PAUL-JON PATIN WINS SUNFISH WORLDS

By Vicki Bremer

Being the second best Sunfish sailor in last year’s Worlds would have been victory enough for most competitors. But not for Paul-Jon Patin (affectionately known as P.J.). He was determined to win this year — and he won BIG TIME with four bullets out of eight races, with a seventh place throw-out.

As Ash Beatty and Bruce Mahoney can testify, sailing in home waters wasn’t an advantage. The winds were anything but typical on Galveston Bay at the Houston Yacht Club the week of September 21-25, 1992. However, P.J.’s early arrival in Houston to practice a week before the real racing started must have helped. That and a year’s worth of practice, practice, and more practice produced one of the nicest and most talented Sunfish World champion sailors around. Seventy-five other competitors from the Bahamas, Bermuda, Curacao, Dominican Republic, Martinique, Venezuela, and the United States didn’t make P.J.’s victory easy. The weather also proved to be a worthy adversary—from letting-the-tide-carry-you-to-the-ship-channel conditions to God-help-me-I-hope-I-survive-the-lightning-and-50+mph-storm conditions.

Nancy Haberland of Satellite Beach, FL, didn’t let the weather or tough competition stop her from being the top women’s finisher with an eighth place overall. Fifteen year old Bruce Mahoney from Houston was the top junior finisher with an impressive 13th place overall. Don Bergman from Holland, MI, in the Masters category (arbitrarily determined to be over-50 for this event) was the top finisher. Charlie Clifton of Sarasota, FL, was the top Master in the over-40, finishing 9th. Quite a feat for all these champions considering the challenging weather conditions!

continued on page 2

TEAM FLORIDA RULES AT THE NORTH AMERICANS

This year’s North Americans returned to the Barrington Yacht Club on Upper Narragansett Bay in Rhode Island. The shifty winds and cross currents made for a very challenging regatta.

MONDAY, August 3rd was a one mile beat for the qualifiers to get to their starting line, south of the channel that runs between Bristol and Providence. The Junior Championships were started near the beach and sailed to the north of the channel. For Race 1 the wind was from the South at 8-10 knots and built up to 16. The current was setting the fleet toward Providence at .5 kn. The left side proved to be the fast lane for this race. For Race 2 the puffs were coming in from the right with the wind South at 14-16. The current turned during the race, which tended to favor the right side. The people who suffered with the Jens during Race 1 were vindicated and made out well in the heavier air. For Race 3 the current was running southeast at .75 kn, and the wind was 14-16 at the start. However, the wind dropped and backed a little during the race. Over on the Juniors’ Course, David Clement of Team Florida finished the day with a good lead over Steve Wright of Sea Cliff Frostbiteming.

Italian was the theme for Monday’s dinner with a spread of baked ziti, eggplant parmigiana, sausage & peppers, salads, and a dessert bar of pastries. Steven Wright of the Juniors was honored for rendering assistance during a race. Regatta Chairman, Peter Brewster and Don Elliott of Sailing Angles handed out prizes for best Junior performances and drew sail numbers from a “hermetically” sealed envelope for Sunfish gifts.

Ronnie Hill’s boat was leaking so badly that he asked the BYC people if they knew where he could borrow another hull. BYC swung into action and after a flurry of phone calls, Ron had a choice of three boats to select from; now there’s a host for you!

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Sunfish Worlds continued

In race #4, we sailed in just about every condition before the race was over — from light to medium to a heavy squall, back to light, then to almost nothing and then — the dreaded storm. With a black sky illuminated only with bolts of lightning that literally made our hair stand on end, most of us were over so that no one's idea of fun. There was no one's idea of fun. There was so much more — the fun activities, and just being a part of the Worlds in addition to the champion quality racing.

With two races every day (except for the layday on Thursday) — 10:00 a.m. and 2:00 p.m. and a lunch break on shore in between — Sunfish sailors had a busy race week. Monday's two races were in 16-18, gusts to 23 knot winds — a challenge to the folks who preferred lighter air. But that didn't stop racers like P.J., Malcolm Smith, Donnie Martinborough, Jeff Linton, Zane Yoder, Peter Johnstone, and Bruce Sulphen from placing somewhere in the top five finishes for one or both of the races. Tuesday's and Wednesday's lighter air from an atypical direction changed some of the top five finishers. Charlie Clifton, Bob Findlay, and Don Brennan all managed a bullet in one of the four races. And Jean Bergman, Alan Scharfe, Tom Donahue, and Eduardo Corcero all managed to grab a top-five spot in one of the four races. Although there were always some familiar faces in the top finishes, no one consistently dominated the top spots even though P.J.'s 1-1-4-6-1-6-(7)-1 record was impressive to say the least. Jeff Linton aced one of Friday's two races (in medium-light air) while Bruce Mahoney and Rod Koch managed to grab a spot in one of that day's top-five finishes. But the competition didn't stop on the water.

Shuffleboard and pool (the billiards kind, i.e.) at Bill and Marie's, a local popular hangout, was the place to meet after the day's racing. Some of the week's top-five finishers were as competitive at Bill and Marie's as they were on the water. Funny how that works. Who WAS the loud one at the pool table? Aバー hunter you say? Nah, just a bunch of Sunfish sailors with none other than our new ISCA class president and last year's ISCA president participating in the fun. Now why didn't Len believe I was there solely as a journalist for the Windward Leg?

The other popular hangout was a country-western dance hall, The Last Frontier, for those folks who preferred two-stepping to two-wristing. Leon Raynor with his Panama hat and boat shoes was a sight to behold on the dance floor where anyone not wearing boot scootin' duds was viewed as a "terriner." Leon two-stepped with his Panamanian lady and the best of them, however, while Howard Lee never quite got the hang of who had right of way. The contingency from Venezuela had a great time; Lee Parks wanted more dance lessons, and Gail Hauser learned quickly that the circular dance floor was also a circle-and-check-out-the girls fast lane.

Whether two-stepping on the dance floor or two-tacking to the finish line, the Sunfish racers enjoyed the efforts of lots of folks who worked hard to make the Worlds happen. The brand new boats didn’t just appear by magic: We have Peter Johnstone and the folks at Sunfish Laser, Inc. to thank for their generosity and efforts. The Worlds wasn’t organized with the wave of a magic wand. We can thank John Focke, his many committee members, and the folks at the Houston Yacht Club for their months of planning. The race courses weren’t set by mythical characters, they appeared with the efforts of Matt Matthews and his many race committee members. And the Snider's deserve a big round of applause for opening their home for the Wednesday night Class meeting and dinner. Although all the activities ran smoothly enough to make things look effortless, we all know that's when more effort has been put into an event. Thank you everyone — including USSCA, North Sails, HCY Women's Sailing Association, Steve Neumann Graphics, Ray Bailey Architects, Inc., Regatta Sports, Inc., KRIV-TV Fox Channel 26, and the Seiko Watch Company — for making this one of the best Worlds ever.

Racing in the Worlds is an experience most of us will never forget. Jonathan Baker (Austin, TX), the winner of the Seiko watch drawing, will have a permanent memento. Leon Raynor (Bermuda), the winner of the Seitech launching dolly, was thrilled about winning the drawing but confused about how he was going to get it on the airplane.

Now where does a World champion go from here? Literally, P.J. was going to stop at his alma mater, Tulane University, on his drive back to New York. He was also gearing up to compete on other favorite boats like the Flying Scot, Star and J-22. But his favorite? The Sunfish, of course. Why? Because of the friendly folks who make up this fun class. Truer words were never spoken.

The starting line in Houston, TX. 1992 World Championship.

Photo: Alex Rose
Larry Cochran wins the Cuthbertson award. Per Huffeldt of HYC, TX on right. Photo: Paul Odegard


Photo: Peg Beadle

Maria Fermin of Venezuela (L): The youngest sailor at 13 and Bruce Mahoney of TX who had the highest finish of a Junior at the Worlds.

Photo: Peg Beadle

SUNFISH WORLD CHAMPIONSHIPS
Houston Yacht Club
September 19-26, 1992

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<thead>
<tr>
<th>Finish</th>
<th>Name and Details</th>
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<tr>
<td>1</td>
<td>Jonathon Baker</td>
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<td>Lee Parks</td>
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<td>3</td>
<td>Amanda Haberland</td>
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<td>Tony Blount</td>
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<td>Miguel Sanlana</td>
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<td>10</td>
<td>Amanda Haberland</td>
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SAIL NUMBERS

Please order your new sail numbers from the SUNFISH OFFICE. Send a check for $12.00 made payable to USSCA to PO. Box 128, Drayton Plains, MI 48330. These are sticky back 10" black cloth numbers. Help to support your Class. Make sure to include your name, address and sail number.

If you have never been a member of USSCA, a new membership is $35.00 but you are sent cloth self-adhesive numbers—(a real bonus) along with Class rules & constitution booklet, membership card, racing schedule and Windward Leg.
TEAM FLORIDA
RULES Continued

TUESDAY, August 4 • The threat of
dangerous thunderstorms with hail delayed
the start of Race 4 for the Qualifiers, while
the Juniors, who were sailing closer to the
beach, got in their next race. David Clement
won, solidifying his position for the Junior
Championship. Later Bruce Hubel missed
getting lunch while rescuing boats from
drifting off the beach in the rising tide. For
luckily, Beach Master John Gross was
able to have lunches ferried in for Bruce
and his rescue team. At 1400 hours, the
storms had hammered Newport and passed
south of Barrington and the fleets were
sent out. Race 4 had the wind coming in
from the south at 8-10 kn in the leftover
chop from the front’s passage. Puffs coming
in from the sea breeze made the right
side favored. Race 5 started with the wind
steady 8-10 from the SSW which then built
up to 14 kn with no change in direction.
The current running across the course from
right to left made the middle left side
favored. Race 6 started at 12-14 kn from the
SSW with the current running its fastest.
The wind died and backed during the race
which made the left side favored in the
W-L-W-L-W course.

At the Bar-B-Que Chicken Dinner, the
Junior awards were given out with David
Clement winning and Steve Wright second.
Peter Johnstone of S&N donated a new racing
sail for the Sportmanship Trophy, which was won by Bob Fulton, a Level 1
Certified Sailing Instructor from Charleston
Junior Yacht Club. Prizes given to all the
Juniors consisted of copies of Will White’s
Sunfish Book, embroidered tote bags, and
equipment duffies. David Clement was
quite surprised to receive the traditional
winner’s dunking. It appears that he
managed to avoid that part of the ceremony
when he won last year! After the awards,
everyone gathered in the clubhouse for the
unveiling of the results of the Qualifier
Series by Regatta Scorer Eric Scott. Team
Florida from Davis Island Yacht Club was
jubilant when they saw that 18 of their 20
members had qualified for the Gold Fleet.

CHAMPIONSHIP & FOUNDER SERIES

WEDNESDAY, August 5. Race 1 • The
wind was running 8-14 NW with the current
running in the same direction when the
fleet got to the starting area. The wind then
died down to 5-8 kn and the RC postponed
to see which direction the wind would
choose. Puffs were coming down from Pro-
vidence whose spires could be seen on the
horizon as the wind seemed to settle to a
west-northwest direction. The race started
and an immediate 30 degree wind shift to
the west came in. This left the people at the
pin on a straight port tack to the mark. The
next leg was a close starboard reach, and
then a run down to the leeward mark. The
RC shifted the windward mark south during
the two legs and as the fleet rounded the
leeward mark the wind shifted back north-
west again, so the second beat became a
predominantly starboard tack close reach
to the mark. During the last downwind leg,
the wind decided to give the RC a break and
settled down to the west. With the
finish line relocated we had a good beat to
end the race in the 6-10 kn puffy winds. Tom
Donahue won the first race followed by Jeff
Linton of Team Florida. On the Founders
Course, Kevin Morgan and Susan Kinsey
from Long Island took the top honors.

Race 2 • The wind filled in WNW at 12-14
prior to the start of the second race. The
wind then shifted three times ranging from
west to northwest before the RC got the
fleet started under the Black Flag. The wind
remained shifty through the first leg. The
right side was favored as the sea breeze
oscillations and puffs favored the people
near the shore breezes. Eric Erickson took a different approach:
“I started at the Committee Boat, tacked, sail-
ed out to the layline ignoring the shifts,
tacked, and then the wind and current just
ran me up to the mark.” The wind dropped
to 10-12 kn during the race and became
oscillating during the last beat. James Ew-
ing and Eric Woodman stayed in phase to
win on Founders with Steven Smeulders
and Chris Houston in the top on Gold
course.

Race 3 was a W-L-W-L-W course that
started in west winds of 6-8 knots. The
oscillations and puffs favored the people
who could stay in phase and keep the boat
moving. On the first beat, the left side was
favored and on the second and third, the
right was favored. Steve Smeulders had a
very commanding lead on the second beat,
which he worked hard to maintain as the
wind went light. Rod Koch and Steve
Smeulders topped the Championship
Fleet, with Lois Blodgett and James Ewing
taking the honors in Founders. The Clifton
Family had a great race with Charlie and
Chip taking fifth and sixth on the Gold
Course, and Cindy taking eighth in the
Founders.

That night we devoured grilled steak
and corn-on-the-cob at BYC, with sail numbers
drawn for more prizes.

