Frostbiting: A Sunfish Tradition

"3-2-1-go!" Lars Guck gets the pin end start during one of the 123 races that were sailed this season by the Barrington Frostbite Association. Lars won the Iron Man Award for sailing in more races than anybody else (109 races). Photos by Ray Medley

The Barrington Frostbite Association (BFA) wound up their 19th season on the Sunday before Easter. Twenty-four weeks of the same routine: get up and get to the club by 10:30 a.m., shovel the snow out of the committee boats and get the motors running, rig your Sunfish, jump into your cold, clammy wetsuit and foul weather gear and leave the beach when the frostbite flag goes up at 12:30, race 4 or 5 short, tactical triangular courses against some of the best dinghy sailors in the nation, hit the beach by 4 p.m., and then sit back and enjoy some good conversation on the racing over a bowl of hot chowder and a beer. Not a bad Sunday routine. It sure beats sitting home watching a football game on TV!

Seventy-two sailors came to Barrington at least once this year to try it out. Seventeen die-hards sailed in at least 60% of the races (74 out of a possible 123) to qualify for the season. 123 races! That's an average of more than 5 races per day — a record for the BFA. Not one week out of 24 was missed this year because of ice or inclement weather. The rule of thumb is: if the wind speed is greater than the outside temperature, sailing is cancelled. For instance, if the temperature is 20°F and the wind is blowing at 22 knots, no sailing. But if the wind drops to 19 knots — sail on!

The BFA is very lucky to have a dedicated race committee that would put the Eskimos to shame! Week in and week out they blow horns, take finishes and never complain. The Arctic leader of this faithful group is Leeds Mitchell who missed only one week all season — better attendance than any sailor! RC regulars include: Carl Guck, Ray Medley, Bill Culbertson, George Crocker, Ed Kelly and others. (Forgive me for leaving anyone out.) The BFA sailors owe a million thanks to these folks for the excellent quality of racing they produce.

Among the racers, we must first mention the old man of frostbiting, Fred Thomas who has raced in every season since the start in '65-66. The Iron Man of frostbiting for the 1984-85 season was Lars Guck for the second year in a row. Lars sailed 109 out of a possible 123 races. The "When All Else Fails" Award went to Marty Billet, and the special RC Award went to George Crocker for getting in the way the most with the crash boat!

Continued on page 4

Windward Leg is published quarterly by AMF Alcort Sailboats for the information of its sailboat owners, their friends and families. Subscriptions: $8.00 two years ($12.95 overseas airmail); $11.00 three years ($16.00 overseas airmail). Back issues $1.50 postpaid.
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Frostbiting  Continued from page 1

All these people were honored at the Annual Awards Banquet held April 12th at the Wharf Tavern, located appropriately, across from the obstruction buoy in the river which gives so many sailors trouble each Sunday. A new award was presented for the first time this year in memory of an old frostbiter, Ken Breen. The Ken Breen Memorial Trophy goes to the sailor who best represents the dignity and sportsmanship of sailing as judged by the sailors. When the votes were counted, Steve O’Connor, fleet captain, won the prestigious award.

On the lighter side, “The Mop” Award (a uniquely-decorated old-fashioned mop) is presented annually to the person (sailor or RC member) who really messes up! Ed Adams was nominated for: while leading a race, he hit a dock post and turtled his boat for the first time in years and lost first place! Ed was just a nominee. The real winners this year were George Crocker and Ed Kelly of the race committee. George and Ed were asked to finish one of the races, a simple task. Between the two of them, they messed up the scores so badly that the race had to be thrown out! Most of the serious hardware went to the new season champion, Geoff Moore who was followed by Alan Beckwith and Lars Guck.

You would think that after 24 weeks of pulling on that clammy wetsuit, the sailors might be ready for a summer break. But at the Banquet, I could see that it was hard for everyone to say “goodbye” until next October. But don’t despair, the next season is only 24 weeks away! The 20th Barrington Frostbite Series starts October 27, 1985. See you there!

BARRINGTON FROSTBITE SERIES
1984-1985
Barrington YC, Barrington, RI
October 31, 1984 - March 31, 1985

OVERALL SEASON RESULTS

<table>
<thead>
<tr>
<th>Fall Series</th>
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<th>Spring Series</th>
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<tbody>
<tr>
<td>Average Points</td>
<td>Total Points</td>
<td>Total Races</td>
</tr>
<tr>
<td>1. Geoff Moore</td>
<td>419</td>
<td>#102</td>
</tr>
<tr>
<td>2. Alan Beckwith</td>
<td>640</td>
<td>#104</td>
</tr>
<tr>
<td>3. Lars Guck</td>
<td>798</td>
<td>#109</td>
</tr>
<tr>
<td>4. Peter Vessella</td>
<td>656</td>
<td>#87</td>
</tr>
<tr>
<td>5. Brett Nazareth</td>
<td>585</td>
<td>#77</td>
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<tr>
<td>6. Phil Garland</td>
<td>644</td>
<td>#80</td>
</tr>
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<td>7. Chris Friend</td>
<td>747</td>
<td>#85</td>
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<td>8. Steve O’Connor</td>
<td>1059</td>
<td>#100</td>
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<td>9. Steve Clark</td>
<td>1252</td>
<td>#104</td>
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<tr>
<td>10. Eric Goetz</td>
<td>1122</td>
<td>#76</td>
</tr>
<tr>
<td>11. Dick Green</td>
<td>1617</td>
<td>#107</td>
</tr>
<tr>
<td>12. Daniel O’Connor</td>
<td>1396</td>
<td>#92</td>
</tr>
<tr>
<td>13. Edgar Hebert</td>
<td>1496</td>
<td>#92</td>
</tr>
<tr>
<td>14. Brian Guck</td>
<td>1437</td>
<td>#97</td>
</tr>
<tr>
<td>15. Cam Church</td>
<td>1476</td>
<td>#88</td>
</tr>
<tr>
<td>16. David Ryden</td>
<td>1396</td>
<td>#83</td>
</tr>
<tr>
<td>17. Marty Billett</td>
<td>2150</td>
<td>#101</td>
</tr>
</tbody>
</table>

* Includes 1 abandoned race
+ Includes 11 races of RC credit
# Includes 2 abandoned races

How many of you have to chop the ice before starting your outboards? Ed Kelly is an expert!

A frostbite racing tip: scrape the ice and snow off the bottom of your boat before launching because 32-degree water will not melt it off! Doug Clark demonstrates.

Ice flows are a big problem, especially when they are just below the surface of the water. One minute you are planing and the next minute you are stopped dead watching everyone pass by you.
Mark May enjoys a warm day in February!

The Race Committee does a few donuts in the ice pack to break it up for the sailboats. Go for it, Lars!

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<table>
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<tr>
<th>QUANTITY</th>
<th>DESCRIPTION</th>
<th>COST EACH</th>
<th>POST. &amp; HNDLG.</th>
<th>TOTAL</th>
<th>82 &amp; earlier</th>
<th>83 &amp; newer</th>
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<td></td>
<td>CAMLOCK BOLT</td>
<td>$19.95</td>
<td>$1.50</td>
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</table>

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83 and newer

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- Makes retuning a snap!
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The 7th Inter-American Sunfish Senior Olympics held March 28-31 at the Miami Yacht Club attracted forty-five sailors from four foreign countries and the U.S. Battling for three days over triangle and long distance courses, Don Bergman, of Hubbard Woods, IL was named the top overall senior for the event. Second overall was Gordon Geick of Collinsville, CT and, in third, was Bill Haberland of Northbrook, IL. Each one of the top three overall sailors came from the competitive 50-54 age category.

The 45 participants were split into one of the seven age categories: 40-44, 45-49, 50-54, etc. All racers started on one line, but were scored according to the low point scoring system within each age group. Winners in each category were:
- Age 40-44, David Frith of Bermuda
- Age 45-49, Paul Odegard of Vernon, CT (1981 Sunfish North American Champion)
- Age 50-54, Don Bergman
- Age 55-59, Eric Erickson of Orange City, FL
- Age 60-64, Larry Cochran of Manchester, CT
- Age 65-69, Earl Gerloff of Houston, TX
- Age 70+, Bob Bigham, the oldest sailor (age 74) of Riviera Beach, FL

Olympic-style gold, silver and bronze medals were awarded to both male and female competitors in each age group. The event was run in cooperation with Senior Sports International of Los Angeles, who provided the special medals.

The Miami Yacht Club race committee headed by Mike Catalano organized six beautiful modified Olympic races on the Miramar Course in North Biscayne Bay. Sailors enjoyed consistent 14 to 18 knot winds throughout the two days of triangle racing. On the final day, a long distance race around Watson's Island, crossing under two bridges, counted for double scores. Each sailor was allowed one throw-out for the 8-race series.

After a rather uneventful series of triangle races, the distance race added the final excitement to the regatta. Halfway around Watson’s Island, Lois Blodgett of Boca Raton and Jean Bergman (Don’s wife) had control of the race. But as they approached Government Cut, the ladies proceeded left out the Cut toward Bimini, rather than right toward the finish line. Fifteen unsuspecting sailors followed suit. Paul Odegard was the first to discover the mistake and went on to win the race. Lois and Jean ended up 13th and 14th respectively, but neither lost a place in the final standings. Both Lois and Jean were presented with the special “Cement Shoe” award for their innate sense of direction.

Other special awards presented were:
- the “Spring Chicken” award to June Rosen of Miami as the youngest competitor
- the “Old Salt” award to Bob Bigham as the oldest
- the Marco Polo award to Charley Requa of Phelps, WI for driving the furthest to the event.

Miami Yacht Club provided the perfect setting for this international sailing event. Participants traveled from Bermuda, Aruba, Guatemala, the Bahamas and all around the United States to compete. The sailors were treated to some wonderful social functions including a moonlight dinner/cruise on Biscayne Bay.

Next year’s event is planned for Curacao.
Forty-five seniors line up for the start of the 7th Inter-American Sunfish Senior Olympics in Miami.

