Ruby Tops Sunfish Senior Olympians in Hawaii

Alex Nimick (55181) of Stowe, Vermont and Jack Sengstacken (32297) of Spring Valley, New York scream across Pearl Harbor toward the reaching mark in the 6th Inter-American Sunfish Senior Olympics held January 29 through February 5, 1984.

Thirty-seven Senior Olympians from all over the U.S. and Bermuda gathered in Honolulu, Hawaii for the 6th Inter-American Sunfish Senior Olympics held January 30 - February 5, 1984. Leonard Ruby, an orthopedic surgeon from Brookline, Massachusetts was declared the overall winner in the 8-race, one-throwout series. Sailing in the competitive younger division, Ruby scored 11 total points under the low point scoring system. Eric Erickson of Orange, Florida was second overall, scoring 10½ points in 7 races (and a throwout) in the older division.

For racing purposes, the competitors were split into two groups; the younger division ranged in age from 40 to 54 and the older group represented sailors age 55 and up. Each group sailed at different times, sharing the limited supply of Sunfish sailboats on the island of Oahu. Conditions in Pearl Harbor kept the race committee on their toes. Winds varied from traditional winter trade winds out of the north to tricky southern Kona winds. Shifty trade winds rolling down off the mountains averaged 10 to 15 mph, increasing to 25 mph at times. An experienced Pearl Harbor Yacht Club race committee headed by Clyde Bingham and Jeff Lansdown was able to predict the tricky conditions and run a fine series of races.

Continued on page 2
Sunfish Seniors
continued from page 1

Senior Sports International, an organization supporting more than 40 sports for senior athletes, donated the Olympic-style medals which were awarded in each of the 5-year age categories. Ruby topped the 40 to 44 age group, followed by local sailor Mike Holmes in second and Martin Rich of Cape Cod, Massachusetts in third. The gold medal in the 45 to 49 age group went to Al MacGovern of Acton, Massachusetts; Henry DeWolf of Barrington, Rhode Island took the silver and Jean Bergman of Hubbard Woods, Illinois won the bronze. Jean was also the top female skipper in the competition. Age group 50-54 was won by Don Bergman (Jean’s husband); second was Ted Straight of Chatham, New Jersey and in third was Herb Ehrenfreund of Madison, Connecticut. Eric Erickson won the gold in the 55-59 group with local Mike Dolye, second and Paul Walsh of Larchmont, New York third. In the 60-64 group, Lloyd Sanderson of Franklin Square, New York was first, Bob Heironimus of Rye, New York second and Jack Sengstacken from Suffern, New York, third. The 65-69 age group was extremely competitive. Alex Nimick of Stowe, Vermont defeated Earl Gerloff of Houston, Texas in the final race of the series to take the gold medal. University of Hawaii Sailing Team Coach, Charlie Dole won the bronze medal in this division. Two septuagenarians battled in the “Founder’s Division” (age 70+). Les Steffans of Darien, Connecticut, the oldest competitor at 72, defeated George Wright of Wellesley Hills, Massachusetts for top honors.

Special awards were presented to Les Steffans as the original founder of the Sunfish Senior Olympic event and to Mike Doyle as the top Hawaiian competitor. Howard Lee of Bermuda was presented with the Marco Polo Award, a 24” hand-made outrigger canoe, for having traveled the farthest to the event.

All awards were presented at an authentic Hawaiian Luau hosted by the Waikiki Yacht Club. Entertainment included an award-winning musical/dance group from the islands who, among other things, tried to teach some of the competitors the “Hukilau”, a traditional Hawaiian fishing dance. A great time was had by all!
Sandy Sanderson of Franklin Square, NY.

Hawaiian Love Story

As an aftermath to the Hawaiian Senior Olympics, George Wright (age 70+ group) has announced his engagement to Mabel ("Mitch") Basset, the mystery woman who accompanied him to the regatta.

George and Mitch were high school classmates who were recently reunited at their 50th class reunion. They hit it immediately, so, on a whim, George invited Mitch to Hawaii. With little hesitation, Mitch accepted. They had such a fabulous week together in Honolulu that George proposed on the flight home. They received the full champagne treatment from the flight attendants.

They plan to tie the knot on April 29 and honeymoon in Bermuda.
Northerner Takes Sunfish Midwinter Title

Sixty-five Sunfish compete for the Sunfish Midwinter Championship in Sarasota Bay on March 30-April 1.

Chicagian Bob Findlay, after a rusty first race, turned it around to win the 1984 Sunfish National Midwinter Championship held March 30-April 1 at the Sarasota Sailing Squadron in Sarasota, Florida. Findlay narrowly edged defending Midwinter Champion, Don Brennan, of Mobile, Alabama by only ½ point. Class veteran, Mike Catalano was third with 18.75 points.

Findlay, a 20-year-old college student, hadn’t touched his Sunfish in over 6 months upon arriving in Sarasota. He and friend, Doug Moline had driven the 22 hours straight through from Chicago to attend the championship, as did the Bergman family. In fact, 66 competitors ventured from as far away as Texas, Illinois, Massachusetts, Connecticut and all around the south to compete in the annual regatta. Some set up tents on the Squadron grounds on City Island, while others stayed in nearby Sarasota.

Wind conditions in Sarasota Bay cooperated during the week-end allowing the race committee to complete four Olympic courses each day under beautiful sunny skies. Because of a race committee technicality, the second race on Saturday and the first race on Sunday were disallowed, leaving six races counting toward the series. Each competitor was then allowed to throwout their worst race. The Low-Point Scoring System was used.

Six junior sailors (15 and under) completed along with the senior division to determine the Junior Midwinter Champion. Johnny Townsend of Charleston, South Carolina was the top junior followed by Zane Yoder of Daphne, Alabama.

Cricket Herndon and Mike Catalano jumped to an early lead the first day, only to be overtaken by Findlay and Brennan on the final day. With a long starting line and the one-minute rule in effect for all starts, some competitors had difficulty starting properly. Several general recalls were signaled during the series.

The Midwinter Championship marks the first qualifying event for the 1985 Sunfish World Championships to be held in Lima, Peru next April. Bob Findlay will be the first official qualifier from the U.S. Other qualifying regattas include the North Americans in Houston, Texas, June 23-29, and 14 Regional Championships around the country. For a full schedule of Sunfish events, contact:

International Sunfish Class Association
Post Office Box 1345
Waterbury, Connecticut 06725
(203) 756-7091

Chicagoans gather to leave on their 22-hour drive after a beautiful Florida weekend at the Sarasota Sailing Squadron. Winner, Bob Findlay, clowns around in front.

Don Bergman prepares for takeoff at the jibe mark!
The Sunfish Class is pleased to announce the 15th Sunfish World Championship to be held in Kingston, Ontario, Canada on June 10-16, 1984. Kingston is located halfway between Toronto and Montreal on the northeast shore of Lake Ontario.

Built for the 1976 Olympic Games, the Portsmouth Olympic Harbour in Kingston can accommodate over 500 boats and 1000 competitors at a time. Each year since 1969 the Kingston Yacht Club has hosted one of the world's largest one-design regattas, C.O.R.K., the Canadian Olympic-training Regatta Kingston. Famous for their race management abilities, Kingston also promises a full state of social events throughout the week-long event.

Entries are limited to the first 105 received. Ten sailors are eligible to compete from each country. The host country is allowed 15 entries and, because of its large Sunfish population, the United States is allowed 25 entries. All former Sunfish World Champions and the top 10 finishers from the 1983 Sunfish Worlds held in San Andrés, Colombia are also eligible in addition to their country quotas.

AMF Alcort Sailboats will supply a new, race-equipped Sunfish sailboat for each competitor to ensure evenly matched boats. Each sailor is allowed to do a limited amount personal modifications within the Class rules. Nine races are scheduled over a 5-day period, with one throwout.

