INTERNATIONAL COMPETITOR CLAIMS ‘94 MIDWINTER TITLE

by Bill, Eila and Nancy Haberland

For the second time in three years, Patrick Air Force Base played host for the annual Midwinter Championship, with a turnout of 83 competitors from 20 states and Venezuela. As before, we were blessed with a variety of wind and sea conditions. Winds were 20-25 knots on Day 1, and 12-20 on Day 2. For the many who had previously stayed ashore, Sunday’s 4-7 knot breeze was more suitable. In a closely contested race for first place, the winner, wearing a lucky bright pink hat, was our current World Champion, Eduardo Cordero, from Venezuela. It should be noted that Eduardo’s first international competition was at Patrick Air Force Base at the 1991 Midwinters. The success he has had since then has been sensational.

The wind conditions on Friday seemed much to the liking of the bigger sailors, although we did notice that even Ash Beatty and Hank Saurage, among others, decided to sail with a Jens rig. Upon seeing this, many chose to be spectators for the day. Others, like Bob Findlay, tested his old board against the new ones in hopes of depowering his rig, but had less than satisfying results.

Blasting off the line and winning the first race was Mark May, of Peekskill, NY. Ken Krawcheck, from Charleston, won Race 2, showing that practice pays. With a convincing win in Race 3, Ash Beatty’s superior height proved a big asset to his success. After three races, the fleet looked worn and tired at the evening banquet at Eau Gallie Yacht Club, where Regatta Chairman Bill Haberland explained, “Our flyer for the Midwinters promised winds from “light to medium. Today was medium.” (groans from the crowd....)

With the wind shifting to the east on (continued on page 2)

JOE BLOUIN IS MASTER AT INTERNATIONAL MASTERS

by Gail Rosenke

They may be getting along in years, but that certainly does not stop Sunfish Masters from having a good time, both on and off the water. The 1994 International Masters Championship was held March 18-20 at Davis Island Yacht Club in Tampa, the weekend following the Midwinters. On the first day, three races in winds building to 18 knots tested the sailors’ strength and endurance. Most came through with flying colors, with Joe Blouin, in the 40-49 age group, port tacking the fleet twice to set the standard for his winning streak finishes of six firsts and a second.

“The pin was favored,” understated Joe, when asked about his port tack starts. Pressed to tell how to make a Sunfish go upwind, especially in chop, Joe said, “Practice. Time on the boat.” This writer hoped there was a little magic in that trick.

The youngest sailor in the group, Steve Honour checked in at only 40 years and six months of age. Steve has been sailing for most of his life, starting at the tender age of seven. His first sailing experience was on a (continued on page 4)
Midwinters (from page 1)
Saturday, the fleet was initially greeted with flat waters and a lighter breeze. This brought Team Florida to the forefront, with Rod Koch and Jeff Linton finishing first and second in Race 4. As the breeze and chop slowly built during Races 5, 6 and 7, Eduardo made his move to lead the standings with finishes of 1-2-1. However, Jeff Linton’s 3-3-2 put him only a few points back of the leader at the end of the day.

The first two days of racing showed the capability of a Sunfish in strong winds, with continually planing reaches and the new board humming like a keel boat. Even Laser champion Andy Fox and board sailing veteran Dick Tillman remarked on the physical demands of Sunfish sailing. Hence, many wide smiles were seen on the competitors’ faces with Sunday’s lighter winds. Taking advantage of the shifty conditions, Eduardo clinched the regatta title by winning Race 8.

Showing great improvement over the past two years, James Liebl won Race 9 by a wide margin, helping to compensate for missing the finish line with a commanding lead in the previous race.

Top woman finisher Nancy Haberland, along with Merrill Ulmer, were the only two women to finish every race of the event. Of the 13 juniors, three sailed all nine races. Venezuelan Juan Carlos Fermin was the top junior, followed by James Ewing, of Charleston, SC, and Danny White, of Highland Park, IL. Among the top ten overall, the hull ages ranged evenly from 1960’s vintage to 1994, showing that a Sunfish maintains its competitiveness over time.

Special thanks to Race Committee chairman Tim Hotchkiss, who again ran a successful Sunfish event. We were also fortunate to have Mike Huck’s 42 foot trawler as RC boat, as well as his assistance on board. Donations from various sponsors enabled 95% of the fleet to receive door prizes. Once again Patrick Air Force Base proved to be an excellent venue, offering a variety of racing conditions.

Clockwise from top: Sailors set up on beach for heavy wind offshore; The leaders round in a tight pack; Top juniors Juan Carlos Fermin, James Ewing and Danny White; Ash Beatty enjoys a fast ride downwind; Bill Haberland presents door prize.

**RACING AMONG THE WAR GAMES**

by Stuart Shadbolt

None of us knew that Patrick AFB would be engaged in a war games exercise during the Midwinters weekend. We got our first clue when a very serious young troop in camouflaged fatigues, helmet and assault rifle, stopped us at the gate. He regarded our trailer-ed Sunfish with such suspicion that you could almost hear him thinking, "Should I spread eagle this guy and search that boat for a bomb?"

"Where you heading, sir?" he asked, politely but firmly.

"I'm just here for a sailboat race...... honest," I stammered.

"OK," he answered and, with a steely-eyed look, motioned me through.

So it went for the weekend. Intimidating Air Force A-10 fighter-bombers thundered from the adjacent runway with deafening regularity. Olive-drab helicopters whirred overhead, occasionally touching down to drop off teams of defenders. And during one of Friday’s races, a C-130 Air Rescue transport spit out a couple of paramedics who parachuted into the Banana River just beyond the weather mark. Nothing like a pair of brown canopies heading your way to rob your concentration.

As it turned out, the regatta and the exercise managed to coexist peacefully and the respect we received from all those in uniform, once they realized we were ‘friendlies,’ reinforced our pride for our men and women in blue.
Midwinters award winners, from left: Front Row: Nancy Haberland (1st Woman), Jeff Linton (2nd), Eduardo Cordero (1st), Rod Koch (3rd). Back row: Drew Buttner (10th), Dick Tillman (9th), Bob Findlay (8th), Scott Greenbaum (5th), Ash Beatty (6th), Hank Saurage (4th), Andy Fox (7th).
International Masters (from page 1)

wooden Sunfish. Ten years later, he purchased his first 'Fish, hull number 176. Steve proved himself a worthy master by winning second place overall and in his division.

Steve transports his Sunfish on top of his "other" boat, a Mirage 5.5, and says the strange combination causes a lot of stares as he cruises down the highway.

Earl Gerloff, the oldest Master at 78 years young, claimed second place in his division, despite having had an operation on his back just six weeks before the regatta. Earl has been sailing the Sunfish since its inception, buying hull number 1060 for his family with money he won in a slot machine. He keeps in shape for sailing by exercising regularly; doing situps, pushups and "only one pullup, which is all I can manage anymore." Imagine that!

Saturday's winds were nonexistent in the early morning, but filled in enough to start a race before noon. A large shift and a wall of wind from the right caught some of the locals off guard; they did not expect the shift so early in the day. For the next two races the wind behaved, continuously clocking and keeping the RC busy resetting the course.

Sunday's Chamber of Commerce weather was almost a carbon copy of Saturday, except the "wall" didn't occur. After waiting awhile for wind, enough filled in to complete the final two races of the eight race, one throwout series, with the warning gun for Race 8 firing at precisely 12:50 for a start before the cutoff time of 1:00 pm.

Jean Bergman, top female finisher and third overall, gave Joe and Steve a run for their money. Jean had finishes of 1-1-3-1-1-2-2 to win her division, and threw away a 6th place in the overall standings.

A "heavy hor d'ouvres" party on Friday evening and roast beef dinner Saturday evening provided a good venue for the competitors to rehash the days' races. We wish to thank Davis Island Yacht Club, Regatta Organizer Rod Koch, RC Chairman Henry Moore, and the scores of volunteers who made the 1994 Sunfish Masters an outstanding regatta.

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Good friends gather at the Saturday roast beef buffet dinner at Davis Island Yacht Club.