The overall Champion of the Senior Olympics, Don Bergman of Hubbard Woods, IL.

7TH INTER-AMERICAN SUNFISH SENIOR OLYMPICS
Miami YC, Miami, FL
March 28-31, 1985

AGE 40-44

<table>
<thead>
<tr>
<th>Finish</th>
<th>Name</th>
<th>Age</th>
<th>City</th>
<th>State</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>David Frith</td>
<td>41</td>
<td>St. George's</td>
<td>Bermuda</td>
</tr>
<tr>
<td>2</td>
<td>Bill McGlyn</td>
<td>41</td>
<td>Hinsdale, IL</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Mary Wells</td>
<td>41</td>
<td>Key Largo, FL</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>June Rosen</td>
<td>41</td>
<td>Miami Beach, FL</td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>Linda Zibelli</td>
<td>41</td>
<td>Miami Shores, FL</td>
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AGE 45-49

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<tbody>
<tr>
<td>1</td>
<td>Paul Odegard</td>
<td>49</td>
<td>Vernon, CT</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Jean Bergman</td>
<td>49</td>
<td>Hubbard Woods, IL</td>
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<td>3</td>
<td>George Heyer</td>
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<td>Ft. Lauderdale, FL</td>
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<tr>
<td>4</td>
<td>Gerald Callahan</td>
<td>49</td>
<td>Ft. Lauderdale, FL</td>
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<tr>
<td>5</td>
<td>Rick White</td>
<td>49</td>
<td>Key Largo, FL</td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>Jens Buincon</td>
<td>49</td>
<td>Guatemala City, Guatemala</td>
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AGE 50-54

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<th>Age</th>
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</thead>
<tbody>
<tr>
<td>1</td>
<td>Don Bergman</td>
<td>50</td>
<td>Hubbard Woods, IL</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Gordon Gelick</td>
<td>50</td>
<td>Collinsville, CT</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Bill Haberland</td>
<td>50</td>
<td>Northbrook, IL</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>Pat Hamilton</td>
<td>50</td>
<td>Miami, FL</td>
<td></td>
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<tr>
<td>5</td>
<td>Ernie Kervel</td>
<td>50</td>
<td>Aruba</td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>Kirk Palmer</td>
<td>50</td>
<td>Augusta, ME</td>
<td></td>
</tr>
<tr>
<td>7</td>
<td>Pete Scheers</td>
<td>50</td>
<td>Hialeah, FL</td>
<td></td>
</tr>
<tr>
<td>8</td>
<td>Robert Canfield</td>
<td>50</td>
<td>Hollywood, FL</td>
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<tr>
<td>9</td>
<td>Lynn Hummel</td>
<td>50</td>
<td>North Miami, FL</td>
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<td>10</td>
<td>Bill Gardner</td>
<td>50</td>
<td>Miami, FL</td>
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</tbody>
</table>

Lunchtime! This paradise-like island separates the Intracoastal Waterway from the Miramar Course where the sailors raced, keeping the course free of all boating traffic.
Retired Air Force Major Karl Seeley gave them a run for their money, finishing a close 4th in the competitive 65-69 age group.

Silver medalist, Norman Castle shows us how to do it the easy way!

Don Anderson and his wife, Shirley, ventured all the way from Barrington, IL to race in the event.

Regatta Co-Chairman Peggy Seeley races “Blue Jeannes” around the windward mark, but we can see what her true love is!

Everyone is a winner at the Senior Olympics!

Gold medalist Larry Cochran of Manchester, CT dominated the 60-64 age group with a string of aces and duces.
Jack Schuh, a catamaran champion from Miami, adjusts his vang.

Lois Blodgett gets a salute from the Flagler Memorial Monument as she leads the long distance race.

<table>
<thead>
<tr>
<th>Age 55-59</th>
<th></th>
<th></th>
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<tbody>
<tr>
<td>1.</td>
<td>Eric Erickson</td>
<td>1-1-1-1-1-1-2(2)</td>
<td>6.5</td>
</tr>
<tr>
<td>*2.</td>
<td>Lois Blodgett</td>
<td>2-3-2-3-2-3-1</td>
<td>11.5</td>
</tr>
<tr>
<td>3.</td>
<td>Jack Schuh</td>
<td>4-3-4-3-5-3-3</td>
<td>25</td>
</tr>
<tr>
<td>4.</td>
<td>Donald Anderson</td>
<td>3-5-4-3-4-4-4</td>
<td>25</td>
</tr>
<tr>
<td>*5.</td>
<td>Shirley Anderson</td>
<td>4-2-5-5-4-5(5)</td>
<td>30</td>
</tr>
<tr>
<td>6.</td>
<td>Richard Grove</td>
<td>6-6-6-6-6-6(6)</td>
<td>42</td>
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</table>

<table>
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<tbody>
<tr>
<td>1.</td>
<td>Larry Cochran</td>
<td>1-2-2-1-1-1-1</td>
<td>7.75</td>
</tr>
<tr>
<td>2.</td>
<td>Norman Castle</td>
<td>3-9-1-2-3-1-3</td>
<td>15.5</td>
</tr>
<tr>
<td>3.</td>
<td>Jack Sengstaken</td>
<td>2-1-3-8-5-2-2</td>
<td>10.75</td>
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<tr>
<td>4.</td>
<td>Charlie Huber</td>
<td>5-9-4-4-4-4-4</td>
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<tr>
<td>*5.</td>
<td>Adrienne McCalley</td>
<td>4-4(DNF)-5-4-5-5</td>
<td>32</td>
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<tr>
<td>*6.</td>
<td>Peggy Seeley</td>
<td>(5)-5-5-3-6-6-6</td>
<td>37</td>
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<tr>
<td>7.</td>
<td>Bob Henshaw</td>
<td>DNS-DNS-DNS7-7-7-DNS-DNS</td>
<td>53</td>
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<tr>
<td>1.</td>
<td>Earl Getoff</td>
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</tr>
<tr>
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<td>Don Cochran</td>
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<tr>
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<td>Jack Gemmill</td>
<td>4-5-2-5-5-2-5-3</td>
<td>32</td>
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<tr>
<td>4.</td>
<td>Karl Seeley</td>
<td>5-2-3-4-4-3-6-6</td>
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<td>5.</td>
<td>Charley Requa</td>
<td>5-4-3-5-5-4-4-4</td>
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<td>Frank Cushman</td>
<td>3-6-6-6-6-7-7(1)</td>
<td>40</td>
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<tr>
<td>7.</td>
<td>Ray Dasch</td>
<td>7-8(9)-9-8-8-8</td>
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<td>8.</td>
<td>Martin Fisher</td>
<td>9-7-9-7-7(DNF)-5-5</td>
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<td>Al Gates</td>
<td>5-5-3-8-7-7-8</td>
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<td>5.25</td>
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<tr>
<td>2.</td>
<td>Jim Church</td>
<td>2-2-2-2-2-2-2-2-2</td>
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*Indicates female competitor

Shirley Anderson of Barrington, IL was one of eight women who competed in the Championship.

New Sunfish Senior Olympic Event Announced

Ray Dasch (54662) of Whiting, NJ will organize another Sunfish Senior sailing event on the Toms River in New Jersey on August 17th. Photo by Lee Parks

Inspired by the success of the annual Senior Olympics held at Weed Beach in Darien, Connecticut which drew 72 Sunfish last year, the Pine Beach Yacht Club is starting another Senior Olympic series for skippers age 40 and older. The site is on the Toms River in New Jersey. The regatta date is August 17, timed to give vacationing sailors maximum opportunity to compete. For more information on the new event, contact Ray Dasch, PBYC, P.O. Box 301, Pine Beach, NJ 08741, (201) 350-4262.
Findlay Repeats As Sunfish Midwinter Champion

A record number, 77 Sunfish sailors turned out for the 1985 Sunfish National Midwinter Championship held at the Southern Yacht Club in New Orleans, Louisiana on March 22-24. Defending Champion, Bob Findlay of Wilmette, IL successfully held off all challengers to win his second Midwinter title in two years. Finishes of 9-1-3-4 for 16.75 total points were enough to take top honors. In second place, also sailing out of the Wilmette, IL fleet was Chris Lowrie scoring 21.75 total points. And, making it a clean sweep for the Wilmette fleet was Don Bergman in third place with a total of 30 points. Rounding out the top five was the local favorite John Lovell, 1983 Bemis Champion (U.S. Junior Double-handed National Champion) in fourth with 31.75 points and reigning World Champion Andy Pimental of Bristol, RI in fifth with 34 points.

The top juniors (age 15 and under) in the fleet were Michael DeMarcay of New Orleans with finishes of 23-15-55-16 for 109 total points and Marcus Maher of La Porte, TX with 40-34-35-34 for 143 points. Also recognized as the top female skipper was Karyn Herndon of Gainesville, FL in 8th place overall, and the top senior (age 60 and up) was Earl Gerloff of Houston, TX.

Light winds for the event held the series at four races, all to count. Full Olympic courses varied from 6 to 10 miles in length. Race Committee Chairman, Al Grevemberg contented with an average of one general recall per start, as winds shifted back and forth all weekend. A high pressure system hung over the state bringing sunny skies, warm temperatures and minimum winds. Saturday saw 5 to 8 knots from the southeast for the first two races, increasing to 12 for the third race. On Sunday, winds shifted to the north and never rose above 2 knots. The fourth race was started promptly at 9:30 AM, soon to be abandoned as all signs of a breeze disappeared. A light northerly reappeared around noon, just in time to get in the final race before the time limit.

Consistency and staying out of the tank really paid off in this no-throwout series. Findlay, a 25-year old student who favors taking flyers, resorted to playing the conservative middle for this championship. By winning this championship, Findlay has qualified to sail in the 1986 Sunfish World Championship planned for Aruba.

Regatta Chairman, Gary Fretz, hosted a Southern-style chicken and ribs barbecue on Saturday night for everyone’s enjoyment. The Southern Yacht Club members could not have made the competitors feel more comfortable with their traditional southern hospitality. A great time was had by all!

