Chip Clifton Takes Tampa!!

Chip Clifton, a 20 year old University of Florida Junior with a 25 year old boat, placed in the top ten every race to win the 1998 Midwinters. The 78 sailors from 17 states and 6 countries found that one missed shift could cost 15 boats in the oscillating northerly that lasted throughout the weekend.

Two products of an excellent Colombian junior program, 17 year old Juan Camilo Bustos and 16 year old Samuel Navarro, finished first and second respectively in the first race. South Carolinian Dave Van Cleef won the second race, putting him one point behind Bustos at the end of day one.

On day two, the shifty conditions began to take a toll. Former World Champion Malcolm Smith (BER) won race three while Bustos and Van Cleef fell out of the top ten.

Waiting for the sequence to begin before race four, Mike Gable of St. Pete remarked to Van Cleef, “Looks like a big lefty coming in.” At the start, Van Cleef and Clifton flopped to port at the pin. As the two of them crossed the other 76 boats in the newly arrived left shift, Van Cleef’s voice could be heard wafting across the fleet. “Thank you, Mike Gable, wherever you are.” Clifton and Van Cleef went on to finish one-three with Cordero protegé, Pablo Hernández, between them.

Race five turned into a drifter on the last beat. Rod Koch and Hank Saurage noticed a small spot of wind a quarter mile off the course near the shore. They worked their way to it, overtook Clifton who had a huge lead but was becalmed in the middle, and finished 1-2.

Going into the last day, Van Cleef had an eight point lead over former NA Champ Joe Blouin and was ten points ahead of Clifton. But Van Cleef’s drop was a 16, Blouin’s a 12, and Clifton’s a 10.

James Liebl recovered from missing the first day and the humiliation of capsizing in a dead calm the second day by winning both races on the last day.

Blouin restarted race 6 and Van Cleef was forced out of phase early in race 7. Both had to count their previous drops. But Clifton executed a series of excellent starts that let him tack as needed to stay in phase. The RC line sighter remarked, “He was exactly at the line both times.”

Clifton’s two-six finishes the last day moved him into first place for the first time in the Regatta. “We get lots of starts at college and I think that really helped me,” he said.

Henry Moore (RC Chairman) and crew did an excellent job all weekend keeping lines and courses square, even with 40° shifts and changing velocities. Course lengths were perfect and course configurations were intriguing. Finishing several races downwind made for quick resets for the next race. They did a great job with tough conditions!
First Junior and finishing 8th overall is Samuel Navarro from Cartagena, Colombia.

Thanks to Hosts

Many thanks to local DIYC sailors who hosted the out of towners for the weekend. Everyone who requested housing was found a place and as always new friends were made and cultures shared. Rod Koch headed up the housing committee and they all did a great job making arrangements with host families.

Beachside...

Gail Heausler orchestrated a great regatta for the 24th Midwinter Championship. Her crew on land took care of all of the sailors needs, including serving delicious food (barbecued chicken Sunday Afternoon was a nice surprise!) and providing friendly service at the bar. The hospitality at Davis Island YC was the best ever. Sailors who were cramped in their cockpits from Saturday's light air races were stretching their legs to the music of a live band into the wee hours. Conversation was brisk as many sunfishers renewed friendships and made new ones. The younger sailors of the Sunfish class exchanged ideas and tactics amid language barriers and cultural differences. A visit to Ybor City was the highlight for the younger set. It was great to see some of our Caribbean and S.A. friends as well as World Champs Bermudian Malcolm Smith, and Donnie Martinborough from Nassau.

Trophies were outstanding mylar bags with embroidered titles made by Masthead Enterprises of St. Petersburg. Masthead along with Ellie's Boat Shop, Clearwater and Ullman Sails of Florida made boats available for competitors from out of town and along with Windline, from Illinois, provided necessary parts and attire for the sailors.

The Midwinters continues to be one of the three best regattas in the Sunfish schedule. Good competition, good friends and warm weather (sometimes) keeps everyone coming back. Next year's regatta is in Sarasota! Hope to see you there!

Cindy Clifton

Chip receives a "Masthead" Trophy from Regatta Chairman, Gail Heausler

Overboard in Light Wind!

Rounding the first mark, fourth place finisher, Paul Strauley, had a nice lead in the first race and neglected to round the offset mark. Seven boats back, Dave Van Cleef shouted to him to return. Coming up to the mark, his daggerboard hit the anchorline, stopped him dead in the water and he promptly fell out of the boat backwards, towing the mark a few yards. Everyone scrambled to avoid him as they rounded. Paul, however, managed to come back and take a third in the race!
MIDWINTER CHAMPIONSHIP

Results

1. Chip Clifton, Sarasota, FL 10-9-6-1-6-2-6 30
2. Dave VanCleef, Clearwater, FL 1-16-3-3-4-39 32
3. Joe Blouin, Tampa, FL 1-4-3-7-1-12-15-2 33
4. Paul Strauley, Dunedin, FL 3-6-19-8-27-5-17 58
5. Malcolm Smith, Bermuda 20-2-1-23-65-10-4 60
6. Paul Jon Patin, Forest Hills, NY 6-10-4-16-7-23-22 65
7. Jamey Rabbit, Tampa, FL 13-12-12-3-5-19-7 68
8. Samuel Navarro, Cartagena 2-21-9-14-13-31-10 69
9. Mike Gable, St. Pete., FL 18-8-3-10-26-9-75 74
10. Rod Koch, St. Pete., FL 29-23-10-20-1-13-8 75
11. Juan Camillo Bustos, Bogota 1-4-3-6-5-22-33-12 77
12. Linda Tillman, Merritt Is. FL 17-7-15-4-9-32-5 84
17. Ash Beatty, League City, TX 33-24-17-19-10-34-16 119
18. Don Martinborough, Nassau 24-17-11-44-54-11-13 120
19. Lee Parks, Newport, RI 40-14-7-28-17-25-37 128
20. Andreas Flebbe, Venezuela 60-22-23-9-11-40-29 134
22. Mindy Katz, Dunedin, FL 26-48-22-35-31-6-21 141
23. Todd Edwards, Prairieville, LA 25-7-28-30-51-12-20 143
25. Clinton Edwards, Bay St. L. MS 46-26-29-6-49-16-25 148
27. Brad Soule, Severna Park, MD 11-75-31-47-26-44-14 173
28. Fred Abels, Locus Valley, NY 53-31-20-22-23-77-26 175
29. Jeff Olson, Sarasota, FL 9-11-43-70-55-43-18 179
31. John Spray, Palm Harbor, FL 76-20-30-17-14-56-44 181
32. Dale Dunston, Redington Bch,FL 22-32-34-18-74-45-35 186
33. Don Bergman, Holland, MI 48-18-13-26-24-75 189
35. James Liebl, Chicago, IL 79-79-78-23-8-1-1 191
37. Matt Cottrell, Lewes, DE 51-25-48-41-16-36-33 201
38. Genoa Griffin, Tampa, FL 61-56-46-25-19-41-23 209
39. Jerry Callahan, Trenton, OH 49-57-33-49-35-36-59 218
40. Gordon Geick, Collinsville, CT 30-50-45-31-64-8-57 221
42. T. Katterheinrich, N. Knoxville 65-30-15-33-24-68-51 233
43. Jean Bergman, Holland, MI 34-41-78-12-18-77-52 234
44. Alan Scharfe, Manchester, MA 42-53-78-43-21-52-24 235
45. Paul Odegard, Glastonbury, CT 77-68-69-57-62-7-36 237
46. Gerhart Menzel, Simsbury, CT 32-36-41-37-48-47-49 241
47. Anne Cottrell, Forest Hills, NY 27-25-26-50-30-77-48 243
48. Charlie Broome, Miami, FL 44-69-32-51-17-14-90 249
49. Dick Tillman, Merritt Is. FL 23-75-42-34-68-53-28 248
50. Don Acker, Palm Coast, FL 36-60-54-36-30-32 250
54. Dave Kaighin, Sarasota, FL 39-62-50-60-20-61 280
55. Bill Haberland, Satellite Bch, FL 8-42-60-38-70-65-75 283
60. Mary Keppel, Cinnaminson, NJ 59-66-38-64-67-9-75 303
61. Carol Park, Wrightsville, PA 63-44-55-42-41-66-79 311
64. Patrick Wilson, Charleston, SC 38-47-49-65-46-77-75 320
67. Joe Creaney, Palm Harbor, FL 54-61-44-62-73-54-38 333
69. Bill Park, State College, PA 69-70-59-68-75-17-64 347
73. Cindy Walker, Nokomis, FL 66-64-56-69-63-63-54 366
74. Jerry Parlee, Corpus Cristi, TX 41-63-79-35-79-35-79 374
75. Ed Wagman, Camp Hill, PA 71-75-63-75-59-61-60 389
77. Bonnie Sevier, Tampa, FL 79-79-70-72-69-68 430
78. David Blake, Rochester, NY 70-79-72-78-79-77-75 451

Left: Dave VanCleef takes a breather after the first day's racing.

