EDUARDO CORDERO IS NUMERO UNO AT '93 WORLDS

Put 65 Sunfish racers from 10 countries and island nations at the Bitter End Yacht Club, Virgin Gorda, BVI, September 2-9, in new boats supplied by Sunfish Laser, Inc. and what do you have? Some of the best racing ever, as well as one big party, eight days in a row. Will the Bitter End Yacht Club and British Virgin Islands Yacht Club ever be the same?

We know Eduardo Cordero, of Venezuela, will not. He is now on the list of Who's Who in the Sunfish Worlds Winner category, along with some of the champions he raced against at this 23rd World Championship, i.e., Donnie Martinborough (a three-time winner), Bruce Sutphen, and Paul-Jon Patin. With only one bullet in eight races, Eduardo edged out Malcolm Smith, of Bermuda, by four points. His excellent tactics in picking out the favored side in the six light-moderate breeze races helped. When most of us would have killed for a 9th place finish in this tough fleet, Eduardo used his 9th in the second race as a throwout. Finishing the series with a 2-4 in 18-25 knot winds and 4-5 foot swells further proved he's fast and darned good. And we're not talking a 200 pound-er here.

Eduardo is a true champion, who even showed up at the awards banquet in a sports jacket. That may not sound unusual, but when "dress-up" at the BEYC means nice shorts and a clean shirt, wearing a jacket really stands out. But then Eduardo stands out. He's fun; he's nice; he's handsome, and he's the 1993 Sunfish World Champion and top Caribbean sailor. Congratulations, Eduardo.

Congratulations are due others as well. Chip Clifton, of Sarasota, Fl, and son of Charlie and Cindy, was the top junior finisher with a 13th overall. The top masters finisher was Jack Willy, of New Weymouth, MA, who not only earned a 10th place overall but was an honored recipient of the "bullet club" bottle of rum. He also makes up the dart game rules as he goes along—we're on to you, Jack. Janese Willy was the top woman finisher with a 32nd overall. Alfred Martis

(continued on page 2)

COLUMBIA SAILING CLUB HOSTS WOMEN'S NA'S

The wind generally dissipates toward early afternoon on the lakes in central South Carolina. On both days of the Women's North American Championship, sailed October 9-10, 1993, on Lake Murray, northwest of Columbia, SC, it did just that!

The 4-5 knot morning breeze on Saturday died to 2 knots or less by mid-afternoon. The stronger breeze early Sunday morning looked promising, with 8-10 knots as the sailors headed out, but it, too, lessened considerably by the end of the day's racing. Despite the dying wind, the boats kept moving and the event organizers were delighted to have gotten the races in as scheduled and to have been selected as the site for this year's championship.

Shoreside, the participants evidenced a spirit that was just plain fun to be around. At the Saturday Supper (which began with a social hour and featured a grilled steak din-
Competitors enjoyed BEYC's beach launching.

Worlds (from page 1)

(better known as Yellow Man) received the Sportsmanship Award, and Eric Erickson received the traditional "first entry" award.

Not all of the fun took place on the race course, however. There were those Dark 'n Stormy parties by the pool (thank you, David and Peggy Frith), and the lay day trip to the Baths, some on the gorgeous 46 foot motor sailer chartered by Cindy Clifton's brother, Jim Swan. And judging from the stares we got, I doubt if anyone had ever seen a 46-footer anchor at the Baths to the tune of a bagpiper (David Frith).

One of the notable quotes overheard at the awards banquet went something like, "If this event had been held in U.S. waters, it would surely be a candidate for the St. Petersburg Yacht Club Trophy (for excellence in race management)." There were no complaints from the racers; the race management was excellent. Thank you to all those wonderful folks who helped Race Committee Co-Chairs Chuck Hunter (BVIYC), John Burnham (BEYC and Sailing World), and Chief Judge Robin Tattersall (BVIYC). A very special thank you to Co-chairs Peter Haycraft (BVIYC) and John Glynn (BEYC) who spent the past year gearing up for a week of full-time activities, from the opening ceremonies to the closing ceremonies, with lots of parties and dinners in between. Class Secretary Terry Beadle did his share of running around also, coordinating the ISCA Advisory and World Council meetings held during the week.

So, that's what the week of the '93 Worlds was about—a medley of friends getting together, meeting new folks, sailing in the beautiful turquoise waters and sunshine of the Caribbean, racing with the best Sunfish sailors in the world, chach-a-ing until the wee hours, being with the greatest group of people anywhere, and promising to meet again at the next big event.

From top: A fast reach after a hard beat; Mike Mahoney entertains a group at the Baths; David Frith pipes the boat ashore; the fleet sails the sparkling waters of the BVI; Alfred Maris accepts Sportsmanship Award; World Champion Eduardo Cordero receives new sail from John Glynn, event chairman.

Windward Leg Fall/Winter 1993-94
Bruce Sutphen takes a wave at the mark.

Windward Leg Fall/Winter 1993-94
both boat speed and knowledge of which side of the course to take, winning four of the five races. A convincing second place showing was recorded by Linda Tillman, followed by Kara Forman and Gail Heausler. In fifth place was Libbie Tillman, Linda's daughter. It appears that the tradition continues in that sailing family.

A special novice award, instituted to recognize the top finisher competing in this event for the first time, was presented to local South Carolina sailor Zoe Dommel. Awards were presented to the top five finishers, and each competitor received a participation award, a plexiglas pendant on a ribbon.

From top: The Sat. night steak dinner at CSC was a big hit; the boats are off to a crowded pin end start; spectators watch races from David Mahrer’s boat; the top five finishers, from left: Gail Heausler (4th), Kara Forman (3rd), Nancy Haberland (1st), Linda Tillman (2nd), Libbie Tillman (5th).

The rockers on the club’s front porch were a popular spot to discuss the races.
OPPORTUNITIES FOR JR. SAILORS ABOUND

Some junior Sunfish sailors may not be aware of the opportunities available to junior sailors in the way of US Sailing sponsored events. These events are designed to encourage participation in well run regattas to enhance your skills and enjoyment of sailing, and are invaluable experience if you are interested in collegiate sailing teams.

For example, the US Sailing/Rolex Junior Women's Sailing Championship for the Nancy Leiter Clagett Trophy is sailed each year. The perpetual trophy, an antique silver bowl, was donated by C. Thomas Clagett in memory of his wife Nancy, who was a champion sailor dedicated to youth sailing. The purpose of the event is to encourage and develop women's sailing in the U.S. by supporting junior women sailors. Participants must be female and aged 13-18 in the calendar year of the event; i.e., not having reached their 19th birthday in the year of competition. The format of the event generally features a clinic, practice race, and six races in Lasers using the radial rig, with housing provided for competitors. Remember that the skills you utilize in sailing the Sunfish are readily transferable to sailing a Laser or other dinghy.

Other US Sailing sponsored events open to both Junior men and women include the US Sailing/Rolex Junior Championship for the Sears Cup, Bemis Trophy and Smythe Trophy, as well as those listed below.

A junior membership in US Sailing is $12 and includes a subscription to the American Sailor (reason enough to join!).

For further information call Trish Walcott at US Sailing, (401) 849-5200. Plan now to take advantage of these excellent opportunities to increase your sailing experience and improve your level of skill. Nothing ventured, nothing gained!

1994 US Sailing Junior Calendar
June 17-23 Nautica/US Sailing Youth Championship, Chicago, in Lasers, Club Collegiate 420s, Mistral Imco. By application; deadline is 4-1-94.

GRANT $ FOR YOUTH CHAMPIONSHIP STILL AVAILABLE

Last summer, the Coral Reef Sailing Foundation announced the availability of funds to help defray travel costs and charter fees for sailors under 21, for the 1993 Youth Championship at the U.S. Sailing Center in Miami, December 26-30. (See article in Summer issue of Windward Leg, p. 7.)

A clinic will be conducted on December 27 by members of the US Sailing Team, followed by three days of racing in the Sunfish, Lasers and Laser II.

For a grant application, contact Lee Parks at US Sailing, Box 209, Newport, RI 02840

JUNIOR ENJOYS WOMEN'S NA'S

by Suzanne Groves, 13 Geechee Sailing Club, Savannah

As usual I was the only junior, but for once I wasn't the only female. On the weekend of October 9-10, Columbia, South Carolina was crawling with women sailors. There were 26 Sunfish, to be exact, and everyone was pumped up about the Women's North American Championship. The regatta consisted of five races sailed in mostly light air on Lake Murray. The race committee did an excellent job with the courses and the people at Columbia Sailing Club were as friendly as could be. The competitors' willingness to share their knowledge and helpful hints made the regatta a great learning experience. The chance to sail with such a high level of sailors made the trip from Savannah to Columbia worthwhile, and I would do it again. The Women's North Americans was a lot of fun.

The Junior Corner is a column for juniors, written for and/or by juniors. Any input by our younger set would be much appreciated. If you are interested in donating a little time or an article, just let me know. Thank you.

—Connie Miller, Junior Committee Chmn.
FOUR THINGS YOU MUST KNOW FOR EACH START

by Rick White

Starting can be a real art. It is not just a matter of hoping to get to the line on time and, if all goes well, be in good air with a great jump on the fleet. First, you must know how to totally control your boat – stop, start, sit still, back up and accelerate instantaneously. And you must do your homework and get to know the starting line intimately for each and every start. That homework is what we are going to discuss.

What you must know:
1. The favored end of the line
2. The length of the line
3. The transit
4. The current
Let’s look at them one at a time.

The Favored End

The line can be either port end favored (pin end), starboard favored (RC boat end), or even. In Diagram 1 the line is starboard favored. As you can see, there are two boats on the starting line. Boat A is at the port end, while Boat B is at the starboard end. In this case, B is nearly two boat lengths ahead of A right at the start. B already has a head start.

The favored end is determined by drawing a straight line perpendicular to the direction of the wind. The end that is closest to that perpendicular line is the favored end.

In Diagram 2, the port end is favored for the same reason and, in this case, Boat A has a big jump on Boat B.

The Length of the Line

It is always a good idea to sail the length of the line and time it. Know how long it will take you to get from one end to the other. This little bit of information can reap big benefits in shifty winds. For example, you have timed the line and know it takes you one minute 30 seconds to go from the RC boat to the pin. The line is starboard favored. You are inching your way toward the starboard end of the starting line with a couple of minutes remaining when a header occurs. The header turns the port end into the favored end.

Wow! You have one minute 45 seconds to get there, and you know it takes one minute 30 seconds to actually travel that distance. Hey! You’re racing! Sheet in and head for that favored port end with all the speed you can muster. Chances are, you might be one of the only boats down there, too. You will have a big jump on the entire fleet, just because you did your homework.

The Transit

Many folks don’t really know where the line is. Oh sure! It’s easy to tell, when you are sailing right next to the RC boat or the pin, but what about the middle of the line? It is really tough to know where the line is from the middle just by eye-balling it.