For more information on the championship, contact the INTERNATIONAL SUNFISH CLASS ASSOCIATION, P.O. Box 1345, Waterbury, CT 06725 USA (203) 756-7091.

Sunfish Worlds to be in Canada

83 SUNFISH SOUTHEAST REGIONAL CHAMPIONSHIP

\[ \text{Total Points} = \sum \text{Finishes} \times 10 \]

1984 SUNFISH NATIONAL MIDWINTER CHAMPIONSHIP
Sarasota, Florida
March 30-April 1, 1984

SENIOR DIVISION

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<thead>
<tr>
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<tr>
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<tr>
<td>Don Brennan</td>
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<tr>
<td>Mike Catalano</td>
<td>Coconut Grove, FL</td>
<td>36½</td>
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<td>Cricket Herndon</td>
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<td>Bruce Stutphen</td>
<td>Winnetka, IL</td>
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<td>Dave Dunn</td>
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<td>Sonny DeCosta</td>
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<td>Leslie Weatherly</td>
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<td>Eric Erikson</td>
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JUNIOR

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<td>Daphne</td>
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<td>Andy Ric</td>
<td></td>
<td></td>
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<tr>
<td>Marcus La Porte</td>
<td></td>
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</tr>
</tbody>
</table>
1984 Sunfish North American Championship

For Texas sunfishin' the place to be in '84 is Houston. Everyone with a Sunfish is invited and eligible to participate in the 1984 Sunfish North American Championship. There is no age limit and no prior qualification is necessary.

This is the twenty-second year for the championship, and the first time it will be raced under Sunfish's new International Status and affiliation with the IYRU.

Festivities begin on Saturday, June 23 and end Friday, June 29 at the Houston Yacht Club. For added fun, you can race in the NYC National Solo Line Regatta on Sunday, June 24 to tune up for the championship. It's another opportunity to collect silver at this three race event open to all Sunfish and other single-handed, one-design boats.

Ideal winds, sensational June weather, super yacht club, fantastic national competition, new friends, and a record-setting number of boats all promise a remarkable time. This is the year to challenge the Houston Yacht Club, home fleet of over 130 Sunfish and a Ragnot program which starts kids racing at age nine. Over a hundred sailors from across the nation will be vying for the Sunfish title. If you travel to only one regatta this season, this is the one that makes tying your Sunfish to the top of the car worthwhile.

You'll delight in sailing on Galveston Bay with its southeast sea breeze, constant sunshine and smooth water. Texas size hospitality pervades the historic Houston Yacht Club. Racers and their companions will enjoy the mid-Olympic size pool, the beautiful park-like setting, brand new, enlarged harbor, and excellent dining rooms.

A starting line only minutes from the harbor makes it easy on the racers, and fun for their fans on shore to watch the action. For an even closer look,非-racing friends and relatives can hop on one of the many free spectator boats and see all the thrills on the water.
Excellent housing accommodations include motels/hotels overlooking nearby Clear Lake, and limited HYC guest quarters provided at the club.

On shore activities are planned for adults and juniors. Feast on delicious Texas fare, sway to the sound of live, super music, and marvel at the starry nights.

Play tourist at the home of NASA (only six minutes from HYC) and view astronauts at work, space capsules, and rockets. Visit scenic Galveston beaches (only 45 minutes away), ride the mechanical bull at Gilley's, devour the finest shrimp and seafood in the world, frolic at giant Astroworld amusement park, shop at Neiman-Marcus, and loads more.

Make this your vacation—summer's first hurrah, you deserve it. Discover the joy of sailing in Texas.

To receive your racing invitation and complete packet of information simply fill out the attached coupon or write to John Focke, Houston Yacht Club, 3620 Miramar Drive, La Porte, Texas 77571.

Coupon

Please rush information on the 1984 Sunfish North American Championship.

Name__________________________

Address________________________

City__________________________State______Zip__________

Mail to: John Focke, Houston Yacht Club
3620 Miramar Drive, La Porte, Texas 77571
It’s a great honor to have been elected the first president of the U.S. Sunfish Class. It’s especially an honor for a grey-headed old coot who is no longer competitive.

I think it’s also pretty neat that the Sunfish is now an International Class. The Sunfish can now be an Olympic class boat, although I don’t really think it will ever happen. That’s not the idea. AMF Alcort made the gutsy decision to loosen control because International Status will make the class grow and spread all over the world, and I think that’s good. It also means Sunfish can be used for International championships where its gentle nature makes sense, as with women’s and junior events.

The Sunfish a kid’s and women’s boat? A lot of macho types will bridle at the suggestion. But let’s face it, in winds over 12 or 15 knots most of the ladies and juniors are overpowered in a Finn or a Laser. But many of them can keep right on sailing a Sunfish at 25 knots. At that point, even the machos are getting ground down in those hot boats, and the Sunfish starts beating them. The Sunfish has produced too many champions in other classes for us to start worrying about whether it’s “just a toy for kids”.

With International Status, Sunfish will be accepted as the racing queen it is.

However, I must admit I wasn’t delighted when Alcort first started talking about going International. I liked the dictatorial control that kept the class strictly one-design (well, almost). Especially since those who chafed under Alcort control usually wanted to loosen up the rules—allow other sailmakers, permit shaping the board (that one, unfortunately, slipped through), even allow home-built boats.

But the benefits of improving the competition, I think, outweigh the potential loss of strict one-design control, because the International governing board would be foolish to allow modifications that improve boat speed, throwing away the Sunfish’s greatest asset as a racing boat.

In fact, my first act after completing this letter will be to try to push through a reactionary rule change that will standardize the daggerboard and rudder as they come from the factories. That means no shaping of either blade, and adoption of the Barrington board as they only one allowed for sanctioned Class events. Then we’ll be back to real one-design racing. Vive la liberte!

Thanks for electing me. And thanks, Al and Cort, for 30 great years.

Will White

What, row a Sunfish!

by John D. Frazee

Once reserved for the privileged few and demanding special skills, rowing is threatening to become the latest “boom” sport.

If you happened to ride by almost any of Connecticut’s ponds, lakes, rivers or Long Island Sound shoreline this year you may see one of the growing number of oarsmen stroking their way along in, believe it or not, a Sunfish, sliding back and forth on a moving seat and using long, curved-blade oars.

From a dedicated few ex-collegiate oarsmen the number of people rowing for sport and exercise has increased remarkably. The United States Rowing Association (USRA) estimates that more than 10,000 Americans row regularly for exercise, pleasure or competition and the number is increasing at the rate of about 5% a year. Many of these rowers are former college oarsmen or competitive amateurs who put in long hours training as members of club crews. Some belong to well-organized facilities like the New York Athletic Club, but many of these oarsmen are recreational rowers who row for the sheer enjoyment of being out on the water, making a boat move smoothly under their own power and getting a quality of exercise that is superior to all others.

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Fitness experts tend to agree that rowing is one of the best all-round exercises. Authorities on physical fitness consider rowing "the most complete exercise physiologically" since rowing, using a boat with a sliding seat exercises legs, back, arms and muscles of the abdomen. Studies done at Dartmouth University and the University of Maine reveal rowers are among the best-conditioned of all athletes.

In the past rowing tended to be expensive with one-man collegiate shells costing in excess of $3000.00. They were also fragile, tippy and hard to transport.

A Guilford, Connecticut man, John Frazee, has developed a rowing adapter to fit the Sunfish. His design features a sliding seat and simulates the rowing position of a collegiate shell. Frazee says that while the boat under oar power is not as fast as a shell, all the physiological and psychological benefits are there plus a few more at a modest price. The benefits aren't all physical. "Rowing in the bay area and pacing a family of seven swans for about a mile; discovering an abandoned airport on the East River; meeting a flock of curious sheep at waters edge at Lake Quonipaug: these tend to promote a feeling of well-being."