Below: About to round the leeward mark, Chip Clifton tacks to port, followed by Jamey Rabbit (76913), Joe Blouin (1881), and Rod Koch (76035)

Nominations Chairman
Tom Katterheinrich sailed at the Masters and Midwiners

Windward Leg - Spring 1998
Tillman Wins His 3rd Int. Masters!!

by Don Bergman

What a weekend! On March 6-8, thirty three over 40 Sunfish racers converged on the Coconut Grove Sailing Club just south of Miami to compete for the coveted International Sunfish Masters Championship award. Additional prizes were available for winners of 4 separate age groups, 1st female and the sailor who had "been on the planet the longest". Breakfasts and lunches were provided all competitors and a delicious pasta banquet was served at the club on Saturday evening.

Friday afternoon the weather was sunny with a wind of 5-8 knots. Joe Blouin and Don Bergman finished 1st and 2nd in both races. After an hour around the beer keg sailors and spouses moved on to a Cuban restaurant for Lorna al Vino and Sangria.

Saturday morning winds of 20 knots brought Dick Tillman up to speed and he finished with 3 firsts and a second. Jerry Parlee from Corpus Christi, Mike Catalano from Miami, Dale Dunston from Redington Beach, Jimbo Stewart from Bermuda and Don took turns pressing Joe for second place for the day. Rita Steele from Sarasota and Jean Bergman surprised the big guys by finishing fifth in the first and last Friday races. This time a wet and tired group of masters needed 2 hours at the beer keg nursing various aches and bruises.

Sunday the wind was predicted to exceed that of Saturday with possible storms. Plenty of Jens rigs and tightouthauls headed out to the starting line. In spite of Joe's two point lead, Dick's heavy air edge had not gone unnoticed by the odds makers. Something was amiss! Here was a beautiful 10-12 knot wind and bright sunshine. In the first of two races, Dick led in early going with Joe close behind on a windward leeward course. Coming into the first leeward mark, Joe suddenly bore off toward the pin thinking it was the leeward mark which was not the case. The extra distance sailed put him far back and ultimately cost him the championship. Dick's second place in the final race wrapped up a hard earned victory. Charlie and Cherie Branning put up 4 racers in their home, organized the entire regatta, hosted the banquet, breakfasts and lunches while finishing third (Charlie) in the 60-70 age group.

Norm Castle at 77 was the oldest competitor, while Jean Bergman was the first finishing female.

Next year's Masters is at Davis Island YC, dates to be determined.

Thanks to Cherie Shepard for all the photos of the masters' regatta!
International Masters' Championship
Coconut Grove Sailing Club
March 6-8, 1998

1. Dick Tillman, Merritt Is., FL
   2. Joe Blouin, Tampa, FL
   3. Don Bergman, Holland MI
   5. Jerry Parlee, Corpus Clay, TX
   6. Mike Catalano, Coc. Grove, FL
   7. James Stewart, Bermuda
   8. Jean Bergman, Holland, MI
   9. Charles Branning, Miami, FL
  10. Gordon Deick, Collisbury, CT
  11. Mark Milnes, Big Pine Key, FL
  12. Malcolm Jones, Coral Gables, FL
  13. Tom Katerhenrich, N. Knox, OH
  14. Rita Steel, Sarasota, FL
  15. Paul Odegaard, Vernon, CT
  16. Tom Katterheinrich, N. Knox, OH
  17. Gerald Callahan, Trenton, Nj
  18. Lois Blodgett, Boynton Bch, FL
  19. Dick Prentiss, Key Largo, FL
  20. Pete Schweers, Lake Worth, FL
  21. Joanne Salvadore, Florida
  22. Bud Price, St. Petersburg, FL

Age Bracket Winners

Age 40-50
1. Dale Dunston
2. Mike Catalano
3. Tom Katerhenrich

Age 61-70
1. Dick Tillman
2. Don Bergman
3. Charlie Branning

Age 70+
1. Erik Erickson
2. Don Acker
3. Norm Castle

Don Bergman (181) and Dick Tillman (76333) surf downwind at the masters.

Dream Team Nets the Fish!!

Team Race Results...

The 4th National Team Race was held at DIYC on Thursday March 12. The Smokin’ Mullet – Jeff Linton, Rod Koch, Joe Blouin and Mike Gable - three time champions, were beaten by the “Dream Team” consisting of Malcolm Smith, PJ Patin, Dave Van Cleef and Scott Kyle. Wind was strong and temperatures were cold as they and the other two teams, the South Americans consisting of Sebastian Higuera, Pablo Hernandez-Voth, Pedro De LosRios and Sam Navarro and the Gulf Coast Team with Todd & Clint Edwards, Dan Feldman and Juan Camillo Battos battled it out for the championship. A complete round robin was held leading to a sudden death situation and win for the Dream Team. It would appear “Smoked Mullet for lunch” was the order of the day, however it took a bunch of World Champions to beat The Mullets! Start getting your team together for next year’s race in Sarasota!

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USSCA President's Corner

Should We Institute New Election Methods?
by Brian Weeks

Some questions arise each year at election time for class officers. The standard procedure for being elected or reelected to a class office position is quite simple. If you want to run for a position, you or a friend should submit your name to the USSCA Nominating Committee Chairperson. The chairperson will then submit your name on the ballot to be elected at the annual class meeting at the Sunfish North American Championships. At the meeting there can be an unlimited number of nominations from the floor as well. The positions that members are elected for can be found in your USSCA Constitution. Positions such as President, Advisory Council Members and Regional Chairpersons are all elected.

Often, however, in these election, people are voted in unchallenged, or we may have to seek someone out to run for an elected position. Where we sometimes do see controversy is for positions such as President or Advisory Council. The elections, however, have been running smoothly for quite some time. We do often find, however, that it is hard to get new people involved, and that the site where the North Americans are held can geographically effect who runs or who is voted into office. When the positions of Regional Chairpersons are voted upon, only members attending the meeting from the particular region of the chair are eligible to vote. What happens, often, is that if the regatta is in Mississippi, for example, maybe only two members will vote in the New England Chairperson. Geography of the regatta and meeting could possibly effect a hotly contested position as well. These are just some of the down sides of how we currently elect officers. Keep in mind this, however, that there have been nearly no complaints. Sometimes simple is best.

Advisory / World Council Commentary

By Paul Jen Patin

Now that our first international regatta of the year (the Midwinters) is behind us it is appropriate to comment on a few of the issues affecting the class during the end of the 1997 and beginning of 1998. The following is a list of these current matters. For ease of reading, I will bullet the point of interest and comment where elaboration is necessary for further clarification.

• The international body of sailing allows hiking pads as of Jan. 1, 1998. No ISCA rule necessary.

• Daggerboard stop is being investigated to be absolutely safe.

• End caps will remain the same

• Plastic rudder head are at issue.*1

• Racing sail specs. - standard being sought for official class purposes ONLY**2

• A breakdown policy will be in the procedures for the Sayville 98 Worlds

• Plastic was approved for rudder manufacture...however Vanguard will continue most economical design which presently is wood.

• Vanguard is considering the sale of Colored Racing sails

• The class quashed the use of portable electric Navigation Devices. Motion carried WC.

*1. The plastic rudder head issue was brought up at the Worlds. Mike Zani, of Vanguard, has looked into the problems considered at the AC and WC. Only one response was brought to his attention. It is my contention that many sailors in the US are using and hoarding Aluminum...
The following amendments to the Class Rules have been approved to be effective from March 1st 1998.

Class Rule 3.5.6
Add at end of present rule:
Without moving parts, tied into the purchase loops been approved to be effective from March 1st 1998. The device shall not be attached to the boom.

Class Rule 3.6.5
Delete present rule and insert:
The objective of Assignment.

Numbers.

Delete paragraph 2 and insert:
2. The wire bridle without a loop in the center supplied by the Builder. The effective length of such bridle shall be 31 inches ± 1 inch (787.4mm ± 25.4mm) measured from eyestrap to eyestrap. The rope bridle, which was previously supplied by the builder, is prohibited.

Effectivity.
The requirements for size, shape, color and placement shall be strictly enforced at all World Championship qualifying regattas beginning with the new sails put into use after January 1, 1999.

Class Rule 3.7.6
Delete paragraph 2 and insert:
2. The wire bridle without a loop in the center supplied by the Builder. The effective length of such bridle shall be 31 inches ± 1 inch (787.4mm ± 25.4mm) measured from eyestrap to eyestrap. The rope bridle, which was previously supplied by the builder, is prohibited.

Colours:
For white sails numbers shall be dark and dense, preferably black. White numbers shall be used on dark sails. All digits on a sail must be the same color.

Placement.
Placement shall be as shown on the Measurement Diagram for the sail. Numbers shall be placed parallel to and 1 ± ¼ inches 25±6mm from the center of the seam just below the Sunfish emblem, centered under the emblem, with the number on the starboard side placed above the seam and the number on the port side placed below the seam. Space between adjoining numbers shall be 2 ± 1/4 inches (51±6mm).

Effective.
The requirements for size, shape, color and placement shall be strictly enforced at all World Championship qualifying regattas beginning with the new sails put into use after January 1, 1999.

