleet—13 boats  July 8, 1989

<table>
<thead>
<tr>
<th>Finishes</th>
<th>Total Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Marc Garrison</td>
<td>75-75-75-75-75</td>
</tr>
<tr>
<td>2. Jon Tueling</td>
<td>Waverly Y.C. 2-3-2-7-5-2</td>
</tr>
<tr>
<td>3. Andrew Hotchkiss</td>
<td>Winnetka Y.C. 3-5-3-2-3-6</td>
</tr>
<tr>
<td>4. Todd Reynolds</td>
<td>Winnetka Y.C. 5-2-4-3-5-3</td>
</tr>
<tr>
<td>5. John Horsh</td>
<td>Columbia Y.C. 4-4-8-6-10-2</td>
</tr>
<tr>
<td>6. Ashley O’Neill</td>
<td>Lake Forest Y.C. 8-6-6-6-7</td>
</tr>
<tr>
<td>7. Marc Leilin</td>
<td>Columbia Y.C. 7-8-9-6-4</td>
</tr>
<tr>
<td>8. Mark Lunn</td>
<td>Lake Forest Y.C. 6-DNF-7-9-9-8</td>
</tr>
<tr>
<td>9. Alex Wray</td>
<td>Columbia Y.C. 11-6-10-7-12-5</td>
</tr>
<tr>
<td>11. Sara Rickert</td>
<td>Waverly Y.C. 10-7-12-10-6-10</td>
</tr>
<tr>
<td>12. Susanna Craig</td>
<td>Columbia Y.C. 12-10-13-12-7-12</td>
</tr>
</tbody>
</table>

One throw-out was allowed for the series.
INLAND LAKES “WEST” REGIONAL CHAMPIONSHIP
By Tom Raster

Our Inland Lakes Region is fortunate to have organizes host two Regionals, which I term the IL “West” Regional (June 10-11 at Blanche Lake near Battle Lake, MN) and the IL “East” Regional (August 19-20 on Petenwell Lake near Wisconsin Rapids, WI).
The IL “West” Regional at Woodlawn Resort was like a family get-together: Steve Schomborg drove all the way from south of Chicago (680 miles) to rejoin his old friends. And Karl Narveson and Lou Hunt returned to the fold after a long winter’s absence from their compadres.
Saturday was blessed with picture-perfect weather—blue skies flecked with lazy clouds, a comfy cool 70, and a nice breeze—THE day to promote Western Minnesota as Vacationland, USA, a day you could bottle up and sell on streetcorners in any city!
From a SAILING perspective, the wind was fickle and challenging-extremely shifty and variable—15+ for a while, then below 5, low enough to be comfortable for everybody, but high enough to easily get around the modified Olympic course.
Five races were run Saturday, averaging about 30 minutes each. It was nice to see people shake off the winter rust so quickly. For instance, Steve showed signs of brilliance, leading a couple races before succumbing to the competition. He showed lots of potential for so early in the year, and he’ll do well against those unsuspecting ill-annoyers (get it?)
The most exciting finish was in race 3. Bud Narveson led Tom Raster by a boat length around the last leeward mark but was a shade late on a covering tack 100 yards shy of the finish, and Tom broke through to eke out a narrow win.
Tom bulleted day 1, while the rest of the fleet traded positions enough to keep half the fleet in the running for place and show. However, any sleep problems from nervousness over the next day’s outcome lost out to tired muscles and all that fresh air—zz zz ZZ.
Sunday’s double-header was held under gray, foreboding skies with a hint of pending rain. The winds were a bit higher and more consistent—10 to the high teens. After Lou nailed down 2nd overall, attention focused on the Bud Narveson/Joe Richard­son contest for 3rd.
Figuring one throwout, they were in a dead heat after Saturday. In the Sunday opener, Bud’s 3rd nipped Joe’s 4th to give Bud a 2.3-point lead. But in the finale, Joe took 3rd and then nervously lit up with crossed fingers as he rooted Jas Raster over the finish line just ahead of Bud, giving Joe the 3rd place plaque.
During the post-regatta BSing, several items generated group unanimity: NO one was the least bit sympathetic with poor Tom for having to throw out a bullet. Nor did anybody commiserate with Lou when he sang the old “over-the-hill blues”; exit Tom, and Lou would have had an untouchable five wins and a third—hardly reason for retiring your hexaracchet! And never again do we want to hear Joe urinate and moan about being unable to handle the heavy stuff, as the winds picked up on Sunday, he got better and better, getting a 4th, then a 3rd, and lassoing a third place that mounted toward week 2 of the BLSF season series, not the Regional) a 2nd!
There also was unanimous and well-deserved praise for the host and hostess of the Regional—Bud and Phyllis Narveson and their Woodlawn Resort—and the Race Committee, Chief Judge, and designated wine sampler, Carl Malmstrom. And special notice was given to Joe who really zeroed in on the tastes of the participants — it was like a 2-day open house at your favorite deli.
Thanks to one and all for a dynamite event.
June 10-11, 1989 8 boats
1-2-3-4-5-6-7 TOT
Tom Raster 1-1-1-1-1-1-1 0
Lou Hunt 6-4-2-2-2-2 23
Joe Richardson 2-3-6-6-4-3 39-8
Bud Narveson 6-6-2-3-3-5 41-8
Jason Raster 5-4-4-5-8-4 55-7
Tim Raster 3-5-6-4-4-6 60-1
Steve Schomborg 7-7-5-6-5-7 69
Karl Narveson 8-8-7-7-7-8 81
Based on Olympic SS with 1 throw-out.