THURSDAY, August 6 • Thursday started
out on a different foot as the Continental
Breakfast served at BYC included pizza
squares. While some people balked at this
innovation, the more adaptable participants
dug in.

Race 4 • The RC postponed on the
beach while waiting for some wind to
develop; then, as a light northwest wind
came in, the fleets were sent out. The
Founders sailed right off the beach and the
Championship Fleet started to the west.
After two general recalls, the black flag was
posted and the fleet started in 2-4 knots of
wind from the northwest. The wind quickly
died leaving the Gold fleet drifting with the
current towards the mark. As the boats
rounded the first mark, the wind came in
hard from the south and the RC signaled
“Abandoned-to-be-resailed.” The recall
started in a southerly wind of 3-6 kn on a
short windward-leeward-windward course.
The race was a good test for the lighter
sailors who could keep the boats moving.
Gordie Geick led on the Gold Course, while
Eric Woodman and Blaine Ewing played
the shore breezes well on Founders.

Race 5 started in 5-7 kn from SSW for
an Olympic course. The right side was
favored as the sea breeze filled in hard from
the right moving up to 12-14 kn at the finish.
Kevin Morgan and Kirk Palmer found the
higher winds favorable to win on the
Founders course; Chris Williams and Rod
Koch triumphed in the Gold.

Race 6 started in 14-16 kn from the SSW
with the chop building on the course. World
Champion Steve Smeulders made a great
pin end start and then port tacked the fleet
to be the first to get to the right side puffs.
Eric Erickson took a different approach: “I
started at the Committee Boat, tacked, sail-
ed out to the layline ignoring the shifts,
tacked, and then the wind and current just
ran me up to the mark.” The wind dropped
to 10-12 kn during the race and became
oscillating during the last beat. James Ew-
ing and Eric Woodman stayed in phase to
win on Founders with Steven Smeulders
and Chris Houston in the top on Gold
course.

Thursday night the Class was invited to
an Open House at Sunfish Laser, Inc.
hosted by Peter Johnstone.

FRIDAY, August 7 • Race 7 began with a
SW wind at 3-5 kn that quickly built up to
6-8 kn. The current was flowing from left
to right across the course and increased in
strength as you got closer to the windward
mark. The leaders went left early to stay out
of the current, pick up the puffs that came in from the left, and avoid the boats clamming for Quahogs on the right side of the course. Rod Koch was in a strong position heading up to the left of the middle on the last beat of the Olympic course. But Mark Mendelblatt in his fresh-out-of-the-box boat and Dave Dennison on the left side of the course ran into the finish first. Eric Woodman and Lois Blodgett took the top honors of the Founders.

Race 8 began in the same SW wind at 6-8 kn with little oscillation. The left side was slightly favored due to the current, but the people who went for boat speed and clear air made out the best. Rod Koch won, clinching the NA title, followed by Don Bergman and Jeff Linton. On the Founders Course, Chris Blundy and George Anderson took the top spots. The Founders got in a ninth race to replace the contested fourth, and Shapoor Guzder took first, Lois Blodgett second, and Eric Woodman captured third and the new Founders Trophy. I caught up with Rod after the race and asked what was the one item that got him to the top of the pack. His reply was, "Well, getting a good start was critical; then playing the shifts." When pressed about getting into the seemingly random shifts on Upper Narragansett Bay, Rod said, "Honestly, it was 50% of being right about the next shift and 50% luck." After the Seafood/Lobster Dinner at Barrington Yacht Club, Peter Brewster hosted the Awards Ceremony with the assistance of Eric Scott, the Regatta Scorer. Embroidered briefcases and gearbags were given to the top ten finishers. Peter then informed the Class that BYC will be erecting a large permanent trophy case just for the Sunfish Class, and offered to be the home club for the Sunfish.

The club had received its liquor license from the State of Rhode Island that day and the Class' Dark and Stormy Party was its first test. A Reggae band played well into the night as Rod Koch, Team Florida, and the rest of the competitors danced and celebrated the end of a great regatta.

### MIDGET CLASS WINNERS
(14 years and younger)

1. Michael Bray, Avalon, NJ
2. Zac Campbell, Cambria, NY
3. Matthew Swan, Mt. Pleasant, SC

### 1992 NORTH AMERICAN CHAMPIONSHIPS
Barrington Yacht Club, RI
August 5-7, 1992
63 boats

| 1. Rod Koch | St. Petersb., FL | 6-185 | 22.25 |
| 2. Michael Bray | Avalon, NJ | 6-185 | 22.25 |
| 3. Zac Campbell | Cambria, NY | 6-185 | 22.25 |

| 4. Matthew Swan | Mt. Pleasant, SC | 6-185 | 22.25 |

| 5. John Rollin | East Greenwich, RI | 6-185 | 22.25 |
| 6. Chip Cliffon | Sarasota, FL | 6-185 | 22.25 |
| 7. Chris Blundy | Columbia, SC | 6-185 | 22.25 |
| 8. John Linn | Charleston, SC | 6-185 | 22.25 |
| 9. Ben Brand | Corpus Christi, TX | 6-185 | 22.25 |
| 10. Ryan Bray | Avalon, NJ | 6-185 | 22.25 |

| 11. Michael Bray | Avalon, NJ | 6-185 | 22.25 |
| 12. Kevin Morgan | Avalon, NJ | 6-185 | 22.25 |
| 13. Ted Pedalicia | E. Greenwich, RI | 6-185 | 22.25 |
| 14. Phillip Sumner | Savannah, GA | 6-185 | 22.25 |
| 15. Charles Danevort | Surf City, NC | 6-185 | 22.25 |
| 16. Adam Semmler | Rehoboth, DE | 6-185 | 22.25 |
| 17. Robert Fulton | Mt. Pleasant, SC | 6-185 | 22.25 |
| 18. Zach Campbell | Rehoboth, DE | 6-185 | 22.25 |
| 19. Steven Steer | Spring, FL | 6-185 | 22.25 |
| 20. Alex DuFaur | Rehoboth, DE | 6-185 | 22.25 |
| 21. Jonathan Gaff | Barrington, RI | 6-185 | 22.25 |
| 22. Allen Butner | Punta Gorda, FL | 6-185 | 22.25 |
| 23. Steven Evans | Lewis, DE | 6-185 | 22.25 |
| 24. Matthew Swan | Mt. Pleasant, SC | 6-185 | 22.25 |

**Windward Leg Fall/Winter 1992-93**
1991 FOUNDERS CUP SERIES
August 5-7, 1992

1. Eric Woodman (18)-5-4-75-70-10-2-1-33-9-3 345
2. James Ewing Washington, DC 6-17-2-13-75-3-4-13 5375
4. Kevin Morgan Deerfield, IL .75-11-14-39-75-3-18-8-8 595
5. Gerald Callahan Bohemia, NY 3-6-9-21-9-5-12-12-4 80
7. Lois Blodgett Daylwyck, PA (23)-10-7-22-17-4-2-14-2 71.75
9. James Murphy Manchester, ME 13-12-16-17-23-11-8-12-9 90
10. Susan Kinsley Winnipesaukee, NH 2-2-24-28-12-14-10-3-30 95
12. Mark Milnes Mt. Lakes, NJ 22-7-17-(27)-17-14-10-14 110
14. Jennifer Cummins Hackettstown, NJ 7-24-38-(44)-15-8-6-7-6 111
16. Kenny Gendron Cranston, RI 20-9-6-(29)-16-23-7-24-18 123
17. Chris Blandy Columbia, SC 4-16-7-44-38-(45)-75-11 123.75
18. Ben Brand Brent Beach, NJ 17-8-11-19-38-(46)-17-7 135
20. Don Ackler Palm Coosc, FL 19 153
21. Bruce Hubel Davidson, MI 26-18-21-13-30-17-8-(28) 156
22. George Jackson Mt. Lakes, NJ 27-31-10-3-27-(28)-18-23 159
23. Tom Doris Spartus, NJ 29-20-23-5-29-12-19-25 162
24. Blaine Ewing Jersey City, NJ 29 169
26. Vicki Bramer Camden, ME 11-25-33-12-(44)-36-21-27 181
27. Peter Rochin Austin, TX 10-21-(45)-40-7-25-26-28-184
31. Joanne Salvador Ft. Lauderdale, FL 29-30-7-38-26-31-33 227
32. Allen Butler Plymouth, MA 38-34-45-6-30-20-45-22 227
33. Richard Campbell Mt. Lakes, NJ 29 229
34. Jill Myers Highland Park, IL 34-40-29-32-14-30-24-31 232
37. Robert Fulcon Lewis, DE 118
38. Ed Rine Key West, FL 37-33-38-20-32-34-25-(41) 258
40. Alex DaPour Bethesda, MD 32-35-12-40-29-33-30-23-30-20 284
41. Ray Pace Waterford, MI 46-45-10-35-36-45-45 305
42. Erik Nelson Watam, Nl 46-45-45-34-38-32-29-45-313
43. Charles Davenport Surf City, NJ 35-41-38-44-(45)-45-45-45 338

Junior NA Champs: John Mollicone, Drew Buttner, David Clement, Steve Wright and Andrew Swan.

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Returning from race 2, Monday.

Founder's Cup Winners: James Ewing, Jennifer Cummins, James Murphy, Eric Woodman and Kevin Morgan.

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Barrington Beach on Tuesday.

The N.A winners are: (L-R) Bruce Sutphen, Len Ruby, Bob Findlay, Chris Houston, Dave Dennison, Jeff Linton, Rod Koch, Mark Mendelblatt, Tom Donahue and peeking from behind Rod, is Stephen Smeulders. Photo: Peg Beadle

Peter Brewster of RI holds the new Founder's trophy. It will sit in the new Sunfish trophy case at BYC with the perpetual trophies.

The picture on pages 16-17-18 of the summer Leg were taken by Joel Furman and Virginia Muller.

The picture of Bermuda "hard workers" also included Brenda MacKay in front. We sure didn't mean to leave out "the lovely and gracious" Ms. MackKay. She's the best!
PRESIDENT’S LETTER

Brian Weeks, our new USSCA President and his wife, Tina. -Ras-Allard photo.

I would like to thank all those who supported me in my election to President of the USSCA. I was asked to take on these responsibilities to continue the well being of the Class on the National level, as well as on an International level. I must now try to fill the large shoes that were left to me by some very caring, hardworking and insightful individuals. I would like to thank Alan Scharfe and Scott Kyle for all their hard work over the last few years. I have learned some of the ins and outs of the organization from them and by working my way up through the ranks. But, they have left things very comfortable for me. The Class is healthy. We have a very responsible builder and partner in Sunfish Laser Inc.; and membership, regatta turnout and scheduled regattas continue to be on the upswing.

The most important issue to the Class over the past few years has been the continuing saga of the "new daggerboard" issue. This has finally been resolved— thanks to a great deal of hard work from a few individuals and SLI. The prototype board, introduced by Larry Cochran, has been approved and should be on the market by early 1993. The board is four inches longer; is parallel until it reaches its last few inches and has a wonderful foil shape.

The board was a major issue the last few months. As soon as I realized that I would most likely be voted in as President, I realized I would receive a great deal of "heat" from both opponents and proponents of the board. It happened very quickly after that. I admit that I was against the board for quite some time when its proposals began to surface a few years ago. I thought a fiberglass version of the Barrington Board would be great. Finally, a fair, maxxed-out board, with little upkeep would be available. When new ideas for the "new board" surfaced, I was upset. I felt a new board meant a trend towards being a developmental class, which we have been accused of in the past. I felt the money for new equipment was getting out of hand. Sail prices have tripled in the last ten years and now this. For a long while, I stood with the opponents to the "new board", but I must tell you why the "new board" passed and should have.

For the last three seasons, I have been working on daggerboards and rudders for sailors from all over the country. I would finish them with West System™ epoxy and fiberglass cloth and I would bring the boards within a very close tolerance of the Class rules. Many sailors worked on their own boards, closing in on the rules. My experience, from being so involved with blades and foils, was to find a great deal of boards that won or placed well at Regional regattas were failing inspection later at the North Americans. I've heard talk and know of home made boards. I have had people ask me to make boards and people have asked me to stretch the rules. I would not do this, but I did still retain these people as customers. I know of dealerships that have sold "non-manufacturer made" boards and rudders. Through my involvement with all of this, I suddenly realized that there are a lot of "bad doings" going on. How do we stop all this close shaving on the rules? The "new board"!!

The fiberglass "new board" did and should have passed if only to bring our Class back home to some tighter one-design guidelines. You won't be able to touch this board (except for repairs) and I don't feel anyone would go out of their way to try to make one. The old boards have all been grandfathered, indefinitely, for the time being. The thinking here is that not everyone has to buy a new one right away, but the new boards will have a bit of an advantage over the old ones and that soon enough, all serious racers will have one. The racing will be fairer. I sailed with the new board this fall and I like it. It is not tremendously faster but beginners and children should learn better and faster.

My decision, in favor of the boards, came from long hours of thinking about the consequences and by talking to a lot of people both for and against the board. The short term will be some bad reactions to change and the amount of money needed to be spent once again. In the long term, this is a wise and healthy decision for both the Class and the manufacturer. In all surveys conducted (which by the way got very high response percentage), the "new board" seemed very desirable to a great majority of the Class membership. Most people want a standard fast board with very little upkeep. This is enough reason for change.