We have a drill in our seminars where we have everyone sail through the middle of a rather long line, have them look both ways and then, when they think they are right on the line, they raise their hands. At the same time a coach blows his whistle when they actually cross. Most sailors are anywhere from 4 to 10 boat lengths off, some even more.

The drill continues by having them get a transit and do it again. This time they will be within a few feet, and mostly right on the money.

How do you get a transit? Look at Diagram 3A. You get beyond the RC boat and sight across their line flag, then across the pin at the other end, and line up something on shore that is stationary. In this case, we found a cute little house. That is your transit.

Look at Diagram 3B. Now, as you approach the line in position A, if you look across the pin, you will see that the house is behind the pin. This means you are behind the line as well. If you are in position B and look across the pin, you will see that the house is ahead of the line, and that means you are ahead of the line as well. In position C, the boat is right on the line. As this skipper looks down the line across the pin at the other end, he will see the house.

The transit is great to know all the time, but especially in big fleets. Ever heard of the mid-line bulge or sag? Most sailors don’t get transits, so they guess where the line is. And from our drills we know that they can be 4 to 10 boat lengths off in their guess. So, for the first start, all the skippers are aggressive and out to win; they crowd their judgments.
sure enough, most of the fleet is over and there is a general recall. That was the mid-line bulge.

Ah! But the dreaded One Minute Rule comes into effect. Now comes the mid-line sag.

You are the sailor with a transit and you may be way upwind of the sag. And the saggers that didn't get transits think you will be over. Not so. You will get a great start and in clear air – already ahead of the poor saggers. It pays to do your homework.

Current

Always check the water current. Many of us sail in small lakes where there is no current and get sloppy. Try to get in the habit of checking; even in some inland lakes there can be wind currents. So beware.

How do you determine all these things?

There are as many ways to determine favored ends, line lengths, transits and currents as there are sailors. At our seminars, we have had over 25 champion guest experts who have won Olympics, Worlds, North Americans, Nationals, etc. And it seems each has his own way of going about getting the homework done. One universal fact: they each and every one get their homework done for each start.

For a really simple, quick way to do your homework, check out Diagram 4. This sailor simply pulls up head-to-wind at the pin end.

1. Our hero looks perpendicularly across the flag, to his telltale, or his sails, or whatever, and if where he is looking is ahead of the RC boat, the line is port favored. Obviously, if the RC boat is ahead of where he is looking, then the starboard end is favored. So, now he knows the favored end.

2. The sailor then sights down across the pin and across the flag on the RC boat, lines up something on shore and gets a reverse transit. Now he has a transit as well as the favored end.

3. Next, this sailor looks at the anchor rode of the pin. It will point toward the direction from which the current is coming. If it is straight into the wind and he doesn't see bubbles rushing by the pin, then there may not be any current. So, now our sailor has three of the four things he needs.

4. Lastly, our sailor bears off and times his run to the RC boat. Our hero has accomplished all of his homework. He will certainly now have time to get another transit in the other direction, too.

So, don't take a chance at starts. Learn to control your boat and then do your homework. Be a good starter.

Rick White has written three books on Catamaran racing, the most recent of which was co-authored by his wife, Mary Wells, a champion in her own right. In 1989 they founded Rick White's Sailing Seminars, and have since been traveling the country putting on seminars in Lasers, Sunfish, E-Scows, and Catamarans. In the winter Rick and Mary run the sailing camps in the Florida Keys, utilizing the expertise of a guest champion sailor, video taped on-water drills, and evening lectures. The next Sunfish Race Camp is scheduled April 10-15, 1994 (see ad in this issue on page 8).
important changes that can be made to the rudder that do truly affect boat speed and hydrodynamic efficiency. First off, we can refinish our rudder just as we did our old daggerboard. (See Workbench: Making a Stock Board into a Speed Board; Vol. III, No. 9).

The blade should have all of its hardware removed. You can use a pair of 7/16" wrenches to remove the bolts. The springs can be removed with vice grips and a little forearm strength. The spring pin can be removed by putting the rudder on a table with the pin just hanging over the edge. Carefully tap it out with a hammer. If it is stubborn, tap it one way, then turn it over and tap it the other. To reinstall hardware you'll need to redrill the two 1/4" holes and the 5/16" pin hole with the respective drill bits.

Refinish the board with a quality epoxy or resin. You can use 7-10 oz. glass cloth if you like, similar to the daggerboard, but it is not necessary. I have cloth on my board. Strip the board with paint remover, or by scraping or sanding. The forward edge should be reshaped into a foil by using either Bondo™ or West System™ with one of the available thickeners added to it. The edge should be made into a nice foil, utilizing the entire 1-1/4" distance allowed. This foil will decrease rudder stall and drag, especially in heavy air.

Likewise, the aft edge should be sharpened, using the full 1-1/4" distance. Don’t sharpen the aft point past the allowable 1/8".

Make sure to refinish the rudder with three or more coats of epoxy. You can color the epoxy with white or gray pigment or you can add graphite powder for a slick black finish.

The final sanding should be done with 80 grit paper, then 120, then 150, then 320 wet paper and finally 400 wet paper. Sandings between coats of epoxy should be done with 60 or 80 grit paper. Another important adjustment for speed that can be made to your rudder is one that is often overlooked by most sailors. The minimum angle of where the rudder meets the hull keelson is 120 degrees. Most stock rudders come out of the factory at 130 degrees or more (see the ISCA Rule Book). It is very advantageous to have the rudder angle at 120 degrees. This lowers the rudder in the water and helps balance the boat better. This is very advantageous in heavy air. Don’t try to lower this angle even more, however. It can be easily spotted by a good eye on the water. At the North Americans one year we caught several boats infringing on this rule. You never know when the measurer might check these angles.

To change your angle, you may have to relocate one or both of the bolt holes in the rudder. The first thing you have to do is use a protractor and make a cardboard or wooden template of a 120 degree angle. Check your rudder on the boat. If it is off, remove your hardware and with all of it off, put the rudder casting back on the boat. Put the rudder in and mark the holes as to where they should be if the angle is correct. The old holes can be filled with epoxy or by gluing in 1/4" dowels. If your angle was quite a bit off, you will really feel the difference the next time it blows hard.

One last problem than can be fixed which doesn't have to do too much with speed is that many sailors' tillers rub or dig into the back deck. Again, this problem can be fixed by moving the tiller bolt holes. Take the bolt out and fill the old with epoxy or a glued in 1/4" dowel. After it is cured and smoothed, set up the tiller and rudder on the boat so the tiller clears the deck by an inch or two. Mark this spot and drill a new hole. This should stop all that digging into the back deck.

These are some very important things that you can do to increase your boat speed and rudder efficiency on the back end of the boat. They are simple winter projects that will enable you to see gains in speed and performance next spring.
KEEP US INFORMED

Please advise the class office of your new fleet captain's name and phone number for our records. This is important so that he/she will receive class information and requests for regatta scheduling input.

There is no charge to obtain or renew a Fleet Charter. A minimum of five boats with current membership is required.

Fleet Captains, if you would like to present a fleet champion black chevron and certificate to your fleet champion, send your written request to the class office.

Members are urged to provide notice of address change promptly, to prevent loss of the Windward Leg (and the class' money paid when the post office returns your copy marked "address unknown", etc).

NEED MAILING LABELS?

If you need mailing labels for distribution of regional newsletters, or regatta notices, let us help you.

Just specify your requirements (states, zip codes, etc.) Most any need can be met. Labels are $15 plus 6 cents per name, postage included. Send requests and check payable to:

Mr. Terry A. Beadle
c/o USSCA/ISCA
P.O. Box 300128
Drayton Plains, MI 48330-0128
Tel/Fax (313) 673-2750

(NOTE: This number will change in 1994 to (810) 673-2750.)

NEW REGATTA ASSISTANCE PROGRAM

Paul Odegard

In an effort to encourage expansion of the Sunfish Regatta Schedule, the USSCA Board of Directors voted at the 1993 North American Championship to authorize the following assistance program for Sunfish Regatta organizers, beginning in 1994:

Free for any new or re-activated, defunct regatta:
- One advertisement or article in the Windward Leg
- Up to 300 mailing labels
- A Perpetual Award donated by Sunfish Laser, Inc. and USSCA

The above benefits are subject to the following restrictions:
- Available one time only.
- Not retroactive.

- New regattas must be listed in the USSCA regatta schedule.
- Prior approval by USSCA Regional Representative is required.
- Mailing label requests must be submitted to the USSCA office at least 2 weeks prior to date needed.
- Requests for perpetual awards must be submitted to Paul Odegard at least one month prior to the regatta date.

Regatta organizers should contact their Regional Regatta Rep's for further details. Regional Regatta Rep's are encouraged to consult past regatta schedules and solicit organizers to re-activate any defunct regattas, as well as promote new events.

FIND THE ANSWERS IN BACK ISSUES OF LEG

Previous issues of the Windward Leg can be ordered from the Class Office by sending $3.00 each (check payable to USSCA) to Peg Beadle, P.O. Box 300128, Drayton Plains, MI 48330. Specify issue(s).

Some highlights:
- RACING WITH YOUR NEW NORTH SAIL by Derrick Fries, Vol. III, No. 2.
- CONVERSION TO AN INVERTED TRAILER by Malcolm Dickinson; SOLUTIONS FOR RUDDER PROBLEMS by Larry Cochran; WINDSHIFTS by Kirk Beadle; Vol. III, No. 7.
- INNER HULL REPAIRS by Brian Weeks, Vol. IV, No. 1.

DUES NOTICES DUE OUT IN DECEMBER

1994 Dues Notices will be mailed in December. Please renew promptly at the same low rate of $30.

If you have a friend or relative who is a non-member and/or a new sailor, why not give a holiday or birthday gift of a 1994 membership?!

Dues for new members remain at the same low price. For $35, a first time member is assigned an official sail number and receives a set of self-adhering legal size sail numbers, a membership card, a copy of the Class Measurement Rules and Constitution booklet, the Annual Regatta Schedule and the Windward Leg, published three times a year. What a bargain! See the membership form on page 27.

HELP WANTED!

Volunteer to edit several tapes that have been sent to the Class Office. Salary: zero. Reward: enjoyment and satisfaction. Possible fun winter project. Reply to Peg or Terry Beadle (tel/fax: (313) 673-2750).
USSCA PRESIDENT'S LETTER

HEALTHY BUILDER...HEALTHY CLASS

by Brian Weeks

Being involved with the class as an officer, I am constantly trying to think of how to get more people interested in Sunfish sailing and getting them on the race course. How do we get new sailors and bring back the old ones, as well as keep the current sailors interested? One of the most efficient ways is simply to have a healthy manufacturer.

Over the years, sales of Sunfish have risen and declined as times have changed due to a number of different phenomena. The reputation of the boat, overall participation in sailing by the public, the quality of the boat, and participation by the builder in the class are all important. A healthy builder, one that is selling boats, building good boats and making the proper decisions as to colors and equipment changes, is very good for the class. If Sunfish Laser, Inc. sells a bunch of new boats, there's a good chance we'll see new sailors on the water. New colors and equipment changes at the right pace keep us excited about our boats.