KATTERHEINRICH WINS WOLF LAKE REGATTA
By Gail Turluck

JACKSON, MI — Tom Katterheinrich, of New Knoxville, Ohio, won the Wolf Lake Open Sunfish Regatta, hosted by the Wolf Lake Yacht Club and Sunfish Fleet #522, August 26-27, 1989. His race scores of 1-2-1 were far superior as he won by 6.5 points over his next closest competitor. Conditions for the races were as follows: first race, on Saturday, East, 0-3 mph; second race, on Sunday, Southwest, 0-2 mph; third race, on Sunday, Southwest, 1-5 mph, all under beautiful sunny skies.
Wolf Lake Yacht Club’s Fleet Captain Jim Towler, of Jackson, Michigan, finished second overall, and Paul May, WLYC’s Rear Commodore, also of Jackson, finished third overall.
Over half of the participants came from out of town helping guarantee the success of the event. The hospitality on the part of the club members is notable — food donations, kitchen help, registration help, race committee, crash boats — ensured a smooth running, fun regatta.
In spite of the extremely light wind conditions spirits stayed high and the competition was tight. Even the race committee was caught up in the fun — blowing the starting signals and then Regatta Chairman Mel Nichols wishing out loud, “May the Gods be with you,” hoping enough wind would materialize to allow the race to be completed. The regatta was declared a success and plans are being made for next year’s Wolf Lake Open to be held in August, 1990.

RESULTS—1989 WOLF LAKE OPEN SUNFISH REGATTA WOLF LAKE YACHT CLUB, JACKSON, MI August 26-27, 1989 15 Boats
1. Tom L. Katterheinrich 1-2-1 3.50
   New Knoxville, OH
2. Jim Towler 2-3-6 11
   Jackson, MI
3. Paul May 3-5-4 12
   Jackson, MI
4. Dave Klingaman 6-6-2 14
   Toledo, OH
5. Maribeth Fletcher 4-4-9 17
   Okemos, MI
6. Glen Betzoldt 10-1-7 17.75
   Onsted, MI
7. Jim Fletcher 7-7-5 19
   Okemos, MI
8. Charles Butchart 5-9-8 22
   Jackson, MI
9. Gail Turluck 9-10-3 22
   Chelsea, MI
10. Dave Daniels 13-6-11 32
     Adrian, MI
11. T.J., Whitehouse 8-12-13 33
     Hudson, MI
12. Rick May 11-14-10 35
     Jackson, MI
13. Don Carley 12-11-14 37
     Jackson, MI
14. Terry Judd 14-13-12 39
     Spring Lake, MI
15. Greg Holland 15-DNS-DNS 47
     Tipton, MI

Winners at the Wolf Lake Open Sunfish Regatta are: (front row, left to right) Dave Klingaman, 4th; Jim Towler, 2nd; Tom Katterheinrich, 1st; (second row) Glen Betzoldt, 6th; Terry Judd, End-of-fleet; (third row) Vicki Fletcher, Middle-of-fleet; Maribeth Fletcher, 5th; (top) Jim Fletcher, Middle-of-fleet; Paul May, 3rd. Photo by Gail Turluck
FOR SUNFISH ONLY

By Gail Turluck

Recently Jim Uroda of Texas has offered the Dingle Dangle wind indicator and Sheet Hangers main sheet guide for sale through advertisements in the Windward Leg. I have had the opportunity to test each of these items and wish to share the following.

The Dingle Dangle is a clip-to-the-upper-gaff type of wind indicator which features a V-type wire attached to a PVC-type section which snaps onto and off of the gaff easily, yet stays put in place. It comes supplied with a flexible but easily broken wire and features cassette-type tape tell-tales. As I sail in fresh water I have had better experience using coat-hanger wire for tell-tales and plan to change over on the boat. For the less-than-handly sailor who desires a quality, cost-conscious wind indicator, Dingle Dangle is the way to go.

The Sheet Hanger is another PVC-type section which snaps onto and off of the boom to hold the main sheet up over the cockpit to prevent main sheet droop and possible hooking on the skipper. Sheet Hangers are a sharp looking alternative to a rope loop or those ever popular duct-tape loops often used to serve the same purpose. A lightweight, ship-shape convenience, their budget price makes them a handy necessity.

TAMPA BAY SPAWNS SUNFISH CIRCUIT

By Steve Honour

It was like popping a balloon next to a sleeping giant. Suddenly, the stillness was replaced by action. I called up a handful of Sunfish sailors and suggested we organize a local series. A few weeks later, forty-five Sunfish descended on Davis Island Yacht Club for the first of five PHSCC regattas. (Pinellas and Hillsborough Counties Sunfish Circuit, pronounced "PIXIE"). The area was ripe for it. In 1988, five separate Sunfish fleets were running several weekly races within an hour or so driving time of each other, all getting a handful of boats coming out. Most of us were racing on Sundays. I said, "let's all get together and take turns on locations."

We had a meeting of the Fleet Captains and tallied our regulars to find we already had about 35 Sunfish coming out. We planned the dates and made a flyer with maps to each location. Each club charges $5 per regatta, splitting the money between trophies, refreshments, and the "kitty" (for overall trophies and final party). We have 3 races on Sunday afternoons with trophies for the day and cumulative trophies at the end of the series. There are Champion and Challenger Divisions.

Before the circuit was over, sixty-six Sunfish had registered in the PHSCC! This year we hope to break 100! The original five clubs have grown to eight. Too large for the original two counties, we adjusted the name to be: "PIXIE SUNFISH CIRCUIT" and took our neighbor Sarasota in under the gaff.

No mountains, no snow, but we've got one big ski area, which was set-up just a hundred yards from the site. It was a clip-to-the-upper-gaff type of wind indicator which features a V-type wire attached to a PVC-type section which snaps onto and off of the gaff easily, yet stays put in place. It comes supplied with a flexible but easily broken wire and features cassette-type tape tell-tales. As I sail in fresh water I have had better experience using coat-hanger wire for tell-tales and plan to change over on the boat. For the less-than-handly sailor who desires a quality, cost-conscious wind indicator, Dingle Dangle is the way to go.