I would like to once again thank all the people who hold Class positions and those who work so hard to support the Class to get new people interested in it. We have another great year coming up. I'm sure there will be some interesting things happening on the water with the new boards. We have some super sites planned for the Mid-winters and Masters regattas. The 1993 North Americans will be held in Springfield, IL, where they were in 1979, at Island Bay Yacht Club. IBYC won the USYRU St. Petersburg trophy that year. Barrington Yacht Club did a tremendous job with the North Americans this year. They will now be the official site of the Sunfish Class Hall of Fame under the direction of Peter Brewster who has supported and helped our Class for so many years. This year, the Club received a maple Sunfish plaque in thanks for hosting the 1992 N.A.'s. We hope it will enhance their new Sunfish room for years to come.

On all matters involving the Class and Sunfish racing, I welcome phone calls to my home at 516/447-2166. One idea that we are tossing around is that of printing a Class yearbook. It would be nice to see everyone's name and sail number in print, as well as, phone numbers, yearly statistics, and photos. If we can come up with enough ways to fund the book through advertising and boosters, we may go ahead with it. We would try to produce it without raising dues since they were just raised in 1992. I welcome all ideas on this subject.

I hope everyone's holidays are joyous and I hope to see everyone on the water in 1993. Let's get back to the basic fun and competitive spirit that Sunfish racing is all about.

Brian T. Weeks
It was moved, seconded, and passed that the minutes of the 1991 meeting be approved as published in the Windward Leg.

Advocacy Council Report—Bruce Sutphen. Paul Jones, Lee Cochran, Harry League, Rod Koch, Bruce and the manufacturers have worked for two years on standardizing the daggerboard. A questionnaire was sent out and there was a great response from the ISCA Advisory Council. It was found that there were 850 replies which equaled 41% of Class members. He has read and tallied all the responses and has circulated them among the board members. The results were heavily in favor of improving the design and performance of the board, and against keeping and/or modifying the Barrington board. 55% of the responders also wanted the rudder made of fiberglass, but 31% wanted the Class to wait a while before changing the rudder; 17% would prefer that the rudder not be changed. As to the grandfathering question, the recommendation is that all old boards be grandfathered. They may still be worked to specifications. Sunfish Laser Inc. may still continue to make some wood boards. There would be NO MODIFICATIONS ALLOWED on new boards.

Larry Cochran on the testing done to find the best design. There have been several designs tested. Two, designated A and B, are very close in area; 5 1/2 inches longer and with 21% more area than the standard board. These two boards were used in Venezuela and Curacao in 14 to 17 mph winds. Tests favored board B because it recovered faster after tacks, went to windward better, and heeled less. Those who tested board B found it doesn’t heel as easily and makes less leeway. There were complaints about the length of the handle so a new one was designed which cut it down several inches.

Despite the features that are based on theories presented by Marchaj on hydrodynamics of sailing. The board has a straight down leading edge, and an elliptical trailing edge; flat at the back, which helps water stay attached longer, then pumps it off creating less drag. It is 9 1/2 inches wide with an airfoil shape in cross section. The lower part of the board is tapered in thickness to maintain airflow. This means less lift in the tip which will tend to reduce heeling effect. You won’t "trip" over the board when you put it down to jibe. The board has 3 and 3/16 inches more draft than the old boards. There are rubber strips on the top like the Laser board and a notch for a shock cord retainer. There is still a hole in the top for those who like that kind of retainer.

In a meeting with Sunfish Laser Inc., the recommendation was that the board be made 3 3/4 inches longer. In the water, the final top to bottom length will be 44 7/16. (This was modified at the World Council meeting to 44 inches overall.)

Peter Johnston—The best interests of the builder are tied to the Class. It is essential that builder and Class are in close working agreement. A great deal of thought has been put into this. He gave some of the background and commercial reasons for changing the board. There is a crummy imitation of the Sunfish out called the Aquafin. It costs $300 less than a Sunfish; has a sleeve sail and an airfoil board. The institutional market is 30% of the business and Aquafin is hurting that market. The one design idea is crucial and Peter feels there must be some difference for the better to make people want the new board. Sunfish Laser will offer a "special" for 1992 daggerboards. The first move of sales of the new board. He is not sure what the price will be, but it should be under $200. Alan Scharfe will report all findings to the World Council at the World Championships in Houston. Alan feels that the change will make the Class bigger and better, even though there are people who don’t want change.

Everything else mentioned in some kind would be better. The object is to have one board which would not have to be altered. Rudders are being tested also, but they will not be changed at the same time as the board.

Comments—A few people expressed dissatisfaction with the original questionnaire. They felt it was biased and did not give them a chance to get across what they really wanted in a new board. Others simply dislike all the changes and wonder if we may eventually want a spinnaker for the boat. Some people are unhappy that the new board will obsolete all old boards. Some people feel the cost of the board will be a burden. The final comment by Nancy Haberland expressed the hope that the new larger board was not an already accomplished fact, and that the builder and the committee would like to talk to the comments from those who are opposed to a new larger board which would obsolete all other boards.

Jonathon Goff from the Barrington, RI area, did a science project on the drag created by variously shaped boards. He brought the project for everyone at the NAs to see. It was extremely interesting and very well done. Jonathon took pictures which clearly showed less turbulence coming off the new test board. He showed the turbulence on the regular Barrington board used both straight edge forward and rounded edge forward, and for comparison; the turbulence coming off a plain piece of unshaped wood.

Regatta Committee—Thanks to all regional reps who did a great job. We had more regattas than ever this year.

1993 NAs are scheduled for July 12-19 in Springfield, Illinois. 1994 may possibly be in Charleston, South Carolina.

Team Races will be at Seasciff Yacht Club, October 10-11, 1992.

1993 World Championships possibly at Bitter End in the Virgins islands—no date yet. 1994 World Championships will tentatively be in Venezuela, February or March.

1993 Midwinters will be at the Sarasota Sailing Squadron, March 5, 6, and 7.

National Masters '93 Cape May, NJ International Masters Key West, FL, the end of February or middle of March. 1993 Women’s NAs Seasciff YC, NY, wants it, but it should really go somewhere south again.

Treasurer’s Report (printed in full elsewhere)
Final President’s Report (printed in full elsewhere) will be in the Summer ‘92 issue.
Membership—There are 1500 members as of now in U.S.

Election of new officers:
USCCA president—Brian Weeks Secretary—Jean Bergman Treasurer—Larry Cochran Representatives New England—Gordon Gelck New York—Johl Furman Mid Atlantic—Chris Houston Southeast—Cindy Clifton

Next years meeting will be held in conjunction with the NAs in Springfield, Illinois.

Respectfully submitted
by Jean Bergman

PROPOSAL II PASSED BY BOARD OF DIRECTORS JULY 31, 1992

Reserve single digit numbers for ISCA Honorary Life Members. Life Wood would have the right to choose an available single digit number and sail with that number.

There is currently just one ISCA Honorary Life Member. Life Wood would have the right to choose an available single digit number and sail with that number.

Add Rule 3.2.6. Rule 3.2.6 would read as follows: "No modifications shall be allowed to the racing daggerboard shown on page II-14 except refinishing or repairing damage provided that the daggerboard can be readily moved up and down at all times and has dimensions in accordance with the measurement diagrams."

Motion carried.

NOTE: The measurement diagrams will be revised to show the three wooden daggerboards covered by Rule 3.2.3 and to add a new figure showing the racing daggerboard covered under rule 3.2.6.

3. Motion to add to Rule 3.2.5 the following verbiage: "Applies to daggerboards shown on page II-13 only": Motion carried. Rule 3.3.5 would read as follows: "Modifications may be made to strengthen daggerboard handles provided the distance from the underside of the handles to the end of the board does not exceed 40-1/4 inches. This applies to the daggerboards shown on page II-13 only."

Some discussion took place concerning the possible changes to the rudder and tiller. It was mentioned that last year a motion was made and carried to request approval from VYRU to make the dagger and rudder out of fiberglass as the tiller out of aluminum. Rudder testing will be ongoing. I.E., a new high performance rudder will NOT be introduced with the racing daggerboard.

continued on next page
4. A motion was made and carried to change Rule 4.3 to include the sail, spars, daggerboard and rudder, i.e., a rule that would allow only one set of equipment at a regatta. Rule 4.3 would read as follows: "One set of equipment (sail, spars, daggerboard, rudder) shall be used in a regatta or series unless approval of the race committee is obtained."

5. A motion was made and carried to add to rules 3.2 through 3.5, the following: "Above piece of equipment purchased after September 21, 1992 must have a class authorized sticker affixed." This statement will appear as 3.2.7, 3.3.5, 3.4.3 and 3.5.5.

6. A motion was made and carried that if the following: "To remove the smoothness" the hull weight must not be less than 120 lb.

7. A motion was made and carried that modifies Rule 3.1.4 to remove the "quality and degree of smoothness." and adding "fairing not allowed." Rule 3.1.4 would read as follows: "There are no restrictions as to the type of finish applied to the hull, so long as they are applied in liquid form. Specifically forbidden are materials applied in solid or sheet form. Fairing of the hull is also specifically forbidden."

8. A motion was made and carried that allows the Builder and Sailer to have a representative that is allowed to sail in the World Championship. The motion also specified that it be retroactive to the current 22nd World Championship. This change will be reflected in the Class Notice which is included in each year's Regatta Schedule. The first sentence of the third paragraph which starts "In addition..." will be changed as follows: "In addition, all ISCA Advisory and World Council members and World committee chairpersons qualify for the World Championship."

Some discussion followed concerning the lack of colored racing sails. Several countries expressed their interest in having colored sails. The concern seemed to be that the colored sails must perform the same as the current white sails do. There may be some technical reasons why a colored sail will not perform exactly as a white sail does. However, Sailer was not concerned, the item was left open.

The meeting adjourned at 8:28 p.m.

Respectfully submitted,
Terry A. Beadle, ISCA Secretary

WORLD COUNCIL MEETING
September 21, 1992
Houston, Texas USA

World Council members present: Alan Scharfe, Alex Rose, Terry Beadle, Larry Cochran, Paul Odegard, Bruce Sutphen, James Stewart, Terry Beadle for Brian Weeks, Terry Beadle for Holland, Peter Johnstone, Miguel Samaniego for Jesus Ferts, Dr. Henri Pied, Eduard do Cordero for Mauricio Costanzo.

I. Roll Call
The meeting was called to order at 8:45 p.m. by President Alan Scharfe. Roll call was taken and it was determined that a quorum was present. Each ISCA with at least 15 members was entitled to one vote. Additionally, the USA with 1555 members was entitled to an additional 3 votes, making their total 4 votes. Terry Beadle held proxies for Holland and the USA entitling him to a total of 8 votes.

II. Minutes
The minutes of the last meeting were approved as published.

III. Reports of the Officers
A. President—Lee Parks was appointed IYRU Representative that would be attending their meetings in November. Sunfish IYRU dues are paid by the Builder (Sunfish/Laser Inc.). It was also mentioned that ISCA would be receiving a $5.00 donation for each Sunfish sold and that it would amount to $5-7000 annually and would be paid annually or biannually.
B. Vice President—No Report.

IV. Advisory Council Report
Prior to hearing the Advisory Council Report, President Scharfe asked that Charlie Clifton present his groups concern about the new daggerboard. Charlie's concerns were as follows: Daggerboard questionnaires were favored toward the new daggerboard. No firm price on the new daggerboard. The price should be $100 or less. Difficult profile to measure. Wood boards easier to measure. Does not like movement to high performance. Want current problems resolved. Do anything else.

President Scharfe then asked Peter Johnstone to reply.

Peter's responses are as follows: Needed a higher price to protect margins. Laser boards don't vary. Will provide templates to measure boards. Sunfish is not a Laser. Builder will control parts. Builder will enforce specifications. New batch of mast and boom caps on the way. Many outside factors causes Windsurfers to fail.

President Scharfe commented as follows: Mentioned some past history. Most ballots are for new daggerboard. Small, but very active group oppose the new daggerboard.

President Scharfe asked for a motion to accept the Advisory Council report in total. The motion was made and seconded. Some discussion followed. The motion passed.

V. Committee Reports
A. Membership—Chairman Erickson submitted his annual report. (See Attachments). He also mentioned that the US and US NSCA's are growing in membership and he would do his best to see that this trend continues. Alan Scharfe also mentioned that Eric had been appointed by Past President Odegard 3 years ago.

B. NSCA—Secretary Beadle mentioned that several reports were sent to him and asked the groups opinion as to how they would like them presented. The council asked that they be reproduced and included with the meeting minutes. The Secretary also asked if the Council wanted the Reports and NSCA Recognition forms to be mandatory and they replied that they did.

VI. Election of Officers
The Nominating Committee (Paul Odegard, Ernie Kervel (not in attendance) presented the slate of officers as follows: Len Ruby—President; Alex Rose—Vice President; Terry Beadle—Secretary; Larry Cochran—Treasurer; Joel Furman—Chief Measurer.

A motion was made and seconded to accept the slate. The motion carried.