If the builder goes through bad times, there is a good chance that the class will hurt because of it. If the boats are being built poorly, or if bad decisions are being made as to equipment, pricing, dealer relations, or if economic times are bad, the class will surely suffer. Participation will be down and confidence will be low, especially if the boat has a bad reputation for a period of time.

Back in the late 80's and up to about 1990, when Pearson had taken over AMF, the quality control at the factory was not good. Boats were being built that leaked and that were resin rich in some areas and weak in others. I have worked on many Pearson boats that had problems. Pearson's best move was to make the change in the boat that we have current today. New boats now have rolled deck edges and a narrower side deck in an attempt to prevent the common deck crazing around the cockpit.

Pearson's stay with Sunfish was short lived but they helped bring about an upswing in sales. The new boat is more comfortable and stronger. SLI benefited from this as soon as they took over and began producing good boats. SLI's quality control was excellent, almost from day one. The "new" Sunfish was tempting to so many people, making them want to buy a new boat. SLI is now keeping this idea rolling each year by changing colors; last year it was cockpits and splash rails, this year it's new deck colors and purple cockpit tubes. Slowly, but surely, there are more and more new boats on the water, even though there are literally thousands of used Sunfish around the country to be had at a fraction of the cost.

SLI is making a superb Sunfish right now; their quality control is excellent. The boats are light and strong, fast and good looking. All of this is very good for the class and we are seeing an upswing in participation on the water by new sailors and some returning to the class. Membership is up as well as interest, and I think next year's statistics will be even better.

What the builder must resist, however, are changes that occur too quickly and without approval by the International Sunfish Class Association and IYRU. The change to the deck was welcomed. The new daggerboard was protested but, after re­search and testing, was approved by the class. In the long run I believe it is a good move for the builder and the class alike.

Small, quick changes without ISCA and IYRU approval or input must be avoided. A few people are concerned now about the new rudder cheek castings made of plastic which are coming through on the new boats. They are worried about strength and lighter weight, but also feel that these changes should not be made without class approval.

Two years ago SLI changed the boom blocks, resulting in complaints that the new blocks did not swivel nor would they handle a sheet larger than 5/16". Both changes need IYRU and class approval. The Sunfish is a one design class, and its success is based on the fact that older boats can compete successfully with new ones. Even though interest builds upon such changes as the new centerboard, if they happen too often, sailors get frustrated trying to keep up.

At the same time that we expect all of this from SLI, we have to keep our end of the bargain. We must try to build class membership, get juniors in the boat, and actually act as salesmen for the builder. If we can get new people in the boat, the class will be healthy, the builder will be healthy, and the domino effect will take place, ever strengthening on-the-water activity in the Sunfish Class.

Brian Weeks, USSCA President
271 River Ave., Patchogue, NY 11772
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Prodigy Mail #: cdpw66a
VIDEOS AVAILABLE FOR THE ASKING... PLUS SMALL FEE

If you need a video to show at fleet meetings, Sunfish promotional opportunities, or just for your viewing pleasure, please call or write the class office. We will loan you one for a modest fee, primarily the postage charges. Just send a $50 deposit check, payable to USSCA. When the video is returned, the treasurer will refund you $41.

Videos available include:
- 1st World Championship (St. Thomas)
- 3rd World Championship (Bermuda)
- 18th Worlds (Aruba)
- 19th Worlds (Nassau)
- 21st Worlds (Curaçao)
- 1989 Masters Regatta (Florida)
- Sail to Freedom
- Sunfish Promo Video
- Combo: Bermuda Worlds, '89 Masters and Sunfish Promo, all on one video
- U.S. Sailing Video on Rule 54 (Propulsion and Kinetics; explanation and clarification by IYRU; 26 minutes)

FROM THE EDITOR

Linda Tillman

Thanks to all of you who sent articles, results, and photos for this issue. Again, there was more than I anticipated, but that's a sign of a healthy and growing class!

Please include a regatta writeup with your results, even if just a paragraph or two. Providing competitors' hometowns with the results is also helpful; that is, if you like seeing them included. Photos are wonderful, and I will return them to you if requested.

Be careful marking photos; it is best to write on the back with ballpoint pen (not felt tip marker) or on a separate piece of paper, to avoid ink accidentally smearing on the photo itself. It happens!

Material should be mailed to me, Linda Tillman, c/o the class office. While there is some leeway, please try to meet the deadlines, as follows, so that the news gets out to everyone on schedule:

Copy Deadlines:
- Spring Issue: February 15
- Summer: June 15
- Fall-Winter: October 15

Thanks again for your input, and let me know any suggestions you have for improvements or additions.

One more request: Do patronize our advertisers! And when you place your order, tell them you saw their ad in the Windward Leg!

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1993 USSCA Board of Directors and Committee Chairman

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  - Christopher Houston
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ISCA PRESIDENT'S MESSAGE

Dear fellow sailors:

By now I trust everyone has recovered from the fantastic World's experience we had at the Bitter End Yacht Club in the British Virgin Islands. I'm sure most of you will agree that it tested your sailing skills in all conditions: heavy air, light air, shifty, steady, waves, flat water, and every combination thereof. That I was severely tested is documented by my poor showing. In any case, your officers and I are hard at work in arranging next year's World Championship in Bermuda with Chuck Millican, who is our contact man there.

Next year there will be some changes in the mechanism for selection of sailors for the Worlds. Primarily, we will be adhering more closely to deadlines so as to allow the organization to better plan the event.

We have been working closely with Peter Johnstone at SLI and, judging from the condition of the hulls in the Virgin Islands, he is doing an excellent job in quality control. We are all looking forward to the new daggerboard, which becomes official December 1. From my experience at the World Championship, this makes the boat more user friendly and should expand its appeal to those just getting into the Sunfish Class, who don't know all the tricks about making the boat go. In a word, this should "widen the groove."

In closing, I'm looking forward to next year's season. Brian Weeks and the local regatta chairmen are working hard on next year's schedule and I'm sure it will be a busy one.

See you on the water.
Len Ruby, ISCA President

REGATTA REMINDER

1994
March 10-13 National Midwinter Championship, Sunfish Fleet 669, Patrick Air Force Base, Satellite Beach, FL. Contact Bill Haberland, 437 N. Neptune Dr., Satellite Beach, FL 32937; (407) 777-4862.
March 18-20 Master's International Championship, Davis Island YC, Tampa Bay, FL. Contact Rod Koch, 1013 Locust St. NE, St. Petersburg, FL 33701; (813) 821-8245. 40+ age only.

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MINUTES

INTERNATIONAL SUNFISH CLASS ASSOCIATION
ADVISORY COUNCIL MEETING
SEPTEMBER 4, 1993
BITTER END YACHT CLUB
VIRGIN GORDA, BRITISH VIRGIN ISLANDS

Advisory Council members present: Bruce Sutphen (USA), David Frith (Bermuda), Alex Roose (Curacao), Greta Dekker-Bruning for Jan Walig (Holland), Peter Johnstone (Builder), Artie de Vries for Albert Ijsma (Holland), Joel Furman (Chief Measurer), Paul-Jon Patin (World Champion), Ernst Kervel, Sr. (Aruba).

The meeting was called to order at 6:30 pm by ISCA President Len Ruby. Roll call was taken and it was determined that a quorum was present. Some introductions followed.

The minutes of the previous meeting were approved as published in the Windward Leg. Bruce Sutphen and several other members appeared. Bruce took over the meeting from Len.

I. Roll Call

The new daggerboard and templates were discussed. A motion was made to have the Builder supply measurement templates to cover the shape of the upper two-thirds of the foil. The motion carried.

II.adx Furman presented a list of changes proposed to the Class Measurement Rules by the USSCA Rules Committee. Each proposed change was presented, discussed and voted upon. The proposed changes and the voting results were as follows:

Rule

3.2.3 Omit: "Rule 3.2.3"

Change APPROVED.

3.2.6 Omit: "3.2.6"

Change APPROVED.

3.2.3 Omit: "Subject to Rule 3.2"

Change APPROVED.

Add: "The emblem shall be clearly visible on both sides of the sail."

Change APPROVED.

Add: "The second sentence"

Change APPROVED.

Add: "Recommended placement is shown on Page II-16 with the numbers placed parallel to and one inch from the stem, centered under the Sunfish emblem and with the number on the starboard side placed above that on the port side."

Change APPROVED.

Add: "The whole paragraph"

Change APPROVED.

Add: "The main sheet may be any length and diameter. The trigger clip may be removed or replaced with an alternate clip of approximately the same size. A small running block may be used on the rope bridle with or without the clip."

Change APPROVED.

Add: "Second sentence, after 'one additional bridle'"

Change APPROVED.

Add: "Equipment (sail, spars, daggerboard, rudder)"

Change DEFEATED.

Add: "17th birthday"

Change DEFEATED.

Add: "A Sunfish competitor shall not race as a MIDGET if his 14th birthday falls in the calendar year of the regatta."

Change DEFEATED.

Add: "Both skipper and crew shall be MIDGETS."

Change APPROVED.

Add: "One cleat of any type may be installed on the mast not more than four feet from the base, for cleating the line used to tie the 'Jens Rig' (Ref. Rule 3.7.3)."

Change APPROVED.

Add: "Theboom blocks may be replaced with blocks of similar size and shape."

Change APPROVED.

Add: "Last sentence."

Change APPROVED.

Add: "See sail diagram on Page II-16."

Add: "their NSCA"

Add: "ISCA"

Change APPROVED.

Add: "In the event of equipment failure, approval may be delayed until convenient to contact the race committee. However, approval must be sought before the time limit for filing protests expires."

Change APPROVED.

Add: "The Council for clarification on several issues he has encountered while measuring boats. The Council applauded the job he has been doing and suggested he maintain the strict path he has been following."

The following four (4) issues were clarified:

A. The use of gray tape in combination with string on the boom in order to act as a fairlead is NOT ALLOWED.

B. The use of stainless steel hose clamps and/or plastic hose clamps to mount the cleats on the spars is ALLOWED FOR THE WORLDS ONLY.

C. The use of screws to fasten end caps is ALLOWED FOR REPAIRS ONLY.

D. Fiberglassing the tiller to strengthen it is NOT ALLOWED.

IV. Old Business: none

V. New Business: none

VI. The meeting adjourned at 8:28 pm.

Respectfully submitted,
Terry A. Beadle, ISCA Secretary

INTERNATIONAL SUNFISH CLASS ASSOCIATION
WORLD COUNCIL MEETING
SEPTEMBER 4, 1993
BITTER END YACHT CLUB
VIRGIN GORDA, BRITISH VIRGIN ISLANDS

World Council members present: Leonard Ruby (President), Alan Scharfe (Past President), Alex Roose (Vice President/Curacao), Terry Beadle (Secretary), Harry League for Larry Cochran (Treasurer), Bruce Sutphen (Advisory Council Representative/Advisory Council Chairman), James Stewart (Bermuda), Brian Weeks (USA), Greta Dekker-Bruning (Holland), Peter Johnstone (Builder Representative), Miguel Santana for Jesus Feria (Dominican Republic), Alex Roose for Dr. Henri Pied (Martinique), Eduardo Cordero for Mauricio Costanzo (Venezuela), Artie de Vries (Suriname), Ernst Kervel, Sr. (Aruba), Joel Furman (Advisory Council Representative/Chief Measurer), Lee Parks (LYRU Representative), Eric Erickson (Membership Chairman).

