BERMUDA'S SPANISH POINT HOSTS '94 WORLDS

Malcolm Dickinson

Varied wind and sea conditions on the Great Sound of Bermuda made for a challenging 24th World Championship. The beauty of the location, excellent conditions and courses, and the hospitality of our Bermudian hosts made the event memorable. Competitors arrived from six different countries on Saturday, November 12. New arrivals at the Spanish Point Boat Club were greeted by old friends, regatta T-shirts and hats, 40 new 1995 Sunfish on the lawn (already assembled and rigged) and an expanse of turquoise water to the west: Great Sound.

Sunfish-Laser, Inc. provided only half of the promised 80 new boats, so the Bermuda Yachting Association, organizers of the regatta, had to schedule a three-day elimination series to determine which sailors could compete in a 40 boat final. The sailing instructions were amended three times to end up specifying a week-long event consisting of two practice races, 12 elimination races, a three-race consolation series, and a three-race championship finals. All 20 races were full Olympic courses, taking between 50 minutes and 2.5 hours to complete.

Each sailor drew a card to determine their division (A, B, C, or D) and then three more cards to determine which boats they would use on Monday, Tuesday, and Wednesday. Sunday's practice races used the same boats and schedule as Monday.

Since the boats were being used round-robin, no modifications were permitted. We had and tiller extension. Several sailors from Bermuda devised a clever way of attaching clam cleats without drilling. It involved two pieces of stainless steel, each bent at one end to curve around the lip at the edge of the deck. One sailor had tried fixing cleats to the tops of his thighs during the elimination series! (Perhaps we'll see a new line of "cleat-wear" developed for this purpose: combination hiking pants and thigh-top mainsheet cleats?)

SUNDAY was medium air for the practice races. Jean Bergman won the C&D practice race, but her husband Don couldn’t figure out what was causing him to go so slowly. Then Mike Scriver saw something attached to the bottom of his boat: it was a remora, known locally as a "shark sucker," and it had attached itself to the underbelly of something smooth and white that was swimming through the water-Don’s boat! After the races a "dark and stormy" party was held outside the club to introduce the uninitiated to Bermuda’s favorite mixed drink: dark rum and ginger beer. The organizers took to the stage along with the commodore and the Minister of Sport to officially open the event. The colors of the six competing nations were raised on the club’s flagpoles, where they remained all week, and David Frith’s bagpipe and drum corps entertained, complete with Scottish dancing.

MONDAY three races were held on very long courses set far away from the club. Half-hour postponements occurred before each race, and by the time the third race was over it was nearly sunset, so the second race of C&D fleets was postponed until the following day. Eduardo Cordero and Bruce Mahoney won the day’s races. It was windy and colder than many of us had expected. Those who had brought shorty wetsuits found that the combination of cool temperature and wind required a windbreaker or dry top to stay warm.

TUESDAY began with the second C&D race, then a boat switch. C fleet returned for two more races against A, then B&D fleets got in one race before sunset. Courses were shorter and winds lighter. We were still one race behind and an earlier starting time was announced for Wednesday morning. Malcolm Smith, the local favorite, now had scores of 2-3-1-5 to Eduardo Cordero’s 1-1-3-1. Eduardo appeared well on his way to becoming the first person ever to win the Sunfish Worlds two years in a row. A cocktail reception was held at the Baccardi Building, headquarters of the famous rum company.

WEDNESDAY was a lighter-air day which required very little hiking out. It began with the second B&D race; then two A&D races; and C&D switched in about 3:00 pm to finish the elimination series. When the smoke had cleared and all 12 races had been scored, 40 sailors had made it into the championship finals. After a buffet dinner at Spanish Point, each sailor came to the registration table to find out how they did, received a bright blue soft briefcase emblazoned with the regatta logo, and drew the number of the boat they would use for their remaining three races. Results were posted, showing Eduardo Cordero still in first with 7.25 points, and Malcolm Smith close behind with 8.5. Paul-Jon Patin was within striking distance.
with 15.75. The 40 finalists got Thursday off; the remaining 27 sailed three races on Thursday for the consolation series.

THURSDAY was windier than the other days had been. The consolation fleet was out, 20 strong, sailing in beautiful sunshine and steady 15-20 knot winds. Drew Buttner showed his heavy-air strength for a decisive victory.

Chris Thompson, of the 27 remaining finalists, was windier than the other fleet. Outgoing ISCA President Len Ruby ran an efficient meeting and oversaw the election of Jean Bergman as the new ISCA president and Marc Schillebeeckx of Curacao as Vice President. Two resolutions were passed that will make worlds competitors happy. First, specific instructions on what equipment may and may not be changed during the Worlds will now be published in the Notice of Race, so that all competitors will know exactly what equipment to bring. Second, an appendix will be written into the sailing instructions for the Worlds allowing competitors to apply for breakdown points when builder-supplied equipment fails. Lateron Friday night a karaoke party was held at the Mid-Atlantic Boat & Sports Club on the island's north shore, featuring a hot buffet and an appearance by the colorful Goombay Dancers.

SATURDAY night's awards dinner was given buffet-style at the beautiful Royal Hamilton Amateur Dinghy Club. Chuck Millican thanked his fellow volunteers for making the regatta work so smoothly, as indeed it had. In spite of the boat shortage and the elimination series it necessitated, and the delay of one race from Monday to Wednesday, the entire series had run without a hitch. Chuck was given a standing ovation by the crowd in recognition of his efforts.

The youngest sailor award was given to Airliv Aivzaloni, the top master to Don Bergman, the farthest traveled to Darryl Coe, and the sportsmanship award to Pablo Hernandez-Voth. Dan Feldman was also cited for his act of sportsmanship in retrieving David Frith's daggerboard after it had floated away during a downwind capsize on Friday. Finally, awards were presented to the top ten sailors: one Venezuelan, one from the Bahamas, three Bermudians, and five from the US. After years of working very hard, Malcolm Smith had won the regatta by a respectable five points. The new world champion was carried down to the waterfront in a small boat.
Cordero was buried in the fleet. Cordero, a sailing instructor with the Venezuelan Navy, although able to make up remarkable ground, never fully recovered and was left to rue chances lost. "I'm a little bit (disappointed) as I came here for a win and I was (winning) until the last day," said Cordero, who had earlier stated his goal of becoming the first to win the regatta in consecutive years. "I'm disappointed with me, but very happy for the class, because it means it is a very difficult class to win twice in a row. I have to say that Malcolm Smith sailed a great series and he deserves to win. He's a winner and the new world champion; I'm happy for him."

Almost displacing Cordero from second position was Paul-Jon Patin of the United States, who finished second and first in the last two races (and was winning race 7 by a wide lead when his rudder broke). "I'm very happy about the way I sailed; I never had a race out of the top seven, which was good enough for [me] to win in Houston...two years ago. But Malcolm sailed very well today. Regrettably I broke a rudder this morning, but I'm still happy. The committee did an excellent job and I really enjoyed the competition."

But the day belonged to Smith, left to celebrate the thrill of a dream come true, one which seemed would never come to fruition after prior failures and near misses. "I was worn out; there was a lot of pressure. It was a little home water advantage. I had a lot of friends here to back me up; they were really pushing me and telling me I could do it, and that helps," added Smith.

**windward leg**

The Windward Leg, the official newsletter of the United States Sunfish Class Association, is published tri-annually for the information and enjoyment of its members, their families, and friends. Subscriptions are available through membership in the USSCA. For membership information write to: United States Sunfish Class Association P.O. Box 300128 Drayton Plains, MI 48330-0128 Articles of interest, features, photos, and all regatta results are welcomed. For results, include in finish order: Name, hometown, race-by-race finishes, final score, and a wrap-up including weather conditions. Please clearly identify the content of photos and whom credit should be given. Send articles to: Linda Tillman/Windward Leg c/o U.S. Sunfish Class Association P.O. Box 300128 Drayton Plains, MI 48330-0128 Submission deadlines are: Spring issue: February 15 Summer: June 15 Fall-Winter: October 15
SUNFISH SAILORS ARE TRULY IN A CLASS BY THEMSELVES

"Help! We need somebody!" That seemed to be the Findlay family motto during our trip to the Sunfish North Americans in Charleston, SC. Our other standard phrase was "Thank you!" because of the kindness and generosity of the people who responded to our cries of distress.

To an unknown man outside of Nashville, who charged us only $10 to blow out our clogged radiator on a stormy Saturday night, thank you! To Blaine Ewing and his family, of Charleston, who very kindly offered us his house to stay in after we discovered there was no room at the Clifton Inn, thank you! To Don and Jean Bergman for loaning us their car the night, thank you! To Blaine Ewing and his family, who rescued us from the roadside off I-26, 40 miles outside of Charleston, leaving our broken Jeep there and driving us to a service station. Waiting while the car was towed in, the Katterheinrichs then drove us to Columbia, SC, where we rented a Ryder truck with a tow dolly, so we could tow the car, boat, and gear the 900-plus miles to our home just north of Chicago.

The help and hospitality we received all along the way made this a very memorable regatta. What could have been a nightmare turned into a lesson in good will and kindness.

Again, our very special thanks to Blaine Ewing, Don and Jean Bergman, and the Katterheinrichs. Joining the Sunfish class is more than joining a fleet; it means joining a family too!

Bob, Megan, Julie and Jay Findlay

MINIMUM WEIGHT ISSUE

October 12, 1994

I have been asked by the International Sunfish Class Association president to gather data on the weight of Sunfish hulls for consideration of establishing a minimum weight for racing purposes.

The Sunfish Class has been and is being promoted as a one design sailboat. Nearly all aspects of the boat, rigging and sails are regulated toward this end. Noticeably absent, however, is regulation of hull weight. If hull weight is found to be a major speed determinant, it should be regulated as it is in most other one design classes. The rationale for minimum hull weight is the same as the rationale for the identical sail, blades and hull shape already required for the Sunfish.

There are some practical concerns. If the weight is set too high, people will have to add weight to their boats, which may make them and the manufacturer unhappy. If the weight is set too low, people will want to take weight out of their boats, or if they cannot do that, they will feel the need to buy a new boat or leave the class. Establishing a realistic weight, however, will make the boats more one design, produce fairer and closer competition, and encourage the majority of people with older boats to feel competitive and remain with the class.

As a first step, we need to gather sufficient data to determine the range of weights of the boats racing in regional events across the country. To do this, I have asked Regional Representatives to arrange to have all hulls and skippers weighed at regional events held from now (fall of '94) and extending to the 1995 North Americans. This can be accomplished easily and quickly by balancing each unrigged hull on its edge on a bathroom type scale. The hull weight, as well as that of the skipper, will be recorded on forms provided, and the data returned to me, and then on to the technical committee for evaluation.

I would be interested in your comments.

Dick Tillman
11382 S. Tropical Trail
Merritt Island, FL 32952
Tel/Fax: (407) 773-4711

October 31, 1994

I am not sure that weighing the Sunfish will make the class more one design. At present someone can just buy a Sunfish without ever weighing it and if they are diligent in keeping the inside dry, the boats weigh within about 15 pounds of each other. If we start weighing boats at regattas, probably the sailors with heavy boats would want to get rid of their boat, but who would want to buy an overweight boat?

I own a Pearson Sunfish, which is light but gains a gallon of water everyday. Do I want to add 10 pounds of lead, then 8 more pounds of water while I am racing? I already personally weigh more than most sailors. I would not expect Jean Bergman to gain 70 pounds so that we can be one design.

I don't think we have sailors changing the weight of their boats. In other classes the weight minimum is important because different manufacturers could build throw-away boats, trying to be lighter than the competition. With just one builder, I don't feel we have a weight problem in the Sunfish class. Also, weighing boats at regional and major regattas would add considerable time to the already long measurement process.

Tom L. Katterheinrich
Midwest Regional Representative
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*PC*—Microsoft® Windows™ 3.1
80286 or faster computer
2-MB RAM, 1-MB hard disk space

*Macintosh*—System 6.0.x or 7.x
1-MB RAM, 1-MB hard disk space. Please note: Nearly all PCs made since 1991 and Macintoshes made after 1985 can run *Sailing Master*. 
TEXAS YOUTH RACE WEEK WELL ATTENDED

Pauline Mahoney

The fifth annual Texas Youth Race Week was held July 23-29, 1994, with two day regattas at Texas Corinthian Yacht Club on Galveston Bay, Lakewood Yacht Club on Clear Lake, and Houston Yacht Club on Galveston Bay. Over 100 participated, from all over Texas, Louisiana, and Florida. The classes were Sunfish, Laser, Laser Radial, and Optimist.