VII. Old Business
A motion was made to clean up the wording of 7.1.1 so that it took into account that an NSCA had to have at least 15 members to vote, as specified in 7.5.1.1. The motion passed. 7.1.1 would read: "Each member of the World Council shall have one vote except the Sailer's representative who is a non-voting member and any member appointed by a NSCA not meeting the requirements of 7.5.1.1. In addition, each member appointed by a NSCA shall have one additional vote for every complete multiple of 50 ISCA members in that country."

VIII. New Business
Next Worlds—Current prospect is Bitter End (Virgin Gorda Sound, B.V.I.) in late September or early October 1993.

The Dominican Republic mentioned that they would like to host the 1995 Worlds.

IX. Adjournment
The meeting was adjourned at 10:54 p.m.

Respectfully submitted,
Terry A. Beadle, ISCA Secretary

1992 INTERNATIONAL SUNFISH CLASS ASSOCIATIONS
ISCA MEMBERS
Aruba 12; Bahamas 7; Bermuda 17; Bonaire 10; Curacao 42; Dominican Republic 17; Martinique 12; Netherlands Antilles 24; Peru 14; St. Maarten 7; Venezuela 24. There were significant increases in membership from last year in Curacao, Dominican Republic, and Venezuela. We were not successful in signing up Columbia this year but we'll get them back next year. We were also trying to sign up Great Britain, Japan, and the Philippines.

Eric Erickson
ISCA Membership Chairman

INTERNATIONAL SUNFISH CLASS ASSOCIATION TREASURER'S REPORT
JANUARY 1, 1992 TO AUGUST 31, 1992

Balance on hand
January 1, 1992 $54,170.58

Revenue:
1992 Dues $520.00
Interest 951.07

Total 1992 Revenue $1471.07

1991 Receivables Paid by USSCA:
Dues for 1991 $4,900.00
Donation (Sayville, 1991) 500.00

$5,400.00

Expenses:
World Regatta $5,000.00
Office Services 3,971.09
Printing of ISCA Constitution & Rules 3,990.40
Officer's Expenses 213.18
Daggerboard Development 1,495.00
Tax Consulting 75.00

$14,144.57

Balance on hand August 31, 1992 $46,896.98

Receivable from USSCA:
1992 Dues $7,010.00

J.L. Cochran, Treasurer

UNITED STATES SUNFISH CLASS ASSOCIATION TREASURER'S REPORT
JANUARY 1, 1992 TO JUNE 30, 1992

Balance on hand January 1, 1992 $1,507.07

Revenue:
Dues $31,296.00
Interest 140.12
Misc. 262.04

Total Revenue $31,698.16

Expenses:
Office Service 11,869.06
Sail Numbers 634.85
Windward Leg 3,743.50
Officers' Expenses 32.76
USYRU 100.00

Total Expenses $16,513.17

1991 Payables Paid:
ISCA Dues $4,900.00
Sayville Donation to ISCA 500.00

$5,400.00

Balance on hand June 30, 1992 $11,295.08

Payable to ISCA:
1992 Dues $6,150.00

J.L. Cochran, Treasurer

Windward Leg Fall/Winter 1992-93
THE WORKBENCH
A COLUMN ON IDEAS AND UPKEEP
By Brian Weeks

RESTORING THE OLD SUNFISH

We've talked about a lot of projects and ideas over the course of the last couple of years, but I thought it might be time to address those people who might be willing to undertake a major project, and instead of giving up on their old boat, simply restore it to new conditions. The simplicity of it depends upon the time you are willing to spend this winter or upon what tools you already own, or are willing to buy. I will not, however, discuss the project of taking the deck off of a Sunfish and trying to redo the insides of an old boat. This would be a major task and I have not found too many people willing to pay the price to do so. If the foam in your boat has let go you can do a few minor repairs or replace the fiberglass as we have in recent columns. You may want to let the boat dry out for a few weeks after you cut these port holes. Don't put a heater inside the hull, but a hot dry room will help immediately.

Now comes the time for sanding. For both the deck and the bottom, I recommend #120 grit paper. If the paper is too coarse, the scratches will be seen through the paint. Sand both the bottom and the deck fairly hard with an orbital or palm sander, or a disc or DA (pneumatic), as will do unrepairable damage. After you have sanded long enough so that everything looks dull and well sanded, it is time to fill the old scratches, dings and scars. If there are any major holes, you will have to repair them with fiberglass cloth and resin or epoxy, but once again, this is a different project and I want to keep on the one at hand. Fill all the scratches and dings in the boat with either an auto body filler such as Bondo, or a soft marine trowel cement, such as Interlux #257. You could also use the West System epoxy with Microlight fairing additives. We have found this to sand fairly easy. Bondo is the best if you're looking for fast drying and easy sanding. Fair all your dugs up, with the putty you have chosen with a putty knife.

After drying, you can now sand all the spots that have been worked. Take your time to keep the sander flat on the surface of the boat. Sanding quickly with the edge of the sander will make the bottom or deck unfair and these spots will then be noticeable when you get a couple of glossy coats of paint on the boat. After all the sanding is done, inspect the boat for any spots that need to be retroweled. Major low spots can be fixed with a large putty knife or squeegee. After all the sanding and fairing is accomplished, make sure to dust the boat well and then vacuum it and the room or at least the vicinity of the boat. It is now time to choose your paint. If you want a great finish and don't think you are the best painter in the world, I recommend Z-Spar yacht finishes. They shine like crazy, are easy to work with, and brush strokes level out well. If you want to get a little harder finish you can use a single part polyurethane. Interlux makes "Brightside" which is good, and other companies such as Pettit, Epifanes and Z-Spar also make similar single part finishes. The only problem is that for amateurs, they won't level off as well and they are not quite as forgiving. With all urethanes; single or double part, you have to work fast, which is not easy for the beginner. The final option, before spraying, is to brush on one of the fine two part linear polyurethanes such as Awlgrip, Imron, Sterling, or Interlux's Interthane Plus. These are only to be toyed with if you want to spend a great deal more in terms of money, follow strict instructions for brushing (they require special thinners) and follow strict safety precautions. These paints all use agents that should not be inhaled from the time the can is opened.

I will assume that most people want to finish the boat with one of my first suggestions. To prep the boat for painting you should purchase some tack rags. Dust the boat first and then go over it with the tack rag. Tape up all hardware, such as the aluminum moldings, cleats, spray rail etc. Many pieces of hardware can be removed for painting. The more pieces of hardware you take off of the deck, the easier the painting will be. Don't worry about your deck stripes, we'll put them back on later. Make sure to get all the sanding dust out of the hardware holes, if you take the hardware off. For painting, I highly recommend the purchase of a badger hair brush. A two or two and a half inch brush will be perfect for painting the Sunfish. These brushes are very expensive but the finish will be worth it (a two inch brush lists for $20 or more).

Choose your colors for the boat. Remember, if you choose a new darker or lighter paint, you may be required to put on three or four coats instead of the two which I will tell you, assuming we are re-doing a boat in similar colors to its original finish.

A trick to getting a better finish is to set up a dust tent. Go to your local lumber yard and pick up some 4 or 6 mil plastic sheeting, the type used to waterproof foundations. Set up a cover between two points using wood or some other means to secure it. Don't use an old piece of plastic or your dust problem will be even worse. Another trick to keeping the job clean is to pour water on the floor, underneath the boat.

suspect that the boat you own or just purchased is a bit heavy due to water inside the hull, you would do best to cut two dryports in the deck right from the start. Cut one in the deck for a six inch port about half way between the centerboard trunk and the spray rail. This can be done with a jig saw, or a large hole saw. The other port should be in the back deck, a couple of feet from the stern. These holes will allow fine ventilation for drying now and later as the ports can be opened during the drive to a regatta (a super way to get out hull dampness). You may want to let the boat dry out for a few weeks after you cut these port holes. Don't put a heater inside the hull, but a hot dry room will help immediately.

I want to help people do is to make the ten or twenty year old Sunfish look like it came off the showroom floor again. This can be done fairly inexpensively. As a matter of fact, it is the route to take for your first boat or possibly for your children if you are not up to spending a bag of money for a brand new boat. There are a lot of bargains behind people's garages and in barns that look like they're only worth three hundred dollars or so that can look like a million. Some new hardware and possibly the investment in a new sail or replacement of a bent spar and you're all set.

I will try to direct this entire topic to the home project person who is not equipped for high-tech spray finishing. This article will explain the job to a person with limited access to tools. The first thing you must do is to find a nice work place where it is dry and you can do some sanding without ruin ing a part of the house. A garage with a heater, if it is winter, will do fine. If you
The little bit of dust off your clothing and in the air will be attracted to the water before it will to the paint. Cleanliness makes for a super finish. Clean your brush well, even if it is brand new, with turpentine. Don't use acetone! This will loosen the glue in the brush and little particles will come out as you are painting. Clean the brush in turpentine and beat it out well. Use brand new cardboard paint pots for each coat and cleansing. You should mix your paint well, and then strain it with a fine paint strainer or a clean nylon stocking stretched over the paint pot. The more time you spend, the cleaner everything will be. Don't wear a sweater or a flannel shirt, even during surface preparation. Particles will come off of the shirt or sweater. Wear a cotton shirt, like an oxford, or a t-shirt. The dust off of your body, leaning over the boat, will be kept to a minimum.

Tack the boat again just before beginning. Let's paint the bottom first. Divide the boat in half. On each side you will paint half the keel, overlapping it a bit. Start at the bow on the right side of the boat if you are right handed. Start at the bow on the left side of the boat if you are left handed. Start to apply the paint, and brush it in both directions, but your finish stroke should be away from your body, always in the same direction. Your arm should not cross your body on the finish stroke. Be careful not to put too much paint on as it will sag or run, especially on the hull sides. Work your way down the hull, painting a few feet at a time, always overlapping the last section a bit finishing the last strokes away from you again. You must get the feel of the paint. This depends upon the temperature and humidity and how fast you are painting. If the brush drags or sticks as you overlap the last painted section, you need to add some thinner. Penetrol is a fine thinner for enamels like Z-spar, but you can read the label of the can for recommended thinnners. Add just enough to keep that edge wet instead of pulling. Work your way down the boat and at the stern you should turn and go back up the other side in the same manner, brushing those finishing strokes away from your body without crossing it.

The deck is a little trickier, especially if you don't remove the splash rail. If you don't remove it, paint the whole front deck at once, and then go down one side of the cockpit, then the other, and then do the whole back deck at once. You may have to move fast to prevent lap marks. Follow the same practice of stroking the brush as you did on the bottom. If you take the spray rail off you can follow a similar painting pattern. You may have to work even faster but there will be less cutting. If you start to lose sight of the deck stripes and you want to put them back on exactly where they were, mark the line of the stripes out on the aluminum rail so you can tape up for the stripes later.

After you have completed the first coats of paint (you may want to finish the bottom completely and then do the deck or vice versa) you can see if there is anything about the paint or the way you were painting that you would like to change for the second coat. You now have to sand between coats. You can use the machine again or you can sand by hand. Either way, I recommend using #150-280 grit paper. Now we are sanding out dust nibs, scratching and scuffing for the next coat to adhere well and sanding out any sags, runs or imperfections. You should then have a nice surface for your second coat. Remember to tack and dust well and be very clean with your brush once again. Strain the paint each time. This light sanding, I just spoke of, should be repeated in between any further coats, also. Follow the same painting and cleanliness instructions for all the painting you do and the boat should look like a million dollars.

You can sand and paint the interior of your cockpit, if you like. Around the cockpit edge is an area that often has stress cracks. If you see this problem before you begin painting, they can be etched out with a knife or chisel and filled with epoxy or marine tex. Putting your stripes back on is simple, especially, if you can see through to the old stripes, or if you have marked them. Buy some fine line tape (3m makes a green tape for this purpose), that won't let the paint creep, and lay it down on the deck of the boat, a few days after your final coat has dried. After you've checked to see that the tape is straight and true, rub the tape down firmly with your index finger. Now, sand in between the tape lines with #150-280 sandpaper again. Make sure the tape covers everything near the lines that should not get painted. After sanding, dust and tack, prepare some paint and lay down a nice heavy coat for your stripes. Don't let it run, but you should be able to lay it on well enough so that one coat is enough. Peel the tape off after the paint becomes tacky and your Sunfish now should be nearing completion.

After everything is dry, you can start replacing hardware and put on the last polishing touches. You could paint your spray rail, carefully, also, if it needs refurbishing. I hope I have led you to some ideas on a solid method of how to restore the finish of an older Sunfish. If you take my advise and take your time, you should see excellent results. Good luck and I hope to see a bunch of new looking, older boats on the water next summer!

COMING SOON: SPAR WORK...THE REAL HEAVY DUTY RACING BOAT MUST HAVE RELIABLE GEAR AND BE BULLET PROOF!
SHIFTy AIR DOESN'T FOOL CHAMPIONS AT WOMEN'S NORTH AMERICANS...  

By "Rookie" Vicki Bremer  
Every rookie Sunfish racer has to take the big leap and face the best of the champions sooner or later. And racing against 31 champions on Wequaquet Lake in Centerville, MA, July 25-26, was the best of beginnings for this rookie. Not only did I meet some of the nicest folks anywhere, but I also faced some of the toughest Sunfish competition from MI, FL, RI, MA, NY, DE, NJ, and PA. Jean Bergman's top-o'-the-fleet consistency with excellent sailing skills won her the top sailing honors. But she had to fight hard to stay on top.