SUNFISH NATIONAL MIDWINTER CHAMPIONSHIP
Southern Yacht Club, New Orleans, LA
March 22-24, 1985 77 Boats

<table>
<thead>
<tr>
<th>Finisher</th>
<th>Total Points</th>
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<tbody>
<tr>
<td>1. Bob Findlay, Wilmette, IL</td>
<td>16.75</td>
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<tr>
<td>2. Chris Lowrie, Lake Bluff, IL</td>
<td>21.75</td>
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<tr>
<td>3. Don Bergman, Hubbard Woods, IL</td>
<td>21.75</td>
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<tr>
<td>5. Andy Pimental, Bristol, RI</td>
<td>21.75</td>
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<tr>
<td>6. Bob Findlay, Houston, TX</td>
<td>21.75</td>
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<tr>
<td>7. Chris Williams, Boston, MA</td>
<td>21.75</td>
</tr>
<tr>
<td>8. Karyn Herndon, Gainesville, FL</td>
<td>21.75</td>
</tr>
<tr>
<td>9. Eldon Harvey, New Orleans, LA</td>
<td>21.75</td>
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<tr>
<td>10. Bobby Deden, Houston, TX</td>
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<td>11. Joe Bloom, New Orleans, LA</td>
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<td>12. Nancy Haviland, Northbrook, IL</td>
<td>21.75</td>
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<tr>
<td>13. David Gregorski, Metairie, LA</td>
<td>21.75</td>
</tr>
<tr>
<td>14. Mark Storts, Ft. Lauderdale, FL</td>
<td>21.75</td>
</tr>
</tbody>
</table>

JUNIOR DIVISION

1. Michael DeMarcay, New Orleans, LA | 163 |
2. Marcus Maher, La Porte, TX | 143 |
3. Michael James, New Orleans, LA | 156 |
4. John Lovell, New Orleans, LA | 155 |
5. Chris Williams, Bristol, RI | 154 |
6. Andy Pimental, Bristol, RI | 154 |
7. Bob Findlay, Wilmette, IL | 154 |
8. Chris Lowrie, Lake Bluff, IL | 154 |
9. Don Bergman, Hubbard Woods, IL | 154 |
10. John Lovell, New Orleans, LA | 154 |
11. Andy Pimental, Bristol, RI | 154 |
12. Bob Findlay, Wilmette, IL | 154 |
13. Chris Williams, Bristol, RI | 154 |
15. Bob Findlay, Wilmette, IL | 154 |

Photos by Lee Parks

Sailors and Race Committee wait for wind on Lake Pontchartrain at the Sunfish Midwinters.

Houston Yacht Club sailor, Bobby Deden enjoys a tow after the light air races.

Sunfish Midwinter Champions, front (l to r): Michael DeMarcay, 1st Junior; Karyn Herndon, 1st female; Marcus Maher, 2nd Junior; back (l to r): Don Bergman, 3rd; John Lovell, 4th; Bob Findlay, 1st; Chris Lowrie, 2nd; Andy Pimental, 5th.
Gulfport YC to Host O'Day Finals In Sunfish

AMF Alcort's Sunfish sailboat has been selected as the boat to be used for the 1985 O'Day Championship as announced by USYRU O'Day Committee Chairman Robert Pegel. The George D. O'Day Trophy is awarded each year to the top U.S. single-handed sailor.

The 1985 O'Day Finals will take place August 12-16 at the Gulfport Yacht Club in Gulfport, MS. AMF Alcort Sailboats of Waterbury, CT will supply 24 identical race-equipped Sunfish sailboats for the championship.

To qualify for the O'Day Finals, a sailor must win the semi-final championship in his area of the country. The top two sailors from each of the eight USYRU areas will qualify for the Finals. To bring the total number up to 23 competitors, the following sailors also automatically qualify for the O'Day Finals: the top two Inter-Collegiate Champions, the top two U.S. Youth Champions, the top two U.S. Women's Champions, and the top U.S. Navy Champion.

Semi-final Championships have been scheduled as follows:
- Area A: Cohasset YC, Cohasset, MA; BYO Sunfish July 29-30
- Area B: Mattituck YC, Long Island, NY; BYO Sunfish July 13-14
- Area C: Seaside Park YC, Seaside Park, NJ; BYO Sunfish July 23-24
- Area D: Lake Lanier SC, Flowery Branch, GA; BYO Sunfish July 20-21
- Area E: Grosse Pointe YC, Detroit, MI; BYO Sunfish August 5-7
- Area F: Windycrest SC, Tulsa, OK; BYO Sunfish July 26-28
- Area G: San Diego YC, San Diego, CA; BYO Laser June 8-9
- Area H: Kitsilano YC, Vancouver, B.C.; BYO Laser July 6-7

Quarterfinal eliminations are held in some areas in order to qualify for the semi-finals. Contact the O'Day Area Representative in your area for more information on how to qualify. The Area Representatives are:

A. Virginia B. Gray
   19 Andrews Isle
   Hingham, MA 02043
   617-749-4171

B. Dr. John M. Brogden
   152 Broad Street, P.O. Box J
   Guilford, CT 06437
   203-453-3343

C. Runyon Colie, Jr.
   1404 Bay Avenue
   Mantoloking, NJ 08738
   201-295-3988

D. Thomas M. Turner
   P.O. Box 335
   Norcross, GA 30071
   404-448-4190

E. Derrick Fries
   3790 Covert
   Pontiac, MI 48054
   313-673-5537
   313-642-4018

F. Dr. Martin Ottenheimer
   R R 4, Box 244
   Manhattan, KS 66502
   913-485-2703

G. Michael L. Beatie
   48 Key Largo Course
   Corte Madera, CA 94925
   415-924-1699

H. Richard M. Rose
   8516 Sand Point Way NE
   Seattle, WA 98115
   206-525-2688

Or contact O'Day Chairman Robert Pegel at:

P.O. Box 40
Williams Bay, WI 53191
(414) 245-6242 at work
(414) 245-5146 at home

Any sailor who is a current member of the USYRU may enter the O'Day Championship. Let's have the Sunfish Class well represented at this Championship!

Trail 'n Sail Inc.
P.O. Box 91
Summit, N.J. 07901

Please indicate your choice:

<table>
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<tr>
<th>SPAR CARRIER</th>
<th>SPAR &amp; SAIL CARRIER</th>
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<td>Sunfish $29.95</td>
<td>Phantom $29.95</td>
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Name _____________________________
Street _____________________________
City __________ State ______ Zip ______

Money back if not satisfied. Free information upon request. Price includes UPS shipping. Check or Money Order. N.J. residents add 6% tax. Subject to change without notice.
How Do You Rate Regattas?

Regattas are an important and healthy part of one-design racing. We all enjoy racing in regattas and most of us have been involved with the regatta organization at one time or another.

This survey was designed by Steve O’Connor, an active Sunfish racer from Attleboro Falls, Mass., to provide the necessary feedback from racer to regatta organizer. Every racer has always wanted to give the race committee a “piece of their mind.” Here is your chance to do it, anonymously.

This is your opportunity to evaluate your regatta experiences without attacking one particular yacht club or race committee. The intention is to provide race organizers with a composite picture of the racer’s perfect regatta.

Imagine you have just come ashore following the last race of the day. You are evaluating your experiences based on the services provided you. On a scale of 1 to 5, 5 having the most negative effect on you, rate each of the failures to provide a service. We imply the positive from your responses. If we have overlooked some service, please add and rate that also.

Race Committee is late — 15 min. _______, 30 min. _______, 1 hr. _______
Access distance to the water — 50 yds. _______, 100 yds. _______, 150 yds. _______
Skipper’s Meeting was late — 15 min. _______, 30 min. _______, 45 min. _______
Racing began late — 15 min. _______, 30 min. _______, 45 min. _______ and there was a breeze.
The starting line was too short for the number of boats _______; too long _______
The first windward leg was much too short _______; too long _______
The total length of the course was too short _______; too long _______
The Race Committee was unwilling to use creative courses in light and variable conditions _______
The marks were difficult to see because of their color or size _______
You could not see the marks from the starting line _______
There was too much time between races _______
In heavy air, too little time was given between races to rest _______
The lunch provided was too heavy to digest easily _______; not well balanced _______
No liquid refreshment was offered even though we were on the water a long time _______
Race results were posted 1 hr. _______, 1½ hrs. _______, 2 hrs. _______ after racing
You sensed the Race Committee would rather be somewhere else _______ After racing facilities, like showers, were inadequate _______
Protest hearings took much too long _______ Trophies were kind of a joke _______

Awards: Who do you feel is most important to acknowledge at an awards ceremony?
   For top junior _______, senior _______, woman _______
   For the youngest sailor _______, oldest _______
   Marco Polo award (sailor traveling the furthest to the event) _______
   Most improved sailor from last year _______
   Best sailor from the host club _______
   Sailor finishing every race but still last _______
   Others: ___________________________________________

Practical awards rather than trophies _______

Personal Data
Your name (optional) ___________________________________________________________ Age _______
Home state _________________________________________________________________
Sailboat class raced most often _________________________________________________
Racing ability (i.e. top 10%, mid-fleet, etc.) _______________________________________
Approximately how many regattas do you attend each year? _________________________

Please return this survey to: Racing Class Office
AMF Alcort Sailboats
P.O. Box 1345
Waterbury, CT 06725

The results of this survey will be the topic of an article in an upcoming issue of Windward Leg, if enough responses are received. Please do your part to help improve our regatta management. Fill out this survey and send it in today!
A future survey having regatta organizers and race committees rate what they like best about racers is already in the works!!!
Derrick Fries, Sunfish and Force 5 Class Champion, shares a chapter out of his new book, Successful Sunfish Racing.

The perfect start can make the rest of the race easy and fun. The real work, executing that perfect start, requires only three minutes of great concentration. A poor start, on the other hand, along with the ensuing catch-up strategies, may require up to ninety minutes of uninterrupted concentration. It's no coincidence that great racers are also great starters.