Three races were scheduled for 1 pm each day. Waiting on a glassy Galveston Bay in 98 degree heat, the youngsters swam and had fun; but you could sense their excitement as their sails flapped in the breeze when the wind did fill in. Six races were completed, with one discard. The next day was a welcomed lay day, time to recuperate after two days of “hot” racing.

At the next venue, Clear Lake, a steady southwesterly built to a brisk 14-20 knots by the afternoon, and three races were completed. The next day a “blue norther” came in, very unusual for this time of year, keeping temperatures down in the afternoon, and three races were completed.

It was a great ending to a fun filled week of racing, making new friends and renewing old acquaintances, with everyone leaving to the tune of, “Goodbye! See you next year!”

TEXAS YOUTH RACE WEEK

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JUNIORS, COME TO MIAMI IN DECEMBER!

Lee Parks, US Sailing

Young sailors under age 21 are invited to participate in the biggest youth event of the year - the Orange Bowl International Youth Regatta, December 27-30, 1994, at the Coral Reef Yacht Club and U.S. Sailing Center, Miami, FL. The Optimist Class will be at the Coral Reef Yacht Club and the Sunfish, Laser, Laser 2, Laser Radial and Byte will be at the U.S. Sailing Center. Sailors who have not turned age 21 by December 27, 1994, are eligible. Charter boats are available and a clinic will be held all day on December 27. Racing will take place December 28-30, with awards on December 30. Social functions are planned each night.

Plane tickets, accommodations and car rental arrangements should be made as soon as possible, as Miami is very busy during the holidays with tourists and Bowl Game attendees. No travel grants are available this year.

Recommended hotels are:
Doubletree (1/4 mile) - (305) 858-2500
Holiday Inn Coral Gables (3 mi.) - (305) 667-5611
HoJo’s (3 mi., regatta discount) - (305) 665-7501
Hampton Inn (2 miles) - (305) 854-2070

For further information, call the U.S. Sailing Center, (305) 854-8415.
SAILING CHANGED LIFE

Paige Deiner

Throughout my life there have been many things that have changed my view of the world. Recently the thing that has changed me the most is sailing.

On my sailboat, I feel free of all troubles and worries. I love the tranquility of sailing on light wind days, just spending time on my Sunfish, sitting and thinking. On windy days, I feel as if I'm on a rollercoaster, bouncing over the waves as I try to hang on to my boat and keep control.

Another aspect I like, maybe more than any other part of the sport, is meeting other sailors and learning about their sailing experiences and their lives. In the few regattas I have sailed, I have met many nice, helpful people who have inspired me to race and sail more. People who sail are all very different; all of us have different backgrounds and different personalities. They all seem to have two things in common, however: love of the sport of sailing and kindness towards other sailors.

SPICER AND YOUNG WIN AT PECONIC BAY

Felicia Gaetano

Southold Yacht Club played host to the Peconic Bay Midget and Junior Sunfish Championships on Sunday, July 24, 1994. Thirty-three sailors went to the starting line and when the 12 races were completed, Greg Spicer had captured the Gold Medal in the Junior Division, while Chris Young and his crew, Mike Spicer, took home the Gold in the Midget Division. Olympic style gold, silver and bronze medals were presented to the top ten juniors. Greg Spicer and Chris Young will have their names added to the Carol Smith Memorial Plaque, which remains at Southold Yacht Club.

PECONIC BAY JUNIOR CHAMPIONSHIP
SOUTHOLD YACHT CLUB
JULY 24, 1994

1. Greg Spicer
   Southold YC 7.25
2. Jon Suter
   Old Cove YC 8.5
3. Rick Zimmer
   Old Cove YC 17
4. Seth Kulczycki
   Southold YC 18
5. Duffy Markham
   Old Cove YC 29
6. Andrew Zimmerman
   Old Cove YC 29
7. Chase Culeman
   Southhampton YC 40
8. Andrew Gregg/Patrick Kenny
   Southold YC 43
9. Bart and Jack Hale
   Southold YC 50
10. James Brantuk
    Old Cove YC 52
11. Matt McKee
    Mattuck YC 54
12. Matt Greenbaum
    Southold YC 59
13. Rich Calo
    Old Cove YC 60
14. Dave Daly
    Southold YC 69
15. Karen Greffe/Ian Magill
    Old Cove YC 72
16. Ryan Wallace
    Southold YC 75
17. John Shack
    Southold YC 84
18. Grace & Al Persico
    Southold YC 94

PECONIC BAY MIDGET CHAMPIONSHIP

1. Chris Young/Mike Spicer
   Southold YC 10
2. Tommy & Anne Persico
   Southold YC 11.25
3. Peter Gregg/James Cardo
   Southold YC 23
4. Daniel Markham/Jay Zimmer
   Old Cove YC 26
5. Gabi & Alyssa Simon
   Southold YC 33

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Windward Leg Fall/Winter 1994-95
INSTALLING RUB RAILS

Brian Weeks

Newer Sunfish, made from 1988 on, have the rolled deck edges similar to the Laser and other boats. This has made for a stronger hull/deck joint and a more comfortable hiking surface, but it does sacrifice protection against harm to the boat. If you hit a piling, dock, or other boats, whether at rest or under sail, you can scratch or break the deck edge. This is a common problem unless you are really careful.

The old deck edges with the aluminum trim were almost bullet proof. You could sink a bigger boat and come out without a scratch. A Nacra catamaran ran into me once while I was waiting near a starting line; it put a large hole in his bow but didn’t even dent my boat. A hard hit would only put a small bend in the old rails. Tar and piling algae would clean right off.

Just before the 1989 North Americans, my father talked to the class measurer (at the time, Will White) and he in turn got it okayed with the Advisory Council to legalize trim or small rub rails on the newer boats. We quickly went to work down at the shop and within a few weeks, we had put rub rails on three new boats. It is a fairly simple job and you can do it yourself. It adds to the life of your boat and weighs practically nothing.

Tools and materials needed are as follows:

- 3 ea. 12 foot sections of 1/2 inch wide, oval aluminum rub rail, pre-drilled 3/16" pop rivets, aluminum with 1/4" grip range
- Pop Rivet gun
- 9 ea. 8/32" x 1 1/2" stainless steel flat head machine screws with nuts and lock washers
- Rubber Mallet
- Drill with 3/16" drill bit
- Hacksaw
- Countersink bit

Get someone to help you. Start out with a piece of aluminum rub rail and mark the center of it. Move over to the nearest screw hole and this will be the bow of the boat. Hold it flush with the edge of the deck and then through-bolt this first hole. The first hole on either side of the bow will also be through-bolted, since at the start there is a compound curve and the rivets would not be able to pull the rail in tight. Even with the bolts, you will have to use the rubber mallet, or even a hammer with a block of wood, to bend the rail to shape. Be careful with the bending and hammering so as not to kink the rail. You must start at the bow, however, or bending becomes even more difficult. After getting past these first three fasteners, it gets easy.

Now you should mark your 3/16" drill bit so it puts a hole into the deck edge but not through it. Use a piece of masking tape wrapped tightly around the drill bit about 1/4" from the tip. When you drill at each fastening hole, stop at the tape. The rivets will fill and expand in each hole, yet not go through the hull/deck joint.

Move on down the boat and drill and pop rivet each hole. You will see how nice and neat the finished product will start to look. Keep the edge of the rail flush with the deck edge as you go.

There will be a butt on each side in the area around the spray rail. Start the next piece right up against the first one. It will continue to go easy until the transom. Here, once again, you will have to use a mallet or hammer with a wood block to do some bending. The rail will have to be through-bolted once again around the tight corner. Remember, an extra set of hands makes a big difference. This section should go past the centerline of the transom. Take your hacksaw and saw the rail off, square at the centerline (over the center of the gudgeon bracket). If there is not a fastening hole near this new butt, you will have to drill and countersink a new hole.

Finish the other side in the same way. Make the bend at the transom, but stop before going all the way to the center. Measure and squarely cut the rail so the butts meet perfectly flush at the centerline. You will probably have to drill and countersink a hole here as well. Finish the riveting and you’re done.

This is a very easy procedure and can be done in an hour or so, once you gather your tools and materials. Your worries about scratches and dings are over. The rolled edge is still comfortable for hiking and the look is aesthetically pleasing.

If you don’t want to drill holes in your boat, you can install 1/2" oval automotive trim. 3M and other companies make such products, but I can’t guarantee the longevity of the adhesive.

Installing rub rails is a fun winter project that will add to the life of your boat and is class legal. My thanks to Susan Kornacki for suggesting the topic. A little work will keep you from “getting rubbed the wrong way” next summer.

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COME TO SAIL EXPO ONE DESIGN PARTY!

Harken is hosting a party for one design sailors at Sail Expo (Atlantic City, NJ) on Saturday, February 4, 1995, from 4 to 7:00 p.m. The party will be held in the one design boat display section of Sail Expo and there will be lots to eat and drink! Door prizes will be awarded, along with a big prize for the class with the greatest number of members in attendance.

Details on Sail Expo tickets, accommodations and party information will be forthcoming in Sailing World magazine. Watch for it.

We'll be busy renewing your memberships for 1995 and, hopefully, you will be gearing up your local fleets for the upcoming sailing season.

We wish our Funfish family Happy Holidays and a wonderful '95 for sailing Sunfish.

Peg and Terry Beadle, Class Directors

GREETINGS FROM THE BEADLES

In November we attended the Worlds in beautiful Bermuda, where the sailing is great and the people are wonderful. Whenever you go to a Sunfish regatta, you renew old friendships and make new friends. There are always great people around a Sunfish. Please encourage new sailors to participate and join in the fun. Let's make this a bigger and better year for the love boat of the 90's.

We'll be busy renewing your memberships for 1995 and, hopefully, you will be

CLASS OFFICE SERVICES

Mailing Labels for distribution of regional newsletters or regatta notices, etc., may be ordered for $15 plus 6 cents per name, postage included. Allow two weeks for delivery. Send requests to the attention of Terry Beadle at the class office address below.

New Sail Numbers may be ordered by sending a check for $12 (for current members) or $15 (for non-members), payable to USSCA, to the class office. These are sticky-back, official 10 inch, black cloth numbers. Be sure to include your name, address and sail number.

Membership Information is available in most issues of the Windward Leg on the inside back cover, for your use in recruiting new members. The advantages of membership are explained above, so that you can explain to non-members the benefits of joining the class.

Fleet Charters are available at no charge, whether new or renewed. A minimum of five boats with current membership is required. Fleet Captains may obtain a fleet champion black chevron and certificate for their fleet champion by sending a written request to the class office.

Class Communication is dependent on receiving prompt notification of members' address changes and Fleet Captain changes. Members are urged to keep us informed, please!

Windward Leg Back Issues can be ordered by sending $3.00 each (check payable to USSCA) to Peg Beadle, USSCA, 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.
PREVENTING BREAKDOWNS (Workshop) by Brian Weeks; ADD A HIKING STRAP (FYI) by Eric and Scott; Vol. III, No. 5.
CONVERTING TO AN INVERTED TRAILER by Malcolm Dickinson; SOLUTIONS FOR RUDDER PROBLEMS by Larry Cochran; WINDSHIFTS by Kirk Beadle; Vol. III, No. 7.
MAKING THE STOCK BOARD INTO A SPEED BOARD by Brian Weeks, Vol. III, No. 9 (wood board).
INNER HULL REPAIRS by Brian Weeks, Vol. IV, No. 1.
FOUR THINGS YOU MUST KNOW FOR EACH START by Rick White; RUDDER EFFICIENCY by Brian Weeks; Vol. IV, No. 2.
A SLICK BOTTOM GOES A LONG WAY by Brian Weeks, Vol. IV, No. 3.
PRACTICE SAILING WITH EASE by Derrick Fries; NEW DAGGERBOARD REPAIRS by Brian Weeks, Vol. IV, No. 4.