When Lee Parks told me to bring my "shift sniffer" she wasn't kidding! Lake Travis in Austin is noted for its shifty air, too, so I thought I had a head start in at least that area — ha! Saturday's 8-10 seathestery (and shifting) breeze moved to the SSW (and shifting) by the afternoon. But Linda Tillman didn't let that stop her from acing the first two races with Jean Bergman never far behind. Also, Janese Willy and Jean Bergman each aced a race before the day was over.

Sunday's air was even more shifty (no, not possible) and was blowing 8-15 with occasional gusts. Some of those gusts changed the Sunfish racing sport to swimming for even veteran champs like Lois Blodgett who was reminded that she was in Yankee country where the water is sometimes still chilly in July. Lee Parks, Melissa Shepstone, and Gail Heausler each managed a bullet in the last three races of the regatta.

But there was sooooo much more to this championship than just the racing. Don Stucke's efforts to organize a well-run and memorable regatta were very evident. And I saw many competitors eying the Don Stucke-made-and-designed trophies with that "I'd kill to win one of those gorgeous trophies."  

Saturday night's entertainment was the social highlight of the weekend starting with a cookout and cocktails at the home of Steven and Beverly Parks, Lee's Mom and Dad. And they did all this after being converged upon on Friday by ten out-of-town Sunfishers (including Crystal but not counting Mugsy) who moved in for the weekend with vans and carloads of clothes, boat gear, and Sunfishes. "Hey Mom and Dad, we're home!" The Parks opened up two of their homes on Wequaquet Lake (where Lee learned to race when she was a junior sailor... oh, about two years ago). And I thought Texas hospitality was something to brag about! Mr. Parks' mornings started very early so that he could drive to the bakery for fresh donuts and bagels before the first bleary-eyed Sunfisher ventured to the kitchen. And Mrs. Parks was the ray of sunshine who made us smile especially when we could hear her whoops of joy over the latest golf or tennis victory on TV. We were all lucky to have stayed in a home so full of life, warmth and friendship.

But the Saturday night party wasn't over yet. After a very careful time management program of who was going to take showers and where and who was ready to go and when, we all somehow managed to get sepfied up for an oldies but goodies (that's the music for the night, not us) dance held at the Wequaquet Yacht Club. We didn't sail our Sunfish over, however. We opted to all squish into a van, another not-so-small feat when you consider that we had to mold our ever-so-petite bottoms around tool boxes, coolers and extra rudders. And the terrific music and Sunfish company made it well worth the trouble. Don Stucke's efforts paid off again! Was that Len Ruby I saw dancing??

Memorable events create a mental photograph album. What pictures will I see when I remember my very first Women's North Americans?... a happy family of women who care about each other in areas besides Sunfishing...Lois wet sanding her boat... "where's Crystal?"...Lee showing me all the tricks of the trade in rigging a Sunfish...a lot of calorie-watching women eating heaping plates of the best seafood in Hyannis...Sharon and Joanne playing chauffeur so willingly...Gail enjoying her first free weekend in 15 months...meeting Elaine Geick who knows my high school friend who took me to the junior prom where I grew up in Farmington, CT (oh, more than two years ago)...a Sunfish travel tool kit that's a little more complete than the one I had...the necessity of a regular kit that's a little more complete than the one I had...the necessity of a rookie like me to have a copy of Scott Kyle's "How to..." articles in every room next to Derrick Fries', and Will White's books, AND FINALLY...a group of caring, confident, helpful, friendly, and professional women whose racing skills are only surpassed by those personal qualities that make them very special people.

Y'all come to Austin so we can return some of that good ol' fashioned hospitality.

ty. Do I foresee an Austin location for one of the future Women's North Americans? (I'm working on it.)

WOMAN'S NORTH AMERICAN CHAMPIONSHIP
Wequaquet Lake

July 25-26, 1992  32 boats

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<th>Place</th>
<th>Name</th>
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<tr>
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<td>Jean Bergman</td>
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<td>Linda Tillman</td>
<td>1-1-9-4-3-4</td>
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<td>3.</td>
<td>Lee Parks</td>
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<td>4.</td>
<td>Jeannie Willy</td>
<td>9-2-1-3-6-9</td>
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<td>5.</td>
<td>Gail Heausler</td>
<td>4-7-6-4-5-1</td>
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<td>6.</td>
<td>Kara Forman</td>
<td>3-4-4-6-10-6</td>
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<td>7.</td>
<td>Wisp, NY</td>
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<td>Betty Halley</td>
<td>17-4-19-7-5-11-1</td>
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<td>Melissa Shepstone</td>
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<td>Blaire Largay</td>
<td>7-5-7-10-6-9-10</td>
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<td>Sharon Crockett</td>
<td>8-10-12-1-8-10-3</td>
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<td>Lois Blodgett</td>
<td>13-6-9-14-6-21-14</td>
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<td>Donna Butner</td>
<td>11-23-25-13-21-12-5</td>
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<td>Laura Steners</td>
<td>19-18-17-18-16-14-10-17</td>
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<td>16.</td>
<td>Laura Kitty</td>
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<td>Wendy Lavela</td>
<td>19-13-20-18-16-20-7</td>
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<td>Helen Waldrop</td>
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<td>Vicki Bremer</td>
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<td>Betsy Schmidt</td>
<td>24-25-23-27-24-24-14-14</td>
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<td>Anne Stucke</td>
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<td>Suzanne Postpanko</td>
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<td>Elisa Reghito</td>
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<td>W. Barnataba</td>
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<td>Sue Harrington</td>
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</table>


Photo: Don Stucke

Windward Leg Fall/Winter 1992-93
Wequaquet Lake Y.C. Centerville, MA
Photo: Don Stucke

Photo: Don Stucke

Photo: Don Stucke

ADVISORY COUNCIL REPORT
September 22, 1992

The following are rule changes, which have been approved by the Sunfish World Council: (Those shown in Bold Type are the specific changes)

1. Rule 3.2.4—There are no restrictions as to the type of finish applied to the hull, so long as they are applied in liquid form. Specifically forbidden are materials applied in solid or sheet form. Fairing of the hull is specifically forbidden.

2. The Cochran/Lindsey board (diagramed below) is an accepted new, legal Sunfish Racing Daggerboard.

3. Rules 3.2.7, 3.3.3, 3.4.3 and 3.5.9 will have the following statement added—Above piece of equipment purchased after September 21, 1992 must have a class authorized sticker affixed.

4. Rule 4.3—One set of equipment (hull, sail spars, daggerboard, rudder) shall be used in a regatta or series unless approval of the race committee is obtained.

5. Change to the Class notice the first sentence of the third paragraph shall read—in addition, all ISCA Advisory and World Council members and committee chairpersons qualify for the World Championship.

Bruce Sutphen

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Page 11-14
Rule 3.2.2—Subject to Rule 3.2, nothing herein shall preclude minor adjustments to the daggerboards shown on Page II-13 by way of sharpening the trailing edge, rounding the leading edge, refinishing or repairing damage provided that the daggerboard can be readily moved up and down at all times and has dimensions in accordance with the measurement diagram.

Rule 3.2.5—Modifications may be made to strengthen daggerboard handles provided the distance from the underside of the handles to the end of the board does not exceed 40 1/4 inches. This applies to the daggerboards shown on page II-13 only.

New Rule 3.2.6—No modifications shall be allowed to the racing daggerboard shown on Page II-14 except refinishing or repairing damage provided that the daggerboard can be readily moved up and down at all times and has dimensions in accordance with the measurement diagram.

Windward Leg Fall/Winter 1992-93
**AT THE TILLER**

We have received several letters pertaining to the daggerboard issue since the deadline for the Summer Leg, May 15, 1992. We’ve had letters from Gordon Geick, Bob Cronin, Charles Buchanan; three from Roger Demler and several others. Everyone brought out good points-pro and con, but since this has been no other issue printed since then (as is the norm), they will not be able to share their concerns and feelings with the rest of our readers. The daggerboard issue has been debated for at least the last five years and has finally been put to rest. See the Advisory Council report.

The manufacturer will be producing a new board in early 1992. SLI could have produced a new daggerboard without all of the Class data input but they listened to the Class and will incorporate many of our members ideas. SLI owns the Sunfish and could have manufactured a new daggerboard of up-to-date materials without Class input but they did not. They want to work with the racing Class and still be competitive in today’s market with our beloved Sunfish. Don’t forget! They sell more boats to the non-racing sailor than they sell to our racing Class, but we think the Class has introduced the Sunfish as the best little boat to sail—all over the world. It must be the great people in our Funfish family. Everyone works together for the best interests of all.

Smooth Sailing,
Peg Beadle

---

**DAGGERBOARD REFERENDUM RESULTS**

The tally is in and it is very clear—the Class majority wants the performance one-design (no modifications allowed) daggerboard and wishes the previous boards to be “grandfathered” indefinitely.

A total of 585 non-binding referendums were received—a very healthy Class response of 38%.

Specifically, the results were as follows:

<table>
<thead>
<tr>
<th>OPTION</th>
<th>% OF BALLOTS REC'D</th>
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<tbody>
<tr>
<td>• Don't change anything &amp; continue with current boards under current rules</td>
<td>9</td>
</tr>
<tr>
<td>• Go with performance one-design board</td>
<td>84</td>
</tr>
<tr>
<td>• Other</td>
<td>7</td>
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**GRANDFATHERING VOTE**

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<th>5 Years</th>
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<tr>
<td>No</td>
<td>3</td>
<td>10</td>
<td>15</td>
<td>9</td>
</tr>
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</table>

Write-in votes for “other” options (7%) were varied; however, the majority favored a fiberglass or plastic version of the current Barrington boards.

As with the original questionnaire, many comments/opinions accompanied the referendums. These comments were well-received and have been circulated among the Class officers for their further consideration. Thanks, guys and gals, for taking time to voice your opinion on this important issue.

Paul Odegard/Bruce Sutphen, US Reps to ISCA Advisory Council.

---

**NEED HELP?**

Solutions from past Leg issues

Previous issues of Windward Legs can be ordered from the Class by sending $3.00 each (check payable to USSCA) to Peg Beadle, 3782 Covert Rd., Waterford, MI 48326. Specify issue. Some highlights are:

- RACING WITH YOUR NEW NORTH SAIL by Derrick Fries, Vol. Ill, No. 2.
- PREVENTING BREAKDOWNS in THE WORKBENCH by Brian Weeks.
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THE SUNFISH OFFICE
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(f) 313/673-2750

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PUBLICITY CHAIRWOMAN
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DATELINE: 1993


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April 3, 1993: 19TH ANNUAL AROUND THE ISLAND RACE, sponsored by the Key West Sailing Club, will be held at Casa Marina Resort, Water Sports Beach, Key West. Contact: Howard Craner, 1103 Asby St., Key West, FL, 33040 (305-296-4522). This is a 15 mile race. Pre registration fee, $15. On day of race, $20. Includes awards, beer and bar-b-que.


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or 313/673-2750
The Sunfish Office.

Submission deadlines are:
- Spring issue—February 28
- Summer issue—June 15
- Fall-Winter issue—September 30
(subject to change)

NEWS FROM SUNFISH LASER INC

By Peter Johnstone

It sure was nice to be on the water and participating in the World Championships. The toughest trip I've made in this business was to Curacao to observe the last Sunfish Worlds. Getting out on the water makes all the difference. Houston Yacht Club did a wonderful job (as always) of organizing the World Champs. In a few years time, I think that we will look back and see this event as a pivotal point (in a positive manner) for the Sunfish Class.

Several exciting things are happening that when combined can only mean greater growth for the Sunfish. First, the Class Executive Office (the Beadles) have done a great job of keeping the current members fired up about the Class. Second, there seems to be a good core group of new younger people that are being attracted to the Class. Third, despite some embarrassing defective plastic spar caps at the Worlds, the feedback from the sailors has been overwhelmingly positive and supportive of our efforts as the builder. Most of the top sailors drove home with the boats that they sailed in the Worlds! High-quality boats can only help the growth. In addition, you will notice a renewed and more visible ad campaign this spring.

The ISCA World Council really impressed me. First off, every member is an active Sunfish racer! I cannot think of any other Class with a governing body that is so in touch with its members. The World Council's direction towards tightening up the one design nature of the Sunfish is very healthy for the future of the Class. In the long term, the tighter rules will make the Sunfish Class more affordable to all. After several years of consideration, the World Council approved the new one design daggerboard. Sunfish Laser plans to have these available in early February to use at the Midwinter Championship. We are in the first stages of getting the appropriate molds manufactured. A polycarbonate material will be used that is tougher and easier to reproduce than any current fiberglass laminates. With the current quotes that we are receiving, we expect to be able to sell the new board at about $195 retail. You should ask your local dealer to get their order in now. To help ease the transition to the new board, Sunfish Laser will be offering the new boards at 15% off during the first month of availability. See you on the water.

HOW TO RIG & RACE...
continued from Summer 1992 Windward Leg.

by Scott Kyle

Reprinted with permission from the author and Sailing World magazine, June 1992.