Size and Shape.
The numbers must be easy to read, rounded in shape and of the following dimensions:

Height: 10±1/2 inches
(254±13mm)
Width (excl. #1) 7±1/2 inches
(178±13mm)
Thickness: uniform 1 3/4±1/2 inches
(45±6mm)

Colour:
For white sails numbers shall be dark and dense, preferably black. White numbers shall be used on dark sails. All digits on a sail must be the same color.

Placement.
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December 2, 1997
Hilton Hotel, Cartagena, Columbia

Present: Hector Duval, Dan Feldman, Richard Lament, Lee Parks, Paul-Jon Patin (for Larry Cochran), Alex Roose, Andres Santana, James Stewart (for David Frith), Paul Van Alphen, Mike Zani. Eduardo Cordero was excused for illness.

Observers: Anne Cottrill, Alexandria Duval, Leonel Martijn.

The meeting was called to order at 7:20 p.m. By acting chairman Dan Feldman. The chairman introduced the Advisory Council members and observers.

Highlights of the minutes of the last Advisory Council meeting were read. A motion was made to accept the minutes as published in the Windward Leg. The motion carried.

Daggerboard Stops - Dan Feldman read a letter from Larry Cochran recommending the testing of daggerboard stops. The letter referred to the recent accident where a sailor lost the tip of a finger when the daggerboard stops failed. Several options were discussed and the Council. Members preferred that the stops be strengthened over removing the daggerboard handle.

End Cap - A photograph of a new end cap designed by Larry Cochran was passed around. The design spreads out the load. The design was tested in 1991-92, some of the end caps and mast caps were failing. Mike Zani pointed out the safety issue of having anything protrude on the lower side of the boom. James Stewart suggested that the new end cap design be passed on to the builder for further consideration.

Plastic Rudder - A prototype plastic rudder made on spec by Crompton(sp?), maker of the daggerboard, was passed around. Dan Feldman reported that it weighed one pound (33%) more than the old rudder. Prior to the World Championship, the rudder was tested by Eric Sayre of Vanguard, Dan Feldman and by Eduardo Cordero during the World's practice race. No significant difference was noticed by any of the testers. Benefits of a new rudder would be durability, longevity, and it would eliminate the need to work on the rudder. Vanguard expressed difficulty in obtaining adequate supply of other parts from Crompton's. Vanguard is in support of the change to the new plastic rudder, if the Class so decides. Vanguard will continue to keep their wood shop and could continue to produce wood rudders. Mike Zani pointed out that the cost of wood is going up faster than other raw materials used in the Sunfish (such as aluminum and fiberglass), and good mahogany is getting tougher to get. The plastic rudder would be approximately twice the cost of the current rudder. The Advisory Council determined that more testing was needed before the new rudder could be passed. The following motion was made:

produce wood rudders. Mike Zani pointed out that the cost of wood is going up faster than other raw materials used in the Sunfish (such as aluminum and fiberglass), and good mahogany is getting tougher to get. The plastic rudder would be approximately twice the cost of the current rudder. The Advisory Council determined that more testing was needed before the new rudder could be passed. The following motion was made:

Resolved, that the class obtain ten prototype plastic rudders, either donated or at cost. And, that each NCSA run tests and report results at the next Advisory Council meeting.

The motion passed. [Motion was passed by the World Council.]

It was reported that three class rules approved at last year's World Council Meeting (3.5.6: thimbles in the Cunningham andouthaul; 3.6.5: standard sail numbers; and 3.7.6: wire bridle) were submitted to ISAF for approval. If approved, they will take effect on March 1, 1998.

Hiking Pants - ISAF legalized hiking pants with stiffeners effective January 1, 1998. As a result, ISCA withdrew their request to add a class rule allowing battened hiking pants.

Racing Sail Specifications - Dan Feldman has received Sunfish sail specifications from North Sails. The purpose of obtaining the current sail specifications is to have a standard by which future sails can be measured. It is not ISCA's intent to start measuring sails at events. Mike Zani pointed out that if the Class has the sail templates, they have control of the sail.
Annual ISCA World Council Meeting

December 4, 1997
Hilton Hotel, Cartagena, Columbia

Members present: Don Bergman (for Mike Scribe), Jean Bergman (USA), Luis Eduardo Baron (Columbia), Hector Duval (Dominican Republic), Erik Erickson (membership), Dan Feldman (Advisory Council), Lydia Gaziano (for Mario Migneco, Italy), Leonel Martin (for Artie de Vries, Bonaire), Richard Lament (Canada), Lee Parks (for Terry Beadle), Paul-Jon Patin (for Larry Cochran, Advisory Council, and for Brian Weeks, USA), Jaime Purcell (Puerto Rico), Alex Roose (Curaçao), Andres Santana (Dominican Republic), James Stewart (Bermuda, and for David Frith), Paul van Alphen (for Greta Dekker-Bruning, Holland), Mike Zani (manufacturer’s rep.).

Observers: Ann Cottrell. The meeting came to order at 7:10 pm. Roll was called.

The minutes of the last meeting were approved as published in the Windward Leg (Winter ‘96).

Dan Feldman reported for the Advisory Council. The following business has been forwarded to Vanguard:
1. Reinforcing of daggerboard stops to prevent any possibility of the board going through the trunk.
2. Larry Cochran’s new end cap design.
3. Continued problems with plastic rudder cheek failure.

Three class rules are as follows:
- 3.5.6: thimbles in the Cunningham and outboard; 3.6.5: standard sail numbers; and 3.7.6: wire bridle will take effect March 1, 1998.

ISAF approved hiking pants with stiffeners effective January 1, 1998.

On-going Advisory Council business:
- Paul-Jon Patin will write a policy on breakdowns for factory-supplied parts at World Championships.

Sail specifications obtained from North Sails will be reviewed. A format for determining more exact tolerances for the three-dimensional shape up to and including templates kept at the class office and by the chief measurer.

The following two motions were presented by the Advisory Council for adoption:
1. To approve funds for production and distribution of ten prototype plastic Rudders so that Rudders can be sent to each NSCA for testing.
2. To prohibit electronic navigational aids.

Both motions passed.

Dan Feldman retired because of illness and gave his vote to Paul-Jon Patin.

Report of the officers:
President - Jean Bergman, reported that it had been a very eventful year for ISCA. We have a new builder building great boats and who are strong supporters of the class. The class will be held in the 1998 Central American & Caribbean (CAC) Games and 1999 Pan Am Games. The CAC Games will be held in Venezuela in August 1998, the Pan Am Games will be held in Olimi, Winnipeg, Canada on July 24-August 8, 1999. ISCA is really happy to have Italy back and glad to have Ecuador participating again. We have 14 NSCA’s and are working on the missing countries like Peru and Martinique. Jean urged anyone to make contact in countries where we have lost touch. There has been a tendency for membership to drop in a country right after they host the Worlds. Jean asked that we try very hard not to let that happen. Columbia is getting their youth involved. The next worlds will be held in Sayville, New York on August 22-28, 1998. Puerto Rico is a possibility for 1999 – Jaime Purcell will know within 60 days. Canada is another possibility just prior to the Pan Am Games. The 2000 Worlds will be in Bonaire or Curaçao. Italy would like to host for 2001 in Sicily. The ISCA President’s job is to keep the connection going. Always feel free to phone, fax, or email Jean anytime. “I am here to serve the class. I want to listen to any ideas.”.

Vice President - Andres Santana reported that the Dominican Republic hosted the Worlds in 1996 and has been very busy ever since. They have been very involved with getting the Sunfish into the Pan Am and CAC Games. Andres is 90% sure that the Sunfish will remain an independent class in the Dominican Republic. Andres has hired a secretary who will help him produce the World Championship guidelines. A draft will be ready for the next Worlds. Each country will get a chance to comment on the draft. Each time the Sunfish Worlds is in a new area, a new NSCA “wakes up” – Puerto Rico and Martinique last year, Italy and Ecuador this year. Italy hosting a worlds will wake up European countries. The Worlds is a tremendous instrument to involve new countries in the class. The year has been wonderful.

Treasurer – A written report (attached) from Mike Scribe was distributed by Don Bergman. It reports a balance of $33,600 in 1997. Expenses were $2000 less than income. A motion to accept the treasurer’s report was passed.

Committee Reports
Membership – Erik Erickson reported that membership had been very disappointing. Everyone here has a responsibility to increase membership. U.S. Numbers are way down. Most countries did not increase their membership. The Dominican Republic and Columbia should be commended for substantial increases. Erik recommended that every NSCA try for increases. Italy and Ecuador were recognized for coming aboard again. Erik is working on the Philippines. Peru is the biggest disappointment, out for three years now.

ISAF - Lee Parks reported that ISAF changed the hiking pants rule effective 1/1/98 and, as a result, ISCA withdrew their request for a class rule change.

Election of Advisory Council members, Andres Santana explained the voting process. Written ballots were distributed.

The Council discussed whether ISCA dues should be increased. No action was taken.