Videos for class promotion or entertainment at a fleet meeting may be rented by calling or writing the class office. 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)
- Combo: 1st and 3rd Worlds (St. Thomas and Bermuda)
- US Sailing Video on Rule 54 (Propulsion and Kinetics; explanation by IYRU; 26 minutes)

All correspondence: USSCA, P.O. Box 300128, Drayton Plains, MI 48330-0128; Tel/Fax (810) 673-2750
REGATTA REMINDER

- March 10-12, 1995 Master’s International Championship, Sarasota
- Sailing Squadron, Sarasota, FL; Cindy Clifton, 1379 McAnsh Sq., Sarasota, FL 34236; H: (813) 954-6923. W: (813) 365-5694; over 40.
- March 17-19 National Midwinter Championship, Davis Island Yacht Club, Fleet 651, Tampa, FL; Jeff Linton, 524 Channel Dr., Tampa, FL 33606; H: (813) 254-3455; W: (813) 327-5361. National Team Sunfish Championship to be held Thurs., March 18.
- July 30-August 4 North American Championship, Lewes Yacht Club, Lewes, DE; Connie Miller, H: (302) 645-6239.

FROM THE EDITOR

I am continually amazed at all the Sunfish activity going on across the U.S., especially in the summer months, as evidenced by all the regatta reports received and included herein. Trying to squeeze it all into 28 pages, I went back over the articles and could not find much to cut to fit! Therefore, in this issue the membership information and form normally carried on page 27 is omitted. If you need a membership form, please look to your back issues and make use of it to recruit new Sunfish Class members.

If you have any ideas or suggestions for articles you would like to see (or would like to write) for the Windward Leg, please let me know. The deadline for the Spring issue is February 15. Remember, Regional results should also be sent to the class office for purposes of identifying Worldclassifiers (see U.S. President’s Letter, page 12).

I now have a fax machine on my home phone number, (407) 773-4711. I also have installed a fax modem on my Macintosh; the number for it is (407) 777-3258. My dream is that some (many) of you will be able to fax articles to me for direct conversion to layout format. Please try it!

You will still have to mail photos and/or any handwritten materials. Keep up the good work in identifying the subject matter in photos, either lightly with ball point pen on the back of the photo or on a separate piece of paper (do not use a felt tip pen!), and include appropriate photo credit, if any. Results should be in finish order, and include sail number, skipper, hometown, individual results, and total points. Thanks for all your input!

Linda Tillman
YOU CAN BE A WORLD CLASS SAILOR

Brian Weeks, USSCA President

It is not that difficult a task to qualify for the Sunfish World Championship. I don't mean to take anything away from the pride one should feel if they make it, but I have learned over the years that simply sailing the boat seriously can get you in without too much trouble, and it is something I recommend.

I "snuck" into my first Worlds in 1986. Being by no means a "rock star" competitor, I have qualified every year but one since, by campaigning the Sunfish actively. Each year there are plenty of opportunities, nationwide, for qualifying.

First, let me explain who qualifies for the Worlds. Every country is allowed a certain number of entries, depending upon the size of their national class association. The U.S. is the largest, earning 30 qualifiers. In addition, a few officers, such as the U.S. and International Presidents, the International Secretary and Treasurer and World Council members get a free ride. They do not earn these spots as a reward for service, but for qualification.

In 1995, as many as 6,000 Sunfish sailors will be competing for the World's. The reason for this is the growing number of entries, depending upon the size of the international class association. In addition to the U.S., the entire World's is split into two classes, the National and the International Class, which are discussed in this article.

Let's begin with the National Class, the one you and I are most interested in. The National Class consists of all sailboats which have been built and registered in the U.S. for the Sunfish Class. These boats are divided into four regions:

1. East Coast (Northeast, Middle and South)
2. West Coast (Northwest and Southwest)
3. Great Lakes
4. Canada

The number of entries for the National Class is determined by the number of Sunfish sailboats registered for the class in each region. The Sunfish sailors in each region then compete for a spot in the National Class, which is determined by a qualifying event called the Midwinters. The Midwinters is held in February each year, and the National Class is determined by the results of this event.

The Midwinters is a 2-day event, with two races each day. The top 8 sailors from each region qualify for the National Class, and the top 8 from the combined regions (East Coast and West Coast) qualify for the International Class.

The National Class is held in conjunction with the World's, which is held in a foreign venue. The World's is the most prestigious event for Sunfish sailors, and the top sailors from the National Class qualify for a spot in the World's.

Four qualify at the Midwinters. The Women's, Masters and Junior NA's send one sailor each, and the North American Championship sends seven. This sounds like a "tough nut to crack," but is it?

The fact of the matter is that almost every year, we have to have "wild card" openings, or dig deep to find enough sailors to fill spots for a foreign venue World Championship. Much of this has to do with monetary considerations, but grants are available for some sailors. A list of these can be found in the ISCA newsletter, or by contacting your regional Sunfish Web site.

A spot for the Worlds can come out of the top ten of any regional. It can come from the top 25 at the Midwinters, or it can go all the way down to the final position at the NA's. My recommendation: Pay your dues and go to the North Americans. Because of so much pre-qualification, especially by mid-summer (since qualifications are done in calendar order), you have a really good chance of going to the Worlds by simply attending the NA's and making the championship fleet.

Time in the boat to improve your sailing skills is important. Sail in as many Regionals as you can. This will help you learn and rise to a higher level of competition. You are ready for these regattas as soon as you can keep up around the course and know your sailing rules. You will learn so much from other sailors and the quality time in the boat. Besides, it's fun to explore new waters where you normally sail.

I by no means thought I was ready for my first NA's. I got talked into going in 1983. I was pretty scared, watching all the "superstars," whom I only read about, getting their boats ready for the race. In the first qualifying race, however, I was third at the first windward mark and ended up fifth at the finish. I made the cut and went on to a mid fleet finish, but I was hooked for life after that.

If you campaign a bit, pay your dues and hit the big events, you can be a World Class sailor sooner than you think.

Brian Weeks, USSCA President
271 River Ave., Patchogue, NY 11772
H: (516) 447-2166
Fax(W): (516) 475-1675
Prodigy Mail #: cdpw66a

ISCA PRESIDENT'S MESSAGE

Len Ruby, ISCA President

For most of us in the Northeast, the summer season is winding down and we are gearing up for frost-biting. I am happy to report that, according to Peter Johnstone, Sunfish sales have been particularly brisk this fall, and hopefully we will be able to capture some of these new owners as future racers.

Plans for the Worlds in Bermuda have been underway for some time, and Chuck Millican is working closely with the class in organizing this event, which I am sure will be spectacular. While in Bermuda, your officers plan to do some work in addition to sailing. We will be meeting regarding several items, most of which have to do with clarification of the class rules, and elections.

As you know, we have been talking about minimum hull weight, and Dick Tillman has graciously agreed to form a committee in charge of investigating this issue. If you have any thoughts regarding hull weight, please write or call. Good sailing!

Leonard K. Ruby, ISCA President
236 Beverly Rd.
Brookline, MA 02167
H: (617) 469-9884
REGIONS

MIDWEST REGIONAL AT CLARK LAKE YC

Gail Turlock

Clark Lake Yacht Club's Reed Lowden pulled out all the stops to run as efficient a regatta as possible with almost no wind. From the yellow Sunfish cutouts to guide you down the road to the club and launch site, to strict adherence to the published schedule, the Sunfish visitors knew they were in good hands. After a short postponement Saturday morning, Olympic courses were set in a zephyr-ish breeze. All of Saturday's races saw multiple leaders, depending on who got the puffs first or who sailed into the holes. At the end of the day Tom Katterheinrich was in the lead, followed closely by Kirk Beadle, with Jean Bergman, who came back from deep in the pack on the last leg of each race, not far behind.

Returning to shore from the tough light air day, the sailors were greeted by a Goodyear Blimp hover nearby over the Speedway. The air show continued after dinner when three hot air balloons flew directly over the club, touched their baskets down in the lake, and then took off again. The Midwest Regional traditional go-kart races were the stops to run as efficient a regatta as possible with almost no wind. From the yellow Sunfish cutouts to guide you down the road to the club and launch site, to strict adherence to the published schedule, the Sunfish visitors knew they were in good hands. After a short postponement Saturday morning, Olympic courses were set in a zephyr-ish breeze. All of Saturday's races saw multiple leaders, depending on who got the puffs first or who sailed into the holes. At the end of the day Tom Katterheinrich was in the lead, followed closely by Kirk Beadle, with Jean Bergman, who came back from deep in the pack on the last leg of each race, not far behind.

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Sunday morning dawned to absolute stillness, but the race committee was determined to complete the series. After another postponement, two short races were held. Unfortunately, the wind shifted right before the start, so the races were more like parades, resulting in a shake up of fleet order. Eventual winner Jean Bergman couldn't even claim consistency, but her worst was a "better worst" than the others. Clark Lake's race management was super, the onshore amenities excelled, and, weather aside, it was a great regatta!

MIDWEST REGIONAL CHAMPIONSHIP

CLARK LAKE YC, CLARKLAKE, MI
JULY 30-31, 1994

1. Jean Bergman 1-1-9-3 13.5
2. Kirk Beadle 1-1-10-5 23.75
3. Ron McHenry 11-4-3-10-6 24
4. Ray Steely 4-7-1-12-2 25.75
5. Tom Katterheinrich 3-3-1-7-13 26.75
6. Paul May 8-6-1-11-9 39
7. Don Bergman 12-11-2-6-10 41
8. Shapoor Guzder 10-6-16-7 46
9. Jeremy Zeigler 9-12-12-4-9 48
10. Danny White 17-10-4-14-5 50
11. William Riddle 5-1-5-18-6 63
12. Jim Towler 7-19-10-13-9 68
13. Rex Rogers 13-17-1-15-16 72
15. Dan Feldman 18-22-1-12 78
17. Chuck BUTCHART 15-14-28-18-17 88
18. Tim Abbey 2-9-17-20-20 88
19. Andy Zeigler 14-23-15-12-7 91
22. Ben Nick 20-16-21-26-18 101
23. M. Durbar-Bickmore 21-25-4-16-11 103
28. Reed Loweren 23-25-19-29-28 133
29. Sharon Woodruff 29-26-29-30-24 138
30. Megan MCDade 28-30-27-29-29 148
31. Bill Erven 31-29-31-31-32 154
32. Tim Dowling 19-25-12-25-156
33. Ellen K. Rowen 33-OF-DF-25-165

Windward Leg Fall/Winter 1994-95

Photo by Gail Turluck
ABELS WINS OVER 41 AT SOUTHOLD

Jana Heffernan

Fred Abels, from Ossining, NY, captured the Sunfish New York Regional Championship sailed at Southold Yacht Club, Southold, Long Island, August 20-21, 1994. By toppling the other 41 competitors in the fleet, Abels qualified for the 1994 World Championship in Bermuda this fall.

Sailing conditions varied from light and fluky for the Saturday morning races, to an 8-10 knot southwesterly Saturday afternoon, to a strong 20 knot southwesterly on Sunday, with gusts to 25 for the final four races. After the last of nine races, less than one point separated the second, third and fourth place boats.

Volunteers from Southold Yacht Club did a masterful job of regatta management, both on the water and off. Not only were the races well run, but the social schedule of two breakfasts, two lunches, a Saturday night dinner and raffle went off without a hitch, much to the delight of the committee and the enjoyment of the sailors and their families.

NEW YORK STATE REGIONAL

AUGUST 20-21, 1994

CT SAILOR SWEEPS SOUTHEAST REGIONAL

Dick and Linda Tillman

Kara Forman, of Branford, CT, prevailed over a fleet of 24 sailors who came from Alabama, Florida, New Jersey, North Carolina, South Carolina and Rhode Island, to the SE Regional and '95 World Qualifier held October 22-23, 1994, on the Indian River at Melbourne, FL. Several came to this regional event, held in conjunction with

The SE Regional fleet takes off in 'atypical' light winds on the Indian River at Melbourne, FL.

Kara Forman (right) and Dick Tillman (left) at the SE Regional regatta in Melbourne, FL.

The SE Regional fleet takes off in 'atypical' light winds on the Indian River at Melbourne, FL.

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REGIONAL winners (front): John Skrzypiec, 4th; Len Ruby, 2nd; Jack Willy, 5th; (back): Derek Jackson, 1st; Drew Buttner, 3rd.

CLOSE VICTORY FOR JACKSON AT WEQUAQUET

The 56+ sailors at Weequaquet Lake's Annual Sunfish Regatta and Northeast Regional were greeted Saturday morning with 20-25 mph winds from the WSW, with shifty gusts to 30. By the second race the winds had built to 25 with gusts to 35! With a break for lunch and a survey of the conditions, the afternoon races were canceled. The Regatta Ball Saturday night was a great success and enjoyed by all who attended.

Sunday dawned overcast, windy and threatening. A check of the Chatham radar showed a heavy thunder storm over Martha's Vineyard and heading for the Weequaquet Lake area. A rain delay was put into effect and by 11:30 am the weather was clear enough to go. Four more races in 20-25 mph winds completed the series. The safety boats certainly got a workout during this regatta.