Don Cochran checks the scores.

Steve Honour's boat, baptized a la Fireball Class tradition.

Below, left: Gail Rosenke relaxes in the 'comfort' of her cockpit as the fleet waits for wind Sunday morning. Below, right: Joe Blouin, first overall, prepares for the inevitable winner's dunking.
40-49: Chick Millican (3rd), Joe Blouin (1st), Steve Honour (2nd).

50-58: Chuck Milligan (3rd), Bob Butter (2nd), Linda Tillman (3rd).

60-68: Bill Haberland (3rd), Larry Cochran (2), Don Bergman (1st).

70+: Earl Gerkoff (2nd), Norman Castle (3rd), Don Cochran, (1st).
A SLICK BOTTOM GOES A LONG WAY

by Brian Weeks

The bottom of your Sunfish is an often overlooked speed perk. Although the boat is a beach boat, there is something to be said for going that final distance to achieve maximum underwater performance.

First, let's look at a brand new Sunfish, out of the box. When a fiberglass boat is made and pulled out of a mold, it is shiny, bright, and slippery. What makes it so slippery, however, is mold release wax. The residue from the mold is on the boat. It feels fast, but it is not. If you turn the boat over and pour water on the bottom, it will bead up like a freshly polished car. This is not good. What is holding those beads of water onto your hull is friction, created by the wax. It's actually got a grip on each water droplet.

It was thought in the past that Acetone removed mold release wax. It doesn't; it merely moves the wax around on the bottom of the boat. Ways to remove the wax are: using a solvent, styrene, (which I don't recommend), compounding by hand or machine, or wet sanding.

If you don't want to wet sand your boat, you should go the compounding route. I recommend any marine compound, but 3M makes a terrific white hull compound. Use a high speed compounding machine, or take your time and do it by hand.

Wet sanding, though it may seem harsh, makes the boat's bottom fast. I recommend wet sanding thoroughly by hand with water and #400 or #500 grit "wet or dry" paper. If you go any finer, say #1000 or #1500 grit, you may as well compound your boat instead. Studies have shown that #400 grit cuts the right depth of a groove onto the surface for the water to speed through. I wet sand my boats almost immediately after I get them.

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(You cannot do this to a boat you are using at a Sunfish World Championship unless you wish to lose your damage deposit.) Make sure to sand thoroughly in the fore and aft direction only. When you are finished, a pail of water poured onto the boat should quickly run off the bottom. This shows that there is no friction, hence your boat speed should be increased. After this process has been completed once, you can maintain it every now and then with a re-sanding to get out any deep scratches.

An older boat should have all of its deep scratches repaired with gel coat putty or West System Epoxy, and then sanded fair. After all the scratches are filled and faired, you can repeat the same procedure as you would with a new boat. I have seen some sailors completely repaint the bottom of their boat, only to wet sand it two days later.

A good thickener to add to West System Epoxy is Microlight Fairing Additive. It makes a nice paste which, when hard, is easily sanded.

Two seasons ago, I went as far as to epoxy the entire bottom of my boat with West System and Graphite Additive. It is actually an old idea and class legal. (Any finish can be applied as long as it is done in a liquid form.) My bottom was too well sanded and needed repair. I wet sanded the graphite finish to a fine polish. I saw no faster results, however. Wet sanding alone is as fast as you can get for the purpose of a dry sailed, fourteen foot craft.

If you want to feel fast and know that you have gone as far as you can to put your mind at ease, I recommend the wet sanding process for your boat's bottom. Remember, the Sunfish is a beach boat, but care and handling and a slick bottom go a long way. It could mean that extra boat length at the finish line that puts you into the money.

BRING IN A MEMBER

Dues for new Sunfish Class members remain at the same low price. For $35, a first time member is assigned an official sail number and receives a set of cloth, self-adhering legal size sail numbers, a membership card, a copy of the Class Measurement Rules and Constitution booklet, the Annual Regatta Schedule, and the Windward Leg, published three times a year. What a bargain! Bring in a new member this summer. See membership form on page 23.
Texas Jr. Makes 1993 U.S. Sailing Honor Roll of Champions

Bruce Mahoney, of Houston, Texas, was named to the 1993 U.S. Sailing Honor Roll of Champions, having successfully competed for the National Smythe Trophy sailed in Lasers, in August, 1993, on Galveston Bay.

Bruce recently attended a three day clinic for the nation's top junior sailors held at the U.S. Sailing Center in Miami. He was among 15 young men and five young women named last summer as members of the 1993 U.S. Sailing/Rolex Junior Team. The weekend was designed to introduce the juniors to Olympic class boats and to further hone their competitive skills through on-the-water drills, weight training, and on-land chalk talks under the direction of Olympic champions. Videos and slides of past sailing achievements were shown. Bruce said, "It was a great weekend, very inspirational!"

Bruce, 17 years old and a junior at Clear Creek High School, sails out of Lakewood Yacht Club, Seabrook, Texas, where at the age of nine he was introduced to the Seahorse Sailing Program. Sailing a Sunfish, he achieved many successes, including: top junior in both the 1992 Sunfish North Americans and 1992 Sunfish Worlds, Junior Champion of the 1991 and 1992 Texas Youth Racing Circuit, winner of the Texas Yachting Association's Dr. Hub E. Isaacks Trophy in 1991, and winner of the 1992 Sunfish Southwest Regional, qualifying him for the 1993 Sunfish World Championship.

In April, 1993, he won the first Laser regatta he raced in, took part in many clinics and local regattas that year, and won the ladder qualifiers for the U.S. Sailing/Rolex Junior Championship for the Smythe Trophy. He went on to take the National title and is now a member of the U.S. Sailing/Rolex Junior team.

Bruce continues to race his Sunfish in regional events, and has qualified to attend the 1994 Sunfish Worlds in Bermuda this November.

Meet Emily Graham, Sailor and Poet

Emily Graham, ten-year old daughter of Doug and Fran Graham, of Remsenburg, NY, is a member of the Westhampton Yacht Squadron. She has taken sailing lessons for the past three years and races her own Sunfish, named "Bottoms Up," in Club races for children. For the past two years, Emily and her father have raced together in the Fall Series held at the Yacht Squadron in September and October. They won the Second Division trophy in 1992 and placed second in 1993.

Emily's love of sailing inspired her to write the following poem.

SAILING

Sailing is fun, Especially in the sun. You raise the sail, Then you bail. You sail around the course, Just like you were on a race horse. Sailing is fun!

So, What's It Going To Be Like For The NA'S In Charleston?

by Matthew Swan, 14

Carolina Yacht Club, Charleston

Sailing is great in Charleston, with the sea breeze kicking in about 2 pm, but only if you know where you're going. Now I really have you confused... Charleston is a peninsula city with two rivers converging to form the Atlantic (that's an old tale). Really, though, the two rivers, the Ashley and the Cooper, have their own currents and are affected by the ocean tides, so you must take that into consideration when sailing, by not overstating a mark, etc. It's not that tricky, but it makes it challenging and fun.

You may also want to know something about the yacht clubs in our area. The North Americans is being sponsored by the Charleston Yacht Club, located on the Ashley River on the western side of the city - that means, bring some carpet because the grounds are paved or concrete. There is dredging inside the marina wall because of the delays in repairs after Hurricane Hugo.

Across the marina is the College of Charleston Sailing Team; they are the best! In August, the finals for the US Sailing Championship events (Sears, Bernis and Smythe) will be held here. The James Island Yacht Club is across the new bridge and you can use their facilities for camping (call them first) or for launching your boats. It is a grassy area, but wear shoes because of the mud. Watch out for oyster shells near docks and rocks.

For fun, there are the beaches nearby: Folly Beach for surfing, Isle of Palms for hanging out, and Sullivan's Island for windsurfing. In the market are neat shops, and there are places like Freddy's Fun Park, etc. You will find a lot to do in Charleston if you are not too worn out from sailing. See you on the water!