The Sheet Hanger is another PVC-type section which snaps onto and off of the boom to hold the main sheet up over the cockpit to prevent main sheet droop and possible hooking on the skipper. Sheet Hangers are a sharp looking alternative to a rope loop or those ever popular duct-tape loops often used to serve the same purpose. A lightweight, ship-shape convenience, their budget price makes them a handy necessity.

1989 SOUTHEAST SUNFISH GOOD TIMES REGATTA

By Hal Storey and John Holmberg

Point Helie, Lake Wateree-The 2nd Annual Goodtimes Regatta held on June 3-4, 1989 promised to be a classic rematch of both last year's junior and senior competitors. The major difference this year, no sleepers. Everyone had sailed against each other in the past.

All eyes were on the lake during the skippers meeting for signs of the arrival of the forecast 5 to 10 knots of wind promised by Hal Storey's Chamber of Commerce source. After a lunch of Angie Storey's Killer Chili Dogs, everyone was eager to depart the dock and head for the starting line, which was set-up just a hundred yards from the clubhouse point. Spectators were able to view every pre-race maneuver as well as the race from the club grounds. With the winds 2 to 7 knots varying from the southwest to west-southwest, the 2nd Annual Goodtimes Regatta got under way. Lake Wateree exploded with the colorful sails as boats tackled back and forth across the lake.

At the conclusion of a hot days sailing, Fred Rehm's refreshment-barrow was wheeled-out, well stocked with cool refreshments and was a first stop must for parched sailors. With thirst's quenched, stories swapped, and boats secured for the evening, the Seafood Hut's Buffet of shrimp, fish, and chicken brought a fantastic day of good sailing, good fellowship, and good food to a close.

The second day saw improved conditions, with winds from the west at 7 knots and building. Race 4 went off as scheduled, but Race 5 was another story. Just before the start of Race 5, the winds gusted to 15 knots and veered 35 degrees which brought out the postponement flag and frantic race committee maneuvers to reset the starting line and the windward mark. Once adjusted, Race 5 was off to a flying start, with Sunfish darting from one tack to another and spray flying.

Lake Wateree really knows how to provide a variety of sailing conditions, which makes for a sailing "Goodtime". The 2nd Goodtimes Regatta was just that....A GOOD TIME!

The food was fantastic, the competition close, and a special "esprit de corp" with talk of looking forward to coming to the 3rd Annual Goodtimes Regatta next year.

1989 SOUTHEAST SUNFISH GOOD TIMES REGATTA WATEREE SAILING CLUB

June 3-4, 1989 18 boats

<table>
<thead>
<tr>
<th>Finish</th>
<th>Name</th>
<th>Main</th>
<th>Overall</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Jack Sengstacken</td>
<td>6-1-1-1-2</td>
<td>10.25</td>
</tr>
<tr>
<td></td>
<td>Georgetown, SC</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Arthur Deacon</td>
<td>1-6-3-4-1</td>
<td>14.50</td>
</tr>
<tr>
<td></td>
<td>Lake Wylie, SC</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Zoe Dommel</td>
<td>2-5-11-6</td>
<td>30</td>
</tr>
<tr>
<td></td>
<td>Lugoff, SC</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>John Pardus</td>
<td>3-4-6-12</td>
<td>32</td>
</tr>
<tr>
<td></td>
<td>Columbia, SC</td>
<td></td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>Hal Storey</td>
<td>7-11-9-2-3</td>
<td>32</td>
</tr>
<tr>
<td></td>
<td>Camden, SC</td>
<td></td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>Chris Blundy</td>
<td>5-2-7-11-8</td>
<td>33</td>
</tr>
<tr>
<td></td>
<td>Columbia, SC</td>
<td></td>
<td></td>
</tr>
<tr>
<td>7</td>
<td>Fred Rehm</td>
<td>8-3-10-8-4</td>
<td>33</td>
</tr>
<tr>
<td></td>
<td>Camden, SC</td>
<td></td>
<td></td>
</tr>
<tr>
<td>8</td>
<td>Chris Rawlings</td>
<td>12-9-2-3-11</td>
<td>37</td>
</tr>
<tr>
<td></td>
<td>Greer, SC</td>
<td></td>
<td></td>
</tr>
<tr>
<td>9</td>
<td>Keith Rawlings</td>
<td>9-10-8-10-5</td>
<td>42</td>
</tr>
<tr>
<td></td>
<td>Greer, SC</td>
<td></td>
<td></td>
</tr>
<tr>
<td>10</td>
<td>Jill Lee Dommel</td>
<td>13-8-6-13</td>
<td>45</td>
</tr>
<tr>
<td></td>
<td>Lugoff, SC</td>
<td></td>
<td></td>
</tr>
<tr>
<td>11</td>
<td>Wade Potter</td>
<td>10-12-6-14-6</td>
<td>48</td>
</tr>
<tr>
<td></td>
<td>Elgin, SC</td>
<td></td>
<td></td>
</tr>
<tr>
<td>12</td>
<td>Nancy Swan</td>
<td>4-13-15-7-9</td>
<td>48</td>
</tr>
<tr>
<td></td>
<td>Mt. Pleasant, SC</td>
<td></td>
<td></td>
</tr>
<tr>
<td>13</td>
<td>Johnny Pardus</td>
<td>14-7-12-13-14</td>
<td>60</td>
</tr>
<tr>
<td></td>
<td>Columbia, SC</td>
<td></td>
<td></td>
</tr>
<tr>
<td>14</td>
<td>Andrew Swan</td>
<td>11-15-14-12-10</td>
<td>62</td>
</tr>
<tr>
<td></td>
<td>Mt. Pleasant, SC</td>
<td></td>
<td></td>
</tr>
<tr>
<td>15</td>
<td>Felix Smith, Jr.</td>
<td>15-14-13-16-15</td>
<td>73</td>
</tr>
<tr>
<td></td>
<td>Perry, GA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>16</td>
<td>Trent Malone</td>
<td>16-16-17-17-16</td>
<td>81</td>
</tr>
<tr>
<td></td>
<td>Perry, GA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>17</td>
<td>Barton Hewitt</td>
<td>17-17-17-15-17</td>
<td>83</td>
</tr>
<tr>
<td></td>
<td>Charleston, SC</td>
<td></td>
<td></td>
</tr>
<tr>
<td>18</td>
<td>Hoke Huss</td>
<td>19-19-19-19-19</td>
<td>95</td>
</tr>
<tr>
<td></td>
<td>Greer, SC</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
MID-ALANTIC MASTERS