Results were tabulated by a new computer program written by a club member. Derek Jackson won by one quarter point over Len Ruby, to qualify for the 1995 Worlds. In the Junior Division, Steve Evans, of Lewes, DE, took first place honors with five bullets. Beautiful etched glass awards were given out and all were on their way by 4:30 pm.

WEQUAQUET LAKE YC ANNUAL REGATTA AND NE REGIONAL
JULY 23-24, 1994

(Top 31 of 37)

1. Derek Jackson Mountain Lakes, NJ 3-5-1-1-3-9 21.5
2. Len Ruby Brookline, MA 1-2-7-6-2-4 21.75
3. Drew Buttner Plymouth, MA 2-3-14-2-1-1 22.5
4. John Skrzypiec Tiverton, RI 6-7-2-4-10-5 34
5. Jack Willy N. Weymouth, MA 11-4-6-9-10-2 49
6. Kara Forman W. Islp, NY 13-12-5-7-6-8 51
7. Rob Buttner Plymouth, MA 7-13-4-20-5-3 52
8. Malcolm Dickinson Pelham, NY 37-1-13-9-2 60.75
9. Steve Langford So. Windsor, CT 8-6-10-22-11-6 83
10. Ken Charles Manchester, CT 5-9-8-13-12-18 85
11. Lee Parks Newport, RI 19-14-13-3-14-7 88
12. Connie Miller Lewes, DE 19-8-11-18-7-23 86
14. Alan Beckwith Medford, MA 37-26-5-4-11 103
15. Mike Ryan Pocasset, MA 10-37-13-11-21-12 104
17. Janese Willy Weymouth, MA 22-20-16-12-15-24 100
18. Larry Cochran Manchester, CT 18-37-15-6-16-14 116
21. C. Gordon Geick Collinsville, CT 22-23-26-14-27-20 130

Junior Division

1. Steve Evans Lewes, DE 1-1-1-1-1-1 3.75
2. John Cameron III Duxbury, MA 4-3-2-2-3 14
3. Andrew Hughes Centerville, MA 5-2-3-3-2 15
4. Sarah Parker Centerville, MA 2-4-5-6 21
5. Bryn Martin Mashpee, MA 3-5-4-4-5
6. Diane Miller Centerville, MA 7-6-5-6 30
7. Paige Deiner Lewes, DE 6-7-8-11-7 39
8. Craig Fisher Centerville, MA 8-8-7-7-11 41
9. Kevin Davis Centerville, MA 12-10-10-8-11 51
10. Chris Fischer Plymouth, MA 12-9-9-11-11 52
11. Jill Tobi Centerville, MA 12-11-11-11-11 56

Junior Doubles

1. Pat Murphy/Matt Harrington 1-3-1-1-2 7.25
2. Jimmy Brown/Joe Hurley 2-6-33-5-1 16.75
3. Andrew Miller/Billy Purnell 6-1-5-2-3 16.75
4. Caitlin Hurley/Daphne Young 3-4-2-4-5 18
5. Jessica Johnston/Kate Murray 4-2-4-3-6 19
6. Kelley Daly/Mike Haagerty 5-5-6-7-4 27
7. Peter Brown/Tom Harrington 8-7-7-6-7 35
8. Kathryn Norton/Caroline Stephenson 9-9-8-8-8 41
9. Lindsey Stephenson/Alyssa Fantaroni 7-9-9-10-10 45
The 1994 Sunfish Inland Lakes Regional was held August 20-21 at Woodlawn Resort on Blanche Lake in Ottertail County, Minnesota. The Blanche Lake Fleet is presently the only active fleet in Minnesota. Conditions on Saturday were ideal, with NNW winds of 10-20 knots, and five races were completed. Louis Hunt, from Minneapolis, won the first two and last two races, with Bud Narveson, owner of Woodlawn Resort and local Sunfish dealer, won the middle one.

Sunday's wind was very light, with only occasional patches of wind to break the calm, and just one race was completed. Joe Richardson, of Fargo, ND, showed his light wind skills to win and vault him into second place for the regatta. A.J. Kiefer, of Fergus Falls, MN, won the Junior Champion trophy.

**1994 INLAND LAKES REGIONAL**

**BLANCHE LAKE, MN**

AUGUST 20-21, 1994

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<th>Place</th>
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The North Shore Yacht Club, guided by Daniel and Jill Feldman, hosted the first-ever Midwest Regional/charity regatta combination to benefit the Families of Spinal Muscular Atrophy, August 20-21, 1994. This event was spit-polished, yet casual and fun! Local merchants, including Subway, 3X Copy Centers, Dunkin' Donuts, McDonald's, Rinella Beverage Co., and Royal Industries, sponsored the event. While the fleet was a tad smaller than expected, the competitive spirit was no less fierce.

The weather gods were not in a very cooperative mood. With a forecast for NW 10-20 on Lake Michigan, competitors and judges alike were fired up for some action. However, forecasters cannot predict where localized squalls will develop, and when a squall formed just to the north of Highland Park, it gulped up all the wind energy meant for our race course! Four light and variable races were sailed on Saturday.

The action on shore was much more memorable. There was food and drink aplenty for all three meals, including Dunkin' Donuts and Big Macs and fries, plus cold beer after the races. As dinner was ending, a couple of competitors noticed a flare, not too far offshore. A rescue party went out and two motorboats were saved, thanks to the Sunfish sailors' attentiveness! Later, the high spirited partook of King Par golf, notwithstanding aforesaid rain squall, where Kirk Beadle was crowned the putting champ. Kirk's hole in one on the 18th pushed him ahead of Reed Lowden, who shot a five.

Sunday dawned to more predictions of big wind, and skeptical sailors left shore for two more races. The first race featured more (bigger) waves than wind, though there was some wind. Just after the start of the second race, the breeze finally came in. After an exhilarating finale, an exciting ride in, and one top flight competitor's crash in the waves in the shallows, the sailors were treated to Subway subs, followed by awards.

The trophies were presented by Audrey Lewis, the founder of Families of Spinal Muscular Atrophy, and her son Garrett, 12, who is stricken with the disease. Spinal Muscular Atrophy, she explained, is a group of genetically inherited diseases that affect the brain cells that govern nerve function. It is the largest genetic killer of children under the age of two. FSMA is a national foundation headquartered in Highland Park, IL, and receives its funding mostly from family support. She had met Dan and Jill Feldman in their neighborhood, and they put together this fund-raiser to augment the organization's meager funds.

The North Shore Yacht Club's on-water support (committee boat and two patrol boats) was provided by the BSA Sea Explorer Troop from Lake Bluff, IL, led by John Baca. Race Committee Chairman was Jamie Findlay.

**INLAND LAKES REGIONAL**

**BLANCHE LAKE, MN**

**AUGUST 20-21, 1994**

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- Brad Anderson 8-5-7-4-6-5
- Karl Narveson 9-5-5-6-6-6
- Brian Harre 7-7-7-7-7-1
- A. J. Kiefer 6-8-9-6-7
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**BLANCHE LAKE, MN**

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<td>Bud Narveson</td>
<td>3-3-1-3-3-2-3</td>
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<tr>
<td>Dick Treptow</td>
<td>4-4-4-6-6-6-6-6</td>
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<tr>
<td>Brad Anderson</td>
<td>8-5-7-4-6-5-5</td>
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<td>Karl Narveson</td>
<td>9-5-5-6-6-6-6-6</td>
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<tr>
<td>Brian Harre</td>
<td>7-7-7-7-7-7-7</td>
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<td>A. J. Kiefer</td>
<td>6-8-9-6-8-7-7</td>
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<td>Steve Jacobson</td>
<td>7-9-10-9-9-9-9-9</td>
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<td>Bill Wilson</td>
<td>10-10-9-6-6-6-6-6</td>
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<tr>
<td>Barry Arnold</td>
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The 1994 Sunfish Inland Lakes Regional was held August 20-21 at Woodlawn Resort on Blanche Lake in Ottertail County, Minnesota. The Blanche Lake Fleet is presently the only active fleet in Minnesota. Conditions on Saturday were ideal, with NNW winds of 10-20 knots, and five races were completed. Louis Hunt, from Minneapolis, won the first two and last two races, with Bud Narveson, owner of Woodlawn Resort and local Sunfish dealer, won the middle one.

Sunday's wind was very light, with only occasional patches of wind to break the calm, and just one race was completed. Joe Richardson, of Fargo, ND, showed his light wind skills to win and vault him into second place for the regatta. A.J. Kiefer, of Fergus Falls, MN, won the Junior Champion trophy.
The first race day, with lighter winds for the final two races on the annual race series. Winds of 20-25 mph dominated the Austin Yacht Club, from the Abilene Galveston Boat Seniors Jones, of the Seabrook Manning, of AYC, took the Women's Division Sunday. Thirty Texas Sunfish sailors gathered for the annual Sunfish Regatta held at the Galveston Boat Club on Offats Bayou, July 23-24, competing in three divisions in a six race series. Winds of 20-25 mph dominated the first race day, with lighter winds for the final two races on Sunday. Ash Beatty, of Seabrook, finished his usual first in the Senior fleet, but was crowded this year by Logan Goar, 10. Bubba Horner, 11. Bubba Horner, 19. Richard Harris 18. EarJ

NANNING REPEATS WIN OF WORLD'S LONGEST SUNFISH RACE

Paul Nannig, representing Old Cove Yacht Club in New Suffolk, won the world's longest Sunfish race, around Shelter Island, for the second year in a row, on July 3, 1994. The morning breeze died just as the 24th annual nautical marathon began at 11:45 a.m. Sailing clockwise around the island from the starting line off the host Southold Yacht Club, it took the leaders nearly two hours just to escape Southold Bay. By 3:15 p.m., the 37 boat fleet was dispirited and spread from Gardiners Bay to the north ferry. As the escort boats started towing those at the rear of the fleet back to Southold Yacht Club, the 2-3 knot breeze, which had earlier swung from the northeast to the southeast, suddenly increased to 14 knots, as forecast. Spirits soared and the Sunfish accelerated as if fired from a cannon. The remaining racers rushed by Rams Head and rounded Mashamock Point at full speed. But no matter how fast they went, the first third of the course had taken too long to complete and there was no way that the circumnavigation of Shelter Island would occur within the six hour time limit. As a result, Commodore John Spicer and RC Chairman Richard Mautner shortened the course just west of the south ferry.

Paul Nannig, who had to play catch up after being buried at the start, held off Malcolm Dickinson, of Bolton Lake, CT, to defend his title with a time of 5 hours and 43 minutes. Dickinson finished one minute later. In third place was Dick Abbenne, from the Seawanhaka Place Yacht Squadron, edging out Joe Sullivan, of Southold Yacht Club, who was 4th by one second. The remaining top ten included Ken Mockridge, Moriches YC, 5th; Dick Heini, Seawanhaka Place Yacht Squadron (he holds the course record of 3 hrs., 30 minutes), 6th; Joe Croasdale, Southold YC, 7th; Mark Hutchinson, SPYS, 8th; Isaac Kaplan, Southold YC, 9th; Ron and Ted Kuttiewicz, Moriches YC, 10th.

REGATTA REPORTS

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Sunfish: Laser

Windward Leg Fall/Winter 1994-95 17
MAY BESTS 25 AT WOLF LAKE OPEN

Andy Zeigler

Twenty five boats participated in this year’s Wolf Lake Open Sunfish Regatta. As happened last year, the open regatta had local non-Sunfish (Snipe) sailors wanting to join in the fun of this annual challenge between experienced and new sailors.

Winds for the two day event were very light at best. Saturday was clear, sunny and hot for the one and only race of the day. Winds SW at 0-5 mph offered only an occasional hope of a gust. The light winds challenged every sailor's patience in the longest race on record for this event. Paul May, of Wolf Lake, was first to cross the finish line in 1 hour, 42 minutes, just 17 minutes shy of the two hour time limit. The race was called 30 minutes later, with just nine boats having finished. At the discretion of the race committee, those boats not yet finished were assigned places in the approximate order in which they may have finished. More than one sailor was heard to comment on the slogan printed on the backside of this year’s regatta T-shirt: “Just Cry Wolf.” Needless to say, everyone was happy to have completed the race. Sunday was cooler and cloudy with occasional light rain and promised a steadier breeze, though it was very light by any standard. The fleet finished. More than one sailor was heard to comment on the slogan printed on the backside of this year’s regatta T-shirt: “Just Cry Wolf.” Needless to say, everyone was happy to have completed the race.