Boom Vang

The larger, fuller racing sail requires more vang tension than its predecessors. The vang is rigged with the tail of the halyard, and passes over the gooseneck and around the mast, then back down and aft to the cleat. This system is simple, effective, and easily adjusted, even during the last minutes of a starting sequence.

Because both the vang tension and gooseneck position are set for the entire race, it is important to position them for the conditions expected for the majority of the race. For example, if, at five minutes before the start, the wind is a five-knot sea breeze expected to build to 18 knots within an hour, you should set your gooseneck at around 19 to 20 inches. This setting allows for fairly good pointing off the starting line in addition to a neutral helm once the wind kicks in.

Sail Trim

A unique quality of the Sunfish is the fact that the sail is flatter on port tack than on starboard. This has several consequences when it comes to upwind sailing and tuning. In medium air (five to 15 knots), the boat is generally sailed the same on both port and starboard tacks. The "mast phenomenon" becomes a factor in light and heavy air (under five and over 15). In light air, especially if there is any chop, it is important to avoid over-sheeting on port tack. Letting the sail "breathe" helps the boat reach maximum speed, which is essential for effective pointing. The fuller sail on starboard allows for tighter sheeting without stalling.

In heavy air, the flatter sail on port tack allows you to sheet tighter without overpowering the boat. On starboard, you will need to sheet out faster when a puff hits in order to keep the boat flat and driving forward. When tacking from port to starboard in heavy air, make certain to sheet in slowly enough to keep the boat flat and to prevent the daggerboard from stalling. If you are having pointing problems, the first solution is to ease out, gain additional speed, and then slowly try to point closer to the wind. If you are still pointing poorly, it is time to consider adjusting sail shape.

While we have discussed the various components to proper sail set-up, tuning, and trimming on an individual basis, it is important to recognize that these variables must work together in harmony to achieve optimal performance. A tight outhaul and cunningham along with a loose vang in 15 knots will not combine for maximum speed. As the conditions change so must each sail adjustment, if only marginally. Think of the Sunfish as a fine instrument that must be tuned on a continual basis.

Boathandling

Good boathandling techniques, combined with proper rig set-up, can make up for body
The Jens Hookanson Rig

Jens Hookanson and Albert Lang developed a special way to rig the gaff on the Sunfish to allow them to keep up with the heavier sailors in windy St. Croix in the U.S. Virgin Islands. The rig has been used widely by lightweights since Jens won a couple of windy races on his way to claiming the 1976 North Americans when he was a 140-pound 16-year-old.

The introduction of the new racing sail has caused some of the class heavyweights to consider using the Jens rig as a way of effectively depowering the large sail in heavy air. The rig, known as the "Jens," helps the sailor keep the boat flat in heavy air with little risk of diminished boatspeed or pointing ability if the breeze were to lighten during the race. By exposing more gaff than the standard rig, the Jens acts as a backstay, bending the upper spar and flattening the sail. While the original method of rigging the Jens is slowly being replaced by modernized versions, the underlying purpose remains the same.

The Long Island Jens is the latest and most popular variation. With a separate four-foot piece of 1/4-inch line, tie a tight bowline around the mast. Tie the other end of the line with half hitches through the mast cap. The length of the line from the mast cap to the bowline should be around 10 to 12 inches. Move the halyard down the gaff to your "Jens position" 6 to 12 inches below your heavy-air position. Lead the halyard over the bowline, step the mast with the Jens line facing forward, and hoist the sail. Tighten the vang as needed.

As of January 1, 1992, lashing the gaff directly to the mast with a separate line became illegal. This method of rigging a Jens has proven dangerous as it is impossible to disassemble on the water without taking the entire rig out of the boat. It is for this reason that many Sunfish sailors are converting to the L.I. Jens system, with its ease of setting up and taking down.

— S.K.
CLASS TOURS
SUNFISH LASER INC.

By E. Eric Johnson

On a hill in Portsmouth, Rhode Island, sits Sunfish Laser Incorporated's clean new facility, where 45 employees manufacture Sunfish, Lasers, Laser 2's, Zumas, and the new Daysailer. Members of the Sunfish Class were met there by Peter Johnstone, the President of SLI, and taken on a guided tour. Peter explained that the plant philosophy is for everyone to take their time and build the boats right. This dedication to quality is reiterated at various locations around the plant on sign that say "THE NEXT INSPECTOR IS THE CUSTOMER." From the day SLI started, they knew that it would be tough getting back the support of the Classes. In their first year of operation, SLI replaced 120 Pearson-built Lasers and Sunfish and provided replacement parts for hundreds of claims. Peter called this expense an investment, "We wanted to let the Classes and dealers know that we're in it for the long haul." The Laser 2 Class had been experiencing many breakdowns, so SLI re-engineered the boat to make it, in Peter's words, "bullet-proof". Part of this new look was to install a spinnaker tube similar to the Fireball's in the front deck. The innovation will make the Laser 2 easier to handle and more fun to sail. People with older boats will remember that wood blocks were used to back up the deck hardware. Now aluminum plates are glassed into the structure of the boats so they can take more strain.

The people building the boats are primarily the former from the old Alcott and Pearson plants, and their experience in constructing small sailboats is solicited by SLI's management. The first thing recommended to management was to increase the curing time in the molds at each station, producing stiffer hull components that did not distort during the assembly process. For the customer this results in a smoother bottom on a stiffer, lighter boat. This drive for quality carries into all the components of the boat, including parts. As of January 1992, all parts produced by SLI carry a SLI sticker on them. This way the customers and dealers know that they have the genuine article that will be warranted by SLI.

We were conducted on a tour of the plant by Peter Johnstone, Colin Bennitt, Cyndi Holden, Lauren Krause, Bill Richmond, and Erik Sayre. The plant was designed to provide a smooth flow of materials and personnel through the manufacturing process. The Receiving and Shipping Departments are located next to one another to insure tight control over all raw materials as they come into the factory. For example, before a tanker of resin is allowed to start filling the factory's storage tank, samples are taken and checked to insure that the resin complies with SLI's specifications.

The Materials and Cutting Room is where the fiberglass mat is cut to specific outlines to make sure the correct amount of material is put into each hull. On a special jig, up to 10 spar sets get assembled at a time. They once clocked that they could assemble 2 Sunfish spar sets per minute on a production run.

In the Assembly Room, the factory's ventilation and dust collecting system is oversized to provide a working environment that is as dust and fume free as possible. Its effectiveness was apparent in the cleanliness of the facility. There is a monorail system suspended from the ceiling of the factory, from which the hull and deck molds hang down to a good working level. The molds are first placed in the spray booth where the gel coat is applied. Once the gel coat has sufficiently hardened, the molds are moved to the laminating area. Here the pre-cut fiberglass mats are saturated with resin and laid in with the mast step and dagger-board trunk. The care taken in the preparation is quickly evident when you see that there is no excess resin or cloth in the mold and the joints are smooth; this improves the longevity of the hull and reduces the weight. The styrofoam blocks that provide flotation and stiffness are attached after the laminates have cured. (The jig for cutting the blocks was designed by Bruce Sutphen, our Class Measurer.) Next the hull is removed from its mold, weighed, flipped over, and bonded to the deck. By assembling the boat upside-down the amount of distortion in the hull is reduced, giving the boat a smoother bottom. After every use, the molds are cleaned and examined for wear or distortion. The Master Plugs for the Class are stored on site so that new molds can readily be made if required.

In the Rough Cut Room, the bonding between the deck and the hull is checked. Then the excess flange is removed; the edge is dressed; and the boat is weighed and recorded.

In the Finishing Room, a fiberglass template is placed over the entire assembled hull. This insures that all the hardware is attached in the same place on every hull.

After the hardware and splashrail are attached, the hull is taken to a scale for its final weighing before being packed for shipping. Plant production averages 5 Sunfish, 5 Lasers, 1 Laser 2, and 1 Zuma per day. The new Daysailer is produced every two days.

Peter made the point that anyone wanting a boat must get it through the dealer network. Looking forward to next year, color will be returning to the Sunfish. The colors offered for 1993 will be Aqua, Red, and Yellow for the splashrail and the cockpit tub. The SLI team made a strong impression on the class visitors by carefully listening to their comments and writing down suggestions.

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George Jackson, Don Bergman and Harry League—inspecting molds in Assembly Room.

Photo: Vicki Johnson

Finished Sunfish ready for packaging.

Photo: Vicki Johnson
REDEFINING SUNFISH JUNIOR SAILING

By Derrick Fries

If I were to describe a junior program to you that ran from 7:00 am to 6:00 pm, seven days a week, for eight weeks, with forty students and a near zero drop out rate, you would think that I was describing some theoretical model based on some idealistic concepts. However, this unique program does exist and has provided me with a new outlook of what junior Sunfish sailing is all about and has defined new terms and concepts.

Just prior to the Sunfish North Americans in 1992, I went to Venezuela to conduct a four-day sailing seminar at the America Vespucio Sailing School in La Cruz. This is the home of some of the more famous Sunfish sailors who have done well in the last few Sunfish Worlds, including Maurizio Costanzo. But, with these students having sailed such a large number of hours in a Sunfish, there is a whole slew of new potential National and World champions waiting in the wings. Can you imagine sailing a Sunfish this many days a year and loving every minute of it? Let me explain a little more how the program works and what it all means.

The sailing school is for any student in Venezuela regardless of economic status and operates on a work and incentive program. Students need not have any skills and start off learning how to sail by working on the boats and sailing in some of the older models which are up to 20 years old. The students are divided into groups: C for beginners, B for beginning racers, A for intermediate racers, AA for experienced racers, and Superior for expert racers. All these groups often start together, but have different courses and compete against students in their own division. Usually there are about ten boats in each division. The divisions are not separated by juniors or seniors; both the adult and the youth compete in the same division. For instance, in the A division you may find a nine year old boy along with a 40 year old man. This is quite unique and often inspiring style.

For the students to move up, they must be promoted by the head sailing instructor based on the amount of time, effort, hard work, and dedication they put forth. The less experienced students start out with boats that are in excess of 20 years old and as they get better they get promoted to a better boat. The Superior sailors are mostly sailing the new Sunfish boats and the AA sailors are sailing boats that are two to three years old. There is a great incentive to work hard because the older boats are often in need of repair and are quite heavy. The students willingly accept this and often you will see nine and ten year olds wet-sanding 20 year old boats, having fun, laughing, and learning about all the different parts of the boat.

This hard work ethic carries over to the launching of the boats. For instance, there are roughly 40 plus boats in the sailing program and rather than using dollies to launch the boats on a ramp which might allow one and a half to two boats, the students hand carry each and every boat to and from the water once or twice daily. There are between six and eight students who carry a single boat. Can you imagine doing this for 20 to 40 boats twice a day? The students seem to have fun doing it and have some friendly discussions about sailing and other things as they carry the boats.

Many of this school's traditions fly in the face of what we know here in America. Often faced with the concepts of greater choice, the Venezuelan students are quite content to know their choice is simply to sail in a Sunfish and don't have other distractions with other sports as Americans do. I feel strongly that their dedication to specific training in one boat and in one sport will greatly promote them to excel in performance and racing in the years to come. I feel they should be commended for their hard work ethic, the novelty of their program, and their on-going dedication.
by Pauline Mahoney

Bay Waveland Yacht Club hosted the 1992 U.S. Sailing Association Singlehanded Championship for the George O'Day Trophy, on August 10-13, on the waters of Bay Waveland, MS. Twelve competitors from all around the country had successfully competed in their areas to attend this national event. Most of the qualifying events were held in the Sunfish, but a couple of areas did not have Sunfish and qualified on Lasers. In fact, there were a couple of racers who had not even seen a Sunfish, let alone sailed on one! Jason Artof from California had not seen one until he pulled it out of the box! Brett Davis who eventually won the O'Day trophy only had a few days to practice on a Sunfish before this event!

Participants included previous Sunfish World Champion, Bob Findlay (area K), and Rod Koch (area D), hot from the Sunfish North Americans where he took 1st place and Paul-Jon Patin (area B); Josh Adams representing the Intercollegiate; Tim McGee from Washington, DC for the Service (Wow, did he look good in his uniform!); Brett Davis representing the Youth and Jason Artof (area J) on his way to Rhode Island to compete for the Smythe Cup on his Laser; Blake Middleton (area G) and Tim Abbey from a small lake in Ohio (area E); John Ingalls (area A) and Tom Donahue (area C); Bruce Mahoney the youngest sailor, representing Texas and area F.

It is always fun to be at Bay Waveland Yacht Club. The people are so friendly; the Race Committee always does a good job. In spite of Bay Waveland's fickle winds. There was ever kind of weather, from none to 35-40 knots of wind. Some very interesting thunderstorms occurred, with the Race committee doing some fine timing on the last race; shortening course in the face of a violent thunder and lightning storm; enabling the competitors to reach the beach and tie up their sails before running for the club amidst a downpour of rain and very dangerous lightning.

Monday, August 10th, was spent putting brand new Sunfish together with the Judges checking to ensure that all boats and rigging were alike. A practice race was held in the afternoon.

Tuesday dawned with a nice easterly breeze about 5-8 knots, and race one was held with Paul-Jon Patin holding onto his first place all around the course. Three races were held in the afternoon in a good southerly breeze 12-15 knots, with Tom Donahue winning the 2nd race, Brett Davis the 3rd and Josh Adams the 4th. It seems that everyone was going to have at least one 1st place (or so it seemed that day).