Typically, many Sunfish starts involve large fleets. Jockeying for position is challenging and exhilarating, and the boat has several atypical traits that should be considered. The boom is low and long, which means care must be taken not to get too close to another boat if you do not have right-of-way. The small Sunfish daggerboard necessitates a little extra room to leeward to get the boat going. Before the boat starts forward, it slides a bit more to leeward than boats with larger boards.

Much has been written about starting correctly. The ideas you'll find in other books have a number of general applications for Sunfish starting, but lack the necessary particulars. The variations are slight, but nonetheless important.

The Favored End

One of the easiest and safest ways to determine the favored end of the starting line is the "mainsheet" technique, ideally suited for the Sunfish because of the boat's long boom and single-part mainsheet. With approximately seven to eight minutes before the start, when the fleet is large, and four to five minutes in a smaller fleet, sail down the line from the committee boat on starboard tack, steering for the pin. Keep the boat headed in a straight line. About two-thirds of the way down the line, trim the mainsheet until the sail is set just right for that point of sale. Put a mark on the sheet with a grease pencil or make a visual note about location of the sheet relative to where it exits from the mainsheet deck block.

Next, round the pin and repeat the process, this time in the opposite direction. When you reach the two-thirds point, note the position of the mark you made on the first tack. If that mark is in the same location, the line is square. If it is now closer to the cockpit floor than it was on the first tack, the committee boat end is favored, and the air is the right of the rhumb line. If the mark is between the deck block and the boom block, the pin end is favored, because the wind is to the left of the rhumb line.

Another method of checking starting line squareness suited to the Sunfish is the "friendship" start. This method requires two skippers of roughly equal boat-speed. At the eight-minute mark, both skippers start, one at the committee boat on starboard tack and the other at the pin end on port tack. Sail these tacks until it becomes obvious that one boat is clearly ahead, indicating the favored end. This usually only takes a minute or so.

In oscillating, or shifting, breezes, caution and thought should be given prior to attempting the "mainsheet" technique or the "friendship" start in order to determine which phase of oscillation you are experiencing. To do this, watch the wind patterns on the water and take regular compass readings. A grease pencil is handy if you have a poor memory for compass numbers.

The Warning Signal

With the ten-minute gun approaching, have two watches ready to go. Start the back-up watch at the warning, or ten-minute gun, and start the other watch at the preparatory, or five-minute gun. This way you're covered if one of the watches fails.

When the ten-minute gun is fired, you are officially racing. Focus the majority of the remaining time on strategy. Sail upwind to get a better vantage point on the weather leg. Standing up in the boat provides an even better view of the water, wind patterns, and distance to the first mark. Also watch the angles of boats sailing from the starting line, which should give you a better feel for the angle of the line and for the favored side of the course.

With seven minutes to go, make a preliminary decision about which side of the starting line is favored. Just prior to the preparatory gun, sail up to the committee boat and park next to it, sail luffing and boat motionless. If you can get there with five minutes and fifteen seconds to spare you'll have a front-row seat when the gun goes off and the flag is hoisted. You also may be able to hear the race committee counting down the five-minute gun, and make your time even more accurate. In addition, you will be in position to block others' view of the committee boat, and they will have to rely solely on the sound of the gun. Since there is a time lag between the point at which the gun is fired and when the report is heard at the other end of the starting line, the timing of your competitors may be thrown off.

Preparatory Gun

Now is the time to reconfirm the favored end of the starting line and to finalize your preliminary strategy. Keep a flexible attitude up to the three-minute mark in big fleets and the one-minute, thirty-second mark in small fleets. Unless you are in the final race and must defeat a specific boat, the location of the other competitors is irrelevant. Concentrate on your start. Make a final visual check upwind to identify the next wind oscillation, then sail the full extension of the line, past the pin, to help determine the line angle one more time.

As the countdown from one minute, thirty seconds begins, attention should be paid to a number of particulars. In contrast to other single-handed boats, the Sunfish's long boom facilitates good defensive strategy against luffs by other boats simply by letting the sail way out. This prevents prospective luffing boats from getting too close. Don't let the opponent even try to luff until he has an overlap. Too often, overtaking boats attempt to luff prior to an overlap. A warning usually curtails such behavior.

One move now used by many fine Sunfish sailors is the Barrett start, named after past Finn champion, Peter Barrett. This start is accomplished by obtaining a safe leeward position, which allows room to leeward to fall off and gain speed seconds before the gun. The Barrett start can be used at any location on the line, but the ideal starting spot is near the pin end. With about forty-five seconds to go in a big fleet, or with twenty-five seconds to go in a small fleet, make your final approach on port tack, cross-grain to the starboard-tack boats. Keep your eyes open for a hole to tack into. Once you have found a hole, tack into it and position your boat safely to leeward of the boats just up the line. If you tack underneath a group of luffing boats, luff right along with them without losing your access to open water to leeward. Be sure the next sailor coming up the line on port tack.
does not tack into your space. If this seems imminent, fall off, closing the hole, to discourage him. If you find boats up the line attempting to drive over you, fall off a little to gain speed and maintain your safe leeward position.

Often, when the fleet is large, the race committee underestimates the length of the starting line. Boats may begin lining up in rows as soon as one minute before the start. The Barrett start is not effective in such a circumstance, and the difference between a good and poor start rests in your ability to park the boat on the line. Because the Sunfish is lightweight and low freeboard, it has a tendency to drift against the wind or to windward to reduce windage and gain during this short period of time, bear off slightly, and jab the rudder to windward, gathering speed by swinging the transom around. This maneuver places the boat perpendicular to the wind, in position for maximum acceleration.

With five seconds to go, you now have room to leeward as well as forward on the line. To ensure a maximum speed gain during this short period of time, bear off slightly, taking care not to head up before you have all the mainsheet in. At the gun, hike hard, head up, and you should squirt out in front of your competitors.

To be continued in the next issue

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**Successful Sunfish Racing**

Derrick Fries is the world’s most successful Sunfish racer. He is the only person to win both the Sunfish North Americans and Sunfish Worlds. This book is written for the Sunfish racer to improve his/her performance. Derrick does this with over 100 photos and detailed text of how to sail faster! Gary Jobson quotes, “Derrick Fries is one of the toughest and consistently most successful dinghy sailors in the world. No one in this country is better qualified to write this volume. In descriptive detail, Derrick shows you how to compete with the Sunfish to make you faster, more knowledgeable and how to make Sunfish sailing more fun!”

For Autographed Copies send check or money order payable to Margaret Beadle c/o Margaret Beadle, Successful Sunfish Racing, 3782 Covert, Pontiac, MI 48054

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14
JOIN ISCA TODAY!
In 1984, the Sunfish joined the ranks of an elite number of sailboats with official International Status. The Sunfish — 230,000 strong, boasting over 500 fleets worldwide — now comes under the canopy of the International Sunfish Class Association. ISCA was formed to bring together Sunfish sailors from around the world.

ISCA Members enjoy:
• a personal ISCA membership card enabling you to participate in all class sanctioned events
• an official International Sunfish Class sail number assigned exclusively to your Sunfish sailboat
• the official Sunfish Class Constitution and Bylaws including the Class Measurement Rules
• AMF Alcort’s Annual Regatta Schedule bursting with Sunfish events
• the quarterly class newsletter, Windward Leg, packed with Sunfish tidbits on how to get the most enjoyment from your Sunfish, and, of course, the latest regatta results
• and much more!

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

To join ISCA, fill out the form below and return it with the correct fee to:
International Sunfish Class Association
AMF Alcort Sailboats
P.O. Box 1345
Waterbury, CT 06725-1345 USA
Telephone: (203) 756-7091

ISCA membership is the key to the future success of the Sunfish Class. Without the support of sailors from around the world, the class will not thrive as it has in the past. A membership goal of 3000 members has been set for 1985. So far, 800 members have signed up in 1985. We are more than one-quarter of the way to our goal with a long summer ahead. If you have not joined ISCA yet, do it today. If you have, encourage others in your fleet to do so. We need your support!

International Sunfish Class Association Registration and Membership Form

First Name [ ] M.I. Last Name

Address

City State Zip or Postal Code

Country

Home Phone Business Phone Extension

Sunfish Fleet No. Location

Date Sunfish Purchased: Hull No. [ ]

Month Year [ ]

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 ISCA. Fee: $20.00

[ ] I'm already registered. Please renew my membership in ISCA. Dues: $10.00/year

Indicate sail number.

[ ] I need replacement sail numbers. $5.00 per set.

My sail number is: [ ]

Return to:
INTERNATIONAL SUNFISH CLASS ASSOCIATION
P.O. Box 1345
Waterbury, CT 06725-1345 USA

Amount Enclosed $ [ ]

Make check or money order payable to ISCA. (U.S. Dollars).
Reprinted from the South China Morning Post, December 12, 1984.

Ringo Li won the two-day 1984 Sunfish Regatta at the Tai Meituk Water Sports Centre in Plover Cove over the weekend.
Li outclassed 24 other sailors to win the regatta in which the defending champion Yuen Kin-lung and last year's runner-up Kwok Wing-cheong did not compete.
Twenty-five boats with 20 from the Hong Kong International Sunfish Class Association and the rest private entries, took part in the championship which was divided into five rounds.
Points gained in the best four out of five races by each competitor counted towards their final tally.
Li won three races and was second to eventual runner-up Leung Kwok-wai in the other contest, performances which ensured him of the title without even competing in the final race.
Leung took advantage of Li's absence in the fifth race to chalk up another win and clinch second prize with two firsts, a second and a third as his best efforts.
Third was Yeung Fung who had a second and three thirds.
HKISCA spokesman Jackal Or said they had attracted more than 100 entries but the organizing body could only lend out 20 boats for those who did not have their own equipment. He explained that the "open" entries were reduced to 75 and a draw was made to allot boats to the 20 lucky ones. They also accepted five participants who had their own Sunfish and the best of these "private" entries was 14-year-old Christopher Woodcock, who finished ninth.
Or said that past winners and runners-up were automatically given boats for the competition, but defending champion Yuen and last year's runner-up Kwok did not enter for reasons unknown.