I. Roll Call

The meeting was called to order at 8:45 pm by President Len Ruby. Roll call was taken and it was determined that a quorum was present. Each NSCA 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.

II. Minutes

The minutes of the last meeting were approved as published in the Windward Leg.

III. Reports of the Officers

A. President- No report

B. Vice President- Mentioned the fine job SLI did repairing their World boats.

C. Treasurer- Report prepared by Larry Cochran:

ISCA Treasurer’s Report,

Balance on hand January 1, 1993 $51,579.29

Revenue:
1993 Dues (through 5/31) $7,755.00
Interest 824.39
SLI Support 3,855.00
Total 1993 Revenue 12,434.38
1992 Dues Paid by USSCA 2,235.00

Expenses:
Office Services $3,641.54
Office’s Expenses 68.14
Daggerboard Development 245.19
Worlds Regatta 5,000.00
Total Expenses 9,954.87

Balance on hand July 31, 1993 $57,293.81

Checking Account 8,086.48
6 month CD 49,207.33

J. L. Cochran, Treasurer

Windward Leg Fall/Winter 1993-94 13
IV. Advisory Council Report
President Ruby asked for a motion to accept the Advisory Council report in total. The motion was made and seconded. Little discussion followed. The motion passed.

V. Committee Reports
A. Membership - Chairman Erickson reported that there are 1550 US NSCA members and 242 other NSCA members representing a total of 13 recognized NSCAs. He mentioned that non-US NSCAs are growing in membership and he would do his best to see that this trend continues. He also mentioned that Italy and Japan were beginning to show some interest.

VI. Election of Advisory Council Members
The following nominations were made:
- Peter Johnstone, USA
- Frans Versteeg, Curacao
- David Frith, Bermuda
- Ernst Kervel, San Andres, Aruba
- Jan Walig, Netherlands
- Artie de Vries, Bonaire
- Larry Cochran, USA

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

VII. Old Business
Peter Johnstone was asked to report on the daggerboard. Much of which centered around the new daggerboard. Some discussion took place concerning the material used.

A motion was made to make the new daggerboard legal for racing as of December 1, 1993. The motion also made the new daggerboard legal for racing at the 1993 Worlds. The motion was seconded and carried.

Peter Johnstone also mentioned that the new daggerboard would be available for the month of November, 1993, at the discounted introductory price.

VIII. New Business
B. Miguel Santana of the Dominican Republic came prepared to make a bid for the 1995 Worlds. He introduced Hector Duval, the Acting President of the Dominican Yachting Federation, to make the presentation. An excellent presentation ensued, including slides of the hotel and adjoining sailing area on San Andres Bay. Much discussion followed, including wind, transportation, costs, time of year, etc. President Ruby said he was very impressed and would give them serious consideration.

C. Some discussion took place concerning the 1994 Worlds in Bermuda. Eduardo Cordero of Venezuela mentioned that Venezuela would like to host the 1994 Worlds. However, a commitment has been made to Bermuda.

D. Ernst Kervel, Sr. mentioned that he thought the Worlds was becoming a rich man's vacation. He added that young kids could not afford it and that he felt that the Worlds host should provide inexpensive housing for 20% of the participants. President Ruby agreed.

E. A motion was made to allow the ISCA President to sign checks in addition to the ISCA Treasurer. The motion was seconded and carried.

F. Brian Weeks mentioned that USSCA had appointed Michael Scriver as USSCA Treasurer to fill the office vacated by Larry Cochran. President Ruby then appointed Michael Scriver as ISCA Treasurer to fill the vacancy left by Larry Cochran.

G. Terry A. Beadle, ISCA Secretary mentioned that the Constitution did not define how officers could appoint replacements or issue proxies. He also stated that there are several NSCA requirements stated in the Constitution that are not being enforced and asked the Council for guidance.

IX. Adjournment:
The meeting adjourned at 10:34 pm.
Respectfully submitted,
Terry A. Beadle, ISCA Secretary

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KERRY KLINGER ROUTS NEW YORK STATE REGIONAL
by Joel Furman, NYS Regional Director

Kerry Kliger, of New Rochelle, Westchester, New York, clinched the downstate Regional World Qualifier by winning five of the Moriches Bay seven race series held August 21-22, 1993. The victory qualifies him to compete in the next Sunfish World Championship to be held at Spanish Point, Bermuda, in November, 1994.

Blessed by warm, sunny weather, the south shore ocean breezes ran the full range of velocity, testing a record turnout of fifty sailors. Fire Island's new winter storm inlet, Little Pike Inlet (now closed as of October 1 at the cost of Federal taxpayer's $10 million) created a greater range of tide elevations and different strategies for sailing the channels. The good news of the event was that the class picked up twenty new memberships.

The Moriches Yacht Club crew gave us the "top shelf" as a host. Sailors received creatively designed flyers and t-shirts, breakfast buns, barbecue lunches and a sumptuous Saturday night buffet dinner.

Many thanks to RC Chairman Paul Runyan and committee, and all the dedicated workers for their devotion for the weekend and for the whole year of planning.

Next year's events are planned for upstate in the area of Lake George and downstate in the area of Great South Bay, on the south shore of Long Island. In view of past attendance figures, the southern event will also award a New York State Champion Trophy.

NYS REGIONAL CENTER MORICHES, NY AUGUST 21-22, 1993

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NY State Regional competitors gather after the awards presentation at Moriches Yacht Club.

KAUKEINEN UNTOUCHABLE AT MID- ATLANTIC REGIONAL
by Chris Houston

Although Erie Yacht Club does not have a current Sunfish fleet, they agreed to host the 1993 Fall Sunfish Mid-Atlantic Regional. Jack Bierley did a wonderful job organizing the event at one of the finest yacht club facilities Sunfish sailors have seen.

Saturday the sailors woke up to gray skies and mild Fall temperatures. By 11:00 a front blew in with rain and a 30 knot wind that whipped up the chop and a couple of the sailors' tents. The temperatures dropped to the 40's as the sailors headed to the starting line. Three races were completed in shifty, variable north winds ranging from 8 to 30 knots. Lake Erie gets like that in a northerly. And though shivering from the cold, Doug Kaukeinen was untouched.

Sunday's racing started at 0930 with cool temperatures in the low 40's. The warmly dressed sailors completed four more bone chilling races in an unpredictable, 1-10 knot, now-you're-2nd, now-you're-8th, northerly. Doug Kaukeinen remained consistent to win the regatta.

Our thanks to Jack, the race committee (which included an old Sunfish friend, Gerry Deimel), and the Erie Yacht Club, for running the event.

1993 MID- ATLANTIC REGIONAL ERIE YACHT CLUB OCTOBER 9-10

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Windward Leg Fall/Winter 1993-94
SW REGIONAL QUALIFIES TWO FOR '94 WORLDS

by Jeff Conwell, Regatta Chairman and LCYC Vice Commodore

Thirty-four boats from all over Texas, Louisiana, Oklahoma, and Kansas came to Canyon Lake near San Antonio to compete for two spots in the 1994 Sunfish World Championship. This Southwest Regional event, hosted by Lake Canyon Yacht Club was held September 24-25, 1993. The race committee was hoping that the usually light winds on Canyon Lake would build for this important regatta.

For the first two races, the wind was steady at about 10-15, with many shifts. It seemed that this regatta might be a blow-out, with Hank Saurage, of Baton Rouge, taking two firsts before the lunch break. Just to see how humble Hank was after these two races, he was asked how he did and he said, "I did OK." So I guess everybody should set a goal for their racing career to do "OK."

For Races 3 and 4 on Saturday, the wind was lighter and shiftier. The third race was won by Texan Malcolm Jones, while the fourth was won by Martin Ottenheimer, of Manhattan, Kansas. Asked how it went, Martin replied that he was beginning to like this lake. I can understand why, since Kansas sailors are used to a lot more wind than this.

The following day brought clouds, a chance of rain, and the challenging light wind that Canyon Lake is famous for. The fifth race was won by Bruce Mahoney, who was the eventual winner. For the first three legs, Bruce was led by Earl Gerloff, a favorite at Lake Canyon Yacht Club since he's been coming to our lake to race for 25 years.

The sixth race was off to a good start, with local Brownie Horner out in front when the wind died. He finally finished, but the race committee was really concerned that none of the other boats would make the 30 minute time limit. Fortunately, the wind filled in and all but five finished.

In the final standings, Bruce Mahoney, from Lakewood Yacht Club, Houston, was first with finishes of 4-2-2-1-7. You are probably wondering what happened to our early leader, Hank Saurage. He finished second overall with finishes of 1-1-5-8-5-2. Both have qualified for the next Sunfish Worlds, so congratulations are in order.

Special thanks to all of the racers, since there were no protests filed in this regatta. Also thanks to Bob Cole, Race Committee Chairman, for running a flawless regatta. LCYC looks forward to hosting more of this type of regattas for the U.S. Sunfish Class Association.

Fred Lindsey (514) rounds the leeward mark ahead of Martin Ottenheimer (57062), Hank Saurage (75200), Bruce Mahoney (59540) and Jack Aldis (48600) in SW Regional at Canyon Lake.
LINTON TOPS 15 AT SE REGIONAL IN MIAMI
by Ayla Haberland

Many Florida sailors missed some good sailing on Biscayne Bay at the Southeast Regional hosted by the U.S. Sailing Center in Miami, October 16-17, 1993. Winds both days were light to moderate, and shifty. Current NA Champion Jeff Linton showed again he is currently one of the best Sunfish sailors in the world, easily winning every race and the regatta. Old timer Mike Catalano finished a strong second, with newcomer Mary Anne Boyer in third.