New Business
CAC Games - Hector Duval reported on a possible conflict in dates between the 1998 Worlds and CAC Games. The CAC Games end August 20 and the Worlds begin on August 22. The CAC Games involves 35 countries in Central America and the Caribbean and is often used as an Olympic qualifier for countries. Alex Roose added how important the CAC Games were to Latin American countries – it leads to Olympic sailing. Measurement will be Aug. 12, practice race on the 13th, racing on 14th, 15th and 16th, layday the 17th and racing on the 18th, and 19th, final race and awards on Aug. 20th. Hector felt there should be no problem getting to the Sunfish Worlds. The 2002 CAC Games will be in San Salvador and Sunfish is a possibility. Mike Zani suggested that we try to combine the Sunfish Worlds and CAC Games in one location to help the builder supply boats. Hector explained that the CAC Games organizing committee includes a representative from the host country. Teresa Langa de Revenga is the representative from Venezuela and she was trying to prevent the Sunfish from being included. All the CAC countries wrote in favor of the Sunfish and it is now included in the official Notice of Race. Hector asked for a letter from ISCA to the CAC Games Organizing Committee in support of their decision to include the Sunfish in the CAC Games. Hector asked for Vanguard’s support of the CAC Games. The CAC Games will get boats from the Dominican Republic and Columbia but they may need help with sails, parts and a manufacturer’s rep. Mike Zani pledged Vanguard’s support. Hector made a motion that the ISCA World Council firmly support the CAC Organizing Committee in order to include the Sunfish Class in 1999 in Venezuela by means of a letter. Motion passed.

1998 Worlds - Paul-Jon Patin reported on the 1998 Worlds, August 22-28. Sayville, New York is 45 miles from Kennedy Airport. The plan is for 100 boats. The schedule will be two races on the 24th, 25th, 26th and 28th with a layday on the 27th. Club member housing and transportation to and from the airport will be provided. The closest hotel is a little distance from the club. Winds will be light in the morning with a sea breeze in the afternoon.

Manufacturer’s Report – Mike Zani reported that Vanguard wants to help grow the class. If they have X dollars to spend to grow the class, what should it be spent on? Racers represent about 10% of total boat sales.

2001 Worlds – Lydia Gaziano explained that Italy loves the Sunfish Class and it wishes to host the Worlds in 2001 in Mesina or Lipari

Minutes continued on page 12
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Windward Leg - Spring 1998
NOTICE OF RACE
1998 SUNFISH NORTH AMERICAN CHAMPIONSHIPS
JUNE 27 through JULY 3, 1998
HOUSTON YACHT CLUB -- HOUSTON, TEXAS, USA

RULES: The Regatta will be governed by the 1997-2000 International Sailing Federation, the prescriptions of the United States Sailing Association, the rules of the International Sunfish Class Association, and except as any of these are altered by the Sailing Instructions.

ELIGIBILITY AND ENTRY: Each competitor shall be a 1998 member of USSCA and shall display class number on his/her sail in accordance with USSCA Class Rules. A Junior is defined as a person who does not reach the age of 18 in calendar year 1998. A midget is defined as a person who does not reach the age of 14 in calendar year 1998. Top 5 junior NA finishers qualify for NA Championship Division. Top ten finishers will qualify for the 1999 World Championship.

SCHEDULE OF EVENTS: Registration will take place of the HYC Club House on Saturday, June 27th from 900 hours to 1800 hours and on Sunday, June 28th from 900 hours to 1600 hours. A practice race will be held at 1300 hours followed by an evening welcome ceremony and cook-out. The Junior and Midget North American Championship will be on Sunday, June 28th and Monday, June 29th. The Qualifying Series for the North American Championship will be on Monday, June 29th. In the Junior & Midget Series three races will be attempted each day with 1 throw-out if all 6 races are completed. The Junior & Midget North American awards banquet will be held Monday evening, June 29th. The North American Championship and Founders Series will begin Tuesday, June 30th and continue through Friday, July 3rd. Eight races are planned for the North American Championship and Founders Series with one throw-out race if six or more races are sailed.

ADVANCED REGISTRATION: Advanced registration will be taken by mail with a lower fee assessed if postmarked by May 15, 1998. Skippers may advance register for the Championships by detaching and sending payment in full by check or money order made payable to the “Sunfish NA ’98”. Forward registration to:

Sunfish North Americans
Houston Yacht Club
P.O. Box 1276
La Porte, Texas 77571

FEES: Refer to fee schedule on Entry Form below. Fees for individual shore side events are as follows:

Included in Registration:

Daily: Coffee, Juice and Fruit
June 28th: Opening Ceremony $ 15
Cook-out
June 29th: Jr. NA Banquet $ 13
June 30th: Beer / Hors D’oeuvres $ 8
July 1st: Cook-out / Live Music $ 10
July 2nd: Cook-out $ 10
July 3rd: Championship Banquet $ 15

Not included in registration:
On-land lunches may be purchased at registration for $4.75 per day. Lunches will be available at 1100 hours each day. Lunch will also be available from the HYC Dining Room.

MEASUREMENT: Saturday, June 27th and Sunday, June 28th - per USSCA requirements.

SAILING INSTRUCTIONS: Sailing Instruction will be available at the registration desk during the registration times noted above.

REGATTA SITE: Houston Yacht Club, Houston Texas. Races will be held on Upper Galveston Bay in the waters adjacent to the Houston Yacht Club.
Jon Patin, chairman, Stewart proposed that the Worlds format be changed - drop the practice race on Sunday, include a reaching mark. Mike volunteered to check out the Italian site and make a report.

World Championship Format - James Stewart proposed that the Worlds format be changed - drop the practice race on Sunday, start the A & B fleets early so that Gold and Silver fleets each get in six races in the finals. It was suggested that courses at the Worlds include a reaching mark. Mike Zani volunteered to send the 505 Class procedural rules to Andres Santana. Richard Lament suggested that 100 boats are more fun at the Worlds and that we consider using good used boats to supplement the 50-boat fleet so everyone can race together.

Fleet Purchase - Alex Roose brought up the idea for the class to purchase a fleet of boats which would be shipped from Worlds to Worlds and stored and maintained between events. The fleet purchase would be financed by sponsorship - approximately $250K. Alex was appointed to look into the project and to invite anyone to join his committee.

Boom Blocks - Paul-Jon Patin reported on a suggestion from Brian Weeks that Harken blocks might be cheaper than the block currently being used on the Sunfish. The UJSCA will pay 75% of the cost of the next yearbook and would like ISCA to pay for 25%. Inclusion of phone numbers and email addresses were discussed. It was determined that ISCA (or USSCA) must obtain permission before publishing phone numbers or email addresses. A motion was made to fund 25% of the next yearbook not to exceed 25% of $2500. Motion passed.

Advisory Council Elections - Votes were collected and tabulated by Andres.

Minutes continued from page 9

Island (north of Messina). There are 20-30 boats now. They want the class to grow in Italy. Mike reported that a container of 24 boats had been ordered by Italy. Andres Santana volunteered to check out the Italian site and make a report.

Santana and Alex Roose. The following people were elected to the Advisory Council for the next two years: Paul-Jon Patin, chairman, Hector Duval, Luis Eduardo Baron, Alex Roose, David Frith, Leonel Martin, Luis Nunez, Richard Lament, Eduardo Cordero, Paul van Alphen.

Honorary Life membership - Jean Bergman nominated Alan Scharfe for honorary Life membership in ISCA for putting the class on its feet financially. Motion carried.

Hector Duval asked the World Council to recognize the tremendous job that Luis Eduardo Baron has done with the 1997 World Championship. The Council Members responded with a round of applause.

The meeting adjourned at 10:30 p.m.

Respectfully submitted,

Lee Parks
Acting Secretary
Upcoming Regattas...

US Masters to be held in Chicago area.
The 1998 US Masters' Championship will be held at the North Shore Yacht Club in Highland Park, IL from June 13th to the 15th. This event is being run cooperatively with the Lake Bluff Yacht Club. North Shore YC is located in the beautiful Chicago suburb of Highland Park, along Lake Michigan. Highland Park is a small town situated about 25 miles north of the Chicago loop and about 20 minutes from O'Hare airport. Sailing is off the beach on Lake Michigan. The weather in June is usually warm with air temperatures in the upper 70's, water temperatures in the lower 60's and winds around 10-15 mph. Friday will be an arrival day with practice races in the afternoon and racing will begin on Saturday around 11 am. There will be a Saturday evening BBQ at the club. Housing and loaner/charter boats will be available through club members. For more information contact Dan Feldman at (847)443-0551 or Rich Chapman at (847)362-6409. We hope to see lots of you Masters out on Lake Michigan this year!

Women's NA's
July 25-26, 1998
Wequaquet YC, Centerville, MA

World Championship
August 22-28, 1998
Sayville YC, Blue Point, NY USA.

Midwinter Championship
March 12-14, 1999
Sarasota Sailing Squadron
Sarasota, Florida
Cindy Clifton 941-365-5694

Check the schedule for your Regional Championship.