Wednesday was dark and gloomy with thunderstorms forecast for the day. Racing was postponed while wave after wave of rain showers came through from the SE with about 10-15 knots of wind; a few thunderstorms and some lightning, but the temperature was very pleasant. Lunch was served early and everyone was ready to hit the beach as the weather had cleared, but there were still some dark clouds on the horizon and one came steadily on looking very threatening and with quite a bit of wind with it. Two boats left the beach (Bruce Mahoney and Tim Abbey) and had an exhilarating ten minutes with winds of 20 knots and gusting until the Race Committee sent them in another postponement. They had a few judges worried until they reached their Sunfish, hoping they wouldn't break the boats. Rod Koch almost managed to leave the beach with one leg in his boat before a Judge stopped him. He looked very disappointed as he wanted to be out there racing along with the other two.

Finally, the weather settled enough to hold two races, with just a few rain showers and dying winds. It seemed that one Sunfish was not going to participate in this race as it was still on the beach after all others had left. But this competitor (who shall remain un-named) hit the beach running; reached the start line; saw the postponement flag, and sailed back to the beach for his sailing gloves or (life jacket), and still made it for the start of that race. Some people have all the luck! Tom Donahue took a 1st in race 5, with Rod Koch taking 1st in race 6.

After a wonderful southern dinner of fried catfish, Championship Chairman Griswold held a very productive meeting with the competitors.

Thursday, the last day of competition, three races were scheduled. The early morning breeze was out of the east, pretty steady and one race was completed with Brett Davis taking 1st place. The second race was not so successful as the wind was slowly dying and completely disappeared on the third leg. The only way the boats were moving was with the outgoing tide. The race committee reset the windward mark but it was not the sort of championship race required for this event and the race was canceled; much to everyone's delight. Over lunch, the wind filled in from the south with 5-10 knots. The 8th race was won again by Brett Davis with another comfortable lead—just about clinching the championship for himself.

Race 9 started with dark clouds beginning to build rapidly in the NE. Brett Davis again took the lead and held on. The sky was looking very ominous with another dark cloud coming in from the NW and colliding with clashes of thunder and lightning. It was moving rapidly onto the lake and the Race Committee shortened the course at the leeward end just off the club and beach. The timing was perfect, although a little too close for comfort with lightning striking the lake. But with a nice fresh breeze blowing, everyone made it ashore safely and quickly derigged and ran for the club house just before a wall of rain hit them.

When the storm abated, it was time to take the boats apart and have them checked over to see if they were damaged. Everyone had taken great care of them and there were no problems. It did take some of the competitors longer to derig, due to a poker game in the club house. They even tried to bribe a young sailor to take care of their boats for them but the price was not right!

The banquet was held that evening. Brett Davis was awarded the prestigious George D. O'Day trophy, with Rod Koch 2nd and Josh Adams third. Brett was traditionally dumped into the Bay at the end of the pier. Sometimes it's tough to be first!

Everyone had a great time, good racing, good food and good company, and lots of new friendships formed.

RESULTS: AREA

1. Brett Davis Y 5-6-1-2-1-1-1-1-1-1-1-1-1 26.75
2. Rod Koch D 6-4-4-6-2-1-1-1-1-1-1-1-1 42.75
3. Josh Adams I DNS-2-5-1-6-4-5-7-2 44.75
4. Tom Donahue G 3-1-2-4-10-8-6-7 51.75
5. Paul-Jon Patin B 1-3-8-DSO-9-8-7-4-3 53.75
6. Bob Findlay K DNS-7-10-8-5-4-5-4-4 58.00
7. Tim McGee S 7-11-7-6-3-3-3-9 58.00
8. Blake Middleton G 10-8-4-3-3-3-9-11 82.00
9. Bruce Mahoney F 4-6-7-7-2-10-9-10 87.00
10. John Ingalls A 6-4-3-6-11-10-4-5 100.00
11. Jason Artof J 2-10-11-10-4-7-5-10-12 71.00
12. Tim Abbey E 9-12-11-12-12-12-12-11 103.00

1992 George O'DAY Championship Finalists.

Photo: Pauline Mahoney

1992 O'Day Champs, L-R: Josh Adams, 3rd; Brett Davis, 1st and Rod Koch, 2nd.

Photo: Pauline Mahoney
The Southwest Regional Championship was held September 12-13, 1992 at Austin Yacht Club on Lake Travis in Austin, Texas. The 33 competitors, (7 Juniors, 13 Seniors & 13 Masters) sailed the two-day, seven-race regatta in light to medium, shifty winds. The group enjoyed a tropical, luau-type fare for dinner Saturday evening after completing five of the seven races. Bruce Mahoney, a fifteen-year-old from Houston, took top honors and qualified for the 1993 Sunfish World Championship.

Regional Results:

<table>
<thead>
<tr>
<th>Name</th>
<th>Score</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Bruce Mahoney</td>
<td>1-1-1-2-3-1</td>
</tr>
<tr>
<td>2. Ash Barba</td>
<td>5-3-3-1-1-2</td>
</tr>
<tr>
<td>3. Jerry Parlee</td>
<td>9-4-7-2-6-8</td>
</tr>
<tr>
<td>4. Brian Babbitt</td>
<td>2-0-4-7-1-4</td>
</tr>
<tr>
<td>5. Malcolm Jones</td>
<td>1-1-2-0-1-9-7-2</td>
</tr>
<tr>
<td>6. Tom Presswood</td>
<td>4-2-1-3-1-4-5-3</td>
</tr>
<tr>
<td>7. Bill Garoflo</td>
<td>8-2-0-11-10-2-5</td>
</tr>
<tr>
<td>8. Martha St. Romain</td>
<td>6-8-12-5-12-12-12</td>
</tr>
<tr>
<td>9. Claudia Foster</td>
<td>3-18-15-4-11-10-11-10</td>
</tr>
<tr>
<td>10. Joanne Weberlein</td>
<td>7-12-11-3-18-14-18</td>
</tr>
<tr>
<td>12. Michael Mahoney</td>
<td>13-9-21-12-15-5-10</td>
</tr>
<tr>
<td>13. Tommy Garoflo</td>
<td>16-21-10-6-19-17-4-16</td>
</tr>
<tr>
<td>14. Matti D'Erinco</td>
<td>15-10-18-20-21-6-7</td>
</tr>
<tr>
<td>16. Jonathan Baker</td>
<td>12-7-6-17-8-11-4-11-4</td>
</tr>
<tr>
<td>17. Patricia Manning</td>
<td>14-14-18-22-9-17</td>
</tr>
<tr>
<td>18. Vic Manning</td>
<td>19-13-9-2-0-1-2-1-1</td>
</tr>
<tr>
<td>19. Vicki Brainer</td>
<td>24-18-17-9-7-21-19-12</td>
</tr>
<tr>
<td>24. Dottie Cottingham</td>
<td>20-24-26-24-25-25-20-20</td>
</tr>
</tbody>
</table>

The Southwest Regional Championship was held September 12-13, 1992 at Austin Yacht Club on Lake Travis in Austin, Texas. The 33 competitors, (7 Juniors, 13 Seniors & 13 Masters) sailed the two-day, seven-race regatta in light to medium, shifty winds. The group enjoyed a tropical, luau-type fare for dinner Saturday evening after completing five of the seven races. Bruce Mahoney, a fifteen-year-old from Houston, took top honors and qualified for the 1993 Sunfish World Championship.
The seventeenth annual Wolf Lake Sunfish Regatta was bigger than ever this year! Twenty-nine boats participated in two fleets. This year included both the USSCA Midwest Regional and Wolf Lake Open Regatta to encourage sailing for all interested. A staggered start kept the two fleets reasonably separated for each of the five races. Winds were light (0-5 MPH) for the first three races on Saturday, but progressively increased Sunday (10-15 MPH) while still holding within the predicted 5-15 MPH with sunny to partly sunny skies.

Dan Feldman, of Highland Park, IL, won the Midwest Regional, but was quoted as saying: "I owe as much to luck as I do to Skill." This regatta was lucky, and I was good enough to make use of the luck I got." Bruce Lowstuter of Jackson, MI, won the Wolf Lake Open using a borrowed Sunfish. He noted this was the first First-place win in his career. He added: "This was a great success, and plans are being made for next years Wolf Lake Open.

**WOLF LAKE OPEN NON-USSCA MEMBERS**

<table>
<thead>
<tr>
<th>July 11-12, 1992</th>
<th>6 Boats</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Bruce Lowstuter</td>
<td>2-1-1-1-2</td>
</tr>
<tr>
<td>2. Glenn Betzoldt</td>
<td>2-2-2-1-1</td>
</tr>
<tr>
<td>3. Laura Young</td>
<td>3-3-3-3</td>
</tr>
<tr>
<td>4. Paul Harrington</td>
<td>3-4-4-2</td>
</tr>
<tr>
<td>5. Mick Tifford</td>
<td>5-6-5-5</td>
</tr>
<tr>
<td>6. Tom Swartz</td>
<td>6-5-6-6</td>
</tr>
</tbody>
</table>

Saturday morning came quickly as the sailors got prepared for the first race. Wind conditions were light and variable. The first race was completed before lunch. Races #2 and #3 were after lunch. Because of very light wind conditions, race #3 was abandoned.

Saturday evening there were various activities after dinner. Several sailors found a local go-cart track while others were given a tour of the Maumee River by boat. Sunday the race committee was able to squeeze in three races before lunch. Trophies were presented Sunday afternoon.

**Photo:** Kathy Zeigler

**JACKSON, MI MIDWEST REGIONAL 1992**


**Photo:** Kathy Zeigler
NY SUNFISH
REGIONAL—1992
Sayville Yacht Club
Long Island, NY
July 18-19, 1992 47 boats
1 throw-out
1. Tom Donahue
2. Paul-Jon Patin
3. Dave Dennis
4. Chris Williams
5. Scott Greenbaum
6. Andrew Kinsey
Cutchogue, NY
Ambler, PA
Blue Point, NY
Cliffside, NJ
Baltimore, MD
Cutchogue, NY
Threw out
3-25-3-2-1 9.50
5-3-2-1-2 9.75
1-7-1-4-3 12.50
4-2-6-5-11 24.00
2-4-10-11-8 28.00
6-1-18-7-5-13 31.75
14 boats
1. Tom Donahue
2. Paul-Jon Patin
3. Dave Dennis
4. Chris Williams
5. Scott Greenbaum
6. Andrew Kinsey
Cutchogue, NY
Ambler, PA
Blue Point, NY
Cliffside, NJ
Baltimore, MD
Cutchogue, NY
Trophies were awarded to the top four sailors.
Denis Futterlieb

INLAND LAKES
REGIONAL SUNFISH CHAMPIONSHIP
Blanche Lake, Battle Lake, MN
August 15-16, 1992
1. Harry League
2. Bud Narveson
3. Steve Schommer
4. Joe Richardson
5. A. J. Kiefer
6. Marvin Siekmale
Blanche Lake, MN
Blanche Lake, MN
Blanche Lake, MN
Blanche Lake, MN
Blanche Lake, MN
St. Cloud, MN
(1)-1-1-1-1-1
(3)-3-3-2-2-2
4-2-2-3-3-
2-2-4-4-4
5-4-4-5-5-
DNS-DNS-DNS-DNS-DNS
18
19
28
31
33
48
We had great weather both days, so good that we sailed six races the first day and three the second, and still finished before 1:00 p.m. Sunday. Winds were from the south and varied between ten and twenty-five mph. Temperature was in the seventies. We regret the poor turnout but all who came had a splendid time.
Bud Narveson
Blanche Lake Sunfish Fleet.

GOVERNOR’S TROPHY
N.E. REGIONAL
Bantam Lake Yacht Club
Morris, CT
September 19-20, 1992 18 Boats
1. Paul Fendler
2. Malcolm Dickinson
3. Peter Barnes
4. Denis Futterlieb
5. Bob Heckman
6. Ken Charles
7. Gordon Gigick
8. Dick Bowden
9. Tom Fendler
10. Tom Philbrick
11. Garth Mantz
12. James Creek
13. Scott Johnstone
14. Paul Bonser
15. Dellett Hoopes
16. Marianne Philbrick
17. Mary Chalmers
18. Bob Finnerty
Bate, CT
New Haven, CT
Wellesley, MA
Meriden, CT
Manchester, CT
Collinsville, CT
Morris, CT
Rye, NY
Centerville, MA
Cato, NY
Litchfield, CT
Centerville, MA
Manchester, CT
New London, CT
Southbury, CT
Litchfield, CT
Centerville, MA
Manchester, CT
Greater Hartford
34-43-44-DNS-DNS-DNS 217.00
36-40-43-DNS-DNS-DNS 217.00
45-45-41-DNF-DNS 217.00
32-DNS-DNS-DNS-DNS 224.00
45-44-DNF-DNS-DNS 228.00

An early morning cold front passed through the Litchfield Hills of Connecticut bringing with it winds gusting to 28 mph at the start of the first race. Mary Charles takes a dip before the first race gets underway, but hangs in there and starts anyway.