Frazee's design also incorporates a system of pulleys and stretch cords so that the rowing adapter can be used as a rowing machine at home by the whole family.

Frazee has also designed a "deck chair" that clamps on the after deck of a Sunfish to accommodate a passenger. Although not designed for rowing, the Sunfish under oar power is nimble, stable and roomy.

Rowing clubs are beginning to become popular. Members of the Connecticut River Oar and Paddle Club are on the river as a group almost every weekend, spring, summer and fall.

Frazee, a member of the Leete's Island Association of Racing Sailors (L.I.A.R.S.), races every weekend all summer, keeps in shape by rowing on the waters of Long Island Sound, and the waterways and canals of Florida in the winter. He prefers early morning or at sunset. "That's when the water tends to be calm and you see the greatest variety of wildlife. Ducks, geese, and gulls seem less disturbed by my presence when rowing as compared to being under sail. Even a family of swan show up once in a while and pace me. Just being out on the water and seeing them makes my day."

---

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**STATE**

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**ZIP**

---

Check Type of Boat

- [ ] SUNFISH - New style rudder
- [ ] SUNFISH - Old style rudder
- [ ] MINIFISH
- [ ] SUPER SUNFISH
Dear Howie,

We have a 1983 Force 5. Normally we trailer it, or store it at the marina with our Hunter 27 cruiser, for local use.

We would like to occasionally tow the Force 5 behind our cruiser on weekend trips on the upper Chesapeake Bay, for use in the anchorage, etc. I would like to install a boweye with proper backing block. Is there a class/design restriction that would be violated? Also, I anticipate installing a screw-type inspection port to gain access for the bolting of such an eye. Is there a specific location I should target (or avoid) for such a port?

R. J. Behnke
Jarrettsville, Maryland

Dear Mr. Behnke,

There is no class rule which restricts the installation of a boweye as long as it is not used during racing. Because of its narrow bow, the Force 5 was not designed with a boweye. The bow handle is designed and securely backed for towing purposes. If you choose to install an inspection port on your front deck, locate it along the centerline as there are foam blocks running along each side.

Dear Howie,

The hull of my 3-year-old Sunfish has separated from its supports, and in rough water conditions, it vibrates in the area of the aft starboard section of the cockpit tub. I have twice tried to inject foam-in-place urethane foam through a port in the forward wall of the tub, but have been unsuccessful in stopping or reducing the vibration.

I have considered drilling a hole in the side of the hull near the vibration area, injecting foam directly and then sealing the hole. Is this likely to solve the problem, or can you suggest a better solution?

Peter Beckwith
Wayland, MA

Dear Peter,

Apparently the bond between your cockpit bottom and hull (a resin and powder mix) has broken loose. The probable reasons are:

1. The boat was dropped.
2. Trailering—ropes tied across the footwell.
3. Sailing in extremely choppy waters where the bottom is constantly slapping the water with force.

Instead of drilling a hole in your boat, remove the aluminum trim by drilling out the rivets. Using a stiff putty knife and hammer, split the seam very carefully about 2' long. Insert a wedge to hold open. Tip the boat and pour a small amount of expando-foam making sure it runs under the cockpit area. Let cure and repeat if needed.

Too much foam at one time may swell the cockpit bottom or hull. Sand the flange and re-bond with fiberglass mat and resin. Clamp and let cure. Install aluminum trim.

Rule Quiz

Two yachts on opposite tacks approach a leeward mark to be rounded to port. S has an inside overlap as she hits the two boatlength circle. S jibes away from the mark before jibing in order to round up as close to the mark as possible. S jibes as soon as she is able to do so. As S bears away to jibe, there is contact with P. S protests under rule 36, P protests under rule 42.1(a). Who is right?

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The Overweight Sunfish

by Howie Picard

Styrofoam blocks are probably the single most important part of your Sunfish. They are the core; without them your boat is useless. Decks would sag, hulls would crack and fill with water and sink. Sunfish fleets would disappear from the surface of lakes, ponds and oceans. World hunger would increase . . .

Your Sunfish has Styrofoam blocks inside that serve as hull and deck supports and flotation—three blocks forward and three blocks aft—all attached with expando-foam. Expando-foam is a two-part liquid. When mixed together it rises and expands much like bread dough, to envelop the blocks and harden holding the blocks in place.

Unfortunately these blocks will absorb water! If your Sunfish has developed a leak allowing water inside, the Styrofoam blocks and expando-foam will begin to absorb water after a short period of time, resulting in "The Overweight Sunfish." Because of saturated foam blocks, a Sailfish weighed in at 230 pounds—145 pounds overweight! Water should be drained from your boat as soon as possible and all leaks repaired before using again.

When racing, you find you're watching transoms of other boats; you may need Styrofoam replacements.

The way I see it, your Sunfish is a great investment that could last forever with minimal care and common sense. Nothing is unrepairable.

If you have any questions concerning repairs to your AMF Alcort sailboat, please write to Howie Picard, % AMF Alcort, P.O. Box 1345, Waterbury, CT 06725 or call me at (203) 274-8370.

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Editor's note: the Jib-kit is not a class-approved rig.
Racing To Win Without Pain—Part 2

Len Ruby concludes his article on physical conditioning.

Upper body requirements are primarily sheeting in, sheeting out and pumping. These motions put stress on the forearms for grasping, the upper arms for elbow flexion (brachialis and biceps muscles), the posterior shoulder muscles for shoulder elevation and extension and the upper back. Again, these muscles are strengthened by exercises designed to improve endurance in the specific ranges of motion required. I do wrist curls with 5 lbs. 100 repetitions in three sets with each arm. For elbow curls I do 25 lbs. 10 repetitions in three sets with each arm. For the shoulders, I hold the 20 lbs. weight in one hand and raise to shoulder height 10 times in three sets with each arm. For the upper back, bridging or backups are useful. (Before any exercise is begun, stretching the hamstring and the back muscles should be performed and the same should be performed in cooling off after each exercise session.) It is important not to weight train more than three to four times per week as it takes a few days for the muscles to recover and build themselves up for the next effort. If one overtrains, pain and injury are a possibility.

I should mention a word about vitamins. There is a great deal of literature in the popular press that if a little is good, a lot is better. However, a book entitled "Exercise Physiology" by McArdle, Katch and Katch puts the issue in the proper perspective with the following quotation, "the sale of vitamins is probably the biggest ripoff in our society today. Their only effect would appear to be a highly enriched sewage around athletic training or competition sites." To quote the same source, "careful research shows that vitamin supplementation above that obtained in the well-balanced diet is not related to improved exercise performance. In fact, excessive dosage of both water and especially fat soluble vitamins A & D can result in serious illness."

In summary, physical training enhances the enjoyment and performance of sailboat racing and many other activities as well. Any activity which doubles the heart rate and keeps it at this level for 20 minutes three to four times a week will maintain cardiovascular physical fitness. A weight training program is an important addition to a cardiovascular training program because of the specificity of muscles.

SOUTH JERSEY FALL SUNFISH REGATTA
Cooper River, Collingswood, NJ
October 8, 1983

SENIOR DIVISION

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<td>Robert Thompson</td>
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<td>James Mada</td>
<td>9-9-1-2-8</td>
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<td>Joe Sullivan</td>
<td>4-10-4-18-6</td>
<td>40</td>
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<tr>
<td>Karen Raffensperger</td>
<td>6-7-9-7-12</td>
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JUNIOR DIVISION

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<td>Don McGahn</td>
<td>2-1-3-1-1</td>
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<tr>
<td>Jeff Whitway</td>
<td>3-2-1-2-3</td>
<td>10½</td>
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<td>Brian Huntsman</td>
<td>1-3-2-6-2</td>
<td>13½</td>
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<tr>
<td>Frank Ceri</td>
<td>5-8-4-3-4</td>
<td>24</td>
</tr>
<tr>
<td>Shane Sullivan</td>
<td>4-6-5-4-5</td>
<td>24</td>
</tr>
</tbody>
</table>
Sunfish, Force 5, Apollo, Trac 14 & 18... they offer some of the most challenging one-design racing in the world. To succeed you have to develop your basic racing skills. To stay on top you have to continue to improve.