1998 SUNFISH NORTH AMERICAN CHAMPIONSHIP
ENTRY FORM

JUNE 27 through JULY 3, 1998
Houston Yacht Club -- Houston, Texas, USA

SKIPPER'S NAME ______________________ PHONE: ______________________

ADDRESS: __________________________ CITY: __________________________

STATE: __________________ ZIP: ______ YACHT CLUB: ______________________

AGE: _______ DATE OF BIRTH: _______________ SAIL NO: _______________

ARRIVAL DATE: ______________________ NUMBER IN PARTY: _______________

ADVANCED REGISTRATION (prior to May 15, 1998)

☐ Sailing & All Functions ☐ $165 Sr. ☐ $130 Jr./Mg. ☐ Camping (if available) ☐ $ 25
☐ Sailing Only ☐ $100 Sr. ☐ $ 60 Jr./Mg. ☐ Request for Housing (if available) No. Persons ______

☐ Guest All Function Package ☐ $ 80

AFTER (May 16, 1998)

☐ Sailing & All Functions ☐ $195 Sr. ☐ $160 Jr./Mg
☐ Sailing Only ☐ $125 Sr. ☐ $ 85 Jr./Mg

☐ Guest All Function Package ☐ $ 85

☐ Camping (if available) ☐ $ 30

☐ Request for Housing (if available) No. Persons ______
Sunfish Sailors,

Last Sunday, my friend and a former "Sunfish" maestro, Lars Guck dragged four buddies and me down to the Barrington YC for Sunfish frostbiting. Within minutes of arrival at the club the regular members warmly welcomed us. Everyone came over to discover the names behind the new faces. We had seven great races highlighted with capsizes, a snow squall and the infamous Barrington River Current. Post-race soup was already warming in a crock-pot. Phil Garland and the rest of the fleet really know how to have an excellent time sailing in the cold.

The entire experience left me wanting to come back for more. This week I have been trying to track down more boats so we can bring in more newcomers. The weather forecast looks great for the weekend and I can hardly wait to get back in a fish.

One of the most successful classes that I have been involved with is the International 505 class. The class has roughly 250 members (10 percent of ISCA) most of whom are totally dedicated to their boats and the class. As a class they have had tremendous re-activity in the 90's. Their secret is simple. Boat owners make a concerted effort to take a potential class member sailing on their boat once a season. The class has a web page, a great newsletter and they advertise, but nothing is as effective as taking someone sailing.

If you want to grow your local Sunfish fleet this upcoming season, take a friend sailing. Show them why you love to sail a Sunfish. I am sure you can find them a boat or lend them yours. Let's face it, the reason there are over 300,000 Sunfish in the world is because owning one is cool. People like having fun, so show them the way!

With Wind at your Baeks,
Mike Zaul

Editor’s Apology: I lost a sentence or two in the NA minutes in the last issue; following is the full paragraph with my apology. CC

(Follows discussion of the Yearbook...)
a. North American Format

President Weeks presented three possible suggestions for the NA format. The first would be a three mini-heat series with the top twenty sailors from Races 1 & 2 and the top 10 from Race 3 competing in the Gold Fleet. The Jr. Championship would be on Sunday & Monday with the Gold and Founders Fleets sailing on Tues.-Fri. with two races each day. The second format would be three qualifying races with the top 50 sailors competing in the Gold Fleet. The third would be the old system with a magic number of 70 or less competitors, eliminating the need for qualifying races. These possibilities were discussed. Don Bergman suggested that if the magic number was 70 or less, perhaps the top 60% of qualifying sailors would sail in the Gold Fleet while the remaining 40% would sail in the Founders Fleet. The membership seemed pleased with this possibility. President Weeks suggested taking this alternative back to the Board for approval. (He did this in the next 24 hours. All board members in attendance approved.) These suggestions will be printed in the Regatta Handbook for the hosting yacht club. The chosen format would be listed in the Notice of Race.
Rudders Revisited

It seems over the last few seasons that rudder shape and performance have begun to be overlooked once more. With the expectation of a new fiberglass rudder foil coming from the factory upon class approval, sailors seemingly have let their rudders go during the wait for the new blades.

We now know that the Escape rudder issue fell by the wayside and although the Vanguard factory attempted to present us with a fiberglass version of our current blade, price became an issue. Therefore, it is time to start and it too has been put off for the time being. Therefore, it is time to start thinking about repairs, refinishing, leading edges, angles of entry and overall rudder speed all over again.

One of the most important things that people fail to look at as far as their rudders are concerned is rudder angle. Your rudder should be in the water as much as possible. Therefore it is important that you set your rudder angle correctly. The minimum rudder angle between the keelson (the center ridge on the bottom of the boat) and the leading edge of the rudder is 120 degrees. The factory is now supplying boats with fairly accurate angles, but is important to check. For many years, these angles were wrong. I strongly suggest that you make a cardboard or plywood template, using a protractor, to copy a 120 degree angle. Check your rudder angle with the rudder installed. If it is more than 120 degrees, you don't have enough rudder blade in the water. To correct this, you may have to fill in all the existing hardware holes in your rudder and totally reconfig them while setting the rudder at the right place in the casting bracket. Make sure the tiller still will be at the right angle or measurement off of the deck as well. Don't try to make your rudder angle too small.

The leading and trailing edges of your rudder blade in an area 1 1/4" from the edge. The factory blade does not utilize this distance. On the trailing edge, you should try to use the full 1 1/4" and make it sharp. Keep in mind, however, that you can only make it come to a point of no less than 1/8". The aft tip, in theory, must be a flat 1/8" edge. Too sharp and it could be deemed illegal. The forward edge should try to imitate a foil edge in the first 1 1/4". Don't make it too blunt, but you should draw the 1 1/4" distance down the blade and use a filler or epoxy to build up the edge on either side. After all is dry, you can shape your leading edge into a blunt leading edge. Some people argue that this is unimportant on the Sunfish since the rudder is small, runs through great turbulence and is constantly under helm pressure. Why not attempt to get it right anyway, especially since the top sailors swear that it makes a difference.

If you have never refinished your rudder, you might want to consider doing so. It is the best way to thicken your rudder sides up enough to be at maximum thickness, which is also very important. Stock rudders come through at a scat 3/4". The maximum thickness is 3/4" plus or minus 1/16". It is important to use the full 13/16" allowed. This can be accomplished by stripping the varnish off of your blade and refinishing the rudder sides with epoxy or epoxy with fiberglass cloth. I usually use one or two layers of 7 oz. Fiberglass cloth. If you choose to refinish your rudder, you should strip it first and work on the edges and overall size dimension second. For refinishing the rudder, you will need the tools and materials listed.

Here's a rundown of the refinishing process:

Strip your rudder down to bare wood, using an orbital sander with #36 grit paper or a belt sander with #80 grit paper. Work on your leading edges as explained in the previous paragraphs. Lay the rudder down on some wax paper on a flat table. Mix up an appropriate batch of epoxy resin and lay it on to the other side of the rudder along with two layers of fiberglass cloth cut neatly to cover the side. I put white pigment into the resin from the top beginning. When this has dried, you must trim the cloth and sand off any runs that went on to the other side of the rudder. Now, you can repeat this process on the other side of the blade. After all is dry, you can sand both sides to prepare for a second coat of epoxy resin only. You may want to relocate your hardware holes at this point. Resand the glass with #60 paper and apply the second coat to each side. After this is accomplished, you may need a third coat. You must work on legalizing the blade edges and the proper thickness of the rudder. All should be sanded and sanded to a fine finish. When this is accomplished, you can recoat all and simply wet sand the blade to finish it, or you could paint the board and then wet sand it smooth. Finish it to about #600 paper and you will have an ultra smooth foil, ready to go fast.

As you can see, rudder shape and finish can be an important key to boat speed potential and it is often overlooked. With some time and effort, you can retune your rudder into a speed foil that could gain crucial seconds on the race course this summer.
**Rudder heads. This is the time to solve the problem. Please forward any comments to Mike Zani at Vanguard. (zani@ix.netcom.com (Mike Zani)) Regarding Rudderhead info only. *** All other comments to Vanguard have been suggested to be forwarded to Erik Sayre ...Eriksayre@AOL.com.***

**2. It is the intention of the class to have standard sail specifications to compare sails to insure consistancy with sail materials and measurements in the future. The official sail specs. Are to be used for administration purposes only. The World council takes the position that sail measurement would become a burden counter productive to the atmosphere at regattas (Therefore unnecessary). To date, the Sail manufacturer has been quite efficient as has the manufacturer in attending to design concerns and problems. (Not that there has been a great deal of either.)

In speaking of the Advisory Council meeting in Cartegena, we should all recognize and be thankful for the effort of Dan Feldman who ran a professional and concise meeting as "acting chairman" in place of Larry Cochran. Dan has done a tremendous amount of footwork to see that the class continues smoothly concerning issues of the council. Thank you.

Lastly, I would like to make a few comments as the Chairman of the Advisory Council. It is the mission of the Advisory Council to preserve the Sunfish Class and its rules as they relate to "One Design Sailing." To allow the sailing to be fun, fair and safe. To keep the class informed of changes to rules so that premise may be continued regardless of the leadership. And to promote the international aspects and countries outside the US to preserve the most valuable aspect itself...An International Competitive Class.