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SUNFISH

WOLF LAKE OPEN
JACKSON, MI
JULY 16-17, 1994

1. Paul May
Jackson, MI
18-20-20-20-20
2. Tom Katterheinrich
Kittery, ME
19-21-20-21-20
3. Jim Towler
Jackson, MI
20-21-20-20-20
4. Jeremy Zeigler
Jackson, MI
21-20-20-20-20
5. William Riddle
Jackson, MI
22-21-20-20-20
6. Ray Steely
Jackson, MI
23-20-19-19-19
7. Stan Woodruff
Jackson, MI
24-20-19-19-19
8. Andy Zeigler
Jackson, MI
25-21-20-19-19
9. Shapoor Guzder
Jackson, MI
26-21-20-19-19
10. Gail Towler
Jackson, MI
27-20-19-19-19
11. Rex Rodgers
Jackson, MI
28-20-19-19-19
12. Mel Nichols
Jackson, MI
29-20-19-19-19
13. Chuck Butchart
Jackson, MI
30-20-19-19-19
14. Chris Chatters
Jackson, MI
31-20-19-19-19
15. Dan Feldman
Jackson, MI
32-20-19-19-19
16. Daniel Yamamoto
Jackson, MI
33-20-19-19-19
17. Paul Harrington
Jackson, MI
34-20-19-19-19
18. Sharon Woodruff
Jackson, MI
35-20-19-19-19
19. Tom Swartz
Jackson, MI
36-20-19-19-19
20. Cliff Austin
Jackson, MI
37-20-19-19-19
21. Bill Feldman
Jackson, MI
38-20-19-19-19
22. Reed Lownard
Jackson, MI
39-20-19-19-19
23. Linda Kelley
Jackson, MI
40-20-19-19-19
24. Laura Towler
Jackson, MI
41-20-19-19-19
25. Mike Kelly
Jackson, MI
42-20-19-19-19

WOLF LAKE OPEN Award winners, front: Paul May, Tom Katterheinrich, Jim Towler, Laura Towler, Jeremy Zeigler, Bill Riddle; back: Ray Steely, Stan Woodruff, Andy Zeigler, Shapoor Guzder, Gail Towler.

MARK WEIDER WINS CORNWALL MEMORIAL
Edward Mullen

The Fred Cornwall Memorial Sunfish Regatta is held annually in Pultneyville, NY, the home of the Pultneyville Mariners. Fred Cornwall started the sailing club in 1947 with a group of ardent Sailfish enthusiasts.

Pultneyville, located 20 miles east of Rochester on Lake Ontario, has long been a sailing and racing mecca. The harbor has been in use for over 200 years for both commercial and pleasure boating. Today the area hosts the Pultneyville Mariners Sailing Club and a separate yacht club.

The Cornwall family were among the original settlers of Pultneyville over 200 years ago, and have always been involved in shipping and sailing ventures. Fred Cornwall’s death in 1998 presented us the opportunity to memorialize Fred and his efforts in establishing Sunfish racing in this area.

For this year’s event, held August 13, the day began with early morning fog that burned off as the sun rose. The morning races went off in a light and variable WNW, 5-10 knot breeze. Conditions were better by afternoon as the wind increased to 10-15 from the northwest. Matt Beallarre received the Junior Award.

FRED CORNWALL MEMORIAL
PULTNEYVILLE MARINERS SAILING CLUB
AUGUST 13, 1994

2. Dave Tonton Oswego Sailing Club 1:12-2:34-1:24 8.5
4. Tom Gregway Oswego Sailing Club 4:35-4:5-3 19
5. Chip Bayer Rochester Canoe Club 3:66-6:4-6 25
6. John Walsh Pultneyville Mariners 6:54-5:5 25
7. Matt Beallarre Pultneyville Mariners 7:7-7:2 35
RICH CHAPMAN TAKES SUPER SAIL

Tom Katterheinrich

The 22nd annual Super Sail was held July 23-24, 1994, on Lake Michigan off the beach of Winnetka Yacht Club, Winnetka, IL. Winnetka is approximately 20 miles north of downtown Chicago.

Rich Chapman won the regatta over a fleet of 23 Sunfish in a six race, one throw out series. The winds were very light, with major wind shifts. Saturday night there was a chicken barbecue and dance at the Winnetka Community Center. Danny White's parents hosted a junior party at their home.

Mugs were awarded to the top five finishers. Danny White was the Junior winner, followed by Liam Cavanaugh and Mac Dunbar-Bickmore.

XXII SUPER SAIL
WINNETKA YACHT CLUB
JULY 23-24, 1994

1. Rich Chapman
Libertyville, IL 1-2-1-4-6 11.5
2. Bob Findlay
Glencoe, IL 1-4-2-2-3 11.75
3. Jean Bergman
Holland, MI 1-5-3-4-9 13.5
4. Dan Feldman
Highland Park, IL 6-4-8-1-5 18.75
5. Chris Lowrie
Lake Forest, IL 4-2-2-9-5-8 22
6. Don Bergman
Holland, MI 2-5-7-15-6-4 28
7. Tom Katterheinrich
N. Portsmouth, OH 8-5-11-6-3-7 29
8. Danny White
Highland Park, IL 19-12-15-5-10-2 41
9. John Keeper
Lake Bluff, IL 15-11-10-3-14 48
10. Shapoor Gwadar
Deerfield, IL 10-7-3-9-17 55
11. M. Dunbar-Bickmore
Glencoe, IL 7-8-15-13-20-13 56
12. Liam Cavanaugh
Wilmette, IL 13-13-13-8-13-11 58
13. Ben Niel
Highland Park, IL 9-10-16-17-17 59
14. Matt Garrett
Winnetka, IL 11-16-10-9-16 62
15. Steve Steer
Springfield, IL 21-14-6-12-14-21 67
16. Charles Rush
Lake Bluff, IL 12-17-17-11-16-15 71
17. Paul Riege
Lake Bluff, IL 14-15-18-14-19-8 81
18. Jill Feldman
Highland Park, IL 17-20-13-16-15-8 84
19. John Shepperd
Lake Bluff, IL 22-19-14-18-18 93
20. Ben Slater
Springfield, IL 16-16-20-22-19-10 93
21. Jim Murphy
Glencoe, IL 24-24-24-24-170 98
22. Susan Small
Wilmette, IL 18-21-22-20-10-100 100
23. Ned Rodgers
Mundelein, IL 20-22-11-23-20-106 106

SAVIN ROCK NOW CATFISH CLASSIC

Malcolm Dickinson

The third annual Savin Rock Festival Regatta, renamed the Catfish Classic, was held in perfect weather this year off the town beach of West Haven, CT. Last year’s event was a two-day, three-regatta affair with over 500 boats participating. This year it was a one-day regatta due to organizing difficulties. Nevertheless, the sailing was great and the competition keen, with first place traded back and forth during repeated tacking duels between the leaders. Several surprise wind shifts capsized half the fleet, launching others to the front.

Gordy Geick did the race committee work, running six very good races despite a shortage of equipment. Ribbons were awarded to the top three finishers. This regatta is conveniently located within two hours of Long Island's Great South Bay, North Jersey, and Barrington, RI, and we hope to see more boats from those locations here next year.

KENNEDY WINS CHOWDER BOWL

Twenty four Sunfish sailed in the 1994 Chowder Bowl Regatta hosted by Narrasketuck Yacht Club in Mityville, NY, on September 17, 1994. Five races were sailed in rather southerly breezes under the direction of RC Chairman Helmie Meyhofer, with help from George Prunty. Dave MacLellan ran the crash boat and actually saw some rescue opportunities. Sue Koehler cooked up a great homemade clam chowder that was voraciously consumed. The committee ran all twice-around, windward leeward courses. Action at the weather mark was exciting, with boats approaching the mark on port tack scrambling to avoid starboard boats on the run, but there were no protests. Prizes were inlaid Corian serving platters, wood plaques made by Jim Koehler and Sunfish gear provided by the Great South Bay Dinghy Shop. Bruce Kennedy was overall winner; first Junior was Chris McDermott.

1994 CHOWDER BOWL REGATTA
NARRASKETUCK YACHT CLUB,
AMITYVILLE, NY
SEPT. 17

1. Bruce Kennedy 3-2-1-1-1 7.25
2. Brian Weeks 6-1-5-2-3 16.75
3. Jim Koehler 2-1-3-2-3 17
4. Peter Jenkins 4-3-4-9-5 25
5. Chris McDermott (J) 5-4-2-3-16 30
6. Roger Knight 7-6-15-5-4 31
7. Alex Conway (J) 1-6-8-6-11 31.75
8. Will Murray (J) 10-11-6-7-8 42
9. Alan Pearlman 8-10-9-10-7 44
10. Justin Stang (J) 11-8-7-9-12 46
11. Art Leiz 9-14-11-4-10 48
12. Rich Murray (J) 14-9-12-14-9 58
15. Rob Bachner (J) 15-17-20-12-14 78
16. Frank Marinacce 17-12-14-18-18 80
17. Jerry Schaffoch 16-19-21-18-17 91
19. Matt Lange (J) 21-20-17-17-20 96
21. Mark Stang ds-ds-16-16-15 97
22. Phil Packard 20-21-23-22-9 111
23. Ray DiSefano 22-22-19-22-6 113
24. Gretchen Schmidt ds-ds-24-23-12 122

Windward Leg Fall/Winter 1994-95

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INTERNATIONAL

Whether sailing off a beach or leading in a hot race, you need a 1:12 scale model of your Sunfish. Accurate Detail and easy assembly.

Your individual sail number is provided.
WET PANTS DRAWS
TOP L. I. SAILORS

Karla Schnase

It was irony as usual at the port of call of the Wet Pants Sailing Association's Long Island Sunfish Championship... half the wind anticipated, over twice the crowd we had last year, and a race committee chairman somewhere across the big blue sea.

Despite the lack of the usual stiff southwesterly, there was certainly no shortage of talent on the course. The die-hard (and overzealous) fleet practiced starts (many recalls) in the six-race, no throwout series. Luckily, Sunfish sailors are not only a hearty bunch, but a class with a sense of humor and, on Saturday, patience. Well, at least some sailors appreciated a challenging course, albeit not exactly a perfect one. While the world class sailors battled it out for first, in the end the honors were bestowed upon Larry Suter, with Tom Donahue and Kara Forman close behind.

Thanks to stand-in Race Chairman Tom Travis (better known for his Sunfish sailing), who wished he were out sailing rather than pacing the deck of the committee boat with a two-way radio that didn't work. Cheers to the terrific moms and friends at the Lunch Committee crew, great Sunfish paraphernalia prizes from Jim Koehler's Dinghy Shop, and most of all, the sailors who came from nearby and across the Island. Best wishes to those who were tuning up for winter frostbiting or heading for the Worlds in Bermuda. Hope to see you all next year!