Rule Quiz

The new 1985-88 rule book went into effect as of April 1st. One change that you will notice right away is that Rule 51.1(c) (the "round-the-ends rule") is no longer automatically in effect after a general recall. A race committee may now put the "round-the-ends rule" into effect for any start it chooses to simply by displaying a particular international code flag. Which flag is it and what does it look like?

"Dear Howie"

Howie's Bailer Tips

1. Periodically lubricate bailer caps with silicone spray to prevent freeze up especially when used in salt water. This goes for drain plugs, too.
2. Cleaning foreign matter from the bailer by poking through can dislodge the rubber washer and make the bailer inoperable.
Brant Beach Yacht Club To Host Championship Race

1985 Sunfish North American Championship
July 27 to August 2

What a great place to mix championship racing with summer fun; this Long Beach Island paradise, one of the most beautiful vacation spots along the Atlantic Coast. The quarter-mile-wide barrier reef is eighteen miles long and is separated from land by a three-mile-wide bay, excellent for water sports, and for the 1985 Championship. Atlantic City is just a few miles to the south, Philadelphia sixty miles to the west, and New York City 100 miles to the north.

Brant Beach Yacht Club is located just south of the island's mid point, where the only causeway connects it to the mainland. The Club property extends over more than one-quarter mile of bay front, along a sheltered cove and has been a mecca for one-design sailing competition since the turn of the century. Besides the eighty-five Sunfish at the Club, races are regularly held in Lightning, Mariner, M-16 Scow, and Laser Classes. Brant Beach YC has hosted many national, regional and district championship regattas in these classes and others over the years, including the Sailfish Nationals in 1969, Laser Nationals in 1979, and twice hosting the Mariner Nationals.

Off the water, the Club provides tennis, a swimming beach, and from the brand new Clubhouse, a variety of social activities. A five minute walk to the ocean, with its gentle surf, rewards one with a sensational, white sandy beach.

Registration fee includes for seniors, lunches on all five race days, three dinners, a Bay Party, trophies, T-Shirt, and a variety of nightly entertainment at the Clubhouse. For juniors, the smaller fee includes two lunches, one banquet, one dinner, and trophies. For the more hardy young people, and the higher fee, they may participate in the whole week of sailing by joining with the Founder's Cup fleet beginning Wednesday morning. Take note of the new (1984) ISCA definition of a junior: you may not turn 16 at any time during the 1985 calendar year.

This 23rd Annual North American Championship promises to be a record-setter, with participants expected from all of North America. Too, it will have the appeal to so many racers within easy driving distance of Brant Beach.

As it is the height of the summer season, early registration and reservations are an absolute must. There are still a number of cottages available within walking distance of the Club; motels, campgrounds and hotels all are within thirty minutes of the Club, plus hospitality rooms in the Club members' homes on a first-come-first-serve basis. When renting, consider that additional meals will be served daily at the Clubhouse for all who desire, and sign up in advance. This modest fare will be on a cost basis.

Send in the coupon on this page for immediate additional information. If you would like the complete housing packet, include $5.00 payable to Brant Beach Yacht Club to cover costs; the fee will be credited to your registration. Questions may be directed to Regatta Chairman, G. Foster Sanford, III, by phone at any of these numbers: (201) 746-1173 (office); (201) 746-9117 (home); (609) 494-2965 (shore).

Chairman Sanford and his enthusiastic committees of volunteers and staff look forward to welcoming you to their summer haven. Sign up early, and be prepared to have the week of your life!

Please rush information on the 1985 Sunfish North American Championship

| Name ___________________________ |
| Address _________________________ |
| City ___ State ___ Zip ___ |
| Mail to: Orville S. Ostberg |
| Housing Chairman |
| Brant Beach Yacht Club |
| Brant Beach, NJ 08008 |

Foster Sanford, III, by phone at any of these numbers: (201) 746-1173 (office); (201) 746-9117 (home); (609) 494-2965 (shore).

Chairman Sanford and his enthusiastic committees of volunteers and staff look forward to welcoming you to their summer haven. Sign up early, and be prepared to have the week of your life!

The new Brant Beach Yacht Club clubhouse was just recently renovated to include a huge kitchen, bar and officer's lounge.
This is the start of a new column in the *Windward Leg*. Each issue we will look at a new sailing or sailing-related personality. To start off the new column we have chosen a personality whom you all know but have rarely met.

You all know the name, and most of you are familiar with her helpful voice at the other end of the phone, but how many of you have met Joanne Girard face to face? Joanne is an institution at AMF Alcort Sailboats. She has served the sailors from Alcort's Racing Class Office for more than ten years. We have seen names like Rick Wonson and Steve Baker come and go, but Joanne will always be there to answer your questions, register your boats, send your fleet charters, etc., all done with a smile.

With all her knowledge of sailing you might think Joanne is a seasoned racer but in reality, she sails only once or twice a year and rarely "tugs the tiller". Like a true sailor, though, she loves her beer. Joanne gets her kicks driving a vintage 1975 black Mustang with ELVIS plates. A life-long Elvis Presley fan, Joanne collects any and all memorabilia and won't miss a concert, reunion or rerun.

Joanne has a very comfortable life with her husband, Bob, in Waterbury. Having grown up in the area, Joanne is surrounded with family and friends, and prefers this life-style to traveling. If you are lucky though, you may catch Joanne registering entries at the Connecticut River Classic or some other local Alcort regatta.

"Takes a Lickin' and Keep on Tickin'"

Dear AMF Alcort,

Did you know that Recreational Services, Naval Training Center in Orlando, Florida has a dozen Sunfish sailboats that are about 18, repeat 18 years old, have been in rental service all that time and are still in daily use?

Yes, they have been patched many a time and, yes, the Naval Training Center has four new Sunfish for regattas. The old ones were last used in the Tangerine Bowl Regatta two years ago and proved willing but not quite competitive. But for everyday sailing and training the oldies are doing great.

Possibly this is not uncommon. I do feel though that you should be aware, at least, of the fact that these boats have lasted so long with a bare minimum of upkeep.

When I am so old that I must go to a sit-down type of craft for my primary recreation (I own and sail a windsurfer at age 63), I'll most likely settle for a Sunfish. Oh yes, I haven't sailed a Sunfish since yesterday . . .

Respectfully,
Robert N. Peterson
Volunteer Instructor
Orlando, Florida

---

**Up Close and Personal**

**ELIMINATE DAGGER BOARD CHAFE WITH THE DOLFIN KIT EASY AND SIMPLE**

**KIT CONTAINS**

- Pre-cut & shaped PVC
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**SHIPPED ANY WHERE IN USA**

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---

Joanne Girard (right) is caught as she registers entrants for the Sunfish Connecticut River Classic.

Photo by Neil Shively
The Search Goes On

The search goes on to find a suitable site to hold the 1986 Sunfish North American Championship. A midwest locale is preferred with past championships held in New Jersey (1985), Texas (1984) and Illinois (1983).

Organizers can look forward to 150 boats. Sailors are divided into junior and senior categories and raced on two separate courses over the span of the 7-day event. A mid-August date is preferred but the class remains flexible.

If your club is interested in receiving more details about this opportunity, please call Lee Parks at AMF Alcort, (203) 756-7091.

A Cry For Help

You all know that the Windward Leg is a quarterly newsletter that generally comes out three times a year. This is because your editor is swamped with work. Windward Leg is a full-time job with a part-time editor. I need your help.

Windward Leg is intended to be the vehicle of communication between AMF Alcort and its sailboat owners. It is your magazine. What would you like to see in future issues? What new articles or columns would you be interested in? Do you know someone who has something to contribute? Do we have any artists out there that could send in an illustration or cartoon? What can you contribute to the magazine that would be of interest to other sailors? A sailing tip, a funny story, a unique experience, a new go-fast idea, an interesting photo. Whatever it is, send it in. We will decide if it is newsworthy. Don't feel as though you must be an experienced writer, we will edit your story if you like.

This is a cry for help! Please send in those ideas and articles. Make your magazine more interesting. Write to:

Windward Leg
AMF Alcort Sailboats
P.O. Box 1345
Waterbury, CT 06725 USA

Rule Quiz Answer

Code flag "I" — a solid black circle on a yellow field, not to be confused with the Sunfish Class flag. When the "round-the-ends rule" is in effect for a start, code flag "I" will be displayed before or with the preparatory signal. When lowered, accompanied by one long sound signal (one minute before the starting signal), it means, "The one-minute period of Rule 51.1(c) has begun."

The new rule book can be obtained from the USYRU, Box 209, Newport, RI 02840, (401) 849-5200. The book is free to USYRU members and $5.00 for non-members.

A jib on a Sunfish®?

FANTASTIC!