IYRU Bans Weight Jackets for Youth

Lee Parks

At the IYRU meetings last November, weight jackets were banned for all IYRU youth sailing events. A physician's report highlighting back and knee problems in young sailors implied that classes should consider doing the same. (Juniors, take heed; just hike out farther!)

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CLASS OFFICE

Beadle, at the Masters Regatta in Tampa.

AT THE TILLER

As many of you already know, the Sunfish office and The Sailboat Garage moved eight blocks on September 1, 1993. The next day we left for the Worlds at BVI.

We had planned to add on to our Covert Rd. house, but one of the “old” dream houses popped up for sale and we bought it. We call it “The Money Pit.” It’s a beautiful, two story brick French Tudor on Watkins Lake that was built in 1927. However, it has had little TLC for the last 30 years, so we have been into some very heavy projects. Some things were finished but have to be redone because of problems (paint scraping, etc.). We do have more room for all of the fleet files and boxes of office ‘stuff’ that have accumulated over the years.

Though we have been in a disrupted state since the end of August, 1993, it is getting better. We apologize for any problems or inconveniences that have occurred this year. We thought we would only be down over the Worlds but when we got home, the sanders were just starting the office floor, and then we couldn’t move anything on it for eight days. We actually lived out of the basement for ten days. Please accept our sincere apologies. We’re trying our best! Our new address is 4204 South Shore, Waterford, MI 48328. The office mail still goes to the P.O. Box in Drayton Plains.

Please remember to send race results of worlds qualifying events to the office first. When we started to work out the 1994 Worlds invitations, we found there were several Regional results we had not received. We need the originals and will pass them on to Linda for the Windward Leg after checking for USSCA membership, etc. Remember, you must be an USSCA member to sail in any of the worlds qualifying events because your scores affect the results and the qualifiers who will attend the Worlds.

By the way, we never could have moved if Linda had not taken on the Leg this past summer. We had enjoyed it for four years but it does take a lot of time and effort and we had to give it up. Many thanks to all of you who helped me over the years. I couldn’t have done it without you!

We hope to see all of you at some regatta this coming year. It’s a lot of fun, so hit the road or the skies. There are lots of wonderful Sunfishers out there. We know— we hear from you and are fortunate to know many of you.

Smooth Sailing,

Peg and Terry Beadle

VIDEOS AVAILABLE FOR THE ASKING... PLUS A SMALL FEE

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

Videos available include:

- 1st World Championship (St. Thomas)
- 3rd World Championship (Bermuda)
- 18th Worlds (Aruba)
- 19th Worlds (Nassau)
- 21st Worlds (Curacao)
- 1989 Masters Regatta (Florida)
- Sail to Freedom
- Sunfish Promo
- Combo: 1st and 3rd Worlds (St. Thomas and Bermuda)
- US Sailing Video on Rule 54 (Propulsion and Kinetics; explanation and clarification by IYRU; 26 minutes)

1994 DUTCH OPEN

Greta Dekker has extended an invitation to U.S. Sunfish sailors to compete in the Open Dutch Championship, to be held July 8-10, 1994. Boats will be supplied. For further information contact:

Greta Dekker
Rietakker 14
1541 TT KOOG A/D ZAAN
NEDERLAND
Telephone H: 075 35 2414
Fax: (31) 206652452
LET THE OFFICE KNOW

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

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

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

Members are urged to provide notice of address change promptly, to prevent loss of the Windward Leg (and 35 cents of the class' money that must be paid when the post office returns your copy marked "address unknown", "change of address," etc).

NEED MAILING LABELS?

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

Just specify your requirements (states, zip codes, etc.) Most any need can be met. Labels are $15 plus 6 cents per name, postage included. Allow 2 weeks for delivery. Send requests and check payable to:

Mr. Terry A. Beadle
C/O USSCA/ISCA
P.O. Box 300128
Drayton Plains, MI 48330-0128
Tel/Fax (810) 673-2750

NEW/RENEWED REGATTA ASSISTANCE PROGRAM

Paul Odegard

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

Free for any new or re-activated, defunct regatta:

- One advertisement or article in the Windward Leg
- Up to 300 mailing labels
- A Perpetual Award donated by Sunfish Laser, Inc. and USSCA

The above benefits are subject to the following restrictions:

- Available one time only.
- Not retroactive.
- New regattas must be listed in the USSCA regatta schedule.

Prior approval by USSCA Regional Representative is required.

Mailings label requests must be submitted to the USSCA office at least 2 weeks prior to date needed.

Requests for perpetual awards must be submitted to Paul Odegard at least one month prior to the regatta date.

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

FIND THE ANSWERS IN BACK ISSUES OF LEG

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

Some highlights:


PREVENTING BREAKDOWNS (Workshop) by Brian Weeks; ADD A HIKING STRAP (FYI) by Eric and Scott; Vol. III, No. 5.


CONVERTING AN INVERTED TRAILER by Malcolm Dickinson; SOLUTIONS FOR RUDDER PROBLEMS by Larry Cochran; WINDSHIFTS by Kirk Beadle; Vol. III, No. 7.


MAKING THE STOCK BOARD INTO A SPEED BOARD by Brian Weeks, Vol. III, No. 9 (wood board).


INNER HULL REPAIRS by Brian Weeks, Vol. IV, No. 1.

FOUR THINGS YOU MUST KNOW FOR EACH START by Rick White; RUDDER EFFICIENCY by Brian Weeks; Vol. IV, No. 2.
USSCA PRESIDENT’S LETTER

CLASS: STRONGER, BETTER

by Brian Weeks

Over the course of the last few years we have accomplished a great deal with our Sunfish Class Association. Whether by thoughtful planning or by accident, we have built ourselves to be strong by constructing a docket of officers and committee chairmen who truly represent a cross-section of national participation.

We have taken turns at different positions and learned from them how to teach others to do these jobs even better. Anyone who would like to be a class officer or help out in any way should not hesitate to step forward. It is so important to keep a national cross-section, as well as a rotation of different people doing different jobs, in order to not get tunnel vision as to the direction in which we are headed.

If, for example, the Masters’ Subcommittee Chairperson was the same person in the same region for ten years in a row, the Masters’ Championship would probably be held at only a small choice of regatta sites. By switching positions, new ideas from new people and organizations come into play.

This year we are trying some new ideas with Midget and Junior regattas. We have moved the National Masters to a new area of the country. The North Americans is in Charleston, SC, as it was in ’81 and ’87, but next year we will try to hold it back in the Northeast, at a site where it has not been held before.

The class officers welcome ideas from everyone on regattas, rules, formats, equipment and bureaucratic matters. We welcome clubs and individuals who want to sponsor or run new regattas. The class is offering free mailing labels and trophies for new regattas. The class video is also available to help promote and inspire class participation of newcomers. You can call the class office or myself anytime for information or input.

I am still soliciting ideas for a yearbook/handbook for the class. I have been taking my time with this, evaluating its need and layout in order to carefully plan the idea through. Please send me any input. I am looking for one or two very dedicated people to take on this project, on a volunteer basis to start. I realize I haven’t always answered everyone’s letters, and I apologize. I don’t always have the answers, but in that case I do try to refer people to the one who does.

I would like to thank all of the officers and volunteers who work for the USSCA. Since we have become a class being run by our own sailors, we have become stronger and better. With the continuing interest of our members and with a cross-section of our national representation running the class, I am sure our class will only grow stronger in the future.

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

1994 NOMINATING COMMITTEE REPORT

The positions to be filled and the nominees to be voted on at the 1994 USSCA meeting are as follows:

Officers:
USCCA President
Brian Weeks
Treasurer
Michael Scrivener
USCCA Secretary
Jean Bergman

Regional Representatives:
Mid-Atlantic (PA, NJ, MD, DE, VA, WV)
Christopher Houston
New England (CT, MA, RI, VT, NH, ME)
Peter Beckwith
New York (NY)
Joel M. Furman
Southeast (SC, GA, FL, AL, MS, TN, NC)
Cindy S. Clifton

The above candidates, if elected, have consented to serve USSCA. Nominations will also be taken from the floor at the 1994 USSCA Meeting, which will be held during the North American Championship at Charleston, South Carolina, June 25 to July 1.