LONG ISLAND SUNFISH CHAMPIONSHIP
WET PANTS SAILING ASSOC.
SAYVILLE, NY
SEPTEMBER 24, 1994

Open/Amateurs Division

1. Larry Suter 13-1-4-8-1-3 16.5 M-1
2. Tom Donahue 2-4-17-9-3-1 18.75
4. Bruce Kennedy 18-10-8-2-4-10 34 M-2
5. Luke Buxton 5-6-11-8-3 35
6. Brian Weeks 15-5-3-7-10-15 40
7. Kenny Mockridge 9-18-1-20-6-8 41.75
8. Malcolm Dickerson 1-11-2-15-14-6ds 45.75
9. Phil Martin 10-27-9-12-16-4 51 M-3
10. Joel Furman 13-9-12-6-5-23 52 M-4
12. Paul Jon Patin 17-3-16-6-14 54
13. Kevin Morgan 19-16-3-7-3 56
15. Alex Conway 4-15-21-24-11-3 64
16. Andrew Kinsey 11-22-10-10-13-20 64
17. Peter Jenkins 14-7-7-12-15-24 67 M-6
18. Justin Stang 27-12-16-14-21-5 70
19. Dick Heini 7-21-20-16-20-11 74 M-7
20. Chip Larson 26-14-11-13-17-ds 81 M-8
21. Mark Hutchinson 24-31-14-25-12-12 87 M-9
22. James Crink 6-20-25-29-25-21 97 M-10
26. Peter Fraser 30-28-24-21-29-17 119 M-13
27. Thomas Baker 8-24-22-26-ds-ds-ds 124
29. John Hunt, Jr. 21-29-30-23-22-ds 125
30. Robert Conway 31-26-26-32-26-22 131 M-14
32. Bill Lamborough 20-19-22-14-14 135 M-15
33. Jack Hutchinson 26-33-31-30-10 141 M-16
34. B. Deschenhuk 33-df-29-30-27-ds 154

Junior Division (separate start)

1. Robert Sachner 1-1-1-1-2-6 5
2. Thomas Desmond 2-5-3-6-1-3 13.75
3. Matt Johnson 3-3-5-5-4-2 17
4. Michael Geoghan 4-6-3-2-6-8 17
5. Chris Lanzaotta 5-7-4-5-7 23
6. Debbie Capozzi 11-6-4-9-9-4 32
7. Paul Krause 4-7-9-8-7-10 36
8. Erik Tresler 9-4-5-3-11 36
9. Kevin Krause 8-10-11-10-1 36.75
10. Matthew Heering 7-10-8-7-6-9 37
11. Brad Geoghan 10-11-11-10-1-5 47

WAVASSE'S HOLD FIRST REGATTA

Linda Tillman

 Winds were light for the first annual Pre-Labor Day Regatta held at Lake Wawasee, Syracuse, IN, on August 27, 1994. Six Sunfish sailed three races on an idyllic, late summer day; for most, it was their first regatta. Overall winner was Barbara Carr, of Indianapolis, IN; second was Nancy Blackwell, of Columbus, IN; and third was Sue Ferguson, of Ft. Wayne, IN. Everyone enjoyed the racing and vowed to continue next season. A post-race party, including spouses, was held at the Wawasee Yacht Club, where Sunfish half hull plaques were awarded to the top three finishers.

LOWRIE TAKES HONORS AT LAKE BLUFF

Rich Chapman

On August 13, 1994, eleven hardy sailors braved morning rain to attend the second annual Lake Bluff Invitational Regatta. Once the weather cleared, six races were sailed in moderate winds. Chris Lowrie, a Lake Bluff native, took top honors. Top junior was John Sheppard, also a local. Thanks to SLI for the great perpetual trophy; it really adds distinction to the regatta.

LAKE BLUFF INVITATIONAL
LAKE BLUFF, IL
AUGUST 13, 1994

1. Chris Lowrie Lake Bluff, IL 2-1-1-2-3 6.25
2. Rich Chapman Libertyville, IL 3-2-2-1-1 7.5
3. Dan Feldman Highland Park, IL 1-3-3-3-3-3 11.75
4. Susan Small Glencoe, IL 9-5-5-4-4 22
5. Leland Brode Lake Bluff, IL 5-5-7-5-5-6 29
6. Dave Gaspar Lake Bluff, IL 6-9-5-5-7 30
7. Jill Feldman Highland Park, IL 7-9-5-10-7-5 34
8. Bob Findlay Glencoe, IL 4-4-ds-4 36
9. Jack Sheppard Lake Bluff, IL 8-10-9-9-9 42
10. John Sheppard Lake Bluff, IL 10-7-10-10-10 44
11. David Brode Lake Bluff, IL 10-11-8-9-9 46

And they're off to an almost perfect start in a Long Island Championship race. Barbara Carr, Nancy Blackwell and Sue Ferguson, top three at Wawasee.
By the time the first race started, the wind was dying and, mercifully, after this one marathon drifter, we were sent ashore. Bob and Joan Morse and family were Race Committee and did as good a job as ever, while the Devil's Lake Yacht Club came through with first rate onshore amenities, i.e., coffee, donuts/muffins, barbecue lunches, and the traditional Saturday night buffet. This one is fun!

This One's For Fun Regatta
Devil's Lake, Manitou Beach, MI
September 17-18, 1994

1. Don Bergman Holland, MI 2-2-1-4 9
2. Jean Bergman Holland, MI 6-1-3-1 11
3. Ron McHenry Cortland, OH 1-4-6-6 16
4. Dan Feldman Highland Park, IL 4-5-5-5 18
5. William Riddle Sylvania, OH 5-5-8-5 21
6. Ray Steely Maumee, OH 5-6-6-8 23
7. Tom Katterheinrich New Knoxville, OH 10-7-6-2 25
8. Tim Abbey Warren, OH 9-10-7-2 29
9. Gail Turkuck Chelsea, MI 7-9-9-8 33
10. Dave Horthrup Brooklyn, MI 8-8-16-10 42
13. Julia Santich Perrysburg, OH 13-12-10-10 51
15. Reed Lowden Jackson, MI 15-16-15-14 60
17. Bill Erven Jackson, MI 17-14-17-18 66
18. Jim Fernandberg Manitou Beach, MI 16-17-18-17 68

Junior
1. Kevin Laidlaw Saline, MI 1-1-4-1 7
2. Katie Chambers Adrian, MI 4-2-1-4 11
3. Laura Turkuck Chelsea, MI 3-5-3-2 12
4. Nancy Carlele Adrian, MI 6-6-6-5 23
5. Robert Morse Adrian, MI 7-3-2-df 24
6. John Morse Adrian, MI 3-10-10-2 26
7. Erin Laidlaw Saline, MI 5-8-8-9 26
8. James Sandom Adrian, MI 9-8-7-6 30
9. Cara Braun Manitou Beach, MI 7-9-7-3 32
10. Jillian Sahajdack Grand Rapids, MI 10-9-8-10 34
11. Ryan Davis Manitou Beach, MI ds-ds-ds-9 46

Gail Turkuck

JAMES LIEBL IS NEW SLOUGH KING

Tom Katterheinrich

The 1994 Great Pumpkin Regatta was sailed October 29, on the famous Johnson’s Slough, in Hinsdale, IL, a suburb on the western beltway of Chicago. This year we celebrated the silver anniversary of this event.

The weather was partly cloudy in the morning, turning sunny by afternoon, with temperatures in the 60’s. Winds were 15 mph, with plenty of auto tacks and down drafts from the trees that are close by. There was only one capsize, but fortunately there was no Slough muck on his sail.

The Great Pumpkin Regatta was the last regatta in the Midwest for 1994. We look forward to returning to the Slough in April, 1995, for the start of the 1995 Midwest regatta season. Congratulations to James Liebl, the new Slough King.

THE GREAT PUMPKIN REGATTA
Johnson’s Slough, Hinsdale, IL
October 29, 1994

1. James Liebl Chicago 1-6-1-4-1-1 7
2. Rich Chapman Libertyville, IL 2-1-2-9-2-3 9.75
3. Dan Feldman Highland Park, IL 3-4-3-1-3-7 13.75
4. Paul Wood Prospect, IL 4-2-6-2-8-2 16
5. Don Bergman Holland, MI 5-10-5-3-7-4 24
6. Danny White Highland Park, IL 7-9-7-6-10 27
7. Jim Murphy Waverley, IL 8-5-4-3-6-5 28
8. Tom Katterheinrich New Boston, OH 6-9-9-5-6-5 31
9. Dave Haaf Hinsdale, IL 11-8-10-12-8-3 47
10. Paul Riegel Lake Bluff, IL 10-7-11-11-9 48
11. Dave Anderson Hinsdale, IL 9-11-10-12-10 51
12. Flu Hirschen Elgin, IL 12-12-7-13-3-ds-52
13. Jim Krasner Chicago 14-15-12-14-12 63
14. Jim McCarthy Hinsdale, IL 14-13-14-13-11 64
16. Ed Howe Hinsdale, IL 13-ds-ds-ds-ds 77

*one throw out
YOUNG IS TOP SENIOR OLYMPIAN AGAIN
Paul Odgarn/Fenny Loisel, Co-chairs

Court Young, Jr., of Monroe, NY, was consistently hot for a second year in a row, finishing first overall at the Connecticut Senior Olympics Sunfish Regatta held at West Haven, CT, on September 18, 1994. Thirty seniors, aged 40 through 74 years young, endured a blustery Nor'easter, with winds gusting over 20 mph in the morning and finally moderating to 10-15 in the afternoon. Heavy air specialist, the very "rapid" Bob Butner, of Plymouth, MA, finished a close second, only two points behind Court. First in the women's division was Bárbel Polansky, from Oyster Bay, NY. In spite of shifty conditions, the racing was tight, i.e., there were no 'horizon jobs,' thanks to our one-design racing sail and new daggerboard. Gold/Silver/Bronze Olympic style medals were awarded to five age groups, and overall awards went ten deep, thanks to our generous sponsors, Sunfish Laser Inc., North Sails, and the Bank of Boston-CT. Race management and computerized race results were skillfully handled by Malcolm Dickinson, still too young to race as a master.

A healthy sense of humor was needed to appreciate Odie's hand crafted, "special" awards. The Old Salt Award was again presented to Sandy Sanderson, of Guilford, CT, the oldest competitor at 74 years. The dreaded Hang In There Award went to Gary Vollinger. The Barnacle Award (oldest Sunfish) went to Bernie Spence; the Best Capsize Award (a soggy North log book) went to John Hutchinson, who had a judges' score of 9.2, with runner-up going to previous NA Champ Jack "crash" Evans, with an unrespectful score of 8.9.

Larry Cochran received the Geratol Award for "vitaminized" Sunfish mastering; Norton Hutchinson was presented the Golden Spirit Award for epitomizing the very spirit of senior sports. And a special appreciation award was presented to Will Berger for his assistance and leadership in Senior Olympics.

Adult fun was had by a very energized group of masters who lived up to the Senior

---

CONNECTICUT SENIOR OLYMPICS* WEST HAVEN, CT SEPT. 18, 1994

---

1. 26407 Courtney Young
   Monroe, NY 56 3-2-2-1-1-14 11.75
2. 91 Rob "Rapid" Butner
   Plymouth, MA 46 2-1-4-1-5-9 13.75
3. 76706 Dick Abbene
   Oyster Bay, NY 46 1-5-3-2-4-9 16.75
4. 19773 Gordon Geick
   Collinsville, CT 63 7-7-15-5-3 20
5. 55416 Mark Hutchinson
   Southold, NY 42 6-5-9-9-7 23
6. 21681 Joseph Sullivan
   Endwell, NY 57 11-16-12-3-4-5 30
7. 484 George Seary
   Endwell, NY 40 12-5-6-1-2-3 36
8. 37723 Larry Cochran
   Manchester, CT 70 14-1-6-8-19 37
9. 44761 Peter Barnes
   Westlake, MA 61 1-9-11-5-4 48
10. 62043 Ray Buchanan
    Chatham, NJ 69 5-7-7-13-15 48
11. 76059 David Davies
    Middletown, CT 53 1-0-7-20-12-22 48.75
12. 27764 Jim Crink
    Darien, CT 58 13-9-9-2-13-5 50
13. 43307 Dick Heinl
    Manhasset, NY 157 1-14-12-13-1-7 55.75
14. 41 Robert Conway
    Islip, NY 43 18-8-4-6-10-21 56
15. 39969 Paul Borse
    Southington, CT 56 4-17-16-24-11 62
16. 27777 Jack Evans
    Guilford, CT 47 17-10-10-26-15-12 64
17. 59312 Denis Futterlieb
    Meriden, CT 49 19-18-19-17-20-1 73.75
18. 9099 Norton Hutchinson
    Oyster Bay, NY 71 10-13-31-21-27-9 79
19. 76377 David Barnett
    New York, NY 40 20-20-18-17-26-10 85
20. 12417 Peter Bechtfirst
    Wayland, MA 65 25-26-19-12-18-14 88
21. 34183 Gerhart Menzel
    Simsbury, CT 64 15-21-22-16-22-9 93
22. 40643 Frank Whitescarver
    Kinnelon, NJ 72 26-22-16-26-11-16 99
23. 7841 Bernie Spence
    Milford, CT 67 16-19-20-27-23-25 103
24. 31078 Ted Straight
    Chatham, NJ 64 23-27-22-18-25-17 115
25. 76158 John Hutchinson
    Oyster Bay, NY 69 24-23-31-19-24 121
26. 54988 Bárbel Polansky**
    Kinnelon, NJ 48 19-29-31-21-13 123
27. 76357 Bill Betts
    Kinnelon, NJ 43 27-23-24-28-28 124
28. 77323 Gary Vollinger
    E. Hartford, CT 47 30-31-25-22-28 136
29. 55 David Mening
    Endoott, NY 61 22-25-31-31-31 140
30. 39234 Sandy Sanderson
    Guilford, CT 74 28-31-31-31-31 152

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* overall awards
** top overall woman

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14 COMPETE IN 34TH ANNUAL CLARK LAKE REGATTA
Tom Katterheinrich

The Sunfish was one of five classes to enjoy the great facilities of the Clark Lake Yacht Club, at Clarklake, MI, September 24-25, 1994. Clark Lake is an hourglass shaped lake located eight miles south of Jackson. In spite of the forecast, the weather was very pleasant for the racing and the rain stayed away until the awards presentation. The three races on Saturday were sailed in 6-8 knot winds with very long weather legs. Sunday’s two races were sailed in 2-5 knots, with many positions being traded. Sharon Woodruff and Dave Horthrop easily outdistanced everyone in Sunday’s first race, while Chris Chatters and Reed Lowden outsailed everyone in the last race. Trophies were awarded to the top five finishers overall, with first place decided by a tie breaker.