Faster — Easy to Use — Simple to Rig

Installs in minutes
Requires no tools

Complete Kits for $139.95

(Choice of sail colors to match your main)

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or
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Write to: JIB-KIT
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West Hartford, Connecticut 06117
Telephone: 203/236-5794

(Indicate mainsail colors)

Editor's note: the Jib-KIT is not a class-approved rig.
sunfish dateline

June 1-2 12th ANNUAL SUNFISH CONNECTICUT RIVER CLASSIC, (pre-registration required) — Hartford to Essex, CT; Contact: Joanne Girard or Lee Parks, AMF Alcort Sailboats, P.O. Box 1345, Waterbury, CT 06725, (203) 756-7091

June 8-9 MIDWEST REGIONAL CHAMPIONSHIP — Greater Detroit Sunfish Club, Lake Erie, Sterling Park, Monroe, MI; Contact: Tom Beadle, 3782 Covert, Pontiac, MI 48054, (313) 673-3565

June 8-9 NORTHEAST REGIONAL CHAMPIONSHIP — Barrington, RI; Contact: Ray Medley, 30 Hawthorne Avenue, Barrington, RI 02806 (401) 245-7652

June 8-9 WESTERN REGIONAL CHAMPIONSHIP — Siltcoos Lake near Florence, OR; Contact: Charlie Clifton, 65722 Old Ferry Rd., Florence, OR 97439, (503) 997-3614

June 14-20 16th SUNFISH WORLD CHAMPIONSHIP — (Pre-qualification required), Riccione, Italy; Contact: Lee Parks or Joanne Girard, AMF Alcort, P.O. Box 1345, Waterbury, CT 06725, (203) 756-7091

June 21-23 INLAND LAKES REGIONAL CHAMPIONSHIP — Eagle River, WI; Contact: Randy J. Riley, First National Bank of Eagle River, Eagle River, WI 54521, (715) 479-4406

June 29 MID-ATLANTIC REGIONAL CHAMPIONSHIP — Surf City, NJ; Contact: Jack Elfman, 93 Tower Hill Rd., Doylestown, PA 18901, (215) 348-8855 or (215) 348-4320 or Shore: (609) 494-3460

July 18-25 EUROPEAN SUNFISH CHAMPIONSHIP — Roervig, Denmark; Contact: Stani Henningsen, Venova APS, Keilstruplund 50, 3460 Birkerod, Denmark, (02) 81-81-12

July 27-28* 1st ANNUAL CONNEAUT LAKE YC/CONNEAUT PARK JUNIOR'S REGATTA — Conneaut Lake, PA; Contact: Michael Mercatoris, 390 Hamilton Ave., Meadville, PA 16335 (814) 333-9710

July 27-28 23rd SUNFISH NORTH AMERICAN CHAMPIONSHIP — Brant Beach, NJ; Contact: G. Foster Sanford III, P.O. Box 707, Upper Montclair, NJ 07043, (201) 746-9117 or (201) 746-1173 or Shore: (609) 494-2965

Aug. 10-11 MIDWEST REGIONAL CHAMPIONSHIP — Springfield, IL; Contact: Ellen Fiersten, 168 Maple Grove, Springfield, IL 62707, (217) 529-1298 or Club: (217) 529-5418

Aug. 10-11 INLAND LAKES REGIONAL CHAMPIONSHIPS — Blanche Lake, MN; Contact: Joe Richardson, P.O. Box 3112, Fargo, ND 58103, (701) 235-0400 or weekends (218) 864-5830

Aug. 16-18 WOMEN'S SUNFISH NORTH AMERICAN CHAMPIONSHIP — Winnetka, IL; Contact: Jean Bergman, 112 Old Green Bay, Hubbard Woods., IL 60093, (312) 835-5276

Aug. 25 NORTHEAST REGIONAL CHAMPIONSHIP — Southampton, NY; Contact: Joe Farrell, c/o Sail Action, 1666 North Hwy., Southampton, NY 11968, (516) 889-9573 or (516) 283-8373

Aug. 31* MOHAWK MADNESS — Lake Mohawk, Sparta, NJ; Contact: Bill Garland, 431 E. Shore Trail, Sparta, NJ 07871, (201) 729-9356

Sept. 5th ROUND CANE ANN REGATTA — Gloucester, Rockport, Essex, MA; Contact: Rob Sisk, 650 Cherry Brook, N. Canton, CT 06019 (203) 693-0120 or (203) 233-0705

*Indicates not on annual regattas schedule

SUNFISH SOUTHEAST REGIONAL CHAMPIONSHIP
Miami, FL December 8-9, 1984 23 Boats

<table>
<thead>
<tr>
<th>Finish</th>
<th>Name</th>
<th>Total Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Mike Catalano</td>
<td>1-1-1-1-(1)</td>
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<tr>
<td>2</td>
<td>David Dunn</td>
<td>2-(10)-2-10-4-4</td>
</tr>
<tr>
<td>3</td>
<td>Dan Cochrane</td>
<td>3-(12)-4-2-3-6</td>
</tr>
<tr>
<td>4</td>
<td>Lois Bidgett</td>
<td>3-6-9-(13)-7</td>
</tr>
<tr>
<td>5</td>
<td>Charlie Rahn</td>
<td>9-2-8-4-(10)-6</td>
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SAVE THE BAY REGATTA
Bristol YC, Bristol, RI March 9, 1985 19 Sunfish

<table>
<thead>
<tr>
<th>Finish</th>
<th>Name</th>
<th>Total Points</th>
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<tr>
<td>1</td>
<td>Alan Beckett</td>
<td>2-1-3-2</td>
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<tr>
<td>2</td>
<td>Mark May</td>
<td>1-5-4-7</td>
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<tr>
<td>3</td>
<td>J. J. Horton</td>
<td>8-3-4-7</td>
</tr>
<tr>
<td>4</td>
<td>Chris Williams</td>
<td>3-7-6-4</td>
</tr>
<tr>
<td>5</td>
<td>Scott Greenbaum</td>
<td>5-8-2-8</td>
</tr>
<tr>
<td>6</td>
<td>Phil Garland</td>
<td>6-4-10-4</td>
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<tr>
<td>7</td>
<td>Peter Vessella</td>
<td>5-8-5-9</td>
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<tr>
<td>8</td>
<td>Steve O'Conner</td>
<td>9-10-12-1</td>
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<tr>
<td>9</td>
<td>D. Burnham</td>
<td>7-6-8-14</td>
</tr>
<tr>
<td>10</td>
<td>Ed Hebert</td>
<td>11-2-14-11</td>
</tr>
</tbody>
</table>

Introducing NAUTIALLY NONSENSE™
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$19.95

"Over 1,200 boating trivia questions for you salty old sea dogs to chew on!!"

Game Includes: 1,200 trivia questions, fold-out playing board, playing pawns, dice & complete instructions.

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Make check or money order payable to and send to: HELPSPORTS P.O. BOX 1078 MAYWOOD, NEW JERSEY 07607
Sailors came from as far as Ohio and New England to compete in this year's Force 5 Midwinter Championship. Twenty-two sailors including two North American Champions, met at the Miami Yacht Club in Miami, Florida on March 8-10. Mike Catalano of Coconut Grove, Florida, the current North American Champion, beat out Bob Cullen of Colchester, Connecticut, the 1983 North American Champion for top honors; 5 total points for Catalano to 14 points for Cullen...not a close race.

The real race was for second place. The point spread between second, third and fourth was less than 2 points. Bob Cullen triumphed with 14 points, followed by Steve Perry of Homestead, Florida with 14.75 points and Rick Rosen of Miami Beach with 15.75 points. Paco Calvet of Hialeah, Florida was a little further back in fifth with 19 points.

Catalano is a 30-year old Assistant State Attorney for the State of Florida. Mike lives in Miami and is currently the Race Committee Chairman for the Miami Yacht Club. In fact, the Miami Herald named Mike runner-up for boatsman of the year in 1984. Catalano's racing experience extends back 20 years to his upbringing in Sunfish sailboats in Connecticut. He has also been sailing a Force 5 sailboat since its introduction in 1973.

The Senior Division (age 50 and over) was closely contended with Arthur Van Dyke of Avon Lake, Ohio taking 1st place with Catalano in 2nd place but winning the tie-breaker with Mills Kinghorn of Beaufort, South Carolina.

Light shifty winds for the 6-race, 1-throwout series kept sailors guessing which side of the course was favored. Modified Olympic courses of approximately 5 miles in length were set on the Miramar Course in North Biscayne Bay, protected from the heavy Intracoastal Waterway traffic. Only a short thunder squall on Saturday and 60° windshift on Sunday interrupted the constant 8 to 12 knot northeasterly breezes, and warm, sunny skies. Race Committee Chairman, Karl Seeley, contended with the usual general recalls, displaying very professional race organization for which the Miami Yacht Club is known.

Tom Trump, the Miami Yacht Club Commodore, honored the awards ceremony in full uniform to present the trophies. It was a great weekend for all who attended.

Art Van Dyke from Avon Lake, Ohio won the senior trophy for sailors 50 and over.

Champion Mike Catalano leads going into the weather mark with Rick Rosen close on his transom.

Just out of the money, these non-trophy winners each received little black bags with mysterious contents.
FORCE 5 MIDWINTER CHAMPIONSHIP  
Miami Yacht Club, Miami, FL  
March 8-10, 1985  
22 Boats

<table>
<thead>
<tr>
<th>Finisher</th>
<th>Scores</th>
<th>Total Points</th>
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<tbody>
<tr>
<td>Mike Catalano</td>
<td>4-1-2-1-1</td>
<td>5</td>
</tr>
<tr>
<td>Bob Cullen</td>
<td>2-2-5-5-2</td>
<td>14</td>
</tr>
<tr>
<td>Steve Perry</td>
<td>1-4-3-6-4-3</td>
<td>14.75</td>
</tr>
<tr>
<td>Rick Rosen</td>
<td>3-5-1-1-3-4</td>
<td>15.75</td>
</tr>
<tr>
<td>Paco Calvet</td>
<td>8-3-7-2-2-5</td>
<td>19</td>
</tr>
<tr>
<td>Tom Trump</td>
<td>13-6-4-6-6-7</td>
<td>27</td>
</tr>
<tr>
<td>Byron Hicks</td>
<td>5-7-6-6-9-6</td>
<td>32</td>
</tr>
<tr>
<td>Tom Oryniak</td>
<td>12-8-7-8 (DSQ)</td>
<td>43</td>
</tr>
<tr>
<td>Bob Bigham</td>
<td>15-10-11-13-8</td>
<td>57</td>
</tr>
<tr>
<td>Bob Herschaw</td>
<td>16-20-19-12-18-15</td>
<td>80</td>
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SENIOR DIVISION  
(Age 50 and over)

<table>
<thead>
<tr>
<th>Finisher</th>
<th>Scores</th>
<th>Total Points</th>
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<tbody>
<tr>
<td>Arthur Van Dyke</td>
<td>20-5-12-13-7-17</td>
<td>54</td>
</tr>
<tr>
<td>Mills Kinghorn</td>
<td>7-12-10-18-10-19</td>
<td>54</td>
</tr>
<tr>
<td>Bob Bigham</td>
<td>15-10-11-13-8</td>
<td>57</td>
</tr>
<tr>
<td>Red Williams</td>
<td>16-9-9-11-10</td>
<td>48</td>
</tr>
</tbody>
</table>

Tom Oryniak (6740) tries to sneak in a port tack start, but gets rolled by Paco Calvet (6203).