1993 SOUTHEAST REGIONAL
U.S. SAILING CENTER, MIAMI
OCTOBER 16-17

1. Jeff Linton (Tampa) 1-1-1-1-1-(1) 4.5
2. Mike Catalano (Miami) 2-2-2-2-2-(dns) 14
3. Mary Anne Boyer (Rock Grove, IL) 3-4-3-4-3 26
4. Bill Wingrove (Tampa) 10-4-5-14-3-5 31
5. Bill Haberland (Sat. Sch.) 5-10-11-3-6-4 32
6. Andy Hodgson (Barasota) 11-11-3-6-6-6 35
7. Jerry Blouin (N. Orleans) 9-7-2-9-7-2 36
8. Gerard Kervel (Miami) 6-9-11-5-15-11 44
9. Charles Branding (Miami) 12-9-7-8-6-9 49
10. Mark Milan (Big Pine Key) 4-5-10-11-12-(13) 50
11. Lois Blodgett (Delay Shb.) 7-8-7-12-10-11 70
12. Eric Erickson (Enterprise) 8-13-12-10-7-8-9 53
13. Cory Thompson (Tampa) 13-12-13-12-10-9 69
14. Jason Lobsch (Boca Raton) 15-15-14-14-14-14 83
15. Joanne Salvador (Fl. Laud.) 14-14-15-15-(dnf)-15-14 87

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L'93 MIDWEST REGIONAL AT LAKE GENEVA
by Tom Katterheinrich

The Midwest Regional at Lake Geneva, Fontana, Wisconsin, was hosted by Scott Craven Jones. It was the 28th annual Lake Geneva Sunfish Regatta. Saturday was cold and windy with lots of down drafts and holes. Dan Feldman was the hero of the day in the first race. In the last race Mike Scrivener delivered one sailboat to shore and Tom Katterheinrich recorded the finishers after 7th place while the race committee went to assist upside-down boats. After an exciting day of racing, trophies were presented to the top five, and the Wen Craven Memorial Trophy was again awarded to Bob Findlay.

1993 MIDWEST REGIONAL
LAKE GENEVA, WISCONSIN
OCTOBER 2-3, 1993

1. Bob Findlay (Glencoe, IL) 2-2-1-2-(2) 6.75
2. Don Bergman (Holland, MI) 3-3-3-(3) 12
3. Mike Scrivener (Woliver Lake, MI) 5-1-4-3-(dnf) 12.75
4. Harry League (Klington Hts, IL) 6-4-(dfs)-1-4 14.75
5. James Beil (Hermitage, TN) 1-6-5-4-(7) 15.75
6. Rich Chapman (Libertyville, IL) 4-5-2-(7) 17
7. Dan Feldman (Highland Park, IL) 7-7-(ymps)-2-6-1 19.2
8. Doug Moline (Evanston, IL) 9-9-(dfs)-5-5 28
9. Jim Bergman (Holland, MI) 10-(10)-9-9-9 37
10. T. Katterheinrich (N. Knoxville OH) 11-12-8-11-8 38
11. Shappor Guder (Deerfield, IL) 12-8-6-(dns)-dns 55
12. Jim Murphy (Winnetka, IL) dns-(dfs)-7-10-10 46
13. Danny White (Highland Park, IL) 13-14-10-13-11 47
14. Cara Forman (W. Islip, NY) 8-11-(dfs)-12-dnf 50
15. Dave King (Mundelein, IL) 15-18-11-15-12 53
16. M. Dunbar-Bidmore (Glencoe, IL) 14-15-(dfs)-17-dnf 65
17. Ben Nolle (Deerfield, IL) 17-dnf-dnf-14-(dnf) 69
18. Charles Rush (Lake Bluff, IL) 18-13-dns-dns-(dns) 69
19. Jill Feldman (Highland Park, IL) 16-dnf-dnf-16-(dnf) 70
their daughter-in-law, Rose, for running the races, and to the organizers, Jack Tibbs and Dave Laidlaw.

1993 MIDWEST REGIONAL
DEVILS LAKE YACHT CLUB
SEPTEMBER 18-19, 1993

1. Bob Findlay (Glencoe, IL) 3-8-3-1-1 16
2. Dan Feldman (Highland Park, IL) 1-1-4-7-6 19
3. Ray Steely (Maumee, OH) 4-6-7-6-4 27
4. Don Bergman (Holland, MI) 5-12-1-8-2 28
5. Tom Katterheinrich (N. Knoxville, OH) 10-3-2-4-11 30
6. Michael Schnier (Wolverine, MI) 8-2-19-2-3 34
7. Ron McHenry (Cortland, OH) 2-5-17-3-10 37
8. Andy Hodgson (Sarasota, FL) 11-7-10-8 44
9. Kara Forman (W. Islip, NY) 6-17-13-5-6 46
10. Stan Woodruff (N. Baltimore, MI) 12-4-5-12-16 49
11. Dave Metzger (Perrysburg, OH) 9-11-21-9-12 62
12. Jim Towler (Jackson, MI) 7-15-18-16-9 65
13. Bruce Sierer (Wolverine, MI) 8-2-19-2-3 65
14. Ron Henry (Cortland, OH) 2-5-17-3-10 65
15. Mac Dunbar-Bickmore (Glencoe, IL) 15-14-9-20-13 67
16. Tim Abdy (Warren, OH) 13-13-20-14-14 74
17. Jill Feldman (Highland Park, IL) 16-16-14-16-8 82
18. Gail Turluck (Chelsea, MI) 18-20-16-11-20 86
19. Ted Swartz (Perrysburg, OH) 19-18-6-21-22 86
20. Aaron Plante (Waterville, OH) 21-10-23-19-15 88
21. Reed Lowden (Clarkslake, MI) 22-10-12-17-23 93
22. Andrew Johnson (Pinckney, MI) 20-23-12-24-21 100
23. Tim Dowling (Clarkslake, MI) 23-24-22-19-110

MIDWEST REGIONAL AT
DEVILS LAKE
Tom Katterheinrich

A second Midwest Regional was held in conjunction with the 40th "This One is for Fun Regatta," September 18-19, 1993, at the Devils Lake Yacht Club. The weather was pleasant with light and shifty winds on Saturday and a nice breeze on Sunday. At the close of Saturday's racing Dan Feldman had a big lead over Bob Findlay and Tom Katterheinrich. However, Bob Findlay won both races on Sunday morning to clinch a victory in the five race, no throw out series.

A big thanks to Bob and Joan Morse and their daughter-in-law, Rose, for running the races, and to the organizers, Jack Tibbs and Dave Laidlaw.

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Windward Leg Fall/Winter 1993-94
DON BERGMAN WINS '93 WOLF LAKE OPEN

by Andy Zeigler

This year's Wolf Lake Open Sunfish Regatta surpassed our expectations! Thirty-two competitors participated in the five race event sailed July 31-August 1. The open regatta had local non-Sunfish (i.e., Snipe) sailors scrambling for boats in order to join in the fun.

Winds for the two day event were variable but generally light. Saturday was sunny and warm for the first three races. Winds of 0-12 mph were generally from the north or northwest, but were extremely shifty and unpredictable with occasional gusts. The combination of light and shifty winds with choppy water later in the day from other boat traffic, challenged every sailor's patience. Sunday was cooler and cloudy. After a delayed start of the fourth race due to rain and lack of wind, a more predictable and steady increasing wind prevailed. Races 4 and 5 were sailed in a steady breeze of 8-12 mph from the southwest. Occasional gusts made for some faster races and surprise finishes.

Don Bergman, of Holland, Michigan, won the regatta with consistent finishes in the top four. Charlie Butchart of Jackson, Michigan, surprised all, including himself, with a stunning win in Race 4. Others struggled for consistency in the shifty and unpredictable winds, especially in Saturday's races. Special congratulations to Aaron Plante, of Waterville, Ohio, as first Junior, in tenth overall. Trophies were awarded to the top ten. As in past years, plenty of food, including a steak cookout Saturday, provided a congenial atmosphere for reliving the day's events. Tradition held for the adventure-some, with go-cart racing at a nearby track. The regatta was an outstanding success, and we are already looking forward to next year's Wolf Lake Open.

1993 WOLF LAKE OPEN
JACKSON, MICHIGAN
JULY 31-AUGUST 1

1. Don Bergman 4-1-2-3-2 11.75
   Holland, MI
2. Jim Towler 8-3-5-4-5 23
   Jackson, MI
3. Mike Scrivener 5-8-7-8-1 28.75
   Wolverine Lake, MI
4. Jeremy Zeigler 9-6-9-2-4 29
   Chelsea, MI
5. Tom Katterheinrich 9-5-3-9-3 29
   New Knoxville, OH
6. John Crookston 7-4-6-7-6 30
   Delton, MI
7. Ray Steely 1-7-1-20-12 40.5
   Maumee, OH
8. Dan Feldman 3-2-10-15-11 41
   Highland Park, IL
9. Paul May 10-12-4-15-9 51
   Jackson, MI

10. Aaron Plante 12-15-14-5-10 56
    Waterville, OH
11. Glenn Betzoldt 2-23-8-10-17 60
    Onsted, MI
12. Charlie Butchart 18-9-13-1-23 63.75
    Jackson, MI
13. Dave Daniels 11-10-32-6-7 66
    Adrian, MI
14. Danny White 13-20-23-11-8 14
    Highland Park, IL
15. Jill Feldman 16-14-24-12-13 79
    Highland Park, IL
16. Rex Rogers 15-16-17-13-19 80
    Rives Junction, MI
17. Andy Zeigler 26-11-12-18-14 81
    Chelsea, MI
18. Daniel Yamamoto 20-22-11-14-15 82
    Jackson, MI
    Jackson, MI
20. Chris Chatters 22-25-16-19-21 103
    Jackson, MI
    Jackson, MI
    Maudelton, IL
    Marshall, MI
    Jackson, MI
25. Laura Betzoldt 14-29-27-27-26 123
    Onsted, MI
26. Tom Swartz 31-26-21-23-27 128
    Jackson, MI

27. Robert Ripley 29-32-26-24-16 129
    Holt, MI
28. Sean Gilley 19-21-31-DNS-DNS 135
    Perrysburg, OH
29. Dustin Nichols 32-28-25-26-24 135
    Jackson, MI
30. Justin Santchi 17-30-29-DNS-DNS 140
    Perrysburg, OH
31. Tim Dowling 24-34-30-DNS-DNS 142
    Clarklake, MI
32. Ed Plante 30-31-26-28-28 143
    Perrysburg, OH
SOUTHOLD Y.C. HOSTS WORLD'S LONGEST SUNFISH RACE

by Joseph J. Sullivan, Jr.

Paul Nannig, of Old Cove Yacht Club in New Suffolk, was awarded the first place plaque, as he was the leader of the 38 boat fleet when the six hour time limit elapsed in the World's Longest Sunfish Race Around Shelter Island, hosted by Southold Yacht Club, Long Island, New York, on August 14. The race started in Southold Bay at 11:15 am. The course was counter clockwise and the 3-5 knot southeast breeze died as the fleet was crossing the rip between Paradise Point and Shelter Island. With the exception of the first five boats that barely made it to the Shelter Island shore, the rest of the fleet was caught in the outgoing tide and fought a two hour battle just to stay in place. By the time the prevailing southwest wind filled in, the first five boats were long gone. However, after the leaders took three hours to sail by the south ferry, it was evident that it was highly unlikely that any boats would complete the race within the six hour time limit.

At 5:15 pm the race committee shortened the course to the red buoy just west of the north ferry in Greenport Harbor. Seventeen boats managed to cross the finish line and eventually sail to the club. The remaining 21 stalwarts were towed back.

Rip Fisher, Paul Nannig's brother-in-law and three time winner of the race, finished second. Mark Hutchinson, from the Seawanhaka Place Yacht Squadron in Oyster Bay, placed third, followed by Joe Sullivan of the host club.