There is a magazine that helps you do both... YACHT RACING & CRUISING. YR&C offers more for the one-design sailor than any other magazine. Every issue is filled with clearly diagramed tactical discussions, rule explanations, tuning tips, gear close-ups and interviews with top experts. From boots to wetsuits to sail shape and starting strategies, it's all here!

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Changing Gears — How to adjust quickly and smoothly to changing conditions and tactical situations.
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PLUS — Technique columns on tactics, multihulls, boardsailing and the racing rules.

And that's just the beginning. There's much more on the way. Don't miss another issue!

Send subscription request to: Yacht Racing & Cruising, North American Publishing, 401 N. Broad St., Philadelphia, PA 19108 or call toll-free 800/247-2160 with your credit card number for immediate action.
Barrington Breaks Record

The Barrington Frostbite Association of Barrington, Rhode Island broke all former records by running a total of 118 races in the 24-week season. Ninety sailors participated in this year’s series. The Iron Man Award for the most number of races sailed goes to Lars Guck of Barrington with 107 races. Steve O’Connor was runner-up with 106 races sailed. The Awards Banquet will be held at the Wharf Tavern on April 28th (after we go to press), so the recipient of the coveted “Mop Award” is yet unknown.

Results for each series and for the season follow.

FALL SERIES October 23–December 11, 1983
34 races sailed, 21 races to qualify, 22 sailors qualified
1. Ed Adams
2. Alan Beckwith
3. Ralph Kinder
4. Todd Johnston
5. Lars Guck

WINTER SERIES December 18, 1983–February 19, 1984
39 races sailed, 24 to qualify, 15 sailors qualified
1. Ed Adams
2. Chris Friend
3. Lars Guck
4. Brett Nazareth
5. Scott Milnes

SPRING SERIES February 26–April 15, 1984
45 races sailed, 27 races to qualify, 13 sailors qualified
1. Mark May
2. Chris Friend
3. Lars Guck
4. Scott Greenbaum
5. Steve O’Connor

OVERALL SERIES RESULTS
118 races sailed, 71 races to qualify, 12 sailors qualified
1. Ed Adams
2. Mark May
3. Chris Friend
4. Lars Guck
5. Steve O’Connor
6. Scott Milnes
7. Brett Nazareth
8. Dan O’Connor
9. Marty Billett

FROSTBITING
by Suzanne Vetromile, Age 17
Barrington, RI

Frozen vapors lay equally throughout a
Rambunctious clustering
Of forty or
So . . . most eccentric beings.
Testing their knowledge of
Boating skills, the action continues.
Illusions appear confused—
Two-faced; when at times
Ingenious moves are
Navigable and at other times actions are
Gauche.

SAVE THE BAY FROSTBITE REGATTA
Bristol Yacht Club, Bristol, RI
March 10, 1984
15 Sunfish
1. David Price
2. Phillip Garland
3. Steven Clark
4. Chris Friend
5. Steven O’Connor
6. Doug Clark
7. Brian Guck

Rule Quiz
ANSWER
The only limitation placed on S is rule 42.1(b) which states that she must jibe at the first reasonable opportunity, which she did. P is disqualified under rule 36. See Appeal 195.

Correction

This diagram correctly illustrates fill, warp and bias threads of sailcloth material. The diagram that appeared in the last issue was incorrect. Also, note that the sail referred to in the article (# 54567) was made by Ratsey & Lapthorn and not Fogh Sails.
New Sunfish Organization

After 30 years, the SUNFISH has joined the ranks of an elite number of sailboats with official International Status. The SUNFISH—225,000 strong, boasting over 500 fleets worldwide—now comes under the canopy of the INTERNATIONAL SUNFISH CLASS ASSOCIATION.

ISCA Members enjoy:

- Life-time boat registration with the class, including sail numbers
- This Annual Regatta Schedule bursting with events
- The quarterly newsletter, WINDWARD LEG, packed with Sunfish tidbits on how to get the most enjoyment from your Sunfish and, of course, the latest regatta results
- The official Class Constitution and Bylaws, including the Class Measurement Rules
- And much more!

Join the ISCA in 1984 and receive a special gold Charter Membership Card.

For more information write or call:

INTERNATIONAL SUNFISH CLASS ASSOCIATION
P.O. Box 1345
Waterbury, CT 06725 USA
(203) 756-7091

Whether you race, or are thinking about it, or just enjoy your Sunfish for a lazy afternoon sail, your support of the ISCA will be of benefit to you and the thousands of other one-design sailors. Make a contribution to the sport of one-design sailing. Join the INTERNATIONAL SUNFISH CLASS today!

<table>
<thead>
<tr>
<th>First Name</th>
<th>M.I.</th>
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Do you plan to sail outside your local fleet? [ ] Y or N

[ ] I'm a new owner. Please register my Sunfish and enter my membership in the ISCA. Fee: $20.00
[ ] I'm already registered. Please renew my membership in the ISCA. Dues: $10.00/year

Indicate sail number below.

[ ] I need replacement sail numbers. $5.00 per set. My sail number is: ______

Indicate sail number below.

Return to:

INTERNATIONAL SUNFISH CLASS ASSOCIATION
P.O. Box 1345
Waterbury, CT 06725 USA

Amount Enclosed $______

Make check or money order payable to ISCA. (U.S. Dollars).
Proposed Sunfish Rule Changes

The Class Advisory Council is now considering two rule changes for the Sunfish. Class members are asked to look over the proposed changes and discuss them with your fleet members. A vote will be taken this June at each of the Annual Class Meetings held at the World and North American Championships.

Several years ago, the class approved the addition of adjustable outhauls on both upper and lower spars. A problem has resulted when using a long upper spar outhaul line. In heavy air, when sheeting in hard and bending the upper spar, the outhaul line bowstrings, thus becoming looser, causing loss of luff tension. Leonard Ruby, 1982 North American Champion, has suggested to the Advisory Council the addition of a short length(s) of flexible tubing (similar to boom loops) along the forward edge of the upper spar and leading the outhaul line through it. This would prevent bowstringing and, in fact, increase luff tension as the spar bends. The change is simple, safe, cheap and effective.

The second proposal comes from Will White, USSCA President. In his own words, Will explains:

"As most of you know, the rules used to require the use of daggerboards and rudders as they came from the factory. Then the rule was relaxed so much that many people felt it permitted them to make their own blades, or buy blades from other sources than Alcort. For awhile, Kerry Klingler had a nice little business making boards for other racers, quite legitimately."

"However, I don't believe Alcort ever meant for things to get out of hand to that extent. It was just that the rules were badly worded. Steve Baker [Class Measurer] put through a correction that made it explicit that the boards had to come from Alcort, but shaping of the leading and trailing edges, within the tolerances, was still permitted."

"I believe strongly that this change in the rules was counter productive. Now, every serious racer feels he must get out the bondo or marine tex and round off his leading edges and shave down his trailing edges if he wants to be competitive. He is probably right. And I strongly believe this burden is contrary to the original spirit of the Sunfish racing class, which was to provide true one-design racing. The ideal is to permit a knowledgeable sailor to take a new Sunfish out of the box, spend an hour or so rigging it, and go out and hold his own against any other Sunfish. I think we have gone far astray from this ideal, and I think it is bad for the class."