July 15, 1989
BY Ray Dasch

Cape May, NJ was the venue for the third Masters Mid-Atlantic Championship Regatta held July 15.

The Corinthian Yacht Club hoisted the starting flag for the 22 skippers seeking to grab top honors in their respective age categories and capture the Pioneer Perpetual Trophy.

Masters regattas are confined to skippers aged 40 and older explained Louis Joyce, regatta chairman. In line with the objective of enabling skippers to race against their age peers, Lou assigned them to their respective five-year categories, 40-44, 45-49, etc. Prizes were given to the 1-2-3 finishers in each category. Connecticut, Long Island, Pennsylvania and Delaware as well as New Jersey were represented in the fleet.

A great equalizer during the five races was the stream of party fishing boats and other power boat traffic steaming up and down the channel which bisected the race course during the early races. Depending on collision course angles, leaders were likely to find themselves followers after ducking massive sterns, and bucking wakes.

Changing wind conditions enabled Jack Sheahan, USYRU regional officer and course chairman to shift the course away from the channel during the afternoon races, depriving the back enders of gratuitous help from motorboaters.

Ray Dasch, ISCSA/USSCA Masters coordinator thanked Lou for the club’s hospitality and excellent facilities and expressed everyone’s hope the club would repeat its invitation.

Dick Saunders, Spray Beach, N.J. overcame racing and non-racing competition to capture the perpetual trophy.

OVERALL FINISH
1. Dick Saunders, Spray Beach, NJ
2. David Weeks, Bellport, NY
3. Walt Bartoshesky, Wilmington, DE
4. Harry Loeb, Havertown, PA
5. Jack Whiteway, Millville, NJ
6. Don Eschevarria, Avalon, NJ
7. Joe McGrath, Orelend, PA
8. Martin Fleisher, Copiague, NY
9. Constance Miller, Lewes, DE
10. Susan Swenk, Upper Darby, PA
11. Bill D’Autrechy, Cinnaminson, NJ
12. Tom Doris, Sparda, NJ
13. Lloyd Sanderson, Guilford, CT
14. Jane Campbell, Avalon, NJ
15. Ray Buchanan, Chatham, NJ
16. Charles Alexy, Philadelphia, PA
17. Loretta Rozsa, Huntington Valley, PA
18. Mark Herrmann, Brigantine, NJ
19. Ray Dasch, Whiting, NJ
20. Bill Cook, Philadelphia, PA
21. Catherine Herrmann, Brigantine, NJ
22. Carman Scarpa, Avalon, NJ

POSITION BY AGE GROUP
40-44
1. Don Eschevarria
2. Constance Miller
3. Jane Campbell
4. Catherine Herrmann
5. Carman Scarpa

45-49
1. Jack Whiteway
2. Susan Swenk
3. Bill Cook
4. Mark Herrmann

55-59
1. David Weeks
2. Dick Saunders
3. Joe McGrath
4. Bill D’Autrechy
5. Charles Alexy

60-64
1. Walt Bartoshesky
2. Harry Loeb
3. Martin Fleisher
4. Tom Doris
5. Ray Buchanan
6. Loretta Rozsa

70-infinity
1. Lloyd Sanderson
2. Ray Dasch

CLASS MEMBERSHIP STAFF EXPANDED

“Eric Erickson of Enterprise, Florida has joined Chris Friend, the USSCA Membership Chairman, as the new International Sunfish Class Association (ISCA) Membership Chairman. Eric’s mission will be to bolster International membership, both individual members abroad as well as expanding the number of members in the National Sunfish Class Association.”
<table>
<thead>
<tr>
<th></th>
<th>Name</th>
<th>Finishes</th>
<th>Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Mark Fisher</td>
<td>3-1-4-1</td>
<td>9.25</td>
</tr>
<tr>
<td>2</td>
<td>Michael Scofield</td>
<td>1-4-3-9</td>
<td>11.75</td>
</tr>
<tr>
<td>3</td>
<td>John Anderson</td>
<td>8-3-4-4</td>
<td>22</td>
</tr>
<tr>
<td>4</td>
<td>Harry League</td>
<td>2-2-1-DSQ</td>
<td>26.75</td>
</tr>
<tr>
<td>5</td>
<td>John Collier</td>
<td>9-5-2-6</td>
<td>29</td>
</tr>
<tr>
<td>6</td>
<td>Tom Katterheinrich</td>
<td>6-6-6-7</td>
<td>33</td>
</tr>
<tr>
<td>7</td>
<td>Ray Steely</td>
<td>7-8-7-5</td>
<td>35</td>
</tr>
<tr>
<td>8</td>
<td>Maumee, OH</td>
<td>5-5-7-10</td>
<td>36</td>
</tr>
<tr>
<td>9</td>
<td>Tim Turluck</td>
<td>10-DF-9-5</td>
<td>43</td>
</tr>
<tr>
<td>10</td>
<td>Dave Metzger</td>
<td>4-12-DF-9-5</td>
<td>49</td>
</tr>
<tr>
<td>11</td>
<td>Tom Timmermeister</td>
<td>12-10-DF-11-11</td>
<td>60</td>
</tr>
<tr>
<td>12</td>
<td>John Toller</td>
<td>11-9-DF-15-13</td>
<td>64</td>
</tr>
<tr>
<td>13</td>
<td>Chuck Boehm</td>
<td>13-11-10-14-14</td>
<td>65</td>
</tr>
<tr>
<td>14</td>
<td>Kathy Monnier</td>
<td>DF-DS-DS-12-10</td>
<td>70</td>
</tr>
<tr>
<td>15</td>
<td>Gary Davis</td>
<td>DF-DS-DS-13-12</td>
<td>73</td>
</tr>
</tbody>
</table>