Tom L. Katterheinrich
Nominating Committee Chairman

NEW FLEET IN DC AREA

A new Sunfish fleet is forming in the Washington, DC area. The fleet will sail out of the Washington Sailing Marina, on the Potomic just south of the Washington National Airport. If you or anyone you know may be interested, please call Doug Kelch at (301) 890-0848.

SHOULD THE NORTH AMERICANS FORMAT BE CHANGED?

Last year, at the USSCA Annual Meeting held at the 1993 North Americans, we discussed changing the format of the Sunfish North American Championship to accommodate the changing times. It was agreed that input from the USSCA membership was needed before proceeding.

Please consider the following options, add your ideas, vote, and return the questionnaire below by June 15 so that we can discuss this topic again at the 1994 USSCA Annual Meeting, to be held during the ‘94 NA’s in Charleston, June 25-July 1. This is your chance to have a voice in the decision making process!

MY OPINION ON PROPOSED NORTH AMERICAN FORMAT OPTIONS

☐ 1. Keep the current format: a week long regatta with qualification series, and Junior, Championship, and Founder Divisions.

☐ 2. Three day regatta with Juniors on one course and Seniors on another, run simultaneously; everyone qualifies.

☐ 3. Same as No. 2 above, but a national ranking system would determine a Gold Fleet and a Silver Fleet. Three courses would be needed.

☐ 4. Go back to having to pre-qualify locally in order to attend the NA’s. Have a three day regatta format, and Juniors on a separate course.

☐ 5. Hold Junior NA’s on Thursday and Friday, followed by North American Championship Saturday through Monday, with fleet separations on a voluntary basis.

My idea/comments: ________________________________

______________________________

______________________________

______________________________

______________________________

______________________________

Signed ______________________ (optional)

Mail to: Brian Weeks, USSCA President, 271 River Ave., Patchogue, NY 11772.
ATTN: SUNFISH RACERS

The Portsmouth Numbers Committee (PN) of USSailing is planning a review of the published ratings for the Sunfish class, as currently listed in the Portsmouth Yardstick for mixed-fleet racing. The purpose of this review is to determine if there is a need to provide separate listings and rating numbers for “race rigged” Sunfish and “recreationally rigged” Sunfish in mixed-fleet competition. Tentatively, we have decided to define a “race rigged” Sunfish as one equipped with both racing sail and new plastic composite daggerboard while racing.

As most USSCA members are aware, there has been a great deal of discussion and debate within the class these past few years concerning the relative performance enhancement potentials of this new equipment. In order for the PN Committee to determine if this new equipment provides boats with a significant competitive advantage in mixed-fleet racing, we need comparative racing data from mixed-fleet, Yardstick rated competition for our active cooperation and assistance of the USSCA and its individual members in gathering this race data.

What is asked of you is quite simple. We need the actual elapsed times for the first-to-finish of each individual design class for each race, and the average wind speed over the course for each race reported. This would include “race rigged” and “recreationally rigged” Sunfish as defined above. More detailed information and instructions for submitting this race data can be found in the Introduction sections of every copy of the Yardstick. The entire process only takes a few minutes of your time. The analysis and comparisons of this data will allow us to generate reasonably fair and relatively accurate ratings for all boats competing in mixed-fleet events. Your active cooperation and assistance in this process will be greatly appreciated.

For more information, comments or questions, please contact:
Kevin D. Kirkpatrick
Mid-Atlantic Representative
2455 Raleigh Dr.
York, PA 17402
Tel: (717) 757-3987
or
Darline Hoback
PN Committee Co-Chairperson
5373 E. 27th Street
Tulea, OK 74114
Tel: (918) 744-8803
Fax: (918) 744-9760

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Windward Leg Spring 1994
REGATTA REMINDER
May 14-15 Women's North American Championship, Austin Yacht Club, Lake Travis, Austin, Texas. Meals and lodging provided. Contact Pat Manning, 5805 Lakeside Trail, Austin, TX 78734; (512) 266-7255.
May 21-22 Masters National Championship, Lake Canyon Yacht Club, San Antonio, TX 78218. Contact Fred Rushing, (803) 766-3608.
June 25-July 1 North American Championship, Lake Trail, Austin, TX 78734; (512) 266-7255.

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FROM THE EDITOR
Linda Tillman
It was great to receive so much news for this issue. There was, surprisingly, a lot of Sunfish activity over the winter! Thanks to all who took the time to write up their events and submit them on time. If not everything appears, it is only because of space limitations; I try to squeeze everything in.
I especially appreciated receiving a few articles on Macintosh disks, ready to copy into my files and format. This newsletter is being produced on an upgraded Macintosh LC III, using Microsoft Word initially, and Pagemaker for layout. So if you have similar equipment, send a disk and I will return it to you for re-use. Sorry, no modem or Fax machine so far. If you have run out of time but have a late breaking submission, call me for a Fax number to use. My summer telephone number is (219) 457-4313.
Please include a regatta writeup with your results, even if just a paragraph or two. Providing competitors' hometowns with the results is also helpful. Photos add a lot and I will return them to you if requested. In identifying photos, it is best to write on the back with ballpoint pen (not felt tip marker) or on a separate piece of paper, to avoid ink smearing on the photo itself.
Material should be mailed to me, Linda Tillman, c/o the Sunfish Class office. While there is some leeway, please try to meet the following deadlines:
Copy Deadlines:
Spring Issue February 15
Summer June 15
Fall-Winter October 15
Thanks again for your input, and let me know your ideas and suggestions. Also, please give our advertisers your business! And when you place your order, tell them you saw their ad in the Windward Leg.

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NEW DAGGERBOARD STORAGE
by Peter Johnstone, SLI

As many of you know from experience with Laser daggerboards, the new Sunfish daggerboards require some care. In particular, the new boards are sensitive to intense heat. If you leave one in your car on a hot day, be sure to lay it flat. Problems (warping) will arise if you lean it against a seat and pile gear on top of it. In general, if the board is laid flat and cannot be bent by objects resting under or on top of the board, you will be fine. Of course, the best solution is to keep the board away from extreme heat.

Sunfish Blocks
There have been many unsubstantiated claims about the new boom blocks being smaller than the old blocks. The new boom blocks are only a few 100ths of an inch narrower than the old blocks. There's one difference. The old blocks have more vertical room above the sheave. Rope tends to flatten out under load, so in practice, this dimension does not have an effect. The new blocks do have some sharp corners that your mainsheet can catch. You may want to try filing these edges to a small radius to reduce friction. The new blocks will handle 3/8" mainsheets. Unfortunately, many rope manufacturers are less than accurate in the labeling of their lines. Diameters can range tremendously from the listed specification, so beware of inaccurately listed line sizes.

Class Focus and Future
The Sunfish Class is at a critical time in its life. Many positive changes have been made in the past four years. The Sunfish has been updated and made more one design. These changes were long overdue and can position the Sunfish for a new period of growth and prosperity similar to that which the Snipe, Lightning, and Star have enjoyed.

To capitalize on these changes, the Sunfish Class will need to close the door on its tinkering period, and set its focus solely on class promotion and membership development. The class officers and staff will need to focus on how to make regattas more attractive to newcomers, families, and couples.

Every mature class has to make a conscious decision as to whether it will cater to the vocal minority (the top 1% of racers) or to the grass roots foundation (99% of the membership). It is very easy to fall into the trap of catering to the vocal minority. Let's not do it.

I think the time has come to freeze the Class rules for four year periods (like the IYRU Racing Rules), and allow for review every four years. This will help close the door on tinkering with the class, and will force us all to focus on the matters that really count: membership, growth, and fun regattas.

Before you use the new daggerboard...
by Larry Cochran

Make sure it fits your boat! If you can't put the new board all the way down after you leave the beach for the first time, you may not be able to tack and you may not be able to sail back to shore.