WORK SAVER BOAT SAVER
Easy in... Easy out...
- Takes the work out of launching, beaching — no lifting, no dragging
- Lets women, teen-agers do both unassisted
- Protects craft from hull damage
- Lightweight, solidly built
- Balanced for effortless maneuverability

TOTE-A-BOAT™
- For Boats 14' in length.
- Capacity ~ 300 lbs.
- Hardware: Stainless steel
- Frame: high quality aluminum
- Weight: 40 lbs.
- Wide pneumatic tires
- $269.95 UPS included - N.J. add 6%

FREE assembly and delivery to 1985 Sunfish North Am. Championships — Brant Beach

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134 BRANDYWINE DRIVE  
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PHONE: 609-983-1231
Hunterdon Sailing Club will host the Force 5 North American Championship at Spruce Run, NJ on July 18, 19, 20. Flyers will be sent to all registered Force 5 sailors. A tentative schedule has been set:

July 17 5-8 PM: Arrival & late registration
July 18 8-12 AM: Measurement & practice
12-1 PM: Mandatory skippers meeting
1-4 PM: Races 1,2.

July 19 10AM-4PM: Races 3,4,5,6
July 20 10-AM-4PM: Races 7,8,9,10

If 9 or more races are completed, a competitor’s worst score will not be counted. However a ‘DSQ’ can not be used as a throwout. Courses will be Olympic; Class and USYRU rules will prevail. A USYRU judge will be present.

Limited housing has been pre-arranged. Fun loving single persons should call Tom at (201) 249-3609 for a special pad in “Animal House!” Equally serious but more sane sailors should contact Courtney Young at (914) 783-0046 or Byron Hicks at (201) 697-7636 for a reserved tent site or for a motel room. Do this BEFORE JULY 1 or you may be on your own. Additional lodging in the area will be listed in the forthcoming flyer.

Social events will include a day trip to Flemington for non-competitors, a cookout Friday evening, and an awards banquet Saturday evening. Sunday is left as a possible rain date but hopefully those who have traveled far can use the day to get home at a reasonable pace.

Plans are in the making to provide interested competitors with copies of video-taped action scenes from the race course!

An “unusually high tide” put Byron Hicks’ “El Fango” on the Miami Yacht Club roof. Strangely enough, none of the other boats were affected!

The big money winners at the Force 5 Midwinters are (l to r): Art Van Dyke, 1st senior; Rick Rosen, 4th; Bob Cullen, 2nd; Mike Catalano, 1st; Paco Calvet, 5th, Bob Bigham, 3rd senior; Mills Kinghorn, 2nd senior; Steve Perry, 3rd.
A mean-looking bow repair job on the runner-up's boat!

Defending Champion Steve Perry enjoys a good stiff breeze. The light air series was not quite to his liking — he finished third overall.

Miami Force 5 regular Bob Henshaw really knows how to hike it flat.

**SALES • RENTALS • PARTS • ACCESSORIES • REPAIRS**

Thule Racks: Carry canoes, boats, sailboards, bikes, skis, etc. For cars with rain gutters 50" $59.00, 58" $64.00, 65" $70.00, gutterless 58" $64.00, for aircraft doors $105.00

**SANDMASTER**
DOLLY $129.00
Fits Zuma, Sunfish, Phantom, Force 5, and Laser.

**Basic Rack**
*Sunfish or Force 5 spar bag $42.50

Sunfish cover $155.00
Force 5 cover $155.00

**PARTS — SHIPPED ANYWHERE — WE STOCK THEM ALL**
SEND FOR OUR PARTS LOCATOR & PRICE LIST

180 West Main Street • Clinton, CT 06413 203/669-8065
<table>
<thead>
<tr>
<th></th>
<th>EVENT ORGANIZATION</th>
<th>LOCATION</th>
<th>CONTACT INFORMATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>June 14-16</td>
<td>MIDWEST REGIONAL CHAMPIONSHIP</td>
<td>Eastwood Lake, Dayton, OH</td>
<td>Contact: David Fritts, 112 Beverly Place, Dayton, OH 45419, (513) 299-5366</td>
</tr>
<tr>
<td>June 21-23</td>
<td>INLAND LAKES REGIONAL CHAMPIONSHIP</td>
<td>Eagle River, WI</td>
<td>Contact: Randy J. Riley, First National Bank of Eagle River, Eagle River, WI 54521, (715) 479-4406</td>
</tr>
<tr>
<td>June 29-30</td>
<td>NORTHEAST REGIONAL CHAMPIONSHIP</td>
<td>Conomo Point, Essex, MA</td>
<td>Contact: Rob Sisk, 615 Cherry Brook Rd., N. Canton, CT 06059, (203) 693-0120 or (203) 233-0705</td>
</tr>
<tr>
<td>July 14</td>
<td>SOUTHWEST REGIONAL CHAMPIONSHIP</td>
<td>Galveston Bay, TX</td>
<td>Contact: Frank McNeil; P.O. Drawers, Lakeport, TX 77571, (713) 471-3649</td>
</tr>
<tr>
<td>July 18-20</td>
<td>FORCE 5 NORTH AMERICAN CHAMPIONSHIP</td>
<td>Spruce Run, Clinton, NJ</td>
<td>Contact: Courtney Young, Jr., 11 Schunnemunk, Monroe, NY 10950, (914) 783-0046 or Summer: (518) 835-3701</td>
</tr>
<tr>
<td>Sept. 7-8</td>
<td>5th ROUND CAPE ANN REGATTA</td>
<td>Gloucester, Rockport, Essex, MA</td>
<td>Contact: Rob Sisk, 615 Cherry Brook, N. Canton, CT 06059 (203) 693-0120 or (203) 233-0705</td>
</tr>
<tr>
<td>Sept. 28</td>
<td>MID-ATLANTIC REGIONAL CHAMPIONSHIP</td>
<td>Spruce Run, Clinton, NJ</td>
<td>Contact: Byron Hicks, P.O. Box 481, Convent Station, NJ 07961, (201) 697-1307 or (201) 455-8413</td>
</tr>
</tbody>
</table>

Rick Sunshine in perfect trim!
Multi Hulls magazine is hosting the biggest catamaran event ever on the east coast — The International Multi Hull Festival — and Alcort wants Trac sailors to take advantage of this great regatta. So, the Trac Catamaran Class has decided to hold their National Championships in conjunction with this week-long extravaganza which runs from June 29th through July 7th in Annapolis, Maryland. All Trac classes, the 14, 16 and 18 will compete for their national titles. AMF Alcort will donate special awards for this championship.

CAT/85 is expected to attract between 250 and 300 catamaran enthusiasts from around the country for the North Atlantic Catamaran Championship. CAT/85 will take place on June 29-30 from Sandy Point State Park just north of Annapolis. Five races are planned on Chesapeake Bay; an expert race committee has been imported from the famed Monterey Classic, so quality racing is guaranteed.

A special Barbecue/Seafood Feast has been planned for Saturday night. Tickets must be purchased in advance because no sales are allowed in the Park.

Pre-registration is encouraged; registration will close on Friday, June 28. The entry fee is $18 for Trac 14's and $33 for Trac 16's and 18's. This includes a souvenir T-shirt and free beer as well as racing and trophies.

The Class Racing Office at Alcort will be mailing flyers on the event to all registered Trac owners. If you are not currently registered with the class and would like more information on the Festival, contact Lee Parks at AMF Alcort, (203) 756-7091.

**SPECIAL BONUS:** To encourage participation in the Trac Nationals and increase the strength of the Trac Team at this premiere event, AMF Alcort is offering an incentive to any sailor who pre-registers. By signing up early, you will get a top quality polo shirt with an embroidered Trac emblem. Details of this offer will accompany the regatta flyer in the upcoming mailing. Keep an eye on your mailboxes!
“Just For Fun”

Attention photographers: AMF Alcort is sponsoring a photo contest. Anyone may enter. The judges will be looking for new and unique ways of looking at our sailboat and accessory line. Your photo should include an AMF Alcort sailboat or Sun Design accessory as the main topic.

Prizes will be awarded in two categories: “Racing Action” and “Just for Fun.” Winners will receive a handsome set of Sun Design luggage.

Entries will be open until September 30, 1985. Winners will be announced in the Fall issue of Windward Leg.

Please submit color slides or 8” x 10” black and white prints. Put your name, address and telephone number on the photo or slide. Your slide or photo will not be returned. Send your entry to:

Photo Contest
AMF Alcort Sailboats
P.O. Box 1345
Waterbury, CT 06725-1345

Marvin and Pat Perry of Long Key, Florida were married on November 17, 1984. Nothing unusual until you realize they were married aboard a Tiga sailboard.

The bride “sailed up the isle” on a Tiga Fun Cup. While the minister and the wedding party gathered on a floating dock,

Pat and Marvin took their vows aboard a Tiga One sailboard. After the traditional kiss, the happy couple sailed off into the sunset on their Tiga One.

Marvin and Pat own Lime Tree Bay Sailboats on Long Key in the Florida Keys.

THE FLEET IS IN

Gold or Silver antique action sculptures and matching award plates. Wall plaques and practical items $5 - $40. Write or call for brochure.

New RACING IMPRESSION plaques now available.

CLAIRE: 81 Mt. Olive Rd., Budd Lake, NJ 07828•201-691-9038
The Stroh's American Boardsailing Association announces the beginning of the American Boardsailing Tour, a national sailboard regatta series comprised of two venues: Recreational Events and Pro/Am Series.

The Tour will stop at six locations in the continental United States. The two day weekend Recreational Event will feature a funboard course on Saturday and a slalom event on Sunday. The following Thursday commences the Pro/Am Slalom Series, running double eliminations to Sunday's finals.