Malcolm Dickinson and crew Sarah Harms, from Bolton Lake, Connecticut, took home the fifth place plaque.

This year's race featured three firsts. When the Dickinson-Harms boat crossed the finish line, it was the first time in 23 years that a doubles boat placed among the top ten. Secondly, when Norton Hutchinson, from Seawanhaka Place Yacht Squadron, started, it was the first time that a seventy-year-old participated. He eventually finished 12th overall. And thirdly, when 69 year old Peggy Wagner, from Monmouth Boat Club in New Jersey, took to the water, it was the first time that a great-grandmother had ever competed in this nautical marathon.

The Southold Yacht Club Regatta Committee, led by John Spicer and Gayle Kaplan, did its usual outstanding job managing all the logistics associated with such a race.

CONNECTICUT GOVERNOR'S TROPHY

by Denis Futterlieb

Light winds filled in from the southwest as the first race of the Connecticut Governor's Trophy Sunfish Regatta got underway at Bantam Lake Yacht Club at Morris, Connecticut on August 28, 1993. Malcolm Dickinson, not always getting a front row start, worked his way to the top of the pack to win. Gordon Geick, close behind, fought for position with Ken Charles in the three morning races. The first afternoon raced ended abruptly when the fleet got caught in a thunderstorm. High winds and heavy rain left some boats capsized. Others that didn't make it to shore dropped their sails and rode out the short-lived storm. Later, back at the clubhouse, all were safe and accounted for and trophies were presented to the top three finishers.

CONNECTICUT GOVERNOR'S TROPHY
BANTAM LAKE Y.C., MORRIS, CT
AUGUST 28, 1993

1. Malcolm Dickinson (New Haven, CT) 1-1-2 3.5
2. Ken Charles (Manchester, CT) 5-3-1 8.75
3. Gordon Geick (Collinsville, CT) 2-2-6 10
4. Dick Heinl (Manhasset, NY) 3-5.5 13
5. Paul Odegard (Yerushalayim, CT) 8-4-8 20
6. Steve Langford (S. Windsor, CT) 12-7-4 23
7. Denis Futterlieb (Meriden, CT) 6-6-12 24
8. Larry Cochran (Manchester, CT) 16-9-3 27
9. Dick Bowden (Morris, CT) 7-11-10 28
10. Dick Abbene (Oyster Bay, NY) 4-14-14 32
11. James Crink (Darien, CT) 13-12-7 32
12. Jeramey Menzies (Simsbury, CT) 11-10-13 34
13. Frank Gaine (Poughkeepsie, NY) 9-13-15 37
15. Mark Cheston (Stevens, NY) 10-18-11 39
16. Paul Borse (Southington, CT) 15-9-16 40
17. Peggy Frehsee (Manchester, CT) 17-10-12 42
18. Harry Turrentine (Tintern, CT) 18-11-12 43
19. James Yohey (Simsbury, CT) 19-12-12 44
20. Mary Shattuck (Wethersfield, CT) 20-13-12 45

SPOFFORD YACHT CLUB REGATTA WELCOMES 12

by Nancy Anderson, Fleet 133 Captain

August 15 was a beautiful, sunny day in southern New Hampshire as twelve Sunfish rigged at Spotford Y.C. Nancy Anderson and Peggy Frehsee welcomed the racers. Winds for the morning race were light, and Gordy Geick led around all four marks. After a homemade lunch on shore, we waited for a little breath of wind for Race 2. Nancy Anderson led at the first mark, but after Ken Charles and Malcolm Dickinson rounded the mark, the wind died for everyone except them. A run and a reach later, a blustery 15 knot wind suddenly filled in for the rest of the race.

Alan Scharfe was in the lead for two legs of Race 3 until the wind died and a few of us sneaked by. Leigh Scharfe usually sails in this regatta but was busy on shore with the youngest member of the Scharfe family. Mary Charles was also absent this year for similar reasons.

See you next year, second Sunday in August, at Spotford Lake near Keene, New Hampshire.

SPOFFORD YACHT CLUB REGATTA
SPOFFORD, NEW HAMPSHIRE
AUGUST 15, 1993

1. Malcolm Dickinson (New Haven, CT) 1-1-1 3
2. Ken Charles (Manchester, CT) 2-4-2 8
3. Glen Young (Hartsville, NH) 4-3-4 11
4. Ken Charles (Manchester, CT) 5-2-5 12
5. Alan Scharfe (Manchester, MA) 7-5-3 15
6. Larry Cochran (Manchester, CT) 3-6-7 16
7. Ed Younie (Dublin, NH) 6-7-6 19
8. Alex Gammell (Spotford, NH) 6-9-9 20
9. Tom Holbrook (Keene, NH) 10-8-9 31
10. Nancy Anderson (Marlboro, VT) 9-11-9 34
11. Peggy Frehsee (Bartlett, NH) 11-10-9 35
12. Paul Hoppack (Keene, NH) dnf-12-dnf 38

Windward Leg Fall/Winter 1993-94
32 RACE IN INTERLAKE FALL CHAMPIONSHIP
by Judy Kubliski

A breezy, bright day greeted the Interlake Sunfish Fall Championship sailors as they met on Island Beach in Mountain Lakes, NJ for the annual competition held Sunday, September 12, 1993. The winds were brisk at 12 knots gusting to 15 knots throughout the day.

Sailors from Deer Lake, Smoke Rise, Lake Valhalla and Mountain Lakes had three single lap races in the morning and two double lap races in the afternoon. In the combined fleets totaling 32 boats, the Seniors started three minutes before the Juniors.

The Mountain Lakes Juniors swept the awards, taking the top five places in their fleet. The Senior results were mixed. Mountain Lakes won overall with 179 points, Smoke Rise was second with 230.75 points, and Deer Lake scored 310 points for third. Scores for the top sailors follow.

1993 INTERLAKE FALL CHAMPIONSHIP MOUNTAIN LAKES, NJ SEPTEMBER 12

JUNIORS
1. David Mesicek Mountain Lakes 7.25
2. Chris Stow Mountain Lakes 7.5
3. Michael Stow Mountain Lakes 17
4. Will Staehle Mountain Lakes 19
5. Craig Starger Mountain Lakes 23

SENIORS
1. Steve Manson Mountain Lakes 9
2. Tom Brett Smoke Rise 21.75
3. Jaro Mesicek Mountain Lakes 24
4. Ken Geiman Deer Lake 25
5. Dave Everhart Smoke Rise 28
6. John Brett Smoke Rise 35
7. Tom Allye Deer Lake 36
8. Bob Luckritz Mountain Lakes 44
9. Jay Eaveleth Mountain Lakes 50
10. George Jackson Mountain Lakes 54

Joe is back!

Twenty-seven sailors, including three North American Champions, turned out at the Sarasota Sailing Squadron October 2-3, 1993, for the Florida State Championship.

Joe Blouin put together a string of three firsts and a second in the last four races to win the title and the right to choose next year's venue. He indicated a preference for Riccione, Italy. Joe had been retired for a year from Sunfish sailing but he didn't have much trouble getting his new boat up to speed.

Jeff Linton looked very strong in the early part of the regatta as he started off with two bullets. Some bizarre match racing tactics in the sixth race by another entrant and Joe's strong surge moved Jeff into second place.

Fifteen year old Chip Clifton was in the groove when he started behind the line. He beat out Steve Honour for third by putting six boats between them in the last race.

The Florida State Sunfish Championship was held October 2-3, 1993 at Sarasota Sailing Squadron.

1. Joe Blouin 4-9-2-1-1-2 10.25 Tampa
2. Jeff Linton 1-1-3-2-5-6-1 12.25 Tampa
3. Chip Clifton 8-13-1-3-dsq 3-3 29.75 Sarasota
4. Steve Honour 5-2-8-6-4-10 31 Seminole
5. Charlie Clifton 11-dsq 25-S-2-2-6 48 Sarasota
6. Rod Koch 2-3-6-4-dsq 5-dsq 48 Sarasota
7. Paul Stauley 7-11-9-9-8-10-15 57 Dunedin

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THE YANKEE DUO REGatta

by Pete Beckwith

The twelfth sailing of the Yankee Duo Regatta was on the weekend of September 25-26, 1993, on Pleasant Bay in Chatham, Mass. (Cape Cod). Comprising the Duo, on Saturday, the Chowder Cup Regatta is hosted by the Sherborn, Mass. Yacht Club, and on Sunday, the Just Desserts Regatta is hosted by the Cochituate, Mass. Yacht Club, both clubs being located 100 miles from the regatta site. Separate records are kept for each day’s racing and trophies awarded to each day’s leaders. Saturday evening we meet for dinner at the Northport Restaurant.

On Saturday, the Chowder Cup racing started with 24 entries in winds in the 8-10 knot range which built to 15 with gusts to 20 or more. Temperatures were comfortable, in the 70’s. Ken Charles’ mast broke in one gust and the deck fairlead pulled out. He installed a spare mast and (at Paul Odegard’s suggestion) led the halyard forward through the bow handle and back to the cleat. This resulted in the appearance of the first Sunfish rigged with a forestay. As the winds freshened after lunch, a number of sailors decided that discretion was the better part of valor, and retired from the racing. Several capsizes were noted, including one caused by a new gooseneck coming apart. A delicious lunch was served, featuring hot clam chowder and soup with sandwiches. In the spirit of the regatta name, ceramic chowder bowls were awarded to the top five skippers. Larry Cochran was presented the “Aged and Treacherous” bowl for completing all the races without a last place and having the highest total score.

On Sunday the Just Desserts fleet of 12 started with temperatures in the 60’s, Small Craft Warnings, and winds at “only” 10-12 knots, contrasting with last year’s winds of 25 knots which had caused that regatta to be canceled. The wind continued to build to 15 knots with gusts to 30 or so, with an extreme variation in direction of the gusts, making survival difficult and causing many capsizes. To make conditions more uncomfortable, scattered, drenching showers were added to the weather picture. Again, gear breakage occurred with a broken boom and another broken gooseneck.

A hot father-son competition was waged by Bob (Rapid) Buttner and his son Drew. The winner of the two and the regatta was determined by a close 1-2 finish in the last race, with Drew edging out his father by a deck length or less to win with 5.5 total points to Bob’s 7.75. After three of the scheduled five races, the committee, with the approval of most of the racers, ended the regatta. Lunch again featured hot corn chowder and soup and sandwiches. Trophies of sailing merchandise were awarded to the top five. Mon Cochran, aged 76, of nearby South Orleans, was awarded the “Aged and Treacherous” prized for completing all the races.

A good time was had by all and we hope to see a good turnout again next year.