The new daggerboard is 9 1/2" wide, which is the maximum width for the old boards. However, old boards were usually made undersize. If you had an undersize board and added thick padding at the front and rear of the trunk to prevent chafing of the board, you may have to replace the pads with thinner ones to accept the new board. I use pads made of 1/32" Teflon sheet which is etched on one side so the contact cement will stick. I also glue in a thin piece of rubber under the lower rear pad to act as a shock absorber. Padding also prevents wear on the hull. I have seen boats with a 1/2" deep V groove worn into the lower rear fiberglass lip.

There may be some older boats that will require a little filing of the fiberglass lip to make enough room for the board. To protect any board, it is important for all older boats to file and shape the lip to remove sharp edges. The lips on new boats are smoothed and blended into the trunk with putty at the factory and should not require filing.

So, before you leave home for your first sail with the new daggerboard, take your boat off of the trailer, set it on its side, and check the fit of the board. Then, if needed, you can do the job right instead of improvising at the beach.
REGIONALS

I '93 INLAND LAKES REGIONAL
by Tom Raster

Cormorant Lake Sailing Club, on Big Cormorant Lake, Minnesota, was host to the 1993 Inland Lakes Regional Championship, held August 7-8. There were 24 entries, a record number as far as anyone can remember. The fleet was divided into Blue, Red, and Junior Fleets for scoring purposes, with everyone racing on the same course. Conditions were on the challenging side of perfect for the eight race, 1 throwout series.

The first race began in a 12-14 knot breeze. On each succeeding trip up the weather leg, there seemed to be just a little more breeze than the last. Race 8 concluded in 25-30 knots with a steep square wave set unique to Big Cormorant, placing a premium on smart surfing.

Wind was equally disappointing, with 2+ hour postponements both days, waiting for a breeze. All four races, two each day, were sailed in very light winds. Rich Straub, of San Ramon, CA, was the overall winner, with Earl Dozier in second by only 1/4 point.

1993 WESTERN REGIONAL CLEAR LAKE, CALIF.
JUNE 19-20
1. Rich Straub 4-1-3-1 8.5
2. Earl Dozier 3-3-1-2 8.75
3. Mike Waters 1-4-2-3f 9.75
4. Darryl Coe 2-2-5-4 13
5. Steve Sturken 6-6-4-5 21
6. Byron Jonk 5-5-DNS-DNS 26
7. Bob Rossini 7-7-DNS-DNS 30

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Windward Leg Spring 1994

'S9 INLAND LAKES REGIONAL

by Darryl Coe

The 1993 Sunfish Western Regional Championship was held June 19-20, at Clear Lake, California. Clear Lake is a large lake located 100 miles north of the San Francisco Bay area, just north of the Napa wine country. The races were held in conjunction with the Small Boat Racing Association summer season. Though 23 Sunfish are registered in SBRA, we had a disappointing showing of only seven boats for the Regionals. The wind was equally disappointing, with 2+ hour postponements both days, waiting for a breeze. All four races, two each day, were sailed in very light winds. Rich Straub, of San Ramon, CA, was the overall winner, with Earl Dozier in second by only 1/4 point.

1993 WESTERN REGIONAL CLEAR LAKE, CALIF.
JUNE 19-20
1. Rich Straub 4-1-3-1 8.5
2. Earl Dozier 3-3-1-2 8.75
3. Mike Waters 1-4-2-3f 9.75
4. Darryl Coe 2-2-5-4 13
5. Steve Sturken 6-6-4-5 21
6. Byron Jonk 5-5-DNS-DNS 26
7. Bob Rossini 7-7-DNS-DNS 30

Arlington Heights’ Harry League sailed smart in the earlier, shifty races and really threw his weight around in the breeze, earning a string of straight aces to win the Regional title. Bud Narveson, of Lincoln, NE, was second overall, followed by Mark Kiefer, of Fergus Falls, MN. The top junior was Kari Eli, of Moorhead, MN, while Steve Jacobson, of Fargo, ND, dominated the Red Fleet.
THE LAST WOOD BOARD REGATTA

by Eric Johnson

The fall classics for Long Island are the Turkey Trot at Sea Cliff, the Turkey Bowl at Seawanhaka Corinthian, and the Fun Sail at Bellport. This year, around Thanksgiving, the wind was howling. The Turkey Trot and the Fun Sail had to be called due to high winds, but the Turkey Bowl was run on November 27, in gusts over 30 knots. Eleven Sunfish sailors showed up for the regatta, but only five braved the rising wind on Oyster Bay.

Twenty three Lasers, five Sunfish and three Dyer Dows started the first race, but gusts coming down off Cove Neck made fast work of the Lasers and submarined one of the Dyers. The low aspect rigged Sunfish had an easier time in the shifting winds. Eric Johnson was first around the windward mark, but Class Membership Chairman Jim Koehler caught a gust and surfed to the leeward mark, and covered to take the first race. The second race was a repeat of the first. The third race looked to be the same, but Mark Hutchinson got around Eric at the leeward mark. Tacking away, Eric found the lift dreams are made of, but his boat out of the water. Eric was forced to tack away. Jim rounded first by a boat length and then locked in hard on Jim through three tacks to take the finish and the win in the last all wood daggerboard regatta.

LONG ISLAND TURKEY BOWL SEAWANHAKA CORINTHIAN Y.C. NOVEMBER 27, 1984

1. Eric Johnson 2-1-1-1-3-1-10
   Levittown, NY
2. James Koehler 1-1-2-3-1-2 11.25
   Amityville, NY
3. Mark Hutchinson 3-3-3-2-2-DS 19
   Oyster Bay, NY
4. Norton Hutchinson 4-4-4-4-4-DS 27
   Oyster Bay, NY
5. Steve Taylor 5-5-5-5-5-5-38
   Oyster Bay, NY

PEACE VALLEY YC CLOSES '93 SEASON

by Malcolm Dickinson

The skies were steady gray and the weather was cold as we finally got un-lost and managed to find the Peace Valley State Park boat launch. It was Saturday, November 6, 1993, at the Last Chance Regatta, hosted by Peace Valley Yacht Club, Lake Galena, Chalfont, Pennsylvania. The wind was there and steady, and the rain held off all day. We had five great races on a 35-minute, modified Olympic course, and it is a testament to the tightness of the fleet that no sailor won more than one race! The day saw some great competition and close finishes as some of the diehards from the NJ-PA 'circle' squared off. George Anderson set the example in the first race with a commanding lead, leaving Chris Houston and Malcolm Dickinson in a tacking duel for second place. David Davies, hot off his fifth race win at the Hunter's Moon Regatta, won the next race, with Courtney Young close behind. Nicky Einthoven came out of nowhere to win the third race, putting her in first place for the lunch break. After lunch it was Courtney’s turn to solidify as she neatly wrapped up the regatta with a third and a first. Sunfisher Lee Scafer, our excellent Race Committee for the day, awarded the trophies and officially closed Peace Valley Yacht Club season.

LAST CHANCE REGATTA PEACE VALLEY YACHT CLUB LAKE GALENA CHALFONT, PA NOV. 6, 1993

1. Courtney Young, Jr. 8-2-2-3-1 12.75
   Monroe, NY
2. Malcolm Dickinson 5-3-4-2-4 15
   New Haven, CT
3. Nicky Einthoven 4-4-1-7-2 17.75
   Ewing, NJ
4. David Davies 7-1-3-5-3 18.75
   Middletown, NY
5. George G. Anderson 7-1-5-4-5 21.75
   Doylestown, PA
6. Chris Houston 3-5-6-1-3 23.75
   Ambler, PA
7. Tom Leonard 6-6-6-6 32
   Wallingford, PA
8. John J. Leonard 8-9-10-8-7 42
   Fort Washington, PA
9. Charles L. Schackeiford, Jr. 10-11-9-10-8 48
   Old Zornville, PA
10. Robert Conway 11-11-11-10-9 49
    Islip, NY
The Hunter's Moon fleet lines up for a start between the RC ketch and the Pumpkin pin.