34TH ANNUAL CLARK LAKE REGATTA SEPT. 24-25, 1994

---

1. Tom Katterheinrich New Knoxville, OH 1-2-2-3 14.75
2. Ray Steely Maumee, OH 3-4-3-4 14.75
3. Bill Riddle Sylvania, OH 2-1-3-6-6 18.75
4. Dave Horthrop Jackson, MI 5-6-5-12 30
5. Stan Woodruff New Baltimore, MI 8-6-4-5 32
6. Chris Chatters Jackson, MI 6-10-3-15 34.75
7. Rex Rogers Jericho, MI 4-6-4-4 18
8. Gail Turlock Chelsea, MI 7-3-4-12 14
9. Sharon Woodruff New Baltimore, MI 13-9-9-13 43.75
10. Reed Lowden Jackson, MI 14-11-10-11 42
11. James Widenhofer Jackson, MI 8-14-9-8 48
12. Justin Sanchi Perryburg, OH 10-5-11-12 49
13. Bill Erven Jackson, MI 12-13-12-7 54
14. Laura Turlock Chelsea, MI 11-12-14-14 68

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Windward Leg Fall/Winter 1994-95
The 13th sailing of the Yankee Duo Regatta was held October 1-2, 1994, on Pleasant Bay on Cape Cod, in Chatham, MA. On Saturday, traditionally, the Chowder Cup Regatta is hosted by the Sherborn (MA) Yacht Club, and on Sunday, the Just Desserts Regatta is hosted by the Cochituate (MA) Yacht Club, both clubs located 100 miles away from the regatta site. Separate records are kept for each day’s racing and trophies are awarded to each day’s leaders. Saturday evening we meet for dinner at the Northport Restaurant in Chatham.

Saturday, the Chowder Cup racing started off with winds forecast for a comfortable 10-15 knots. However, Mother Nature hadn’t heard the forecast and provided winds more like 20 knots with gusts to 25, and temperatures in the crisp 60’s. College freshman Drew Buttner gave us all a sailing lesson with several skyline races, crossing the finish line first in each of the first four races, though one was canceled by a PMS. The final race was won by Drew’s high school senior brother, Allen. A delicious lunch, featuring hot clam chowder and soup with sandwiches, was served on the beach. After lunch, the wind eased off to 8-10 knots. In the spirit of the regatta name, a ceramic chowder bowl was awarded to Drew Buttner as the top skipper. Drew’s brother Allen, and father, Bob (Rapid), finished third and fifth; quite a showing for the Buttner’s! Gordie Geick was awarded the ‘Aged and Treacherous’ Bowl for the best finish of sailors admitting to the age of 60 or beyond. Pete Beckwith was awarded the “Fan Tail Award” for finishing last.

On Sunday, the Just Desserts racing started with the chowder cure of gusts creeping from 10-20 knots. Again, Mother Nature hadn’t heard the forecast, and the wind speed was in the 10-15 knots range, easing off to 8-10. In one race, Paul Odegard managed a perfect port tack start and led the whole fleet around the course. In the same race, Allen Buttner fell out of his boat to windward, climbed back in and finished without many sailors even noticing his capsize. Lunch again featured hot corn chowder, soup and sandwiches, topped off with delicious desserts. Trophies consisting of sailing merchandise were awarded to the top five skippers. Larry Cochran was awarded the ‘Aged and Treacherous’ prize. A good time was had by all and we hope for a good turnout again next year.

**Chowder Cup**

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<thead>
<tr>
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<td>Alan Schrage</td>
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<tr>
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<tr>
<td>Chris Demler</td>
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<tr>
<td>Paul Odegard</td>
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<tr>
<td>Gordon Gieck</td>
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<td>Gordon F. Gieck</td>
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<tr>
<td>Lee Parks</td>
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<td>Larry Cochran</td>
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<tr>
<td>Drew Buttner</td>
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<td>Bob Buttner</td>
<td>MA</td>
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**Chatham, MA**

**October 1, 1994**

1. Drew Buttner
2. Alan Schrage
3. Allen Buttner
4. Doug Ambrose
5. Bob Buttner
6. Chris Demler
7. Paul Odegard
8. Gordon Gieck
9. Gordon F. Gieck
10. Lee Parks
11. Larry Cochran
12. Peter Barnes
13. John Cameron
14. Gerhardt Menzel
15. Pete Beckwith

**Just Desserts**

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<tr>
<td>Larry Cochran</td>
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<td>Pete Beckwith</td>
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<tr>
<td>Peter Barnes</td>
<td>VT</td>
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**Chatham, MA**

**October 2, 1994**

1. Paul Odegard
2. Bob Buttner
3. Larry Cochran
4. Roger Demler
5. Doug Ambrose
6. Gordon Gieck
7. Allen Buttner
8. Pete Beckwith
9. Peter Barnes
10. Gerhardt Menzel
11. Gordon F. Gieck
12. Paul Odegard
13. Stan Johnson

**Chowder winners, Gordie Gieck, Rapid Buttner, Drew Buttner, Allen Buttner, Alan Scharfe, Doug Ambrose, Pete Beckwith.**

Chowder Cup winners, Gordie Gieck, Rapid Buttner, Drew Buttner, Allen Buttner, Alan Scharfe, Doug Ambrose, Pete Beckwith.
DICKINSON WINS BLAST OFF REGATTA  

Brian Weeks

The 4th Annual Blast Off Regatta was held at Bellport Town Dock near Patchogue, NY, on October 2, 1994. It was a beautiful fall day, with 10-15 knot north winds and temps in the 60's. This is a bring your own lunch, no regatta entry fee event open to Sunfish and Force 5's. Malcolm Dickinson swept the Sunfish series with five firsts and included many other one-designs. A date change from late July and the lousy weather may have contributed to the small turnout. PYC plans to stick with this weekend for their event, so plan now to enjoy their nice facilities, good competition and fun next year.

RUN WHAT YOU BRUNG REGATTA  
PONTIAC YACHT CLUB  
JUNE 25, 1994

Most of the sailors in this event, held June 25th on Cass Lake in Michigan, were underdressed, as the forecast called for rapidly improving conditions. However, with the temperature around 60 degrees, winds gusty and shifty from the north at 15-25, and precipitation ranging from drizzle to steady rain, anything could have been called an improvement! In spite of the conditions, the Pontiac Yacht Club ran three spectacular races for all three fleets (Sunfish, Mirror Dinghies and Lasers). Kirk Beadle showed consistent speed, often just beating out Stu Pettit, and they couldn't count Gall Turluck out either, also consistent with three thirds. The couple of swimmers noted that the water was warmer than the air (don't you just hate that?). In the past, fleets were much bigger and included many other one-designs. A date change from late July and the lousy weather may have contributed to the small turnout. PYC plans to stick with this weekend for their event, so plan now to enjoy their nice facilities, good competition and fun next year.

RUN WHAT YOU BRUNG REGATTA  

RUN WHAT YOU BRUNG

Gall Turluck

ANNUAL LABOR DAY AT HUNTERTON

Posy Seifert

It was a gorgeous Monday afternoon for the annual open Sunfish regatta held at Hunterdon Sailing Club on September 5, 1994. Twelve skilled sailors took to the water, eagerly awaiting the spectacular puffs that jetted them from one side of the lake to the other. Art and Joan Mohan ran five super races on modified Olympic courses.

The first race began with Posy and Rich Baumann port tacking the fleet and racing to the front. Posy had her Wheaties that morning and won the race by a decent margin. Was this the end of the regatta? NOT!

Sunfish veteran Malcolm Dickinson, with his sailing skills still honed from Yale, won the next two races. Charlie Engler was fast on Malcolm's heels.

In the fourth race Abi Seifert was looking golden at the start with clear and so far out in front that we couldn't even smell the formaldehyde on her shorts. But alas, mother nature chose to "kill" the wind and turn it into what we at Spruce Run call "Nicky weather." At this point, Nicky and her amazing boat glided through the glassy water and triumphed at the finish line. The fifth race saw Malcolm cross the line with Posy close behind.

Trophys ran five deep. There was even a junior trophy, but the kids must have already taken care of it. It was a beautiful turn it into what we at Spruce Run call "Nicky weather." At this point, Nicky and her amazing boat glided through the glassy water and triumphed at the finish line. The fifth race saw Malcolm cross the line with Posy close behind.

ANNUAL LABOR DAY AT HUNTERTON

HUNTERDON LABOR DAY REGATTA

SPRUCE RUN RESERVOIR, CLINTON, NJ

SEPT. 5, 1994

1. 529643 Malcolm Dickinson 2-1-2-3-11 6.5
2. 26 Posy Seifert 1-4-2-3-2 11.75
3. 49899 Nicky Eihoven 3-7-3-1-16 16.75
4. 29809 Rich Baumann 5-5-6-4-27 27
5. 2 Joe Bollwerk 7-3-6-6-27 27
6. 6 Charlie Engler 4-2-7-6-27 27
7. 77005 Abi Seifert 6-4-7-5-30 30
8. 41114 Don Seifert 8-6-8-11-42 42
9. 4 Vim Eihoven 9-10-11-4-44 44
10. 34105 Brian Mohan 10-9-9-10-45 45
11. X Ed Ashton ds-12-12-12 12
12. 24321 Ed Patton ds-ds-12-12-12 12

Windward Leg Fall/Winter 1994-95
COCHRAN TOPS 14th CT GOV’S TROPHY

Malcolm Dickinson and David Davies

Light and shifty air, typical Bantam Lake winds, were the conditions for this year’s regatta. Fleet Captain Dallett Hoopes welcomed eleven Sunfish sailors from Massachusetts, Connecticut, and New York. Gordy Geick, a four-time Governor’s Trophy winner, was there, along with Malcolm Dickinson, defending champion from last year, and Dave Davies, who won here in ’85. Six Olympic courses were sailed without delay, thanks to Bantam Lake’s always excellent race committee of Nat Corwin and Grant Day, both champions themselves in the Day Sailer class.

Larry Cochran, this year’s winner, was unbeatable in the shifty conditions, racking up four bullets for a very consistent regatta. Everyone else had a tougher time, as the results show.

Larry attributed his success to good starts in every race, watching his compass to know when he was on the favored tack, and keeping an eagle eye on the airflow (yarns) on his sail. Good advice from an expert at the shifty stuff!

14TH ANNUAL CONNECTICUT GOVERNOR’S TROPHY
BANTAM LAKE Y.C., MORRIS, CT
AUGUST 27, 1994

1. 75316 Jeff Linton 1-1-2-1 4.25
2. 27 Kerry Klinger 2-2-3-2 9
3. 59116 Chip Clifton 4-4-5-13 28
4. 75304 Al Thompson 8-5-12-7 32
5. 76035 Barr Batzer 9-6-12-6 33
6. 76039 Leslie Fisher 7-10-8-9 34
7. 83598 Mark Taylor 5-9-9-8 39
8. 77326 Mike Gable 10-25-1-3 38.75
9. 1881 Joe Bloom 3-7-4-25 39
10. 1916 Sandy Schuda 14-14-7-4 39
11. 84825 Dale Dunston 15-9-11-6 41
12. 49474 Cindy Clifton 11-8-13-4 48
13. 69175 Lois Birdget 12-13-5-8 48
14. 54708 Cory Thompson 17-11-14-10 52
15. 22527 Eric Eckerson 6-12-16-19 53
16. 75558 Jeff Kensing 13-15-17-11 56
17. 75006 Bill Utter 25-25-10-6 65
18. 76983 Gail Rosenke 20-17-20-4 71
19. 80193 Sharon Crockett 18-16-18-25 77
20. 11 Ed Ruark 16-21-15-15 77
21. 76984 Bonnie Unsworth 23-19-21-17 80
22. 236 Bud Marariote 21-20-19-25 85
23. 76105 Alyson Utter 19-19-26-25 87
24. 84765 Michael Christia 22-22-25-25 94
Winds were light and shifty, a marked contrast to last year's fall regatta where it blew over 20! This year we were outdistanced by families of ducks as we experienced conditions more typical of summer than fall on New Jersey's Cooper River.