**ISCA SPRING MID-ATLANTIC CHAMPIONSHIP, LEWES YACHT CLUB LEWES, DELAWARE**

<table>
<thead>
<tr>
<th>Name</th>
<th>Finishes</th>
<th>Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Andy Carey</td>
<td>1-2-3-4-5-6</td>
</tr>
<tr>
<td>2</td>
<td>Christopher Seay</td>
<td>1m-75-6-3-5-12-4</td>
</tr>
<tr>
<td>3</td>
<td>Tom Donahoe</td>
<td>21-2-75-10-10-75-2</td>
</tr>
<tr>
<td>4</td>
<td>Mark Seay</td>
<td>11-10-9-8-3-5-8</td>
</tr>
<tr>
<td>5</td>
<td>Eugene Seay</td>
<td>10-9-11-10-9</td>
</tr>
<tr>
<td>6</td>
<td>David Waldman</td>
<td>9-11-11-11-10</td>
</tr>
<tr>
<td>7</td>
<td>Robert Devente</td>
<td>6-3-7-7-8</td>
</tr>
<tr>
<td>8</td>
<td>Tim Smith</td>
<td>8-8-8-9-5</td>
</tr>
<tr>
<td>9</td>
<td>Eugene Seay</td>
<td>11-10-9-8-6-3</td>
</tr>
<tr>
<td>10</td>
<td>Dean Williams</td>
<td>10-9-10-10-9</td>
</tr>
<tr>
<td>11</td>
<td>David Walder</td>
<td>9-11-10-11-10</td>
</tr>
<tr>
<td>12</td>
<td>John Anderson</td>
<td>12-9-9-4-9</td>
</tr>
<tr>
<td>13</td>
<td>Conrie Miller</td>
<td>3m1f-3-11-10-8-6-12</td>
</tr>
<tr>
<td>14</td>
<td>Jay Koch</td>
<td>2j-19-5-11-75-13-9</td>
</tr>
<tr>
<td>15</td>
<td>Dave Weeks</td>
<td>m-25-10-8-7-5-7</td>
</tr>
<tr>
<td>16</td>
<td>Doug Brown</td>
<td>26-4-7-9-10-8</td>
</tr>
<tr>
<td>17</td>
<td>Posy Seafair</td>
<td>25-28-9-5-13-11-10</td>
</tr>
</tbody>
</table>

**Lewes Yacht Club hosted the Spring Mid-Atlantic Championship June 24 and 25, 1989. 39 boats were able to complete 6 out of 7 scheduled races, all of which were sailed in very light air. Steve Mansons proved his ability to concentrate by consistently finishing in the front of the fleet. A good time was had by all as the thunderstorms overhead held off both days.** -Connie Miller
14. Connie Morgan 14-15-12 41
   Rehoboth DE
15. John Scott 15-13-19 47
   Rehoboth, DE
16. Drew Woodall, Sr. 17-17-14 48
   Rehoboth, DE
17. Chris Campagna 16-11-22 49
   Alexandria, VA
18. Matt Anderson 18-16-17 51
   Rehoboth, DE
19. Tom Bartoshesky 20-19-13 52
   Wilmington, DE
20. Payor Tiffany 19-18-20 57
   Frankford, DE
21. Andrew Hughes 22DNS-21-18 61
   Unknown
22. Bob Anderson 21-20-21 62
   Rehoboth, DE

-By Ann Kelly

1989 Long Island Sunfish Championship
July 23, 1989

Following are the results of the 1989 Long Island Sunfish Championships. We wish to thank all of those who participated: Sailors, volunteers, committee boats, etc.

Twenty four boats started four races in unusually light and "flukey" winds for Mecox Bay. Strong contingents from Southold, Mattituck, Bellport, Oyster Bay, Devon and Mecox Yacht Clubs participated in the competition for the "Mecox Yacht Club; Long Island Sunfish Championships Perpetual Trophy." Boats from as far away as New Jersey and Connecticut made the trip.

Over half of the fleet was in contention for the championship as the last race started. Consistency paid off, however, with our regional chairman, Brian Weeks of Bellport Yacht Club and Patchogue, NY receiving the large gold bowl trophy. Brian won only one race, but finished no worse than third in the other three races.

-By Dr. Thomas Rothwell

Seniors
1. Brain Weeks Patchogue, NY
2. Dave Weeks Patchogue, NY
3. Arlene Anderson Mattituck, Mecox Y.C., NY
4. Phil Marinier Mattituck, NY
5. John Russell Bridgehampton/Mecox Y.C., NY
6. Dick Heinl Muttontown/O.B.Y.C., NY
7. Norton Hutchinson Oyster Bay Y.C.
8. Thomas Rothwell Mecox Y.C., NY
10. Walter Hulinger Mahway, N.J.