HUNTER'S MOON REGATTA 1993

by Theo Aschman

In November of '92, when choosing the date for the 1993 regatta, we turned for our weather report to the accurate and dependable Farmer's Almanac. The entry for October 30 read "Overcast, 56 degrees, wind filling in North 7 knots at 11 AM, shifting to NE 6 knots after lunch. Light rain beginning at 3:30 pm." As expected, it was 100% correct. The forecast of rain kept the attendance down to 13 boats, but the racing conditions were pleasant and the rain didn't start until after the last race. The fall colors were at their peak and they were really quite lovely.

Twenty minutes before the skipper's meeting, though, it was a real Race Management nail-biter: not a breath of wind, rain in the forecast, and not a single competitor yet arrived! But then they all tumbled in at once, from Massachusetts, Connecticut, New Jersey, and Upstate New York (which has seceded from The City). Although they were up to five hours away, they all arrived eight minutes before the skipper's meeting! Would their timing on the starting line be as precise?

The course was a triangle in the middle of Upper-Upper Narragansett Bay, far enough from shore to avoid our favorite "local knowledge" traps, but only three minutes from the dock. We sailed the usual gold cup and triangular courses, averaging about thirty minutes each. Our starting line included a classic 1949 Herreshoff ketch for the RC boat and a floating pumpkin for the pin.

The races started in perfect weather, although the sun was busy elsewhere. The middle of the course proved the best, with lighter winds greeting those sailors who tried the corners to dodge the slight ebb current. Malcolm Dickinson eliminated the worry and hassle of adding up all those bothersome individual race scores—he scored five bullets and then slacked off, plunging to second place in the last race for his throwout. Second and third places were filled by Dave Davies of upstate New York and Nicky Einthoven of New Jersey, our furthest entrants. The next three places were taken by the home team, including John Mollicone and Edgewood Yacht Club's first string frostbiters, Fauss Hull and Joe Boulay.

Lunch was luxuriously taken in the yacht club's "plush" chairs, amid keen debate of tactics and conditions and plenty of Hunter's Moon Cider. After lunch the wind's indecision kept the race committee busy shifting marks. After the last race, a convenient rain eliminated the bother of hosing off the boats and gear. Paul "Odle" Odegard showed us how real Sunfishers haul their boats—up the docks, in the clubhouse front door, down the hall, and out the back door to the cars!

At the awards ceremony we tried a new method of awarding the prizes. All the prizes were laid out on a table, the winner chose his prize, second place had a choice of what remained, and so on. There were enough to go around for every skipper.

The whole event was relaxed and fun. All of the competitors helped each other muscle their boats in and out of the water, there have been no protests in two years, and the racing was competitive and friendly. Everyone had a good time despite the "tropical heat," and many said they'll be back next year.

The 1994 Hunter's Moon Regatta will be held on Saturday, October 15. The accurate and dependable Farmer's Almanac for that date says that a clear Northwesterly's cold spell will be ended by warm rain on Saturday morning, then clearing and warmer around noon. The temperature will be 55 degrees and the wind will be SSW at 10 to 12 knots.

HUNTER'S MOON REGATTA
EDGEOOY YACHT CLUB, EDGEOOY, R1
OCTOBER 30, 1993

1. Malcolm Dickinson
   New Haven, CT
   1-1-1-1-2
   3

2. David Davies
   Middletown, NY
   2-2-4-6-1
   8.75

3. Nicky Einthoven
   Trenton, NJ
   7-3-2-6-3
   14

4. Fauss Hull
   Providence, RI
   5-6-3-3-8
   17

5. John Mollicone
   East Greenwich, RI
   3-4-5-7-5
   17

6. Joe Boulay
   Cranston, RI
   8-5-6-4-4
   19

7. Bill Shaw
   Riverside, RI
   4-7-8-2-11
   21

8. Paul Odegard
   Vernon, CT
   6-8-7-9-9
   30

9. Robert Conway
   N. Attleboro, MA
   9-10-10-8-7
   34

10. Doug Kelch
    10-9-9-10-13
    38

11. Chad Martin
    11-11-11-11-10
    43

12. Matt Gandor
    13-13-13-13-6
    45

13. Dave Evans
    Warwick, RI
    12-12-12-12-12
    48

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SANFORD, FLORIDA
DECEMBER 3-5
(Top 24 of 40)

1. Nancy Haberland
   Satellite Beach, FL
   2-1-1-1-2  6.25
2. Jeff Linton
   Tampa, FL
   3-2-2-2-1  9.75
3. Brian Swan
   Charleston, SC
   5-8-3-5-9  30
4. Steve Honour
   Seminole, FL
   4-11-12-3-3  33
5. John Anderson
   Mt. Pleasant, SC
   1-10-11-7-5  33.75
6. Bill Wingrove
   Tampa, FL
   6-7-6-15-11  45
7. Stuart Smith
   Ozona, FL
   9-3-14-8-14  48
8. Bill Haberland
   Satellite Beach, FL
   16-9-5-11-12  53
9. Linda Tillman
   Merritt Is., FL
   10-4-10-20-10  54
10. Paul Odegard
    Vernon, CT
    12-6-13-10-13  54
11. Lee Parks
    Newport, RI
    21-17-9-8-4  59
12. Leslie Fisher
    St. Petersburg, FL
    22-14-7-18-4  65
13. Paul Silvernail
    St. Petersburg, FL
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18. Jeff Kensinger
    Riverview, FL
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Peter Johnstone, of Sunfish Laser Inc., presents boat handling tips to Sunfish early arrivals at the 1993 Florida Citrus Sailfest in Sanford.

40 SUNFISH TURN OUT FOR FLORIDA CITRUS SAILFEST
by Linda Tillman

The Sunfish was one of the largest classes represented at the 1993 Citrus Sailfest held December 3-5 on Lake Monroe in Sanford, Florida, north of Orlando. This annual mega-regatta, the largest inland sailing event in the country, features training clinics given by celebrity sailors during the day on Friday and seminars that evening, followed by a reception for all participants. Peter Johnstone's onshore Sunfish instruction Friday afternoon along with excellent on-the-water drills provided a good warm-up for the five races held Saturday and Sunday. With over 600 boats and 36 one-design classes, plus 4 open classes and windsurfers scattered over six courses on the lake, we were fortunate to be racing on the Sunfish/Laser course with only Lasers, Laser II's, and Laser Radials. Nancy Haberland topped the 40 boat Sunfish fleet, followed by Jeff Linton and Brian Swan. Trophies were presented to the top eight, and numerous door prizes were given at the awards ceremony, as well as at the Friday night party and Saturday evening dinner. If you want to take a break from holiday turmoil and enjoy a great weekend of racing and

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9 Historical articles (38pgs) re-printed from SAILING WORLD MAGAZINE covering Sunfish racing/Tuning/Go-Fasts.
FINAL '93 SANJL REGATTA AT GREEN POND
by Malcolm Dickinson

The turnout at Green Pond on Saturday, October 2, 1993, was as good as always, with 57 boats competing in the Sailing Association of New Jersey Lakes (SANJL) Regatta Number 4. Veterans and newcomers alike arrived at the well hidden lake to find a very strong, very puffy southwest wind blowing right down the lake to the launching area.

Four starboard-rounding triangles were sailed, with Steve Manson getting away early to a commanding lead in the first race. Posy Seifert and George Barrett were the next around the course as the wind picked up. The second race turned out to be the heaviest air of the day, just the wind that Courtney Young likes best. He pulled away and there was no catching him.

Derek Jackson won the third race and as the day wore on, the wind got lighter. The last race was a real cliffhanger, as Malcolm Dickinson and Steve Manson stayed within a boatlength of each other up to the last mark. Posy Seifert took the lead near the finish, only to sail into a hole at the very last second. Her scores of 2-2-3-2 were incredibly consistent, given the varied conditions and the fact that she was using a new sail that had been on the spars about eight hours. Geoff Flash, sail number 77077, was presented the Fantail Award for finishing all the races with the highest total point score (54th place).

Eighty one boats participated in the 1993, four regatta SANJL series. Forty three competed in two or more events, qualifying them for overall scoring. For the seventh event, Steve Manson came out on top. Malcolm Dickinson, in second overall, was presented the Edwin B. Syracuse Memorial Sportsmanship Award. Age group awards were also presented (see below).