Due to the drifting conditions, the first four races were sailed on short courses. At the beginning of the fifth race, however, there was a slight breeze and the race committee lengthened the course. True to form, the lead was a puff that carried them to the finish line while the rest of the fleet sat motionless at the mark. Andy Oberg, who had the previous mark. Andy Oberg was the top junior, showing great promise at only thirteen years of age.

PIXIE CIRCUIT: OUT WITH OLD; IN WITH NEW

Bill Wingrove and Herb Swanson

Sarasota Sailing Sqn, Jun 5-'93-'94 No. 8

After inspecting all boats for any signs of sabotaged equipment to prevent any competitors racing to Cuba, Herb headed out the pass anyway and picked up a shift to win the first race in the B Division, passing many A boats in the process. Obviously if you didn't get left, you got left! That pretty much sums up the first race in which Jeff Linton was first in A and Paul McKee was first in C. After a lengthy delay and due to Cindy Clifton's persistence, the sea breeze finally settled in for Races 2 and 3.

'93-'94 Final Series Results

Following some furious calculations, aided by a cold beer, the Spring and Overall series scores produced the results below.

Spring Series Results

A Division

<table>
<thead>
<tr>
<th>Name</th>
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<th>Race 2</th>
<th>Race 3</th>
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<tbody>
<tr>
<td>Jeff Linton</td>
<td>1</td>
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<td>1</td>
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<tr>
<td>Gail Roseneke</td>
<td>2</td>
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<tr>
<td>Paul McKee</td>
<td>3</td>
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Overall Results

A Division

<table>
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<th>Name</th>
<th>Race 1</th>
<th>Race 2</th>
<th>Race 3</th>
<th>Overall</th>
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<tbody>
<tr>
<td>Joe Bliouin</td>
<td>1</td>
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<tr>
<td>Cory Thompson</td>
<td>3</td>
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<tr>
<td>Scott McKee</td>
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</table>

Congratulations to Division champions Joe, Newt and Cory. Close to 85 competitors participated in this year's circuit, a number of whom were first time competitors.

More than 100 volunteers served on race committees, made lunches, etc.

The 13 boat Sunfish fleet raced on a circle which included two Laser fleets and the 420 class. Well over 100 boats started from this line, which made for crowded conditions between races. On Friday, three races were sailed in winds of 15-20 knots. Saturday's three races were sailed in 12-15 knot winds, as were two more races on Sunday. Lunches were served on the water each day. After each day's racing, musical entertainment was provided at the club facilities well into the evening.

HYANNIS YACHT CLUB REGATTA
HYANNIS, MA
JULY 29-31, 1994

SUNFISH SAIL REGATTA

<table>
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<tr>
<th>Name</th>
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COOPER RIVER YC HOLDS FALL REGATTA

Carol LaBreque

Thirteen boats competed in the 1994 CRYC Fall Sunfish Regatta held October 1. It was a fine day. After a heavy rain settled the dust on the race course and the ominous clouds passed by, the wind settled in at SW 6-12 knots with a light chop on the bay. Despite the four or five general recalls in the third race, the regatta was a success.

In a fleet there was a close duel going into the last race between Joe Bliouin and Steve Smith, with Stu leading by three, but he zigged when he should have zagged and ended up second to Joe for the regatta. The B fleet was dominated by Gail Roseneke. After a second in the first race, she reeled in with the first two wins and ended up third, 'going away.' Joe Heyne, after winning the first race, finished second overall. Newcomer Mindy Katz tied for third with Herb Swanson, but was beaten in the tie-breaker. In 'C' fleet, Jennifer O'Donnell won over Scott Gleaton, who has been absent for awhile.

PIXIE CIRCUIT REGATTA NO. 1

A Division

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Overall Results

A Division

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</tr>
</tbody>
</table>

Congratulations to Division champions Joe, Newt and Scott. Close to 85 competitors participated in this year's circuit, a number of whom were first time competitors.

With a new stop at the Tampa Sailing Squadron, running races in conjunction with major regattas, the addition of C Division, and the new daggerboards, the Pixie Circuit experienced the most drastic evolution since its inception.

We thank all the organizers and volunteers who made the arrangements at the various clubs. Without their help, it would not have been possible to have a successful circuit. The Pixie Circuit is the training ground for upgrading the abilities of our Sunfish fleet. Judging from the latest North American results, it has paid off. 'Team Florida' once again dominated all aspects of the class championship, starting with Chip Clifton's domination of the Junior Fleet, followed up by Jeff Linton successfully defending his N.A. title, and Jeff Olson and Cory Thompson covering the Founders Fleet. Our area was well represented throughout the standings. Congratulations to all for your efforts and for making us proud! Team Florida is happenin!"
TONKIN WINS 29TH ANNUAL EARLY BIRD REGATTA

Malcolm Dickinson

Sailors came from three states and every direction for the Early Bird Regatta held June 11, 1994. It was the 29th running of this regatta at Quaker Lake, a small, scenic lake located in the northeast corner of Pennsylvania, a few miles south of Binghamton, NY. The Early Bird is thought to be the oldest continually run annual regatta in the history of the class. If anyone knows of a longer running regatta, drop a note to the Windward Leg for a little free publicity.

This year's event featured light and shifty, unpredictable winds, the usual for Quaker Lake. Dave Tonkin came down from Oswego to win the regatta, edging out local favorite and regatta organizer George Seary by a point and a half. David Barnett was looking extremely fast in his new boat, setting the pace in the second race and staying ahead of the field through much of the first and last races. An- other standout was Nicky Einthoven, who won two races, though she had never sailed here before.

George Seary presented custom made trophies to the top five. The winner's name will be inscribed on the 29th plate on the perpetual daggerboard trophy, which hangs in the QLYRC clubhouse.

29TH ANNUAL EARLY BIRD REGATTA QUAKER LAKE YACHT RACING CLUB, INC. JUNE 11, 1994

Seniors

1. 59864 Chris Houston 2-2-1-1 6.25
2. 2327 George Anderson 1-2-2-2 10.75
3. 85157 Judy Oberg 3-3-3-4 19
4. 75449 Bill Park 4-3-4-6 23
5. 27630 Dick Saunders 5-1-3-3 24.75
6. 84556 Ed Guinan 7-6-7-5 30
7. 90379 Bill D'Autrechy 6-7-7-5 32
8. 41114 Don Seifert 9-8-6-DS 42
9. 11 Charles Alexy 8-10-9-9 45
10. 17 Grant Woodward 10-9-9-8 49
11. 76538 Charles Potosnak 11-13-6-10 50
12. 61458 Walter Liggett 12-12-12-11 63
13. 1 Kate Rockafellow 10-11-DS-DS 69
14. 41860 Dennis Clarke 13-14-11-DS 70
15. 3 Peter Bonnani DS-DS-DS-DS 80

Junior

1. 734 Abbey Lewis 1-1-1-2 5
2. 52840 Stacey Adams 4-2-2-1 14.75
3. 7 Dan Goldberg 3-3-3-5 17
4. 411 Melissa Lomenti 8-6-4-5 26
5. 71 Katie Thomas 6-5-5-4 30
6. 50807 Pete Campana 5-5-5-DF-2 32
7. 41 H. Scoully/M. Market 7-7-6-7 38
8. 76895 Eva Must 2-8-9-10 38
9. 12. 38722 Kelly Thomas DF-4-7-8-8 38
10. 4 J. Leifer/J. Bonnani DF-DS-DS-DS 43

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305-451-3287
FAX 305-453-0255

29TH ANNUAL LAKE GENEVA REGATTA

Tom Katterhenrich

Bob Findlay, of Glencoe, Illinois, won the Wen Craven Memorial Trophy at the 29th Annual Lake Geneva Regatta, sailed off the beach at Fontana, Wisconsin, October 1-2, 1994. Scott Craven Jones again hosted this regatta in memory of his uncle, Wen Craven, on beautiful Lake Geneva. This year, as in the last few years, it blew!!! Trophies were awarded to the top five in the full boot camp, finishing the top five of six race series.

29TH ANNUAL LAKE GENEVA REGATTA OCT. 1-2, 1994

1. Bob Findlay Glencoe, IL 1-1-2-1-1-DS 5
2. Don Bergman Holland, MI 2-2-1-2-3-DS 9.75
3. James Leidl Chicago, IL 3-3-3-4-2 14
4. Dan Feldman Highland Park, IL 4-6-4-2-1 14.75
5. Tom Katterhenrich Oswego, NY 6-6-5-6-3 23
6. Dan White Highland Park, IL 5-6-7-5-DS 29
7. Mark Kiewel Fergus Falls, MN 7-7-6-DF-4 31
8. Dave Reed Evanston, IL 9-8-8-7-DS 40
9. Ross Harris Evanston, IL 11-10-9-8-6 41
10. M. DeLallaussaye Evanston, IL 8-9-10-DS-DS 55
11. Dave King Muskegon, MI ds-11-12-df-9-df 60
12. Tom DelVes Madison, WI 10-11-ds-ds-63
13. Sharon Rollings Evanston, IL df-DS-ds-ds-DS 70

HOUSTON WINS AT SURF CITY YACHT CLUB

Bill D'Autrechy

Surf City Yacht Club hosted their 46th Annual Regatta on September 10-11, 1994. This was one of the largest events the club has hosted, with 158 boats in seven classes racing on the bay in Surf City, NJ. Twenty five Sunfish participated. The weather was perfect, with winds out of the west in the 10-12 mph range until Sunday afternoon when the sea breeze decided to fill in just as the starting gun went off for the last race. This proved quite interesting, racing in winds that were 180 degrees different on each side of the course. As usual, Chris Houston found the right slot and added another first to his 2-2-1-1 string.

46TH ANNUAL SURF CITY Y.C. REGATTA SEPTEMBER 10-11, 1994

Seniors

1. 59864 Chris Houston 2-2-1-1 6.25
2. 2327 George Anderson 1-2-2-2 10.75
3. 85157 Judy Oberg 3-3-3-4 19
4. 75449 Bill Park 4-3-4-6 23
5. 27630 Dick Saunders 5-1-3-3 24.75
6. 84556 Ed Guinan 7-6-7-5 30
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8. 41114 Don Seifert 9-8-6-DS 42
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8. 76895 Eva Must 2-8-9-10 38
9. 38722 Kelly Thomas DF-4-7-8-8 38
10. 4 J. Leifer/J. Bonnani DF-DS-DS-DS 43

Windward Leg Fall/Winter 1994-95

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Classifieds

DINGLE DANGLE – A wind direction indicator for your Sunfish. Just $10.00, or order two for $15. Combine a Dingle Dangle with my new GAFF DANGLE for $14.00. Gaff Dangle when ordered separately is $5.50. My snap-on SHEET HANGERS are still $5 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 attaches to the end of the tiller extension for $3.00. The COCKPIT HOOK is $3.50 (snaps onto the inside edge of the cockpit). My CENTERBOARD GRABBER for $12 uses two cockpit hooks and a piece of stretch strap pop rivets with through bolt system for $3.50. The SYSTEM for $3.00. The DANGLE- A wind direction indicator for your Sunfish. Just $10.00, or order two for $15. Combine a DINGLE DANGLE with your Sunfish. Just $10.00, or order two for $15. Combine a DANGLE when ordered separately is $5.50. My loop uses two cockpit hooks and a piece of stretch cord to hold the centerboard in place. Gaining popularity are my hand made wooden SUNFISH EARRINGS AND NECKLACES. Numerous woods and sizes are available with a hard clear finish to accent the grain. Please write for detailed description of products. Mail check to Jim Uroda, 113 Talisman, Lake Jackson, TX 77566. All prices include S&H.

SUCCESSFUL SUNFISH RACING – Autographed book by Derrick Fries, $17 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 includes S&H. Send check to: The Sailboat Garage, c/o Peg Beadle, 4204 South Shore, Waterford, MI 48328. Michigan residents, add 6% tax.


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WANT TO PLACE AN AD in the Windward Leg? See Ad Rates on page 12.

United States Sunfish Class Association
P.O. Box 300128
Drayton Plains, MI 48330-0128

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