1993 YANKEE DUO REGatta
CHATHAM, MASSACHUSETTS

CHOWDER CUP
SEPTEMBER 25, 1993

1. Bill Brangiforte 2-1-3-1-2 5.5
2. Bob Buttner 1-1-5-3-3 11.75
3. Paul Odegard 11-3-2-2-9 16
4. Doug Ambos 5-4-1-14-8 17.75
5. Larry Cochran 15-7-7-6-1 20.75
6. Bob Buttner 8-10-4-9-5 26
7. Nancy Brangiforte 10-2-13-5-10 27
8. Chris Dernier 13-9-8-4-7 28
9. Peter Barnes 12-5-9-15-4 30
10. Ken Charles 6-23-12-7-6 31
11. Gordon Geick 9-8-6-13-13 36
12. Tom Philbrick 4-6-16-11-18 37
13. Roger Dernier 3-13-14-10-14 40
14. Lee Parks 20-12-10-8-11 41
15. Allen Buttner 7-14-19-19-20 59
16. Gerhard Menzel 16-17-15-17-12 60
17. Martin Rich 19-23-17-12-17 65
19. Doug Kelch 21-15-11-21-dnf 68
21. Joan McVickar 17-16-dnf-dns-dns 81
22. Mon Cochran 23-24-21-18-18 82
23. Paul Ranty 22-21-22-dns-dns 89
24. Tom McNichol 24-18-dnf-dns-dns 90

JUST DESSERTS REGatta
SEPTEMBER 26, 1993

1. Drew Buttner 1-4-1 5.5
2. Bob Buttner 5-1-2 7.75
3. Bill Brangiforte 2-3-3 8
4. Paul Odegard 3-2-6 11
5. Roger Dernier 4-5-5 14
6. Allen Buttner 11-7-4 22
7. Mon Cochran 9-9-7 25
8. Tom Leach 8-6-dns 31
9. Gerhard Menzel 7-10-dnf 34
10. Ed Orriston 10-8-dnf 35
11. Larry Cochran 6-dns-dns 40
12. Pete Bekeleith 12-dns-dns 46
BREEZY AT POCONO MT.
SUNFISH INVITATIONAL
by Malcolm Dickinson

Lake Naomi is a beautiful, small lake in the Pocono Mountains, a few miles west of I-380 and just north of I-80, about 1-3/4 hours drive from the George Washington Bridge. There is a very active fleet of Sunfish sailors on the lake, including some very good junior sailors out of the Lake Naomi Club’s great junior program.

Thirty sailors came from across New Jersey, New York and eastern Pennsylvania to this event sailed September 11, 1993. A great lunch and interesting courses are hallmarks of this regatta. What was unusual this year were the strong and gusty winds that were whistling around the lake. This is usually the very lightest of the season’s light-air regattas, but not this year! It was a real challenge to keep the boat upright and the sail full as the shifts blasted by.

Local favorites Charlie Knopp and David Yorio made strong showings, winning the two morning races. Jesse Yorio and Chris Daggett were also up there battling it out. After five exhausting races, Fleet Captain Dave Barnett handed out trophies to the top five, plus the Pocono Lakes Team Championship Trophy, which was won by the Lake Naomi team once again.

CALLAHAN WINS 'LAST REGATTA' AT ACTON LAKE

The final Sunfish event of southwest Ohio’s 1993 season, aptly named the Last Regatta, was held at Hueston Woods State Park, Oxford, Ohio, on October 24. Winds on Acton Lake were 3-9 mph and sporadic for the three races sailed on a modified Olympic course. It was truly the last hurrah and the last pleasant weekend of the fall before the first snow and the boats were tuck away for the winter. Three time Y-Flyer national champion Jerry Callahan’s 2-1-1 gave him the victory over Tom Katterheinrich of New Knoxville, OH, who was followed closely by Paul Wood, of Chicago. Less than six points separated second place from sixth.

LAST REGATTA
ACTON LAKE, OXFORD, OH
OCTOBER 24, 1993

1. Jerry Callahan (Trenton, OH) 2-1-1 3.5
2. Tom Katterheinrich (N. Knoxville) 1-6-3 9.75
3. Paul Wood (Chicago, IL) 3-2-6 11
4. Kevin Johnson (Dayton, OH) 4-3-4 11
5. John Goldman (Cincinnati) 7-4-2 13
6. Dan Haile (Bellbrook, OH) 5-5-5 15
7. Jim Hater (Cincinnati) 6-8-7 21
8. Steve Halle (Bellbrook, OH) 8-10-8 26
9. Debbie Vincent (Dayton, OH) 9-9-9 27
10. Al Nichols (Cincinnati) 10-7-10 27
11. Amber Vincent (Dayton) 11-12-11 34
12. Larry Johnson (Fairfield) 12-11-12 35

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42 COMPETE IN CONNECTICUT SENIOR OLYMPICS

by Malcolm Dickinson

It was September 19, 1993, a bright and windy day, and by 9:30 am there were no less than 42 Sunfish on the beach in West Haven, Ct. Not one person under 40 was to be seen — yes, this was the Connecticut Senior Olympics, an event brought back to life under the direction of Paul Odegard and Renny Loisel.

They came from all over: Maine, Massachusetts, Rhode Island, Connecticut, New York, New Jersey, Pennslyvania and Virginia. After opening ceremonies on the beach, we headed out for five races in some very blustery winds. At times there were more boats over than we could count as the puffs swept the course, but these were no green, inexperienced sailors. All persevered despite the wind and a few broken spars.

In the end, it was a 55-year-old from New York who showed us how it's done. Courtney Young was the overall winner, keeping three firsts and a third, with two younger masters only a few points behind. Olympic style medals were awarded to the top three in the women's fleet and each of the five age groups, and Sunfish Laser Inc. donated a new racing daggerboard to be given away as first prize. The Golden Spirit award went to Senior Olympics founder and Sunfish sailor Les Steffens, who was an inspirational presence at the regatta. The oldest competitor was Lloyd "Sandy" Sanderson, who at a sprightly 73, finished 19th. The farthest traveler was Richmond Curtiss, from Virginia, narrowly beating out Kirk Palmer, of Manchester, Maine. It was a fun, exciting day, and we look forward to holding the regatta again next year.

Our thanks to the City of West Haven, who hosted and insured this event; to the Bank of Boston, CT who provided the ultimate in long sleeved cotton shirts; to SLI for their support and great prizes; and to both the Senior Olympic Sunfish Association and The Connecticut Senior Olympics for making this regatta a tradition.

## 1993 CONNECTICUT SR. OLYMPICS

### WEST HAVEN, CT

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The Dinghy Shop

516-798-4988
Specialty Sailing Shop

Windward Leg Fall/Winter 1993-94
from manatee and dolphin sightings to the Goodyear blimp which passed overhead. The breeze filled in nicely before noon, allowing three short races to be completed. Dick Tillman, sailing Linda’s new hull, managed to eke out two first places, which did not overcome his two DNS’s from the previous day. Etched glass mugs were presented to the top three finishers. Come and sail with us in ’94.

MELBOURN8 FALL REGATTA
OCTOBER 23-24, 1993

1. Linda Tillman (Meritt Island) 1-1-1-1-1 6.75
2. Bill Gerloff (SSC) 2-1-2-9-4 20
3. Malcolm Jones (SSC) 6-5-4-(7)-3 22
4. Earl Gerloff (SSC) 7-6-9-6-2 23
5. Tommy Barnes (AYC) 5-2-3-13-5 28
6. Jack Allis (GBC) 10-6-8-2-(11) 33
7. Tommy Gerloff (AYC) 9-6-14-4-7 35
8. Bob Sobolik (GBC) 8-7-8-6-9 35
9. Jim Uroda (GBC) 4-7-5-10-(12) 36
10. Chris Dukeminier (MSC) 3-(2)-10-5-6-10 37
11. Bob Heley (GBC) 3-12-11-1-8-(15) 45
12. Logan Goar (BSC) 13-4-13-3-15 46
13. Sam Small (SSC) 11-(19)-17-17-2 65
14. Jim Riley (GBC) (20)-14-16-16-14-7 67
15. Patricia Manning (AYC) 17-13-10-14-(19)-14 68
17. Ray Pleps (GBC) 15-16-19-22-16-9 75
18. Larry Hill (AYC) 18-17-12-15-17-(17) 77
19. Lee Woodbury (WSC) 14-(19)-18-12-18 80
21. Dave Barry (GBC) 19-22-22-22-22-(22) 106

GBC ANNUAL REGATTA
JULY 24-25, 1993

SENIORS
1. Ash Beatty (Seabrook) 1-1-1-1-(1) 3.75
2. Bill Gerloff (SSC) 2-(11)-2-9-4-3 20
3. Malcolm Jones (SSC) 6-5-4-(7)-3 22
4. Earl Gerloff (SSC) 7-6-9-6-2 23
5. Tommy Barnes (AYC) 5-2-3-13-5-(19) 28
6. Jack Allis (GBC) 10-6-8-2-(11) 33
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19. Lee Woodbury (WSC) 14-(19)-18-12-18 80
21. Dave Barry (GBC) 19-22-22-22-22-(22) 106

NOVICE
1. Jacques Schwantz (LHSC) 1-1-1-1-(1) 3.75
2. Susannah Haagin (SSC) (3)-3-1-2-1-1 7.25
3. Dottie Cottingham (SSC) 2-(4)-4-4-3-2 15
4. Shirley Small (SSC) (4)-2-3-4-3 15

SEA BREEZE?! WHAT SEA BREEZE???!!!*&#@
by Herb Swanson

The first regatta of the 1993-94 Pixie Circuit was sailed on September 12 at Gulfport Yacht Club. The day started out with light and shifty winds from the east, which is normally an indication that the sea breeze will soon arrive. But for the third time in recent memory, it failed to come through. Fortunately, we were able to get three shortened-course races off. Rod Koch picked up pretty much where he left off last year by leading the pack in two out of three races.

Matching Rod’s effort was Frank Wilkinson, also with two firsts in B Division. In C Division, Paul McKee had to work harder for his win as he was able to score only one bullet.

As usual in these conditions, the lead and other positions in the fleet changed with every puff or shift. In Race 2, Bill Wingrove was able to catch a wind line in the right hand corner and came from the back of the pack to dog Rod’s transom. There were many other similar stories throughout the day.

Twenty seven boats were on the water for the day, which is one of the better turnouts, with the entries in each division being fairly equal in numbers and sailing ability. It was good to see Joe Blouin in his new boat after a year’s absence. Welcome back! We are also happy to see all those new faces as first time racers on the circuit. We look forward to seeing you regularly at future regattas.

Our thanks to Tony Kruse and crew for running a good regatta despite less than perfect conditions. The food and drinks provided were excellent.