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SAILING SHOES
HARBOR EXTENSIONS
STILETTO VESTS
SUNFISH T-SHIRTS/HATS

1993 SANJL OVERALL 12 RACES, 4 THROWOUTS

(Top Half of 43)

<table>
<thead>
<tr>
<th>Name</th>
<th>Rating</th>
<th>Score</th>
<th>Age Group</th>
</tr>
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<tbody>
<tr>
<td>Steve Manson</td>
<td>1-1-6</td>
<td>35-35-35-35</td>
<td>Junior</td>
</tr>
<tr>
<td>Malcolm Dickinson</td>
<td>17-2-2</td>
<td>1-3-2-3</td>
<td>14</td>
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<tr>
<td>Chris Houston</td>
<td>13-24-16</td>
<td>6-1-1</td>
<td>Age 36-45</td>
</tr>
<tr>
<td>Courtney Young</td>
<td>10-10-1</td>
<td>1-6-7-1</td>
<td>16</td>
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<tr>
<td>Bob Griswold</td>
<td>3-4</td>
<td>1-2-3-4</td>
<td>12</td>
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<td>Brian Weeks</td>
<td>8-3</td>
<td>1-2-3-4</td>
<td>14</td>
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<td>David Davies</td>
<td>2-15-6</td>
<td>1-2-3-4</td>
<td>14</td>
</tr>
<tr>
<td>Jaro Mesicok</td>
<td>5-17</td>
<td>1-2-3-4</td>
<td>14</td>
</tr>
<tr>
<td>George Anderson</td>
<td>6-18</td>
<td>1-2-3-4</td>
<td>14</td>
</tr>
<tr>
<td>Mark Rosokrantz</td>
<td>9-16</td>
<td>1-2-3-4</td>
<td>14</td>
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<tr>
<td>Laurence Poyle</td>
<td>14-20-3</td>
<td>1-2-3-4</td>
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<td>David Weeks</td>
<td>39-20-8</td>
<td>1-2-3-4</td>
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<td>George Barnett</td>
<td>34-19-2</td>
<td>1-2-3-4</td>
<td>14</td>
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<tr>
<td>Derek Jackson</td>
<td>42-42-42</td>
<td>1-2-3-4</td>
<td>14</td>
</tr>
<tr>
<td>John Brett</td>
<td>15-12-21</td>
<td>4-3-4-4</td>
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<tr>
<td>Posy Seifert</td>
<td>42-42-42</td>
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<tr>
<td>George Seary</td>
<td>29-31-21</td>
<td>2-3-4-4</td>
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<td>Chici Nguyen</td>
<td>37-37-23</td>
<td>6-3-4-4</td>
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<tr>
<td>Tom Doris</td>
<td>42-42-42</td>
<td>14-26-24</td>
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<tr>
<td>Ken German</td>
<td>18-14-20</td>
<td>27-15-16</td>
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<td>Frank Henninger</td>
<td>27-25-42</td>
<td>14-29-27</td>
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AGE GROUP AWARDS

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<tr>
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<th>Rating</th>
<th>Score</th>
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<tr>
<td>1.</td>
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<td>Steve Manson</td>
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<td>14</td>
<td>23.75</td>
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<tr>
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<td>George Anderson</td>
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<td>14</td>
<td>24.25</td>
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<td>5.</td>
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<td>14</td>
<td>14</td>
<td>23.25</td>
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<tr>
<td>6.</td>
<td>2-3-4-4</td>
<td>Bob Griswold</td>
<td>14</td>
<td>14</td>
<td>24.25</td>
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<tr>
<td>7.</td>
<td>1-2-3-4</td>
<td>Brian Weeks</td>
<td>14</td>
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<td>8.</td>
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<td>Jaro Mesicok</td>
<td>14</td>
<td>14</td>
<td>23.75</td>
</tr>
</tbody>
</table>

SIBLINGS DUEL AT '93 SANJL JUNIORS
by Ken Geiman

Twelve sailors turned out for the 1993 Sailing Association of New Jersey Lakes Sunfish Junior Championship held August 21 at Smoke Rise, New Jersey. It was a family affair for several of the competitors, with four sets of siblings competing. John and Katie Mylan, of Upper Montclair, NJ, fought it out in the light to medium air, with John edging out his sister by 1/4 point to win the six race series.
Great Pumpkin Greats, from left: Dave Haufe (5th), Marc Garrison (4th), Dan Feldman (34d), Rich Chapman (2nd), Bob Findlay (1st), and Great Pumpkin Honoree, Dale Hardin.

GREAT PUMPKIN REGATTA AT JOHNSON SLOUGH

by Gail Turluck

Egad! This year’s Pumpkin was sailed in freezing temperatures with snow flying through the air and actually accumulating on the boats while racing! The hearty die-hards who turned out for the event actually enjoyed a day of decent breezes (NW-N, 8-15), great competition, and camaraderie, in spite of the weather. The full complement of six races were sailed, with reigning Slough King Bob Findlay repeating his overall win. In the Halloween spirit, a Coronation was held, complete with crown and speeches. The King will defend in the Spring at the Icebreaker, to see if he gets to keep the crown. The hosts did their traditional great job on the trimmings, and snacks, hors d’oeuvres, beer, wine and hot cider for lunch with the reader with a definitive way variables of sailing and make good use of finding ways to log valuable database. This manual provides the reader with a definitive way to manage all racing conditions and make good use of reflect-ive time. It is the best way to elevate one’s performance by logging past information and facts experienced on the race course. The user can’t go wrong by finding ways to log valuable information and creating a large database. This sailing practice manual’s three-ring binder makes for easy access to any competitive sailor’s needs.

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Windward Leg Spring 1994
1993-94 FLORIDA PIXIE
by Bill Wingrove and Herb Swanson
Carlisle Classic, Oct. 23, 1993 (No. 2)
The first time 'combo' of a Pixie race with a major regatta proved to be a resounding success. Thanks to a wise decision to postpone the start of the race until 10:00 am, everybody was able to sail down to the starting area and get fully prepared. Some of the late risers were cutting it pretty close. With overcast skies and a steady 10-12 knot breeze, the race was on. Joel Heyne capitalized and broke a gooseneck just a couple of minutes before the start of the first race. As the fleet sailed away, he was able to control the wayward rig and effect repairs to compete in the second and third races. The regatta ended with festivities and trophy presentations on Compass Island.

Veterans Day, Nov. 13, 1993 (No. 3)
Seventeen Sunfish competed in three races held at Boca Ciega, in a fairly steady 5-10 knot wind from the east. Joe Blouin edged out Steve Honour to win the first two races, but Steve came back to win the last one. Afterwards we came in for a well-deserved lunch provided by the yacht club.

Lake Tarpon Regatta, Dec. 12 (No. 4)
What started out to be a cool and breezy day ended up being cool and fluky. A major windshift between the first and second races necessitated moving the marks as the breeze settled into a somewhat steady 6-8 knots. No lead was a safe lead as positions changed on most every leg of the races. In C Division, David Landis (visiting from Ohio) was the most consistent winner of the day with a 1-1-2 score. In B Division two of a kind beat a straight as Dave Morrow edged out Gail Rosenke, with a 1-1-1 over a 1-2-3. Lots of good competition in this division! There was also close racing in A Division. Jeff had a pair of aces to overlook Joe's straight. Thanks to the race committee for gettin'er done and sufferin' in the cold.

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4. David Vann
5. Joel Heyne

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A Division
B Division
C Division
2. Joe Blouin 2. Gail Rosenke 2. Scott McKee

Overall standings at the end of the Fall Series, or first half of the 1993-94 Pixie Circuit, follow:

PIXIE CIRCUIT
FALL SERIES (FIRST HALF) RESULTS
A Division
B Division
C Division
2. Joe Blouin 2. Gail Rosenke 2. Scott McKee

Davis Island Y.C., Jan. 29, 1994 (No. 5)
On a day that dawned cloudy, rainy and windy, who would have expected 27 boats to compete in the opening race of the second half of the 1993-94 Pixie series! A Division sported 21 boats, with Eric Erickson venturing all the way from Enterprise. The wind settled in at 15-20 knots for the first race and remained throughout the day. Rod blasted out for a quick win in Race 1, followed by Jeff and Joe. In the second and third races, Jeff took over with two first place finishes, with Rod consistently in second.