"I propose, therefore, that we return to the original spirit of the rules, and permit only one daggerboard and rudder blade figuration, and that is as it comes from the factory. I would propose to go a step farther, and permit only the new Barrington board for class-sanctioned events. Finally, I would propose a simple profile gauge for the edges of the blades be used during inspection at national and international events, to preclude monkeying with those profiles. (This was done once, to my knowledge—at the 1971 North American.)"

Of course, the class would institute a sizeable grace period in which to make the transition to the new daggerboard and rudder rule.

Discuss these changes among your fellow sailors. The Advisory Board will be anxious to hear your comments and opinions.

The members of the ISCA Advisory Board are: Jorge Barreda (Peru), Tobias Freudenberg (W. Germany), David Frith (Bermuda), Ernie Kervel (Aruba), Tony Lugar (Canada), World Champion, Donnie Martinborough, Henk Nauta (Holland), Paul Odegard (U.S.), Will White (U.S.) and Lee Parks (Class Measurer).

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### Sunfish Dateline

**MAY 6**
- **PIONEER VALLEY YACHT CLUB SUNDAY SERIES** (Every Sunday May 6 through October 28) Pioneer Valley Yacht Club, Anthony Rd., Longmeadow, MA; Contact: James A. Foote, P.O. Box 121, Wilbraham, MA 01095 (413) 789-1524

**MAY 5-6**
- **MID-ATLANTIC SUNFISH REGIONAL CHAMPIONSHIP**, Peace Valley Yacht Club, New Britain, PA; Contact: Bill Seeman, 1241 Log College Dr., Warminster, PA 18974 (215) 674-0364 or (215) 441-2413

**MAY 19-20**
- **SOUTHWEST SUNFISH REGIONAL CHAMPIONSHIP**, Texas Corinthian Yacht Club, Baciff, TX; Contact: Charles Milby, 426 Buoy, Webster, TX 77598 (713) 486-4136 or (713) 334-5566

**MAY 26-27**
- **COMMODORE’S CUP REGATTA**, Pioneer Valley Yacht Club, Longmeadow, MA; Contact: James A. Foote, P.O. Box 121, Wilbraham, MA 01095 (413) 789-1524

**JUNE 2-3**
- **12TH ANNUAL SUNFISH/KAHHLUA CONNECTICUT RIVER CLASSIC**, (Preregistration required), Hartford to Essex, CT; Contact: Joanne Girard, AMF Alcort, P.O. Box 1345, Waterbury, CT 06725 (203) 756-7091

**JUNE 9-10**
- **NORTHEAST SUNFISH REGIONAL CHAMPIONSHIP**, Barrington Yacht Club, Barrington, Rl; Contact: Ray Medley, 30 Hawthorne Ave., Barrington, RI 02806 (401) 245-7652

**JUNE 10-16**
- **15TH SUNFISH WORLD CHAMPIONSHIP**, (Pre-qualification required), Kingston, Ontario; Contact: Lee Parks or Joanne Girard, AMF Alcort, P.O. Box 1345, Waterbury, CT 06725 (203) 756-7091

**JUNE 15-17**
- **SOUTHEAST SUNFISH REGIONAL CHAMPIONSHIP**, Ocean Springs Yacht Club, Biloxi, MS; Contact: Dr. Charles Holman, Ocean Springs Yacht Club, P.O. Box 821, Ocean Springs, MS 38564 (601) 875-1699 or (601) 432-7817

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**sunfish North American Doubles competitors at the Wolf Lake Yacht Club. The winning skipper, Mel Nichols, is in the front left.**

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<td>3</td>
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<td>5</td>
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**1983 SUNFISH NORTH AMERICAN DOUBLES CHAMPIONSHIP**

Wolf Lake, MI

July 16-17, 1983

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<td>George Simel</td>
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<td>Jim Kapnick</td>
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<td>Linda Katterheinich</td>
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<td>Mark Stapanicky</td>
<td>11</td>
</tr>
<tr>
<td>Tom Katterheinich</td>
<td>10</td>
</tr>
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**The easiest way ever to get your Sunfish to the water!**

Poly-Dolly puts the weight where it belongs -- on oversize, corrosion-proof wheels.

Roll it right into the water. The tube chassis is furniture-grade PVC tubing.

The axle and fittings are type 304 stainless steel. The only maintenance you need is an occasional rinse with fresh water.

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Crafted in solid 14 Karat Gold, in two sizes (1½" x 1") and (1½" x 1½") from The Sharon Company for $87.00 and $124.00. Postage already included. Send check or money order to: The Sharon Company, Suite 185, 403 NASA Road 1 East, Webster, Texas 77598. If paying with Mastercard or Visa, please include: card number, exp. date, signature.

The SHARON Company
Suite 185
403 NASA Road 1, East
Webster, Texas 77598

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Card #
Exp. Date
Signature

sunfish dateline continued

JUNE
16
ANNUAL SUNFISH, FORCE 5, TRAC CATAMARAN REGATTA, Lake Clinton, Lawrence, KS; Contact: Dan Brabeck, Sitzmark Sports, 10050 Marty, Overland Park, KS 66212 (913) 341-5330

JUNE
16-17
SSC ANNUAL BOARD BOAT REGATTA, Seabrook Sailing Club, Seabrook, TX; Contact: Malcolm E. Jones, 1015 N. Country Club Dr., La Porte, TX 77571 (713) 471-3303

JUNE
23-29
22ND ANNUAL SUNFISH NORTH AMERICAN CHAMPIONSHIP, Houston Yacht Club, La Porte, TX; Contact: John Focke, Houston Yacht Club, Box 1276, La Porte, TX 77571 (713) 471-1255

JUNE
24
HOUSTON YACHT CLUB SOLO NATIONAL REGATTA, Houston Yacht Club, La Porte, TX; Contact: Houston Yacht Club, Box 1276, La Porte, TX 77571 (713) 471-1255

JULY
7-8
INLAND LAKES SUNFISH REGIONAL CHAMPIONSHIP, Big Sand Lake Club, Big Sand Lake, Phelps, WI; Contact: H.C. Requa, Box 41, Phelps, WI 54554 (715) 545-2836 or (715) 545-2462

JULY
7-8
NIAGARA FRONTIER INVITATIONAL REGATTA, Buffalo Canoe Club, Ridgeway, Ontario; Contact: William C. O'Hern, 196 Darwin Dr., Snyder, NY 14226 (716) 834-3066 or (716) 854-5967

JULY
7-8
PVYC INDEPENDENCE OPEN REGATTA, Pioneer Valley Yacht Club, Longmeadow, MA; Contact: James A. Foote, P.O. Box 121, Wilbraham, MA 01095 (413) 789-1524

JULY
14
SILVER LAKE SUNFISH REGATTA, Silver Lake Sailing Club, Silver Lake, Madison, NH; Contact: Bob Williamson, 22 Minot Ave., Acton, MA 01720 (617) 263-5050

AUG.
3-5
WOMEN'S SUNFISH NORTH AMERICAN CHAMPIONSHIP, Beverly Yacht Club, Marion, MA; Contact: John C. Button, 135 Mendham Rd., Bernardsville, NJ 07924 (201) 221-1621 or (201) 221-6888
Catalano Wins Two Force 5 Titles

Mike Catalano of Coconut Grove, Florida easily won both the Force 5 Midwinter and North American Championships held at the Miami Yacht Club on April 6-8, 1984.

The Midwinter Championship took place on Friday, April 6th. Six modified Olympic triangles were sailed in the bay opposite the Miami Yacht Club. Shifty wind conditions prevailed with the velocity averaging 12-15 from the northwest. A tall condominium building near the windward mark created some interesting wind patterns. Catalano's local knowledge and 10 years of experience in the Force 5 put him out front quickly. He won the series easily with all firsts, throwing out a third. Paco Calvet of Hialeah, Florida was second with 15 total points and Jim Bigham of Lake Worth, Florida was third with 19 points. Five of the six races sailed counted toward the series with one throwout race allowed.