Respectfully,
Paul-Jon Patin,
Advisory Council Chairman, ISCA
PJP1717@aol.com

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**Sunfish on the Internet ... how to join!!**

A group of Sunfish sailors has set up a mailing list (forum) to discuss anything related to sailing and racing Sunfish sailboats. You may post regatta notices, results, ask questions, give advice, etc. Discussion takes place via EMail. Messages sent to the list are forwarded to all subscribers. There is no charge for subscribing.

**PLEASE READ IN ENTIRETY BEFORE SUBSCRIBING.**

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* To unsubscribe from the list, send another message to the
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  SUNFISH@CNSIBM.ALBANY.EDU

Please note that the address to which you send subscription requests and that to which you send messages you want posted are different. You cannot post messages until after you subscribe.

Also please remember that personal correspondence should be addressed to the person rather than the LIST. Hitting the "Reply to sender" button will reply to everyone on the LIST, not just to the person. Everyone on the list will appreciate personal replies not being directed to them. Please check the address in your "To" box before hitting the "Send" button.

Questions?? Ask Charlie Clifton at sail59115@aol.com

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Drop your Sunfish rig - mast, boom, and sail into this plywood skiff hull (15'6" x 4'6") that is a high performance boat. You can build the hull to unpainted completion in a weekend of work. There is probably not an easier boat to build - no lofting or building jig. A single pivoting leeboard and kickup rudder let you sail anywhere a Sunfish could.

The hull was designed by Phil Bolger as FEATHERWIND in Small Boats, his first book of designs. I was looking for a simple sailboat to build and liked the looks of it. I changed the fussy sloop rig he showed to a Sunfish-type lateen rig because the performance of a Sunfish I had owned was so impressive. I built the hull, found a surplus lateen sail and made a mast from a 2x4 and spars from 1 1/2" square sticks. I had only sailed it once when I took it to Mystic Seaport's Small Craft Weekend in 1979. Many people tried the boat with universally complimentary comments about its performance.

Right off I converted Bolger's fixed leeboard and rudder to kickup versions so I could sail off the beach. At Lewes, DE, on Delaware Bay, I sailed alongside Sunfish in fairly brisk conditions and stayed right with them. They were really wet while I was fat, dumb, happy and dry. My wife and I took another couple sailing on a reservoir in Pennsylvania. There was plenty of room to be comfortable and the boat sailed very well.

Fifteen years later I set out to design a high-performance, minimum cost sailboat. I took the Bolger hull and eliminated all unnecessary framing and features and built a prototype. It sailed beautifully and I promoted it as the $200 Sailboat in Messing About in Boats. You would have to be a real scrounger to meet the cost for the completed boat, but if you already have a Sunfish rig, it can be done.

The hull is built “instant boat” style. You make three frames, a transom and stem and fasten the sides to them. Put on the external chine and the bottom planking, turn it over to receive the mast partners and step. Then make a simple leeboard and a kickup rudder of 1/2" plywood and you have the hull ready for your Sunfish rig.

Plans and complete, detailed illustrated step-by-step directions are available for $20.00 US postpaid from Dave Carnell, 322 Pages Creek Drive, Wilmington, NC 28405.

Jimmy Piver wrote to me after building his, that I should be promoting it as a high-performance boat, not a cheap one. He described his boat going to windward against the tide with a crew weight of 640 pounds in Taylor's Creek, Beaufort, NC, as truly outstanding sailing.

Above: semi-finished hull.

Completed hull afloat
**Sailboat Racing “3D Chess” (with physics)**

**by Paul Jon Patin**

I just got off the phone here at work (dinner lunch of course), in my uncle’s office, in a company where the business is building “Real Time Simulators.” The first thing I had to do was explain the conversation that my uncle just overheard which was a long-winded explanation of the regatta I just finished. His comment, “that conversation sounded as though you were describing...a chess game,” influenced me to write this essay.

If you have ever had to explain the nature of a sailboat race to a non-sailor, perhaps you’ll appreciate this explanation.

I compare sailing to a chess game. The strategy is complex. But moreover, there is the 3D (3 Dimensional) aspect, not to mention, all in real-time. In contrast to a board game of strategy...in sailing, “the clock is ticking and time is of the essence.”

The game is certainly complex in strategy. Consider that the wind, weather, waves, even the movement (in direction) of the water are all dynamic variables. A sailor must keep them all in mind, all the time.

There is more...a player’s strategy must consider the other players’ abilities. Unlike chess there are multiple players (in the usual fleet race). All may have a different plan, different talents. Like the Pawns, the Knights, the Bishops, the Rooks, the Kings, and the Queens, each has different abilities. But like chess, the playing field is open. Each is free to travel within his/her own means and just as a Queen might strike you down with her superior maneuverability...beware, so may the Pawn when you let your guard down.

The expected preparation (as in any game of strategy) is key. Sailing, like chess, is a game requiring tantamount thought to the rules, one’s boat and oneself. As in sailing, no chess player would dare approach the game in a battle of wits...“unarmed.”

In sailing it is the aspect of “physics” that I find such a lure. Just when you think you have it figured out you find there is something else to consider...better, faster, etc. It is a game played in two mediums (air & water) of different density. There are the pressure differences that make a difference...and the temperature differences that sometimes make another. If you’ve ever had to describe it you may re-think it now. It is fascinating...it’s momentum, it’s collisions, it’s "statics" and kinetics sometimes all at the same time.

And the physics have been the same since Newton first proclaimed “F=ma” (that’s Force equals Mass X Acceleration... if I’ve got you totally befuddled).

But the point I make is that sailing isn’t that straightforward to explain even to the best of sailors. Some get it...some don’t, but we just keep our enthusiasm and our frustrations from week to week, regatta to regatta, far past even our own understanding. The lure is the complexity. It’s that perspective that helps us remember it is the great sport of strategy that we enjoy.

Class President Brian Weeks has announced that he will not run for a fourth term. He has been our president for six years and has done more than a terrific job of leading the class to its present successful state. I know the accolades will go on and on at all of our upcoming events and especially at the North Americans in Houston and the Worlds, at Brian’s home club. We have been very lucky to have his leadership through the years and I know everyone appreciates his long hours and many contributions to the Sunfish Class. I’m sure he will continue to be an active Sunfish sailor and I hope everyone will give him a high five out on the race course and let him know that we think the world of him and Tina too!

In the next issue I will list the many positive changes that took place under Brian’s guidance. His thoughtful consideration of ALL the issues and concerns of the members has been a valuable gift and we all are lucky to have had him at the reigns.

Which brings me to the next issue. Under our present by-laws, the president and other elected officers must be elected at the NA’s. That could change but not until the Board meets at the NA’s. In the future we may be able to mail in a ballot but this year we must attend the meeting if we want to vote. Several people have expressed an interest in being president and if you are interested in the position, please let Tom Katterheinrich know. He is our Nominating Chairman and his number is listed in the back of the Leg.

Cindy Clifton

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**Hat Trick for Gail Heausler!**  
*by Mindy Katz*

The forecast was for a 60% chance of rain on Saturday and 70% on Sunday, with winds predicted to be 10-15 mph on both days. As we drove over the Causeway to Davis Island YC, we debated as to whether or not we would even have a regatta this weekend.

We headed out to the start line, looking to the sky wondering what Mother Nature would bring us. The 60% chance of rain ended by the first gun. Off we went!

Light winds (3-8 mph) prevailed on Saturday. The fleet had 4 races, just in case Sunday proved to be a "rain day." Saturday was "Ladies Day." They took the top three spots in 3 out of 4 races. Gail and Linda each won 2 of the races.

The comment from the men regarding Sunday's weather was, "Wait until tomorrow, it will blow like stink!"

Sunday it did not "blow like stink." In fact it was lighter than Saturday. A sigh of relief!

Paul Strauley was the only hope for the men to pull into the top 3. After an abandoned race and a rain delay, we were finally able to complete one race. Gail won and Paul and Linda swapped positions many times, both trying to pull off 2nd place. Paul pulled it off by a bow handle. Meanwhile Joe Blouin was battling it out with Mindy Katz, who knew she had to come within 2 points of Paul for the ladies to win all 3 top positions. Joe won the battle and Paul squeaked into the top 3 for the regatta.