In B Division, Newt put together a solid performance with two firsts and a third. Gail was consistent with two seconds and a first, and Bonnie, ever improving, fielded seconds and thirds. Jennifer O'Donnell continued her winning ways in the C Fleet.

This marked the debut of the new performance daggerboard on the Circuit, and most comments were quite favorable.

A Division
B Division
C Division
2. Rod Koch 2. Gail Rosenke

Fun 4 Sail
A small but amiable fleet of Sunfish gathered for the Fun 4 Sail Regatta hosted by Melbourne Yacht Club, Melbourne, Florida, Feb. 5-6, 1994. Never knowing what the weather might bring at that time of year, we were pleased with the sunny days and medium to light winds that propelled the eight regulars and two first timers around the course for five races. MYC hosted a barbecue dinner Saturday evening for the competitors, including the other invited classes, the Flying Scots and Lasers.

1994 FUN 4 SAIL
MELBOURNE, FL
FEBRUARY 5-6, 1994
1. Linda Tillman 1-1-1-2-1 6
2. Lois Bledgett 3-5-3-1-4 16
3. Jerry Callahan 2-4-2-6-3 17
4. Eric Erickson 5-6-4-3-2 20
5. Norman Castle 4-2-5-4-6 21
6. Bill Haberland 6-3-6-5 25
7. Stewart Shadbolt 7-7-7-7-7 35
8. Brenda Shadbolt 8-8-8-9 42

Davis Island Thanksgiving Regatta
by Bill Wingrove
Once again, the 29 boat Sunfish Fleet was a major part of this long standing, annual multi class regatta held Thanksgiving weekend at Tampa's Davis Island Yacht Club. Saturday's races began in a light southerly as a cold front approached the area, with everyone guessing how to approach each race. Gail Heausler won the first race, followed by Mike Gable. Mike's first in the next race gave him an edge that was to carry him through the series. Alex Leugers led the first three legs of Race 3 before Jeff Linton caught him in a late building breeze from the west, as the front moved in over Tampa Bay. Dick Tillman and Gail
Heausler followed Jeff on the screaming plane to the finish to take second and third.

Sunday dawned cool and breezy for the final races sailed in 15-18 knots from the Northwest. Joe Blouin won Race 5, with Linton in 2nd and Gable, third. Gable scored another win in the final race to win overall. Awards were presented to the top five overall finishers. Come and work off your Thanksgiving dinner at this event next year.

1993 DIYC THANKSGIVING REGATTA
TAMPA, FLORIDA
NOVEMBER 26-27 (Top 22)

1. Mike Gable 2-1-5-3-1 11.5
2. James Liebl 5-2-4-8-5 24
3. Dick Tillman 7-7-2-5-4 25
4. Gail Heausler 1-6-3-11-8 28.75
5. Al Thompson 8-5-10-7 39
6. Jeff Linton 6-PMS-1-2-2 40.75
7. Linda Tillman 4-4-14-13-13 48
8. Eric Erickson 3-11-12-7-6 48
9. David Clement 3-PMS-6-4-9 52
10. Lois Blodgett 16-3-10-14-11 54
11. Bill Wingrove 17-8-7-6-18 56
12. Joe Blouin 14-PMS-11-1-3 58.75
13. Cory Thompson 15-11-6-12-14 60
14. Sandy Schada 10-15-18-17-17 77
15. Paul Odegard 22-22-15-9-10 78
22. Gail Rosenke 19-21-21-22-22 105

Some of the Texas Youth Circuit award winners gather after awards at Texas Corinthian Y.C.

1993 TEXAS YOUTH RACING CIRCUIT
by Pauline Mahoney

The Texas Youth Racing Circuit consists of 13 regattas held throughout Texas, with seven regattas counting toward a circuit trophy. Classes participating include the Sunfish, Laser, Laser Radial, Optimist, and JY 15. 1993 was the third year the circuit was held, and it is proving to be more popular each year.

Trophies for the 1993 Circuit were presented at the Texas Yachting Association's annual meeting on December 4, at Texas Corinthian Yacht Club.
The City of West Haven, Connecticut holds a big summer festival every August, and this year it was highlighted by a Sunfish regatta! The city purchased a new SLI Sunfish and sold raffle tickets for $2 each. The weekend was highlighted by a barbecue on Saturday, free lunches from Subway, and a great buffet at awards time. The new Sunfish was won by Kevin Conners, of Westbrook, Connecticut.

The regatta was sailed on Long Island Sound inside the West Haven breakwater, in sight of New Haven Harbor. Saturday was a sunny day with light and shifty breezes of about 10 knots. There was a light chop in the harbor which made the downwind legs interesting. Sunday dawned still, but by race time there was a nice 10-15 knot, hiking breeze. Renny Loisel and Paul Odegard organized the regatta, and Malcolm Dickinson ran the race committee boat.

The regatta was dominated by a husband and wife team from New Rochelle, NY. Kerry Klingler returned to the Sunfish class this year after a long hiatus, accompanied by his wife Merrill Ulmer, a very experienced sailor who was racing the Sunfish for only the third time. The two of them were first and second overall. Mark May was close behind, taking second place on Saturday and third overall. Larry Cochran was the top senior and Billy Shea was top junior. A big welcome to new Sunfish sailors Bill Betts, Bernie Saboe, and Charlie McElhill.

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

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

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

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

USSCA MEMBERSHIP APPLICATION

Name

Sex* Birth Date Sail Number**

Additional Family Members: ____________________________

Address ____________________________ State __________ Zip __________ Country ________

City ____________________________ Phone: Home __________ Work __________

Sunfish Fleet Number ____________________________ Location __________

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

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Additional Family members (living in same household; renewal only): 15.00 ea 15.00 ea

Please renew my Junior membership in USSCA. 20.00 25.00__________

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My sail number is

I am already registered. Please assign me a new sail no. for my new or additional boat. 12.00 15.00__________

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PLEASE CHECK YOUR MAILING LABEL. Send any address changes or corrections to the USSCA Office so you don't miss any issues of the Windward Leg. This is important! The class pays to send them out and has to pay when they come back. PAST ISSUES OF THE WINDWARD LEG may be ordered by sending $3.00 (check payable to USSCA) to Peg Beadle, USSCA Office, P.O. Box 300128, Drayton Plains, MI 48330-0128.

PAMLICO SOUND, NC – Prime waterfront properties in and around Oriental, "The Sailing Capitol of North Carolina," one of the very best sailing locations on the east coast. Perfect for investment/retirement. Call or write for free information: Sunbelt Associates Real Estate, Inc. (Buyer's Agents), PO Box 880, Oriental, NC 28571. Phone (919) 249-2867.

WANTED – Used sail, spars and mast to replace what 'disappeared' from my daughter's Sunfish. If near Tennessee, will pick up. Need for summer sailing season. Call Rob Schmid, H: (615) 665-1147.


HELP WANTED – A volunteer is still needed to edit several tapes that have been sent to the Class Office. Salary: zero. Reward: great enjoyment and satisfaction. Possible fun summer project. Reply to Peg or Terry Beadle (tel/fax: (810) 673-2750).

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

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

FORWARDING AND ADDRESS CORRECTION REQUESTED

MEMBERSHIP RENEWAL NOTICE
Membership is for the calendar year. To renew your membership, on a sheet of paper write your name, mailing address, home phone, work phone, Fleet number, Fleet location, and sail number; or use the form on page 23 in this issue. Enclose it with your check for $30 payable to USSCA and send to: United States Sunfish Class Association, P.O. Box 300128, Drayton Plains, MI 48330-0128. Phone: (810) 673-2750.