All slates were wiped clean as the North American Championship began on Saturday morning. A huge Olympic triangle was set up on Marimar Course in Biscayne Bay under the direction of Race Committee Chairman, Karl Seeley. The light southerly airflow shifted more than 40 degrees at times, keeping the competitors guessing as to which side of the course was favored.

Optimist Dinghy Champion, Keith Davids, 15, of Coconut Grove, jumped out in front winning the first two races. But Catalano bounced back by winning the next two races. By the end of the day, Catalano led with finishes of 2-4-1-1. Davids was a point behind with a 1-1-2-5 series.

Before heading out for the final two races on Sunday, the sailors were treated to a Sourdough pancake breakfast served by the members of Force 5 Fleet #50. Many had an extra helping of pancakes as the winds rose to 18 knots. Heavy air champion, Steve Perry of Myrtle Beach, South Carolina pulled a "horizon job" on the fleet in the first race on Sunday. Catalano hung onto third in the race and Davids, at 110 pounds, could only manage a 14th in the heavy going. Catalano poured it on in the final race to edge Perry by less than a boatlength for first place. One throwout race was allowed in the six race series. Catalano, throwing out a fourth, finished on top with 7¾ points. Paco Calvet sailed a consistent series of 7-2-3-2-(9)-4 to finish second overall. A 1-2 on the final day pulled Perry up to third overall with 20.75 points. Keith Davids hung onto fourth place with 22.5 total points and Jim Bigham was fifth with 26 points.

The Masters Division (age 60 and up) was won by Charlie Huber of Fort Lauderdale. Rick Rosen of Miami won the Junior Trophy finishing seventh overall. The Marco Polo Award for the furthest distance traveled to the event went to the Pincuro brothers who drove down all the way from Lorain, Ohio.

For the second year in a row, the Miami Yacht Club has run a flawless regatta which was enjoyed thoroughly by all who attended. The Club has been asked by the Force 5 Class to become the permanent home of their Midwinter Championship.

The next major championship for the class is the Force 5 World Championship scheduled for July 26-29, 1984 in Lorain, Ohio.

Mike Catalano (US 5) gets the best of this start at the Force 5 North Americans in Miami.

Miami Yacht Club is all dressed up for the event.

Mills Kinghorn demonstrates the proper way to right your Force 5—just after you finish!
1984 FORCE 5 NORTH AMERICAN CHAMPIONSHIP
Miami Yacht Club, Miami, Florida
April 7-8, 1984
24 boats

<table>
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<tr>
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<th>Scores</th>
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<td>1-1-1 (3)</td>
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<tr>
<td>2. Paco Calvet</td>
<td>2-2-3 (7)</td>
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<tr>
<td>3. Jim Bigham</td>
<td>3-5-4-2 (12)</td>
<td>22</td>
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<tr>
<td>4. Steve Perry</td>
<td>8-6-5-4 (7)</td>
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<td>5. Rick Rosen</td>
<td>6-12-5 (13)</td>
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<td>6. John Sherry</td>
<td>10-5-2 (18)</td>
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<td>7. Tom Trump</td>
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<td>8. Paul Pincura</td>
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<td>10. Rody Williams</td>
<td>18-8-21-9 (56)</td>
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<td>15. Mills Kinghorn</td>
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<td>20. Mike Rodeffer</td>
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1984 FORCE 5 MIDWINTER CHAMPIONSHIP
Miami Yacht Club, Miami, FL
April 6, 1984
21 Boats

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<td>18. Mike Rodenfer</td>
<td>22-18-22 (DNS)</td>
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<tr>
<td>19. Mike Rodeffer</td>
<td>17-22-23-21 (DNS)</td>
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</table>

Log jam at the leeward mark.

Mother of Force 5 Fleet #50, Peggy Seeley.

Force 5 Midwinter award winners: (l to r) Rich Rosen, Mike Catalano, Peg Bingham (for Jim Bingham), Paco Calvet, John Sherry, and Steve Perry.
Force 5 Class Rule Changes

After much discussion, the Force 5 Advisory Board has agreed on several class rule changes.
1. The rudder pintle pin may be replaced with a 3/8" bolt or rod. This is only a temporary change.
2. The addition of a single length of line or shockcord may be used for the sole purpose of holding the hiking strap off the cockpit floor. No hull, deck or cockpit penetrations are allowed.
3. The daggerboard shaping specifications have been changed to read: "Fairing of the leading and trailing edges shall be permitted. The leading edge may be faired to within 1/2" (1.25 cm) and of the forward edge and the trailing edge may be faired to within 2" (5 cm) of the trailing edge of the daggerboard. The trailing edge shall have a minimum thickness of 3/8" (.32 cm)." All dimensions remain the same.
4. The addition of hose clamps or safety lines to the traveler, gooseneck fitting, and outhaul track is permitted.
5. A line or shockcord may be used for the sole purpose of positioning the daggerboard within the trunk. Jibing boards are still not allowed.

Modifications to the weight rule and the addition of a block to the Cunningham were considered, but voted down by the Advisory Board.

The new rules went into effect April 1, 1984 and supersede all past rules.

A copy of the Class Rules can be obtained from the Force 5 Class Office, AMF Alcort Sailboats, P.O. Box 1345, Waterbury, CT 06725, (203) 756-7091.

The people that represent the Force 5 Class on the Advisory Board include: John Barrere, Paco Calvet, Bob Cullen, Derrick Fries, Mike Gleespen, Robin Henry, Byron Hicks, Bill Koch, Tim Parker, and Craig Swanson.

If you have a proposed rule change, write a description of the change and the reasons for it and send it to the Force 5 Class Rules Committee in care of AMF Alcort (address above).

4th ANNUAL NOVEMBERFEST REGATTA
Alias FESTIVAL OF TURKEYS
Bantam Lake, CT
November 5, 1983

1-2-1-1-2 6¾
2-1-2-2-1 7½
4-5-3-5-4 21

1983 CITRUS BOWL REGATTA
Mount Dora, FL
December 10-11, 1983

SUNFISH

1. Diane Blake 1-1-3-1 6
2. Dan Blake 3-2-3-1 10¾
3. Jamie Guerdon 2-3-2-5 17

FORCE 5

1. Mills Kibbom 1-2-1-1-2 6¾
2. Bill Hunter 2-1-2-2-1 7½
3. Bill St. John 4-5-3-5-4 21

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Special "Ugly Bag" Award winner, Rich Sunshine.

Special "Ugly Bag" Award winner, Rich Sunshine.

Boat Wrap.

Putting your boat in storage? Take a look at Goodwrappers Home Stretch®, the self-contained wrapping system that will keep your rig ship shape.

Home Stretch is the consumer version of our industrial Goodwrappers pallet wrapping system, and it can't be beat for quick protection. One 500' roll of stretch film will cover an entire 16' boat several times, and will protect against dust, dirt, and rain. Fits closer than a tarp and costs less too! Just ventilate areas where internal condensation is a problem.

And Goodwrappers Home Stretch is so easy to use—the patented hand braking system allows you to stretch it tight. It sticks to itself and the whole job can be done in minutes. Wrap hulls, masts, sails, cables—any part of a boat that you need to protect.

To get a 15" x 500' roll of extra tough Goodwrappers Home Stretch for your boat or home, send $9.95 to GOODWRAPPERS, 6718 White Stone Road, Baltimore, MD 21207. We'll ship it anywhere UPS goes.

Name ____________________________
Street ____________________________
City __________________ State ______ Zip ______

To order, fill out the order form below and send to GOODWRAPPERS, 6718 White Stone Road, Baltimore, MD 21207.
USYRU Expands Insurance Programs

The United States Yacht Racing Union offers several insurance programs to its member organizations. The programs include Regatta Liability Insurance, Group Yacht Insurance with a One-Design fleet policy, and Borrowed Boat Insurance including a new Legal Liability category added in 1984. Because the USYRU represents such a large number of sailors, they are able to offer these programs at considerable discounts to each individual or club member.