Juniors
1. Susan Sullivan Southold, NY
2. Britt Columbo Mattituck, NY
3. Alex Munig Mattituck, NY
4. Bill Coster Laurel, NY
5. Christopher Retchen Mecox Y.C
6. Michael Escot Mecox Y.C
7. Omar Shahime Watermill/Mecox Y.C
8. Chase Culeman Beckman Watermill, Mecox Y.C

24th ANNUAL EARLY BIRD SUNFISH REGATTA QUAKER LAKE, BRACKNEY, PA June 17, 1989 At the Start, Second Race.

Winners at the Spring Mid-Atlantic Championship held at Lewes, DE June 24, 25. (L-R) Back Row: Morris Paschall, Stephen Manson, Harry League, Posy Seifert, Susan Benn. Front Row: Amy Mitchell, Connie Miller, Donnie Echevarria. Photo by Connie Miller

Sunday, June 25th, Race 1 at Mid-Atlantic Championship, Lewes YC, Lewes DE.

Photo by Connie Miller
“CONNECTICUT GURU”  
BOB HECKMAN, WINS N.Y. STATE SUNFISH REGIONAL

In a series that saw the top four finishers six points apart after eight races, “Wholly Heck—Bob Heckman,” quietly came from behind to take the series from leaders Joel Furman and Brian Weeks in the eighth race before a fleet of thirty one boats.

MOTHER NATURE buffeted Saturday’s fleet with a possible continuation of Friday’s thunderstorms, for con- 

credited by the Bantam Lake Yacht Club, the 

orred by the Bantam Lake Yacht Club, the 

TROPHY SUNFISH REGATTA

I’m sorry that I can’t furnish the complete 
scores and names of the competitors, because someone took my clipboard that had 

March 25, 2023 - 08:34 AM

BANTAM LAKE
9TH ANNUAL GOVERNOR’S TROPHY SUNFISH REGATTA

The planning committee had taken care of everything, from good food to kind hospitality, but someone had forgotten the wind. Saturday was a very light air day, which Jean Bergman took advantage of and won both races. A heavy storm dumped almost an inch of rain just 30 miles to the north, but Lake Clinton didn’t receive a drop. As the storm passed, so did any wind that might have remained. The 3rd race on Saturday was abandoned by the very professional race committee.

Sunday, the wind arrived, about 12-18, which gave the advantage to sailors other than Jean. Don Bergman won the first race and Paul Wood took the second race, which gave him the 1st place in the regatta as well as qualifying for the Worlds. Seventeen boats sailed in the regatta, with a good mix of experienced racers and the regatta novices. - Nancy Saint

SUNFISH CLASS AT BOATSHOWS

The Sunfish Class will be joining Pearson at various boatshows across the country this winter. The Class will be looking for volunteers to man the shows, talk about Sunfish sailing and the Class. Attendees will be provided free attendance and get a chance to talk to dealers, manufacturer representatives, as well as prospective Sunfish sailors. The Class and Pearson are now determining which shows will be targeted. Please contact your regional class representative if you are interested in attending a show in your area.

-By Denis Futterlieb

July 15, 1989

14 boats

July 8-9, 1989

31 boats

1. Gordon Geick Collinsville, CT
2. Larry Cochran Manchester, CT
3. Ken Charles Bolton, CT
4. David Davis Middletown, NY
5. Paul Borse Southington, CT
6. Phil Rothfield Morris, CT
7. Denis Futterlieb Meriden, CT
CHARLESTON SUNFISH FLEET
MERRY MOB / SUNFISH SOUTHEAST
REGIONAL
CAROLINA YACHT CLUB
JUNE 17-18, 1989
By John F. Townsend

SENIOR A DIVISION

1. Randal Swan*  .75-75-2  3.5
   Charleston, SC
2. Chris Olson Wilson  2.5-75  7.75
   Charleston, SC
3. Tim Hochuli*  6-8-3  17
   Casselberry, FL
4. Andy Carey*  7-2-12  21
   Greenville, NC
5. Tony Elliott*  3-11-10  24
   Ft. Lauderdale, FL
6. Bill Smith*  4-14-8  26
   Wilmington NC
7. Lesby Robertson*  18-4-6  28
   Charleston, SC
8. Charlie Frasch*  8-9-13  32
   Charleston, SC
9. David Marion  11-15-7  33
   Charleston, SC
10. Jackie Lucas  17-7-9  33
    Charleston, SC
11. Eric Oetgen*  10-12-11  33
    Charleston, SC
12. Mark Jordan*  19-10-5  34
    Mt. Pleasant, SC
13. Robby Marion*  5-Dsq-4  36
    Charleston, SC
    Charleston, SC
15. Charles Smith*  15-6-18  39
    Wilmington, NC
16. Kevin Rast  23-3-15  41
    Mt. Pleasant, SC
17. Ford Reese*  13-18-16  47
    Mt. Pleasant, SC
18. Mike McGinnis*  16-17-23  56
    Columbia, SC
19. Clay Robertson*  21-16-19  56
    Charleston, SC
20. Bo Blessing  12-20-DNF  59
    Charleston, SC
21. Sandy Bennett  14-24-22  60
    Charleston, SC
22. Alton Brown*  20-23-17  60
    Charleston, SC
23. Dave Anderson  22-19-24  65
    Mt. Pleasant, SC
24. Carl Couch  24-22-20  66
    Charleston, SC
25. Jerry Zimmerman*  25-21-21  67
    Mt. Pleasant, SC
26. Thomas Anderson  DNF-DNF-DSQ  81
    Charleston, SC

* Denotes ISCA Members Eligible for SE Regional Title

SENIOR B FLEET

1. Martine Rawlings  .75-75-75  2.25
   Greenville, SC
2. Laura King  3-2-3  8
   Charleston, SC
3. Stewart Crisler  4-6-2  11
   Charleston, SC
4. Vernon Vierra  2-4-2  12
   Charleston, SC
5. Richard Galloway  6-3-4  13
   Charleston, SC
6. Sylvia Galloway  5-6-Dsq  19
   Charleston, SC
7. Lorraine Perry  DNF-DNS-5  21
   Charleston, SC