The Race Committee got in three races before breaking for lunch. The fast moving front gave way to 15-20 mph winds that afternoon, and the fleet got in two more races.

At the end of the day on Saturday the standings were: Malcolm Dickinson in 1st place with 8.5 points, followed by Paul Fendler with 12.5 points, Bob Heckman in third place with 16.75 points and Denis Futterlieb in 4th with 27 points.

On Sunday the wind was light and variable, and two races were sailed after several course changes were made. Paul Fendler out sailed Malcolm Dickinson to take first and second place.
MEMORIAL DAY REGATTA

Hunterdon Sailing Club
Spruce Run Reservoir
Clinton, NJ, USA

May 25, 1992  17 Boats

1. Nicky Einthoven  75-75-4  5.5
2. Don Sensenig  3-2-2  7
3. Steve Manson  55-75  7.75
4. Stephen Smeulders  4-4-6  14
5. Providence, RI  5-9-3  17
6. George Jackson  6-3-10  19
7. Derek Jackson  7-7-5  19
8. Trex Lake Buttes  8-12-7  27
9. Sumit, NJ  10-11-8  29
10. Joe Boehmick  14-6-12  32
11. Cranford, NJ  12-8-14  34
13. Pittstown, NJ  14-13-14  40
14. Bill Kreuder  15-16-DNF  47
15. Deb Cuddly  16-15-DNF  47
16. Scott Groenner  Montville, PA  17-17-15  49
17. New Providence, NJ

It was a relatively cold and mostly cloudy May Monday at Spruce Run Reservoir as 17 Sunfish showed up for the 1992 Memorial Day Regatta. There were North American Champions, North Jersey Champions, Hunterdon Sailing Club Bluenose Champions, and even a World Champion. Of course, it was a drifter: shifty winds at 1 mph, and the strength of each puff was inversely proportional to its dimensions. Five races were scheduled, four were held, three counted, two I won, and for one minute Don Sensenig thought he had won the regatta. Barry Seip, Neal Morgan, and Vim Einthoven did an excellent job on race committee.

The first race, first leg was upwind. We did have to tack a little to get to the buoy. Steven Smeulders, with a private puff, capitalized on the crowded starting line. The next private puff picked Nicky, who led the rest of the way to the first mark.

Nicky led until half way along the third leg, when an interesting mixture of puffs and windshifts turned the reach into an upwind leg. Steven Smeulders took over the lead as Nicky (on port) crossed behind his transom. Nicky decided to do the same tactics Steven had just done (history repeats itself) to keep in the running before Steve Manson and some others passed her also. Everyone sits on the low side, trying to keep their sails full. "Look! The leading edge of a puff, maybe I can catch it!!" Nicky gets a major private puff, hikes for all she's worth, heads straight to the buoy, and passes everyone, thereby reclaiming the lead! The puff diminishes in strength as it spreads out so everyone can have some. With one quarter leg remaining in the first race, Steve Manson makes his move, challenging for the lead. He plays all the little shifts, and passes Nicky! The ensuing tacking duel while puff hopping and trying to place the boat where the favorable shifts are expected while avoiding any holes—is beyond description. Somehow, the two end up to the left of the finishing line, with Steve Manson on a close reach sailing parallel to the finish line on port tack heading straight for the buoy, with Nicky hailing, "Starboard boat!" Steve allows Nicky to cross in front of him. She tacks onto his wind as he heads low for clear air. Three boat-lengths later, with Steve's bow still slightly ahead of Nicky's, Nicky calls for buoy room to round the pin end of the finish line and wins the race!

The second race, Nicky started right next to the Committee boat. A big puff that everyone got mixed with some luck and skill brought Nicky to the first mark first, followed closely by Don Sensenig. The wind seemed steady for a while as both reaches were reaches. On the first reach, Nicky pulled out ahead, and on the second reach Nicky held her own. The last upwind leg started with Nicky covering Don. That's when the wind started shifting again. Half way along the last leg, the wind lifted Don, but not Nicky. Nicky tacked, but it was too late, and Don was leading! A few puffs later, and Don was still leading, and pulling away! About 9/10 way to the finish, Nicky had enough good wind shifts to catch up to Don and put up a challenge. A few shifts, puffs, holes and a short tacking duel later, Nicky passed Don and went on to win the Race! "I made a million mistakes on that leg, I can only assume that he made more."

Race 3 was a real drifter, and starboard roundings. The RC end looked favored to most, but the pin looked favored to Nicky and Ramon Rosewaag. A shift immediately before the start made the pin favored, and a puff from the left immediately after the start made the pin end golden. Then a better puff filled in from the right, and people on the right tacked on the shift onto the layline, well ahead of the people on the left. Steven Smeulders leads around the buoy! The puff ends. A group rounds the buoy with no fouls. A wind shift makes this reach a dead downwind drifter. About six Sunfish line up boom to gaff next to each other; and Steven Smeulders has significant trouble getting clear air. Steve Manson takes the route farthest left near the shore (where in other wind conditions there would be a big hole.) The group catches up to Steven Smeulders and splits to go around him. The wind shifts so all gybe onto starboard in turn. Steve Manson gets a private puff and takes the lead! The wind shifts further forward. Then the wind shifts even further, and people have to tack for the mark. Don Sensenig, Posy, Nicky, Steven S. and others all round the buoy. Shortened course, the last leg is a reach. Steve M. and Don S. go straight toward the line. Steve S. goes low, Nicky goes high, and Posy goes straight. Steve Manson wins the Race!

Nicky wins the Regatta, Don Sensenig is second, Steve Manson third. My friend Scott (who picked up sailing last Wednesday) finished somewhere around 15th.

Submitted by Nicky Einthoven

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1992 Annual Regatta/Juniors Mary Kate Moniz, Allen Buttnn, Nancy LaJava.

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15 Boats

LAKE GLENDALE REGATTA
1992

Lake Naomi, Pocono Pines, PA

1. Che Hale .75-75-75-75-75 .25
2. Scott Lehosky (5)-2-4-2 .0
3. Bill Paris 11-7-9-7-7 12.75
4. Gary Johnson 7-4-6-9-7 15
5. Bud Thomas 6-7-14-9 19
6. Jim Park 14-17-3-3 20
7. Mary Kappel 4-15-10-6 21
8. Bill Young 2-8-12-12 23
9. Linda Hale 9-15-7-4 23
10. Quinn (19)-13-6-5 24
12. Grenchen Will (20)-12-9 28
13. Jeremy Lehosky 12-3-17-DNF 32
15. Lee Kimball 11-11-11-DNF 33
16. Lucy Kreisley (17)-14-15-15 39
17. Paul Bystrome (19)-1-17-17 40
18. Matt Sheridan 9-18-18 46
20. Anise Kimball (18)-16-16 47
21. Jenny Kimball (DNS)-DNS-DNS-DNS 72
22. IIOe (DNS)-DNS-DNS-DNS 72

The Sixth Annual Lake Glenendale Sailing Club's Sunfish Regatta was exceptional. (Lake Glenendale is a man-made lake located north of Altoona, Pennsylvania.)

The shining star this year was Che Hale. In all wind conditions the State College, PA native enjoyed running in the front position. Che was unfazed by the depth of talent that turned out for the regatta. Twenty Sunfish sailors came from all corners of Pennsylvania plus two sailors made the trip from New Jersey. And it was worth the trip. Wind conditions covered the spectrum; light, medium and heavy.

The first race was sailed in light shifting wind. Bud Thomas, from Williamsport, PA, enjoyed the early lead. During the second leg, Che and Scott Lehosky caught Bud. Because the third turning mark was set close to the shoreline a few boats (skippers to remain anonymous) did not maintain speed. Numerous positions changed. In the end Che, Bill Young, Gerry Brandt, and Mary Kappel finished ahead of the rest.

Racing continued in a building breeze. The second race course was a short triangular with a windward finish. During the last leg of the race a passing shower dampened the onshore spectators but not the sailors. Again, the racing was close with Che, Scott Lehosky, Jeremy Lehosky, and Gary Johnson leading the way.

Race number three was the most fun. The breeze by now was 8 to 15 mph so the race committee added an extra windward-leeward-windward to the basic triangular race course. Some people really enjoyed those windward legs. The top four boats that rounded the last mark traded the lead until the finish line. Bill Park, a consistent trophy winner at this event, won the race with Che Hale, Jim Park, and Scott Lehosky close behind.

For the fourth and final race a long course was set. The wind had built to an exciting 15 mph. A last minute wind shift made the pin end of the starting line favored so several boats made successful port-tack starts. Che lead the race from the starting horn and increased his lead on every leg of the course.

Everyone had to work hard to survive the windward legs. Che Hale, Scott Lehosky, and Jim Park seemed to enjoy the conditions while working up a seat.

The Lake Glenendale Sunfish Invitational is an annual event open to all Sunfish sailors. Hope to see you next year.

For more information contact:
Carol Park, RD I Box 103A
Wrightsville, PA, 17368
717/252-4805

INDEPENDENCE DAY REGATTA
Greater Detroit Sunfish Club on Lake Erie
Wheatley, Ontario, Canada

July 4-5, 1992

12 boats

1. Mike Siverer 1-1-1-2-9-1 5.50
2. Tom Katterheinrich 2-2-7-1-2 8.75
3. Kirk Beede 4-3-1-2-3 10.75
4. Andy Ogawa 5-3-2-3-7-.2.1 " 13.70
5. Terry Beede 5-4-4-4-(DF) 23
6. Gale Turluck 4-5-4-3-(DF)-7 24.30
7. Bruce Hubel 7-5-4-5-6 25
8. Robb Harner (DF)-10-10-10-6 38
9. Glenn Gorman 6-8-6-8-8 40
10. Bob Hamer 6-8-9-8-7 45
11. Jamie Hamer 6-9-9-8-8-8 56
12. Chuck Sihon 6-9-9-9-9-9 63

* Denotes serving as Race Committee

This year's Independence Day regatta was wet and wild! Saturday started out breezy and the wind built all day. We got kind of a slow start, so that by the end of the first race it was blowing a steady 25. The wind had also shifted from offshore to onshore, so waves started building. After lunch nearly everyone changed to their old (smaller) sails and/or put on a Jens rig to depower for race 2. About to depart for the race, the Race Committee noticed that one of the marks was missing. After a long search turned up nothing, it seemed the anchor line must have parted and the mark blown away. This delayed the start of the second race even further, and after it was sailed we called it a day. Sunday dawned somewhat quiet—the seas were down, the wind was down, but that was not to be for long! We expected to go for four races to complete the series. The first race was somewhat light. The second race finished kind of puffy. In for lunch, then back for two races that bordered on needing small sails and Jens rigs again! Everyone got a great workout (and tested some recently unused muscles) —Gail Turluck.
1992-93 WEST FLORIDA SUNFISH CIRCUIT

The "Pixie" Series

This is the fifth running of the circuit which began in 1988. The circuit will have 8 regattas this year. From the Sarasota Race, the circuit travels to Dunedin B.C., Boca Ciega Y.C., Davis Island Y.C., Lake Tarpon B.C., Treasure Island T. & Y.C., Gulfport Y.C. and finishing up with the year end party and trophy presentations at the Windjammers of Clearwater.

We hope this year to get the number of racers back into the 30 to 40 boat range for each race. Last year, we had an average of only 20 boats per race.

We made a change last year which will encourage the owners of white racing sails who wanted to race in the Challenger Division. Racing sails are now allowed in the Challenger Division. A ribbon will be used to identify the racing sails in the Challenger Division. Also, a trophy for the best colored-sail finisher has been added.

So here's a brand new season; dig the Sunfish out of the garage, and let's do some sailing. Hope to see you out on the race course.

Bill Wingrove

1991-92 FINAL RESULTS

Championship Division


Challenger Division

1. Dave Roberts; 2. Brad Wingrove; 3. Heather Heyne

JOHN BELL MEMORIAL REGATTA

Eastwood Lake, Dayton, OH

September 19, 1992 9 Boats


3-10 mph winds Modified Olympic Course Contact Jerry Callahan at 513/988-6747 for 1993 information

FUN-IN-THE-SUN(fish) REGATTA

Indian Lake Yacht Club
Indian Lake, Russells Point, Ohio

June 20-21, 1992 17 boats


Indian Lake Regatta Juniors—Ben Davis, Ken Graf and Jody Tomesek from ILYC. Seniors—1st, James Liebl; 2nd, Daniel Feldman; 3rd, Gail Turluck. Turluck Photo

JUST-FOR-FUN-REGATTA

Acton Lake, Hueston Woods State Park Oxford, OH

August 23, 1992


7-12 mph winds, Modified Olympic Course. Contact Jerry Callahan at 513/988-6747 for 1993 information.

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Send in any address changes or corrections so you don't miss any issues of the Windward Leg. This is important! The Class pays to send them out and has to pay when they come back.

Past issues of the Windward Leg can be ordered by sending $3.00 (check payable to USSCA) to Peg Beadle, 3782 Covert Rd., Waterford, MI 48328.


ANNOUNCEMENT
Rebecca Leigh has joined Alan, Leigh and Christopher in the Scharfe residence. She made her appearance on July 26, 1992. Rebecca weighed 7 pounds and was 21 inches. Nicholas Johnstone was born September 3, 1992 to Peter & Hadley. Congratulations to all!!!