The Regatta Liability Insurance Program, which had a very successful year in 1983 with nearly 600 participants, will remain unchanged for 1984.

The Borrowed Boat Insurance Program which covered 110 events in 1983, has been enhanced for 1984 with a new, optional Legal Liability category added to the policy. Since the Borrowed Boat Insurance provides only property damage coverage for the boat owner, the Legal Liability policy provides personal liability coverage up to $300,000 per occurrence for the skippers and crews of the borrowed boats.

USYRU’s Group Yacht Insurance Program has been expanded to include a One-Design Fleet policy which will offer greatly reduced per-boat premiums of fleets of 5 or more USYRU personal members.

If you would like more information on any of these programs, please contact:

Mr. Gene McCarthy
Starkweather & Shepley, Inc.
111 West Jackson Blvd.
Chicago, IL 60604
(312) 922-1022
Nick Ernesto of Weinersville, PA has hit speeds up to 70 mph on his homemade TRAC 14-rigged iceboat. The boat is 11½ feet long and 10 feet wide. It breaks down into 2 sections for easy transporting. If anyone is interested in Nick's design, contact him by writing to the WINDWARD LEG and we will put you in touch.

FLORIDA MULTIHULLS 17TH ANNUAL REGATTA
Miami Beach, FL
November 5-6, 1983

PORTSMOUTH DIVISION II

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*The WINDRUSH is the Australian version of the TRAC 14.*

VOLVO WINDRUSH* 1984 NATIONAL CHAMPIONSHIP
Lake Coorabakhara, Queensland, Australia
January 7-14, 1984

CATS DIVISION

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<td>Gordon Kuri/Jason McKiely</td>
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<td>Rowan Frans/Aidan John</td>
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SUPER SLOOPS DIVISION

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<td>Scott Davies</td>
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BOAT CARRIER

The SINGLEHAND boat carrier is a small boat cradle that mounts on your car like a car top luggage carrier. The SINGLHANID enables small boats up to 150 pounds to be loaded and unloaded from the top of your car by one person. A self contained loading ramp and rollers provide easy “ramping” of your boat over the trunk/hood and onto or off the top of your car. The SINGLHANID is constructed of heavy duty square aluminum tubing. It comes complete with rubber bearing cups and gutter straps to mount the SINGLHANID on your car, straps to secure your boat to the carrier and the car and straps to secure your spars to the side of the carrier.

SPECIFICATIONS

| Overall Length | 48 Inches |
| Overall Width | (SBC-3, 51 Inches) 48 Inches |
| Roof Support Length | 33 Inches |
| Roof Support Width | SBC-1, SBC-2 39 to 47 Inches; Adjustable |
| Cradle Length | 32 Inches |
| Cradle Width | 32 Inches |
| Weight | 25 Pounds |
| Carrying Capacity | 150 Pounds |
| Ramp Length | * |

PRICE: $189.95

* Ramps are available in various lengths. Measure the distance “D” of your car as shown below and order the appropriate model number shown at the left.
Another TIGA Crossing

Key West to Havana by sailboard: Arnaud DeRosnay sails AMF TIGA 110 miles in 6 hours, 41 minutes.

French journalist/sailboard designer Arnaud DeRosnay established a historic first by sailing an AMF TIGA Fun Cup sailboard from Key West to Havana on January 9, 1984.

DeRosnay traversed the 110 mile Florida Strait in 6 hours, 41 minutes at an average speed of 15 knots.

"About one-third of the crossing was spent out of the water, jumping ten to twelve foot breaking waves," DeRosnay said. "I was very pleased with the performance of the TIGA," he explained. "It handled extremely well, was very comfortable and controllable throughout the crossing."

Considering the conditions, the feat of DeRosnay and TIGA was all the more remarkable. Rough seas buffeted by a 25 knot easterly wind prevailed for most of the voyage. DeRosnay sailed into the three knot Gulf Stream current for 75% of the trip. Both DeRosnay and the TIGA endured considerable battering by the wind and sea.

The Key West-Havana trip was not the first international crossing for either DeRosnay or TIGA. In 1979 DeRosnay sailed an earlier model TIGA across the Bering Strait between Siberia and Alaska. In fact, it was a "fan letter" written to DeRosnay by a Soviet Admiral after the Bering crossing that helped the French journalist gain the necessary clearances for his latest expedition.

The 12-foot TIGA Fun Cup sailboard used by DeRosnay for the Key West-Havana feat featured a special sail carrying both the U.S. and Cuban flags. The sail was zippered, allowing DeRosnay to increase or decrease sail area in less than 20 seconds. Otherwise, his TIGA was a stock item, the same as available at AMF Alcort Sailboat dealers throughout the U.S.

Features of the AMF TIGA include seven adjustable footstraps with Velcro size adjustments, adjustable skeg and mast track and retractable daggerboard. A high scoop makes the TIGA Fun Cup particularly well suited to wave jumping. Its double concave hull provides excellent performance, stability and rider comfort.

The Key West-Havana crossing was the first ever via sailboard. DeRosnay, a French citizen who has written for many U.S. and international publications, navigated the trip with a simple compass and dead reckoning. He was escorted by a U.S. based power boat which carried food and emergency equipment as well as journalists for U.S.A. Today and Paris Match.

Asked to sum up his feelings upon returning to Miami after a two day stay in Cuba, DeRosnay said it was "pretty exciting." Considering that he not only rode the TIGA but designed it as well, Arnaud DeRosnay has more than one thing to be excited about.
AMF Alcort Introduces 2 New Sailboards

Powering a vertical cut, Fiesta sail by Neil Pryde, the Fun Cup includes an adjustable mast track, 6 Velcro footstraps and a retractable daggerboard as standard. The Fun Cup retails for only $949.00 and is made of durable blow-molded polyethylene.

For advanced riders, the lightning-quick TIGA Sprint provides a great compromise for wave riding, speed and heavy air jumping.

NOTICE ABOUT COOPER-STEINRUCK CO.

The new TIGA SPRINT is made of blow-molded polyethylene, features an adjustable mast track, 6 adjustable footstraps, a retractable daggerboard and 5.5m² dacron sail by Neil Pryde.

NEWS FLASH! AMF Alcort is extremely excited to announce the latest in funboard design and technology. Hot from team TIGA's Pan Am and Fun Cup victories come the TIGA Fun Cup and Sprint.

Leading the field in Pan Am-style funboards is the new TIGA Fun Cup, designed by Baron Arnaud DeRosnay. Featuring a highly advanced, double concave bottom, the Fun Cup planes quicker and reaches higher speeds than conventional boards. This is due to substantial reduction of wetted surface and increased hull lift. Stability is increased at the same time, thus making the board accessible to novice sailors as well as advanced.

The new TIGA SPRINT is made of blow-molded polyethylene, features an adjustable mast track, 6 adjustable footstraps, a retractable daggerboard and 5.5m² dacron sail by Neil Pryde.

For advanced riders, the lightning-quick TIGA Sprint provides a great compromise for wave riding, speed and heavy air jumping.

The pintail-winger stern increases control and performance overall. A double concave hull, slightly less defined than on the Fun Cup, allows planing at lower speeds and increased top end performance.

The Sprint, made of blow-molded polyethylene, features an adjustable mast track, 5 adjustable Velcro footstraps, a retractable daggerboard and 5.5m² dacron sail by Neil Pryde.

The latest in high technology from AMF Alcort/TIGA—for only $895.00 retail.