1ST DIXIE CIRCUIT REGATTA
GULFPORT YACHT CLUB
SEPTEMBER 12, 1993

A DIVISION
1. Rod Koch
2. Joe Blouin
3. John Spray

B DIVISION
1. Frank Wilkinson
2. Bill Nunn
3. David Billing

C DIVISION
1. Paul McKee
2. Mike Taylor
3. Corinne O’Donnell

GALVESTON BOAT CLUB HOSTS ANNUAL REGATTA
by Jim Uroda, Fleet 15 Captain

Twenty eight Texas Sunfish sailors gathered at the Galveston Boat Club July 24-25, 1993, to compete in the annual Sunfish Regatta sailed on Offats Bayou. Clubs represented were Seabrook Sailing Club, Austin Yacht Club, Galveston Boat Club, Bayshore Sailing Club, Woodlawn Sailing Club, and Brazosport Yacht Club. The competitors were divided into three fleets for the six race, one throw out, series. Conditions were clear and hot, and 8-16 mph winds from the Southwest held throughout the weekend. Ash Beatty, of Seabrook, finished well ahead in the Senior Fleet. Ann Gairloff, of Austin, took the Women’s Division, and youngster Jacques Schwantz, of Kingwood, won the Novice Fleet.

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MILL COVE YACHT SALES

NEW SUNFISH DAGGERBOARD BY SUNFISH LASER, INC $155.00 (until 1/15/94)

SUNFISH DOLLY BY SEITECH $299.00

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NEW STYLE RUDDER CHEEKS $37.95

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Windward Leg Fall/Winter 1993-94
LABOR DAY REGATTA AT PALACIOS, TX
by Jim Parrish, Bayshore Sailing Club

Bayfest was going full blast when we entered the driveway of the Old (1903) Luther Hotel on Matagorda Bay in the small town of Palacios, Texas. It was Saturday of the Labor Day weekend but the bay was full of boats tuning up for the Palacios Yacht Club/Bayshore Sailing Club annual regatta. Most of the rocking chairs on the verandah were taken. Many of our members were walking along the park midway, where they could have a tasty seafood lunch or watch their wives spend their money. Others had on roller blades, while a few of our English camp followers were lawn bowling at the hotel.

Sunday morning brought light northerly winds, and it took some of the sailors an hour to get to the starting line. By Sunday afternoon it was survival time, in high southeast winds. Three boats capsized and one broke a mast. Eighteen Sunfish raced, with Malcolm Jones, of Seabrook Sailing Club, the overall winner. Second and third places went to Tommy Gairloff and Bruce Foster, of Austin Yacht Club, with Warren Klutt and Chris Dukeminier, of Bayshore Sailing Club, in fourth and fifth.

Saturday evening most of the members moseyed on over to Peterson's for a seafood fix and out to the pavilion for dancing. The local group may not have had the smooth sound of the big bands that played there in the 40's-50's, but they were loud. Sunday night was the annual dinner where everything in sight was given away, including some 1991 regatta T-shirts and caps and four loaves of bread. Monday afternoon's award presentation completed the weekend, as we promised to make our reservations at the Old Luther early next summer before they put up their No Vacancy sign like this year.

ROLL YOUR BOAT WITH EASE OVER SOFT SAND, MUD AND ROCKY BEACHES WITH THE ROLEEZ® BOATEEZ
We guarantee it!

The versatile Roleez® Boateez, designed specifically for Sunfish/Laser type boats, also carries inflatable rafts, aluminum boats and canoes. The Boateez carries the boat low to the ground so it does not require much lifting to load or unload. A detachable handle prop sets the cart at an angle for loading, permitting the boater to load the cart single-handedly in most cases.

Our cart fits in the trunk or back seat of most cars, taking less space for travel or storage. In seconds, the wheels and handle/prop can be removed without tools.

Carts are also available for personal watercraft, catamarans and beach paraphernalia.

SPECIFICATIONS

Width: 45" (with axle)
Height: 20" (in upright use)
Handle/prop: 38" L
Weight: 22 lbs.
Capacity: 300 lbs
Wheels: 18"H x 8" W

ROLEEZ WHEEL SYSTEM® 5711A SELLGER DR., DEPT WL NORFOLK, VA 23502-5239 800-369-1390, 804-461-1122 FAX 804-461-0383

The Sunfish fleet gets off to a good start at the Palacios Labor Day Regatta, September 6, 1993.

'93 CLARK LAKE REGATTA
Tom Katterheinrich

The Clark Lake Regatta, held at Clarklake, Michigan, is a long established regatta, but the Sunfish Class was first raced there just four years ago. At this year's event held September 25-26, there were four other one-design classes sharing the course with the Sunfish, which started first. The winds were good on Saturday, becoming light on Sunday. CLYC has a great setup, with large trees to camp under, large restrooms, a swimming beach and a very nice club house.

Three clubs in the area (Perrysburg Boat Club, Wolf Lake Yacht Club, and Clark Lake Yacht Club) each host an annual regatta. A point system is used to determine the overall club winner based on scores from the three regattas. This year Perrysburg Boat Club won.

1993 CLARK LAKE INVITATIONAL CLARKLAKE, MI SEPTEMBER 25-26

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ABOUT Sunfish® CLASS MEMBERSHIP

The International Sunfish Class Association was granted international status by the International Yacht Racing Union in 1984. The ISCA ensures equal opportunity for all sailors by preserving the Sunfish as a true one-design sailboat. The United States Sunfish Class Association is the ISCA-recognized authority within the U.S. By joining USSCA, members are automatically members of ISCA.

All U.S. Sunfish owners are urged to become members of USSCA. Upon receipt of the membership application form and fee, USSCA will assign an official sail number, and a set of self-adhering sail numbers will be sent to the applicant. A sailor who buys a new boat may retain the original sail number if the old sail is not sold with the number on it. Members may purchase replacement or newly assigned numbers through the USSCA office for $12.00.

As a member of USSCA, you will receive a membership card, the Class Measurement Rules and Constitution, the Annual Regatta Schedule, and the class newsletter Windward Leg, containing articles on how to enjoy, maintain and race your Sunfish, and regatta reports. A Family Membership, available to sailors living at the same address, provides an ISCA membership card for each member, one set of the materials described above. Junior membership (for an individual who is not 18 years old or older during the calendar year) is available at a discount. USSCA membership is required in order to race in sanctioned events at the regional, national and international levels. Members also have voting privileges at the Annual Sunfish Class Meeting held at the North American Championship site.

Sunfish sailors who live outside the U.S. where there is no Sunfish Class Association, may join the USSCA (and receive the Windward Leg) by sending the membership application form and appropriate fee to the address below.

USSCA MEMBERSHIP APPLICATION

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<tr>
<th>Name</th>
<th>Sex*</th>
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Address

City State Zip Country

Phone: Home Work

Sunfish Fleet Number Location

* To receive notices for Women's Juniors or Masters events
** If previously registered

FEES

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AMT. PAID

Please register me as a new member of USSCA.
Additional Family members (living in same household):
Please register me as a new Junior member of USSCA (not 18 in calendar year).
Please renew my membership in USSCA.
Additional Family members (living in same household; renewal only):
Please renew my Junior membership in USSCA.
I need a replacement Sail Number.
My sail number is ____________________
I am already registered. Please assign me a new sail no. for my new or additional boat.

*** Includes sail numbers

TOTAL ENCLOSED

Make check or money order payable to USSCA (U.S. Dollars) and mail with form to address below.

UNITED STATES Sunfish® CLASS ASSOCIATION • P.O. BOX 300128 • DRAYTON PLAINS, MI 48330-0128 • (313) 673-2750

Windward Leg Fall/Winter 1993-94
Classifieds

DINGLE DANGLE - A wind direction indicator for your Sunfish. Just $10.00 each, or get two for $15.00. My snap-on SHEET HANGERS are still $5.00 per pair. A RETROFIT KIT replaces your pulley strap pop rivets with through bolt system for $3.50. The MAST SLEEVE eliminates mast step slop for $2.50. The LOOP which attaches to the end of the tiller extension is $3.00; the COCKPIT HOOK is $3.50 each (they snap on anywhere to the inside edge of the cockpit). My new CENTERBOARD GRABBER for $12.00 uses two Cockpit Hooks and a piece of stretch cord to hold the centerboard in place. CENTERBOARD HANDLE is only $5.00. I also make HAND CARVED WOOD SUNFISH JEWELRY. Please write for detailed description of products. Mail check to Jim Uroda, 113 Talisman, Lake Jackson, TX 77566. All prices include S&H.


24 PAGE SUNFISH PARTS AND ACCESSORY CATALOG - New racing daggerboards ready to ship. Discount to USSCA members for a limited time. Fall Specials! Call Force Four Marine Corporation, 1-800-243-7245.

SAILBOAT RACE SCORING PROGRAM IBM PC Compatible. Powerful and comprehensive. Developed specifically for Sunfish. High Point, Low Point and Olympic scoring methods. Perfect for clubs and regattas $44.95. Terry Beadle, 4204 South Shore St., Waterford, MI 48328. MI residents add 4% tax.

IF YOU NEED NEW SAIL NUMBERS, you may order them from the Sunfish Class Office by sending a check for $12.00 (for current members) or $15.00 (for non-members), payable to USSCA, to P.O. Box 300128, Drayton Plains, MI 48330-0128. These are sticky back, official 10 inch, black cloth numbers. Be sure to include your name, address and sail number.

PLEASE CHECK YOUR MAILING LABEL. Send any address changes or corrections to the USSCA Office 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 may be ordered by sending $3.00 (check payable to USSCA) to Peg Beadle, USSCA Office, P.O. Box 300128, Drayton Plains, MI 48330-0128.

SUCCESSFUL SUNFISH RACING - autographed books by Derrick Fries; $16.50 includes S&H (Non-U.S. add $6). NA and World Champion tells how to place well in racing. GOOSENECK ADJUSTOR to fine tune your sail position: $23.00 includes S&H. STATIONERY AND NOTES FOR SUNFISHERS - grey with black or red ink. White with black or red ink. 10 notes with matching envelopes or 20 sheets with 10 envelopes. Each set, $5.00, plus $3.00 S & H for any number of sets. Send check to: The Sailboat Garage, c/o Peg Beadle, 4204 South Shore St., Waterford, MI 48328. MI Residents, add 4% tax.


COME TO THE 1994 SUNFISH MIDWINTERS, to be held March 10-13, 1994 at Patrick Air Force Base, Satellite Beach, Florida. You can expect air temperatures of 65-80°, water temperatures, 70° and wind, medium to heavy. For more information, contact Bill Haberland, (407) 777-4862. Plan to stay in Florida for the MASTER'S INTERNATIONAL CHAMPIONSHIP (40+) the next weekend, March 18-20, at Davis Island Yacht Club, Tampa. Contact Rod Koch for details, (813) 821-8245.

WANT TO PLACE AN AD in the Windward Leg? See Ad Rates on page 10.

United States Sunfish Class Association P.O. Box 300128 Drayton Plains, MI 48330-0128 FORWARDING AND ADDRESS CORRECTION REQUESTED

MEMBERSHIP RENEWAL NOTICE
Membership is for the calendar year. To renew your membership, on a sheet of paper write your name, mailing address, home phone, work phone, Fleet number, Fleet location, and sail number; or use the form on page 27 in this issue. Enclose it with your check for $30 payable to USSCA and send to: United States Sunfish Class Association, P.O. Box 300128, Drayton Plains, MI 48330-0128. Phone: (313) 673-2750.