**Thanksgiving Day Regatta**  
*Davis Island YC*  
*Tampa, FL*  
*November 29-30, 1997*

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<th>Name</th>
<th>Scores</th>
<th>Points</th>
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<td>Gail Heausler</td>
<td>3-1-1-2-1</td>
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<tr>
<td>2</td>
<td>Linda Tillman</td>
<td>Merritt Is. 2-5-1-3-7</td>
<td>7</td>
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<tr>
<td>3</td>
<td>Paul Strauley</td>
<td>Dunedin 4-4-2-5-2</td>
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<tr>
<td>4</td>
<td>Mindy Katz</td>
<td>Dunedin 2-5-3-3-5</td>
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<tr>
<td>5</td>
<td>Joe Blouin</td>
<td>Tampa 12-8-4-4-4</td>
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<td>6</td>
<td>Dick Tillman</td>
<td>Merritt Is. 8-3-6-11-7</td>
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<td>7</td>
<td>Jeff Kensing</td>
<td>Tampa 6-7-10-4-10</td>
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<tr>
<td>8</td>
<td>Stan Woodruff</td>
<td>Ruskin 9-6-8-10-6</td>
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<tr>
<td>9</td>
<td>Ed Nist</td>
<td>Port Charlotte 11-11-7-9-8</td>
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<td>M. Gunton</td>
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<td>John Spray</td>
<td>Tarpon Springs 10-12-11-7-11</td>
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<td>Don Acker</td>
<td>Palm Coast 13-10-13-8-9</td>
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<td>Sharon Woodruff</td>
<td>Ruskin 7-13-12-12-12</td>
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Three years ago, when the New England Sunfish sailors returned to Falmouth, they expected the trusty sou'wester. However, in '95 there was a lack of wind and in '96 it blew 30 knots, but this year Vineyard Sound delivered. On July 12th, 8 skippers sailed 5 races in a building breeze. In the morning, Paul Fendler of Wequaquet Lake YC took all three bullets followed consistently by last year's winner, Bill Brangiforte, Weymouth, MA, Dan Herlihy, New Bedford YC and Drew Buttner of Plymouth YC. In the afternoon with a freshening breeze, Drew Buttner took a first and Dan Herlihy a second in the 4th race. Despite this, youth would not prevail, and Paul Fendler's morning lead, combined with a 3rd and 4th in the afternoon races, left him in 1st at the end of the day, one point ahead of Bill Brangiforte, who had a 3rd and 2nd in the afternoon.

**Falmouth YC**  
**Sunfish Invitational**  
*July 12, 1997*

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<td>Bill Brangiforte</td>
<td>Weymouth, MA 1-1-1-4-4-3</td>
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<td>Drew Buttner</td>
<td>Plymouth YC 4-4-4-1-2</td>
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<td>Dan Herlihy</td>
<td>New Bedford YC 3-3-3-2-4</td>
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<td>Drew Stanziar</td>
<td>Birmingham, SC 5-5-6-5-5</td>
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<td>6</td>
<td>Gerhart Menzel</td>
<td>Simsbury, CT 6-7-7-6-6</td>
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<td>Peter Beckwith</td>
<td>Cochituate YC 7-6-5-8-8</td>
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<tr>
<td>8</td>
<td>Craig Fuller</td>
<td>Wequaquet YC 8-8-8-7-7</td>
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It's unanimous...  
Sunfish sailors are the best!!
Bring Back the Chevrons!! By Joe Sullivan

Despite the temptation, I've never truly said "Irish National Champion" when asked what the green chevron on my sail signifies. But I have explained with some pride, that it represents winning the "World's Longest Sunfish Race", (WLSR) which has been hosted by Southold Yacht Club for 27 years. I have tried to win this long distance extravaganza 25 times and have succeeded once. Perhaps a chevron should be awarded for each attempt, because anyone who has participated will admit that it's an arduous event providing a high degree of satisfaction to those who just finish.

In 1971, when the race was created, display of sail chevrons was not uncommon. In a large regatta, perhaps as many as 20% of the sailors would feature the black chevrons of a fleet champion on their sails. So it was, that the WLS Race founders, realizing that this nautical marathon was even more challenging than had been anticipated, decided to award the winner a set of green chevrons.

The Class Directory indicates that the World & North American Champions are authorized to display a gold sunfish and silver sunfish respectively; national and regional champions may display gold and silver chevrons and fleet champions may feature black chevrons on their sails. It also states that "Other champions are free to put award recognition on their personal sails." For thirty years, I've raced Sunfish from New Hampshire to Texas. During that time I know I have competed against scores of Regional champions but have never have I seen a set of silver chevrons. Why? There have been 19 different winners of the 27th "WLS Race". To the best of my knowledge, yours truly is the only one who displays the green chevrons. Why?

For several years during the eighties, when fleet champion chevrons disappeared from vogue, I became self conscious and stopped displaying mine. But about nine or ten years ago, I rebelled against any sense of false modesty and began to again display the black and green chevrons. What has prompted me to write the "Case for Chevrons", however, was my delight last summer in competing in the same regatta as the 1992 World Champion, Paul Jon Patin, with his "Gold Sunfish" displayed on his sail. It was great to see, and I again wondered why other champions didn't do the same. For the following reasons, I hope to encourage everyone, who has qualified to display a chevron, to do so.

1. Championship logos and chevrons are part of the culture of sailing. Displaying them honors the class as well as the individual and I suspect that seeing them on the sails of our champions is just as thrilling for the average Sunfish sailor as it is for the average sailor of any other class.
2. You've worked hard, practiced hard and earned the right to do so.
3. Like it or not, you've become a role model and your chevrons are an incentive for other, particularly young sailors, to work hard to excel.
4. For the rest of us, it's a hoot when in any given race, we may finish ahead of a champion, and
5. In a different way, colored chevrons will bring back some of the dazzle and excitement lost when white racing sails replaced the multicolored factory sails.

Along those lines, I'd like to propose that:

1. The Midwinters, which is second only to the North Americans in prestige, become the USA National Championship and award gold chevrons to the winners. The regatta might then be rotated among Florida, Texas and Southern California with the hope of generating interest, selling more boats and increasing class membership in the west.
2. Blue chevrons be awarded to the Master's National Champion.
3. Pink (no, I'm not being sexist) chevrons be awarded to the Women's North American Champion.
4. Red chevrons be awarded to the winner of the Junior North Americans.
5. To make the black chevron more meaningful, change the fleet size for qualification from five to ten boats, and
6. Officially recognize the green chevrons bestowed upon the winner of the "World's Longest Sunfish Race".

Anyone who's ever coached children's sports knows that you give out lots of awards for fun and recognition. To most of us who will never win a major regatta, we're like kids having a good time, and if in any given race we can beat a fellow sailor with a colored chevron on his or her sail, even a mysterious national champion of Ireland, we can go home with a feeling of accomplishment.

Joe is a former Commodore of Southold YC and a catalyst for Sunfish sailing and racing on Eastern Long Island for 30 years.
Findlay, King of Slough!

The “Spring Slough” was conducted in light conditions with puffs. The King and reigning champion, Bob Findlay, continued his dominance at this enjoyable venue. As always, regatta management, food, drink and prizes were outstanding. The loyal following of this event always welcomes more!

By Gail Turluck

Icebreaker Regatta at Johnson Slough YC
April 26, 1997

1. Bob Findlay, Glencoe, IL 2-1-4-1-2-1 6.25
2. James Liebl, Chicago, IL 5-2-2-3-1-6 12.75
3. Dan Feldman, Highland Pk, IL 3-7-1-7-3-2 15.75
4. Paul Wood, meeting Prospect, IL 8-3-7-5-11-3 26
5. T. Katterheinrich, N. Knoxv., OH 10-4-3-8-9-5 29
6. Chris Lowrie, Lake Bluff, IL dns-11-2-5-4 31
7. Jim Murphy, Glenview, IL 6-5-15-6-4-11 32
8. Shaqoor Usuker, Deerfield, IL 1-11-5-13-14-7 36.75
9. Liam Cavanaugh, Wilmette, IL 9-10-10-4-11-8 38
10. Dennis Parsons, Hinsdale, IL 7-14-9-9-6-14 45
11. Bill Feldman, Highland Pk, IL 12-8-6-10-16-9 45
12. Dave Hauke, Hinsdale, IL 11-15-8-12-8-10 49
13. Dave Anderson, Hinsdale, IL 4-6-11-10-10-9 56
14. Gail Turluck, Chelsea, MI 13-12-17-14-10-12 61
15. Leland Brode, Lake Bluff, IL 15-13-13-17-12-13 66
16. John McCarthy, Hinsdale, IL 14-17-12-16-15-12 72
17. Dan Gorman, Hinsdale, IL 16-17-14-15-13-16 74

Kirk Beadle Takes One!