JUNIORS

1. Chad Steward  .75-2-2  4.75
    Charleston, SC
2. Jamie Ewing  7-4-75  11.75
    Charleston, SC
3. Chris Rawlings  4-7-57  11.75
    Greenville, SC
4. Barry Evans  6-3-3  12
    Mt. Pleasant, SC
5. Chris Blundy  2-5-5  12
    Charleston, SC
6. Peter Brown  3-7-4  14
    Mt. Pleasant, SC
7. Andrew Swan  5-8-6  19
    Mt. Pleasant, SC
8. Jonathan Anderson  8-8-9  23
    Mt. Pleasant, SC
9. Oliver Humphries  9-9-8  26
    Charleston, SC

Beach Side preparations are seen here of Harry League from Philadelphia. Photo provided by Joel Furman

MID-ATLANTIC YACHT RACING CHAMPIONSHIPS (Mayra)
August 13, 1989 19 boats

The Mid-Atlantic championship regatta was sponsored by the Corinthian Yacht Club of Cape May and held on the 13th of August. Dara Bradley, age 15, of Philadelphia, PA and Sea Isle City, NJ won first place in the Junior (under 15 years) Sunfish division, with 19.75 points. She represented the Yacht Club of Sea Isle City. In the senior division, Mike Herman of Bala Cynwyd, PA and representing the Yacht Club of Brigantine, NJ, took top place with 9.25 points. The masters division (over 40), saw a battle between Harry Loeb and Joe McGrath that was decided on the fifth and final race, with Harry Loeb winning by .75 of a point.

Final results are listed:
Senior Sunfish (overall)
1. Dara Bradley 19.75
   Yacht Club of Seal Isle City
2. Don Eschevarria 21
   Avalon Yacht Club
3. Jay Koch 23
   Avalon Yacht Club
4. Doug Borkowski 23
   Brigantine Yacht Club
5. Mike Bray 24.75
   Brigantine Yacht Club
6. Ryan Bray 25
   Brigantine Yacht Club

Junior Sunfish (female)
1. Dara Bradley 3.75
   Yacht Club of Sea Isle City
2. Amy Mitchell 10
   Avalon Yacht Club
3. Alison Bowen 18
   Yacht Club of Sea Isle City
4. Colleen Kostokis 21
   Avalon Yacht Club
5. Allyson O'Shea 26
   Corinthian Yacht Club

continued on page 23
MID-ATLANTIC YACHT RACING CHAMPIONSHIPS

Senior Sunfish continued from page 22

1. Mike Herman 9.25
   Chestnut Hill, MA

2. Tom Donahue 15.75
   Brigantine Yacht Club

3. Dave Miller 20
   Brigantine Yacht Club

4. Steve Ward 22
   Brigantine Yacht Club

5. Jennifer Swenson 23.75
   Ocean City Yacht Club

Masters Sunfish

1. Harry Lob 6.25
   Marsh Creek Sailing Club

2. Joe McGrath 7.50
   Greater Wildwood Yacht Club

3. Carmen Scarpa 15
   Avalon Yacht Club

-Gen and Tom Doris

Weququet Lake Annual Sunfish Regatta

Weququet Lake Y.C.
Centerville, Cape Cod, Mass.
July 29-30, 1989 32 boats

1. Len Ruby 1-1-1-1-1-1 4.50
   Chestnut Hill, MA

2. Bob Heckman 2-3-1-2-5-2 14.75
   Glastonbury, CT

3. Tom Philbrick 6-2-7-4-4-7 29
   Centerville, MA

4. Eric Woodman 7-5-8-3-2-5 30
   Wayland, MA

5. Bob Buttner 3-6-5-7-3-7 31
   Plymouth, MA

6. John Skrzypiec 4-3-3-6-4-6 31
   Tiverton, RI

7. Jim Terkelsen 8-4-9-5-2-7 35
   Centerville, MA

8. John Fonseca 10-9-4-3-5-6 38
   Somerset, MA

9. John Kelly 11-12-7-4-9-3 46
   Centerville, MA

10. Geoff Stucke 5-7-10-10-10-8 50
    Centerville, MA

    Centerville, MA

12. Jim White 12-10-11-11-12-14 70
    Centerville, MA

    Centerville, MA

    Centerville, MA

15. Kristin Terkelsen 17-17-17-15-9 93
    Centerville, MA

16. Dick Cazaleu 14-14-14-16-16-19 93
    Centerville, MA

17. Todd Hadfield 15-16-18-16-14-17 94
    Centerville, MA

    Centerville, MA

    Baton Rouge, LA

    Centerville, MA

Juniors 1. Drew Buttner 1-1-1-1-1-1 4.50
      Plymouth, MA

2. Krisay Brown 2-4-2-2-2-3 15
   Centerville, MA

Junior Doubles

1. Tess Anderson/ 2-1-1-2-2 9.5
   Jenni LeJava-Centerville, MA

2. Ty Anderson/ 1-2-3-1-4 12.50
   Kristy Ann LeJava-Centerville, MA

3. Chris Graham 1-1-3-3-3-4 14.50
   Andrew Nugnes-Centerville, MA

4. Allison Nugnes 3-4-2-4-1-3 16.75
   Amy Parker-Centerville, MA

5. Kristen Zikas 5-5-5-5-5 30
   Amber O'Reilly-Centerville, MA

Seven races, one throw out. First six places in Seniors rec'd awards First four places in Junior Doubles rec'd awards Best W.L.Y.C. Entrant—Jim Terkelsen. Good Sportsmanship Award—Nancy LeJava. We believe this is the 25th Annual Sunfish Regatta held at Weququet Lake Y.C. in Centerville, Mass.