Professional men and women will compete for $10,000 in prize money at each event and $20,000 at the finals in San Francisco, August 11, 1985, for a total of $80,000.

AMF Alcort has announced the formation of “Team Tiga” coordinated by team leader, Tom Lutz. Top amateurs and pros alike will race for the money and glory aboard the new line of Tiga sailboards.

There will be free hands-on introductory lessons, sweepstakes prizes, and a chance to learn more about the sport from the country’s leading sailors and manufacturers to contain all the ingredients for fun, as well as a glimpse of the many facets of the sport. Come on down and join in the fun!

### 1985 Stroh’s Tour Schedule

<table>
<thead>
<tr>
<th>Locations</th>
<th>Dates</th>
<th>Events</th>
<th>Hosts</th>
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<tr>
<td>1. Corpus Christi, TX</td>
<td>April 6-7</td>
<td>Recreational</td>
<td>Sailsurfing</td>
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<tr>
<td></td>
<td>April 11-14</td>
<td>Pro/Am</td>
<td>(512) 937-2375</td>
</tr>
<tr>
<td>2. Santa Barbara, CA</td>
<td>May 4-5</td>
<td>Recreational</td>
<td>AirWave Surf &amp; Sail</td>
</tr>
<tr>
<td></td>
<td>May 9-11</td>
<td>Pro/Am</td>
<td>(805) 962-7573</td>
</tr>
<tr>
<td>3. Minneapolis/St. Paul, MN</td>
<td>May 25-26</td>
<td>Recreational</td>
<td>La Fainera Sport</td>
</tr>
<tr>
<td></td>
<td>May 30-June 2</td>
<td>Pro/Am</td>
<td>(612) 474-0861</td>
</tr>
<tr>
<td>4. Newport, RI</td>
<td>June 15-16</td>
<td>Recreational</td>
<td>Island Windsurfing</td>
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<tr>
<td></td>
<td>June 20-23</td>
<td>Pro/Am</td>
<td>(401) 846-4421</td>
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<td>Gorge Windsurfing</td>
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<td>July 18-21</td>
<td>Pro/Am</td>
<td>(503) 298-8796</td>
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<td>6. San Francisco, CA</td>
<td>August 3-4</td>
<td>Recreational</td>
<td>Windsurfing Del Valle</td>
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<td>August 8-10</td>
<td>Pro/Am</td>
<td>(415) 455-4008</td>
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<td>August 11</td>
<td>Pro/Am/Finals</td>
<td>Any Mountain</td>
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Make '85 A Safe Year
RESOLVE NOW TO ELIMINATE POWER-LINE HAZARDS

By Bob Shiels
This article is reprinted, with permission, from the January 1985 issue of American Sailor, the USYRU newsletter.

The sailing "season" is over in most of the country. Now is the time to make best possible use of the winter season. We urge every American sailor to make a 1985 New Year's resolution — and act on it.

Make an '85 Resolution
Resolve now to go to your club or sailing area sometime within the next week. Take a pad and pen. They may save lives of sailors you care about. Examine your dinghy park, rigging and launching areas, dock and sailing areas for overhead power-line hazards. By taking this simple first step you can ensure that all hazards are identified, so that wheels can start rolling in motion for their elimination.

It is Easy
First you identify the hazards by going over your sailing area and property making notes — photos documented by notes are even better.

Be sure to record all overhead lines, including those along the boundaries of roads or rigging and parking areas. In two recent electrocution cases, the masts had tipped sideways during unstepping or tilting the boat. Check every one of your danger areas for mast clearances. Locate any object of known height, such as an 8 or 10' step ladder, and place it directly under the lowest point of each line's sag, back off and take a picture. You can determine the height by proportion. Allow for high water when afloat.

Compare clearances with the mast heights of your fleet and those of any other masts that are exposed to each hazard. Draw them out on the alternatives (bury, reroute, raise out of reach, cable). They will want to survey the hazards.

Eliminate Deadly Lines
You can eliminate these hazards by thoroughly analyzing the situation, then planning and finally negotiating with those in authority at your power supplier, as well as municipal officials and others involved.

You can be smarter than many have been. Learn from their mistakes. Do not wait until the death or maiming of a good friend or loved one fires you into action. (Most hazards eliminated to date have been after a tragedy.) Get started this week.

Implement Your Plan
Prepare for negotiations by quantifying not only your exposures to danger but also your assets:
- Count the number of boats, multiply by the persons per boat and the number of days per year and times per day they are exposed to each hazard.
- Add up the total of any license fees and boat registration taxes paid by your group. Look for any business/personal plout your group may have with the power authorities and any other bodies with jurisdiction over the areas in question. Join forces with all neighboring groups who face common hazards.
- Organize all groups possible, select the best negotiators, be sure they really understand the details of the risks, and make presentations to the highest officials involved, including your power suppliers. They will want to survey the hazards.
- Cooperate in arranging for your negotiators to go over the area with them to be sure they understand the details and magnitude of the exposure to each hazard. Draw them out on the alternatives (bury, reroute, raise out of reach, cable, or just eliminate the lines).

The Baron Still Missing
As we reported in the last issue, Baron Arnaud de Rosnay attempted to sail the Straits of Formosa between China and Taiwan, which has been declared an official war zone. He set out on his special Tiga sailboard on November 24th without the assistance of a crash boat or air support. He has not been heard from since.

When all out air and water search turned up no leads, it was feared that the Baron was picked up by a local fishing boat which sometimes stay at sea for a month or more. This theory has been discarded as it has been several months since his disappearance.

Tiga officials now fear that he may be held captive by the local authorities. Arnaud's wife, Jeanna, and their new baby await news of his discovery.
New Women’s Speed Record

Jenna de Rosnay set a new women’s world sailing speed record of 25.27 knots at the Johnnie Walker International Speed Sailing Week held October 14-21 in Portland Harbour, England.

De Rosnay, 21 year old American born wife of the French boardsailor Baron Arnaud de Rosnay, showed great consistency of speed on all her runs along the 500 meter course. The record was set on a Tiga prototype sailboard.

As if to prove that her new record was no fluke, de Rosnay went out October 22 and smashed her own record with a sizzling run of 27.04 knots.

1985 World Cup

APRIL 19-29, Omaezaki, Japan.
JUNE 21-30, San Francisco, California.
SEPTEMBER 20-29, Syll, West Germany.
OCTOBER 4-13, Scheveningen, The Netherlands.
OCTOBER 18-27, La Torche, France.

Corpus Christi Slalom Cup

Hosted by the Corpus Christi Sailboard Association. All races held on Corpus Christi Bay between Ropes Park and Cole Park in Ocean Drive. Saturday Registration 10 a.m. at Cole Park, racing 11-5. Sunday racing 10-3.
APRIL 27-28
MAY 25-26
JUNE 8-9
JUNE 29-30
JULY 20-21
AUGUST 10-11
SEPTEMBER 7-8
SEPTEMBER 28-29
OCTOBER 19-20
NOVEMBER 9-10
NOVEMBER 30-DECEMBER 1

Rip Curl Wave Classic

OCTOBER 25-NOVEMBER 4, Rip Curl Wave Classic, Point Danger, Torquay, Australia. Contact Grant Forbes In California; (714) 498-4920, or Shayne Patterson in Australia; (052) 61-2904.
Zuma was introduced by AMF Alcort in Chicago last September. The new 12-footer was designed with the entry-level sailor in mind... simple to rig and easy to sail, and very affordable ($995).

Since its introduction, Zuma has attracted the eye of the racing sailor. New Zuma owners have found this dinghy to be very quick, maneuverable and fun to sail. The helm is light in all wind conditions and the seat cushions make the boat unbelievably comfortable. Ideal for the singlehanded racer and an excellent training boat for juniors.

Alcort's Racing Class Office has decided that Zuma will be a great little racing boat, now and in the future. Therefore, they have announced the formation of the Zuma Class Association. Zuma boat owners may register their boats with the class for identification, in case of loss, and racing purposes. For the $10 registration fee Zuma owners will be assigned an official sail number. They will receive two sets of self-adhering sail numbers, an official registration card, and the annual regatta schedule.

As the numbers of Zuma sailboats grow throughout the country, AMF Alcort will develop a fleet system as they have for their other sailboats. If enough interest is shown, Regional and National Championships will be organized. Just think, you could participate in the first Zuma Worlds!

Be the first in your club to buy a Zuma and register with the Zuma Class Association.

Regatta Chairman Leeds Mitchell, Jr. has announced that AMF Alcort's Zuma will be one of three sailboats raced in the 1985 North American Inter-Class Solo Championship scheduled for May 29-June 1.

This "invitation only" event pits ten of the top sailors of North America against each other in three different sailboats over a three-day period. A 5-race series is planned in each different boat. A variety of wind conditions over the three-day regatta generally singles out the best all-around sailor. Past winners include: Brodie Cobb of New Orleans (1984), and Tom Lihan of Ft. Lauderdale (1983).

AMF Alcort Sailboats of Waterbury, CT will provide 11 identical deluxe model Zuma sailboats for the championship. This 12'6" dinghy was introduced less than a year ago and has caught on like wildfire. With a suggested retail price of under $1,000 for the base model... the Zuma sailboat is easily affordable. Designed for the entry-level sailor, Zuma is simple to rig and easy to sail.

Among the list of entrants who will race the Zuma are: Dave Dellenbaugh of Connecticut, Scow sailor Marc Eagen of New Orleans and Finn expert Buzz Reynolds of New Jersey.

The Barrington Yacht Club in Barrington, RI has been home for this event for the past 13 years. Along with the extensive racing schedule is an equally demanding social schedule planned for each evening.
One Year Limited Warranty
Purchaser may obtain a refund within 15 days of purchase and replacement of any defective part for one year.

Retail Price

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<th>Description</th>
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<tr>
<td>AQUA-CADDIE</td>
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Successful Sunfish Racing — Autographed book by Derrick Fries. NA and World Sunfish Champion tells how to place well in racing. Send $13.95 to Margaret Beadle, 3872 Covert, Pontiac, MI 48054 (MI residents add 4% tax).