TOTE-A-BOAT™

COOPER-STEINRUCK CO.
134 BRANDYWINE DRIVE
MARLTON, NJ 08053
PHONE: 609-983-1231

WORK SAVERS • BOAT SAVERS • EASY IN • EASY OUT

THE "ORIGINAL"

TOTE-A-BOAT SPECIFICATIONS
• For boats to 14' in length
• Capacity: 300 lbs.
• Tires: 15 x 6.00 - 6 ribbed
• Weight: 46 lbs.
• Hardware & axles: s/s
• Frame: high quality aluminum

THE MIGHTY TINY-TOTE

• a "thru the daggerboard slot" dolly
• removable "U" bar for canoes, shells, other non-slot boats
• stows easily and compactly
• same quality materials & wheels as "original".

ALL SHIPMENTS BY UPS-COLLECT
• TOTE-A-BOAT(S) @ $269.95* & shipping
• TINY-TOTE(S) @ $144.95* & shipping
• MORE INFORMATION? write or phone

NAME ______________________
ADDRESS _____________________
CITY ___________________ STATE ____ ZIP _____

N.J. residents add 6% sales tax.
Sailboard of the Year

The TIGA FUN CUP was selected 1984 Board of the Year. The Fun Cup is a Pan Am-style funboard with adjustable mast track, 7 velcro footstraps, a retractable daggerboard and Neil Pryde Fiesta sail.

TIGA Fun Cup—Board of the Year. The word is out! The TIGA Fun Cup has been selected by a jury of ten (10) European sailboard and sports journalists as "1984 Board of the Year".

The contest, sponsored by Credit Lyonnais, a major French Bank, and concluded at the Paris Boat Show, included such criteria as quality of board construction, design quality, innovation in board shape, finish and quality of sail, quality of accessories, broadness of use by a wide range of sailboarders and a good price to quality value.

AMF Alcort Sailboats recently introduced the Fun Cup to the U.S. Market at the New York Boat Show where the response was tremendous. The Fun Cup, designed by Arnaud DeRosnay, features a revolutionary double concave bottom which planes quicker and has a higher top speed than conventional boards. Stability is also increased thus making the board accessible to novice as well as advanced riders.

Endurance Record Broken

World Sailboard Endurance Record Broken on TIGA Allround.

Dutch boardsailor, Ronald Liesting, set a new world record on May 26, 27 and 28 1983 by sailing for sixty (60) hours straight, covering over 188 miles on a standard Tiga Allround. This broke both the world endurance and world distance records for continuous sailing on a sailboard.

According to the rules set by Guinness Book of World Records, he was forbidden to leave the board, however was allowed to rest a total of five minutes per hour. Most rest periods consisted of consuming liquid strength food and receiving massages to soothe sore muscles.

A special sail manufactured by Neil Pryde allowed reduction of the 7.5m² sail to 6.3m² and 4.5 m² by using a zippered leech.

The old record was set in 1980 by another Dutch man, Gerrie Jipping, sailing for 35 hours, 55 minutes for a distance of 277.1 km.

The Winger™ Water Balloon Slingshot is constructed from the finest materials including a nylon pouch with a bright red handle, black latex tubing and soft cell rubber grips. The slingshot comes with 70 balloons postpaid for $21.95. Send check or money order to Winger Sports, Ltd., 2167 Buhl Ave., No. St. Paul, MN 55109. Visa and Master Card accepted.

Dealer Inquires Welcome
**Alex Aguera Joins TIGA Race Team**

Team Tiga's newest member, Alex Aguera.

AMF Alcort Sailboats and TIGA Sailboards of Boulogne, France jointly announced the addition of Alex Aguera to the AMF Alcort/TIGA racing team.

Alex, one of the hottest international boardsailing competitors today, boasts such credentials as World Windsurfer Champion '79, American Windsurfer Champion '80, San Francisco Crossing Champion '83, 2nd place overall—Brest World Cup '83 and 3rd place overall—Pro World Cup '83.

Alex will race primarily in the International World Cup and Pan Am events and also be involved in promotional activities as well as board and equipment development.

When asked about his new position, Alex commented "I am proud to have been selected to be a part of the drive to the top and intend to use all my experience and expertise to help put the AMF Alcort/TIGA name at the pinnacle of the boardsailing industry."

---

**tiga dateline**

- **MAY 19**
  - QUANNAPOWITT SPRING REGATTA, Wakefield, MA; Contact: Mike Carpenter (617) 944-2697
- **MAY 19-20**
  - FIRECRACKER FOUR, Wasaga Beach, Ontario; Contact: Paul Pellan, (705) 445-8733 (Open Funboards)
- **JUNE 2-3**
  - USBSA SOUTH CENTRAL REGIONALS, Arlington, TX; Contact: Arlington Windsurfing (817) 467-6341
- **JUNE 2-3**
  - CROSS LAKE OPEN, Meridan, NY; Contact: Steve or Jackie Keenan, Cross Lake Marina (315) 689-6171
- **JUNE 16-17**
  - SPRING WARMUP REGATTA, Burlington, VT; Contact: Barbara Francis, Chiotts Marine (802) 862-8383
- **JUNE 23-24**
  - USBSA CENTRAL REGIONALS, Milwaukee, WI; Contact: Bill Mosher (414) 277-9094
- **JUNE 29 - JULY 9**
  - KINGSTON CHALLENGE, Kingston, Ontario; Contact: Board Sailing Canada (416) 792-0633
- **JULY 7-8**
  - OPEN CANADIAN-AMERICAN CHALLENGE, Burlington, VT; Contact: Barbara Francis, Shiotts Marine (802) 862-8383
- **JULY 14**
  - 1ST ANNUAL TRIATHLON, Duxbury, MA; Contact: Fletcher Aldredge, The Boardsailing Center (617) 934-2720
- **JULY 14-15**
  - CAPE ANN REGATTA, Long Beach, Gloucester, MA; Contact: Mike Parisi, Seaside Cycles & Sailboards (617) 526-1200
- **JULY 14-15**
  - COLLINGWOOD CLASSIC, Collingwood, Ontario; Contact: Dick Pratt (416) 487-0032
- **JULY 21-22**
  - USBSA WESTERN REGIONALS, San Diego, CA; Contact: Tom Driscoll (714) 224-3575
- **JULY 28**
  - NEW ENGLAND SAILBOARD CLASSIC, Lake St., Catherine, VT; Contact: Jonathan & Elyn Bischof, New England Sailboard Co. (802) 874-4178
- **JULY 28-29**
  - NORTH BAY REGATTA, North Bay, Ontario; Contact: Board Sailing Canada (416) 792-0633
- **AUG. 10-15**
  - USBSA OPEN CLASS NATIONALS, Corpus Christi, TX; Contact: Susan Noyes, USBSA, Box 206, Oyster Bay, NY 11771 (516) 922-1047
- **AUG. 11-12**
  - CANADIAN OPEN CLASS CHAMPIONSHIP, Collingwood, Ontario; Contact: Board Sailing Canada (416) 792-0633
- **AUG. 24-29**
  - NORTH AMERICAN OPEN CLASS CHAMPIONSHIP, Trois Rivieres, Quebec; Contact: Board Sailing Canada (416) 792-0633
Sailboat Accessories

- Main unit is injection-molded polypropylene, & brass or stainless hardware.
- Car-Top On & Off by Yourself with Little Launcher

ONE YEAR LIMITED WARRANTY
Purchaser may obtain a refund within 15 days of purchase and replacement of any defective part for one year.

- No modifications or fittings attached to your cat.

RETAIL PRICE

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<td>4 - MAST-CADDIE SAILBOAT</td>
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<td>5 - MAST-CADDIE (stern only) SAILBOAT</td>
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<td>6 - LITTLE LAUNCHER</td>
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Name: __________________________
Address: _______________________
City: __________________________
State: ________ Zip: __________

Midwest Aquatics
7315 LAHSER
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