Greater Detroit Sunfish Club moved its racing venue from Lake Erie in Canada to Saginaw Bay on Lake Huron off Port Austin, Michigan. GDSC has its annual camping/sailing weekends on Independence Day and Labor Day weekends, which are always open regattas. This first try at the new venue found breezy to heavy conditions with only a slight chop. The sailing site was a somewhat protected bay from the prevailing westerlies. The new campground met everyone’s approval. The heavier conditions kept the fleet size down. By Gail Turluck

Independence Day Regatta
Port Austin, Michigan
Greater Detroit Sunfish Club
July 5-6, 1997

1. Kirk Beadle, Lakeland, MI 1-4-1-2-1 5
2. Gail Turluck, Chelsea, MI 10-1-1-2-6-3 12.5
3. Andy O’Cawa, Troy, MI 4-3-3-3-3-av 13
4. Gwen Davis, Rochester, MI dns-5-4-3-2 18
5. Jamie Harner, Grand Rapids, MI 2-2-1-3-4-5 18
6. Bruce Hubel, Davison, MI 3-6-4-7-ds 26
7. Rob Harner, Royal Oak, MI dns-7-7-6-5-4 29
8. Jeff Talarek, Waterford, MI 6-ds-ds-8-7 40
9. Bob Harner, Waterford, MI 7-0-8-8-ds 40
10. Art Abbott, Royal Oak, MI 9-8-9-8-ds 42
11. Jan Weaver, Lathrup Village, MI 5-ds-ds-ds-ds-ds 43
12. Lori VanDell, Satellite Beach, FL 6-ds-ds-ds-ds-ds 44
14. Laura Turluck, Chelsea, MI 13-ds-ds-ds-ds-ds 50
15. Lindsay Pettitt, Grosse Pt. PK, MI 12-ds-ds-ds-ds-ds 50
16. Glenn Gorman, Waterford, MI 14-df-12-ds-ds-ds 53

By Gail Turluck

Beadle Takes Labor Day Too!

Labor Day Regatta
Port Austin, Michigan
Greater Detroit Sunfish Club
August 30-31, 1997

1. Kirk Beadle, Lakeland, MI 3-1-1-4-2-1 7.25
2. Owen Davis, Rochester, MI 1-av-4-5-1-2 10.5
3. Stu Pettitt, Grosse Pt. PK, MI 4-2-8-1-3-4 13.75
4. Jamie Harner, Grand Rapids, MI 2-4-2-7-4-3 15
5. Bruce Hubel, Davison, MI 5-6-6-3-5-ds 24
6. Mike Scriven, Waterford, MI ds-ds-ds-ds-7-2 28
7. Glenn Gorman, Waterford, MI 7-7-3-10-8-7 32
8. Bob Harner, Waterford, MI 6-6-9-8-13-8 37
9. Anne Weber, Clarkston, MI 5-3-7-11-ds-ds 38
10. Jeniece Pettitt, Grosse Pt. PK, MI ds-ds-ds-6-11-9 44
11. Art Abbott, Royal Oak, MI 8-8-10-9-10-11 45
12. Lindsay Pettitt, Grosse Pt. PK, MI ds-ds-ds-13-9-5 45
13. Rob Harker, Royal Oak, MI ds-ds-ds-12-6-10 46
14. Jeff Talarek, Waterford, MI ds-ds-ds-ds-12-6 47

Windward Leg - Spring 1998
Regatta Results

This One’s For Fun? Where was the Wind?

Everyone was worried this year about rain, but no one gave a thought to WIND! The start was postponed on Saturday waiting for the flag at the club to move. When it moved once, the Race Committee set out. Sailors struggled out to the course, and just when it seemed totally dead again, another zephyr came in. Race one started. In very light conditions, Ron McHenry was the only one able to be consistent. He had remarkable boatspeed, able to recover from tacks onto bad shifts. The last race on Saturday was conducted in winds of 0-1/2. The acrobatics of the sailors trying to balance their boats “just-so” and keep their sails trimmed and daggerboards in place were about the only entertainment available. The more acrobatic the sailor, the more screams of pain from cramps! Everyone looked forward to better conditions on Sunday. They were not to be. On Sunday, the flag hung limp again and never moved. After waiting a couple of hours, all racing was called. This year’s regatta was conducted in memory of Jack Tibbs, long time Devil’s Lake sailor and regatta organizer, who succumbed after a brave battle with cancer. Big thanks to Bob and Joan Morse for putting together a successful series in the face of horrible conditions (at least it wasn’t freezing this year). by Gail Turkuck

Thanks to all the Regatta organizers and Regional Reps - your stories and results are terrific and I appreciate all the extra effort you have put forth after the regatta to get me the info! Remember to send them to the Class Office so your winners will be invited to the Worlds!

Sail in the Women’s NA’s this year at Wequaguet YC on July 25-26.

Contact Lee Parks for info.

A couple things to note:

In the April issue of Sailing World in the American Sailor section, is an article about building a fleet. It describes one sailor’s efforts to build the MC Scow fleet but it can apply to all fleets. Mike Zani’s article on the Vanguard page is also about building a fleet. Sunfish has been around a long time as we all know, (Chip used a 25 year old boat winning the Midwinters) but there are so many other boats out there! If we all could add a few sailors to our local Sunfish fleets, especially younger kids who are a bit light for a Laser or Laser Radial, or who prefer less aggressive racing, we can grow the class. If you are in charge of running races, make sure everyone is enjoying the event, add a barbecue or pizza night on a midweek series so all can get to know each other and offer your boat to sailors in other classes. Encourage everyone to join the class and offer clinics to beginners. If anyone has any ideas for increasing membership and getting more sailors into Sunfish, please write, fax or email them to me and we’ll put them in our next issue. Sarasota SS has a Race around Lido (not as big as Shelter is..). It is open to all boats under 25 feet, but the Sunfish class is always the largest! People beg or borrow a Sunfish, stop for drinks, volleyball and bocce on the Gulf beach and sail back around for a barbecue and awards, which are zany and many. It’s fun, can be challenging but is a great way for people to learn to love Sunfish! CC

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<td>SUN-3</td>
<td>19 x 19</td>
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Windward Leg - Spring 1998
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Let us know your correct address.
If we know the 4 digit number that comes after your zip code, you will get your Leg SOONER!!!

Class Office Services

Please send your change of address to the USSCA office before you move! To save the Sunfish Class the $.50 the Post Office charges for the change of address return card and forwarding of your Windward Leg, keep us apprised!!!

Mailing Labels for distribution of regional newsletters or regatta notices, etc. may be ordered for $15.00 plus $.06 per name. Allow two weeks for delivery.

New Sail Numbers may be ordered by sending a check for $12 (current members) or $15. (nonmembers) payable to USSCA. These are sticky back, official 10" black cloth numbers. Include your name, address and sail number.

Membership Information can be obtained from the office or your regional rep.

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

Windward Leg Back Issues can be ordered by sending $3.00 for each issue requested (check payable to USSCA) to the office. Specify issue.

Some Highlights:

RACING WITH YOUR NEW NORTH SAIL by Derrick Fries, Vol. III, No. 2
IDEAS TO HELP YOU WORK YOUR WAY UP THROUGH THE FLEET by Scott Kyle, Vol. III, No. 4
PREVENTING BREAKDOWNS (Workshop) by Brian Weeks; ADD A HIKING STRAP (FYI) by Eric and Scott; Vol. III, No. 5
CONSISTENCY ON THE RACE COURSE by Scott Kyle, Vol. III, No. 6
CONVERTING TO AN INVERTED TRAILER by Malcolm Dickinson; SOLUTIONS FOR RUDDER PROBLEMS by Larry Cochran; WINDSHIFTS by Kirk Beadle; Vol. III, No. 7
STARTING TECHNIQUES by Kirk Beadle, Vol. III, No. 8
MAKING THE STOCK BOARD INTO A SPEED BOARD by Brian Weeks, Vol. III, No. 9 (wood board)
FURTHER THOUGHTS ON RACING SAILS by P.J. Patin, 1992 World Champion; REPAIRING GELCOAT DAMAGE by Larry Cochran; Vol. III, No. 12
INNER HULL REPAIRS by Brian Weeks, Vol. IV, No. 1
FOUR THINGS YOU MUST KNOW FOR EACH START by Rick White; RUDDER EFFICIENCY by Brian Weeks; Vol. IV, No. 2
A SLICK BOTTOM GOES A LONG WAY by Brian Weeks, Vol. IV, No. 3
PRACTICE SAILING WITH EASE by Derrick Fries; NEW DAGGERBOARD REPAIRS by Brian Weeks, Vol. IV, No. 4
INSTALLING RUB RAILS by Brian Weeks, Vol. IV, No. 5
WHAT TO EXPECT AT MEASUREMENT TIME by Brian Weeks, Vol. IV, No. 6
OPTIMIZING YOUR BOAT TO YOUR WEIGHT by Brian Weeks, Vol. IV, No. 7

Videos for class promotion or entertainment at a fleet meeting may be rented by calling or writing the class office. Just send a $50 deposit check, payable to USSCA. When the video is returned, the treasurer will refund you $41. Videos available include:

- 1st World Championship (St. Thomas)
- 3rd World Championship (Bermuda)
- 18th Worlds (Aruba)
- 19th Worlds (Nassau)
- Combined 1st and 3rd Worlds (St. Thomas and Bermuda)
- US Sailing Video on Rule 54 (Propulsion and Kinetics; explanation by IYRU; 26 minutes)

The USSCA Office can be reached c/o Peg and Terry Beadle, P.O. Box 300128, Drayton Plains, MI 48330. Phone/Fax: (248) 673-2750.
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*NB: IF YOUR INFO IS INCORRECT, PLEASE LET ME KNOW! CC
Photo Op... keepin' it flat

Clockwise from top left: Erik Erickson, Sarasota; Chris Friend, New Orleans; Alex Steele & Lori Kaighin both Sarasota.

Photos by Allan Broadribb