Saturday saw good steady winds of 15-20 off the North-North West. Five races clicked off on Saturday without a hitch. Sunday morning was another story with very light, shifty winds from the West-North West. They picked up to about 10 mph for the last (7th) race and all was done by noon. Awards followed lunch. Participation was off from other years due to the conflicting dates with the North Americans. However everyone who came had a grand time.

-Dan Stucke

1989 NEW YORK SUNFISH REGIONAL
KEUKA LAKE YACHT CLUB
Branchport, NY
July 29-30, 1989 21 boats

(Submitted by: George Seary)

Senior Winners Weququet Lake Yacht Club Annual Sunfish Regatta, Centerville, Cape Cod, MASS. L to R FRONT ROW: Eric Woodburn, Len Ruby, Bob Heckman, Tom Philbrick BACK ROW: John Skrzypiec, Bob Buttner

Wind: Sat. 5-10mph Sun. 10-15mph One throw out race was allowed for the series.
Classifieds

USED SAILS WANTED FOR BLOWN OUTS:
Not good enough for racing, but too good to throw away. Looking to buy blown out, slightly torn, or damaged (but not rotten) Sunfish and Laser sails. Write or call: G & T Enterprises, 36 Tyler Street, Sparta, New Jersey 07871, (201) 729-7453. LOOK FOR OUR AD IN THIS ISSUE AND THE CENTERFOLD IN THE SUMMER '89 ISSUE.

UNIQUE HOLIDAY GIFTS—BLOWN OUTS: Shorts custom made from your sails or ours. Write or call: G & T Enterprises, 36 Tyler Street, Sparta, New Jersey 07871, (201) 729-7453. LOOK FOR OUR AD IN THIS ISSUE AND THE CENTERFOLD IN THE SUMMER '89 ISSUE OF THE WINDWARD LEG.

DINGLE DANGLE—A wind direction indicator for your Sunfish. Easily attaches to the gaff and is sure to improve your performance in light and heavy air. Just $10.00 including S & H, or get together with a friend and order two for $15.00 from Jim Uroda, 113 Talisman, Lake Jackson, TX 77568. In addition, you can keep your main sheet from catching your hat and life jacket with my new snap-on sheet hangers. Order a pair for $5.00 from Jim.

SUNFISH CANVAS BOAT COVERS—VERY AMPLE, $130.00. SPAR AND MAST BAGS $65.00. AUTOGRAPHED BOOKS BY DERRICK FRIES—“Successful Sunfish Racing” $15.00 and “Singlehanded Racing” $12.00. (Non U.S. residents add $3.00) N.A. and World champion tells how to place well in racing and offers high performance technique to singlehanded competitors. Send check to: Margaret Beadle, 3782 Covert, Pontiac, MI 48054. (MI residents, add 4% tax.)

THANK YOU—To everyone who helped this damsel in distress at Tawas. Your helpfulness was most sincerely appreciated — Gail.

JEAN BERGMAN WINS IT
Women's North American Sunfish Championship
Davis Island Yacht Club

October 13-15 1989
31 boats

E Class
1. JEAN BERGMAN 2-2-75.75 6.5
2. NANCY HABERLAND 9-3-4-2 18
3. LINDA TILLMAN 6-5-5-3 20
4. LEE PARKS 7-5-6-11.5 22.75
5. MARIANN DECOSTA 7-10-3-7 27
6. SANDY SCHEDA 5-8-2-17 32
7. ANGEL LUIZIER 3-9-10-11 33
8. LOIS BLODGETT 4-13-9-8 34
9. GAIL HEAUSLER 20-7-5-5 34.75
10. MARDELL WEAVER 15-11-7-6 39
11. CINDY CLIFTON 14-4-15-16 49
12. URSULA OLSON 12-1-12-13 52
13. CONSTANCE MILLER 24-12-14-4 54
14. SHARON CROCKETT 18-17-13-10 58
15. HELEN LARSEN 24-14-8-14 60
16. LESLIE FISHER 19-7-15-20 64
17. FAY DOTY 13-20-17-15 65
18. LILLY KAGHIN 11-23-20-12 66
19. LAURIE TILLMAN 8-21-21-19 69
20. BOBBIE HALL 16-22-16-18 72
21. ANN HURST 13-18-22-24 74
22. LYNN LEES 17-16-19-24 76
23. TONIA MILLER 24-19-23-24 90

N Class
1. BARBARA WATSON .75-4-3-7.75 8.5
2. FAY BAYNARD 9-75-75-2 12.5
3. DIANE FOSTER 9-3-2-5 19
4. KATHERINE LETT 9-2-4-6 21
5. BONNIE SEVIER 9-5-6-3 23
6. INNETTE CHICO 9-6-7-4 26
7. LORRAINE DE WITT 9-7-8-7 31
8. SARA BETH REEVES 9-8-5-9 31

SPECIAL EDITION SUNFISH $1499 COMPLETE RACING EQUIPPED USED FOR WORLD CHAMPIONSHIP MAY BE PICKED UP IN ORLANDO, FL. on FEB. 10 & 11, 1990

DERRICK and DENISE FRIES announce the birth of
DREW SINCLAIR
8lb. 11½ oz, 22½ inches
born on October 15, 1989
We Welcome a New Sunfish Sailor

United States Sundish Class Association
P.O. Box 7-23
West Hartford, Connecticut 06107

ADDRESS CORRECTION REQUESTED

Have you paid your 1990 dues yet?

SUBSCRIPTION EXPIRATION NOTICE

Membership is for calendar year. To renew your membership, on a sheet of paper write your name, mailing address, home phone, work phone, Fleet number, Fleet location, and sail number, enclose it with your check for $25 payable to USSCA, and send it to United States Sunfish Class Association, P.O. Box 7-23, West Hartford, CT 06107.

MEMBER IYRU and USYRU