Saurage Wins USSCA Midwinter Championship

By Brian McGinnis

The USSCA Nationals Midwinters Regatta was raced in variable conditions from March 13-15, 2008 at St. Andrews Bay YC in Panama City, FL. Ten races were completed over the three days for the Sunfish single-handed U.S. National Championship. This regatta serves as a Worlds Qualifier.

The first day's racing brought us out into the big bay, having 40 sailors sailing over an hour's sail out to the course. Three races were held that day, the first two races in 7-8mph conditions and the last race building to 10mph. The first two races were dominated by 1998 US National Champion Chip Clifton (Burns, TN) who worked his speed and smarts to the left side of the course and finished with two bullets to show for it. The last race of the day was a bit breezier and saw the rise of Hank Saurage's (Baton Rouge, LA) run to the ultimate championship.

The next five races were run in even breezier conditions, around 14-18mph. Due to the lingering T-storms in the area, the race committee brought us back to the little bay out in front of the yacht club. The top sailors' scores grew fiercely close by the end of the day, with Saurage coming out on top after grabbing two more bullets (races four and six) and remaining consistent throughout the day. 2002 U.S. National Champion Todd Edwards (Baton Rouge, LA) also won two races that day (races five and eight) and at the end finished the regatta in 3rd place overall. Rockwall, TX's Greg Gust (5th at the 2007 Worlds) won race seven that day, ultimately finishing the regatta in 4th place overall. Greg's win was especially impressive considering he had to re-start after being called over early at the start. Unfortunately for Greg, he did have to accept a 20% penalty on that race (scoring him a 9th for the race). Chip Clifton remained in the hunt but an OCS that day had done some considerable damage to his victory hopes, and at the end finished in 5th place overall.

Continued on page 15

Whitehurst Victorious at International Masters

Florida's Tom Whitehurst tries on his Masters robe trophy at the ISCA Masters, held March 8-10, 2008 in Pensacola, FL. (Photo: Brian McGinnis)

Please see page 3 for scores.

In this issue
Results of USSCA Midwinters & Team Races and ISCA Masters
Notices of race for major 2008 regattas
NSCA and USSCA regional results
Class news, features, and updates
USSCA 2008 election ballot
Letters to the Editor

Thank You for Your Support

Please put a quick note in the Windward Leg about how pleased I was about the outpouring of support I got from Sunfish class members after my father Phil's passing. He always thought of the Sunfish group as family, and it was obvious after his death, the feeling was mutual. We will certainly miss him.

I look forward to seeing you guy at the North Americans and Worlds.

- Bill Brangiforte

Weber Sunfish Featured in Michigan Art Gallery

Congratulations to Michigan sailor Anne Weber, whose Sunfish photograph was selected by renowned photographer Balthazar Korab for an April exhibit at a gallery in Ferndale, MI.

Copies of the photo can be ordered by contacting Anne Weber at mudskipperanne@gmail.com. Anne's photo is featured on page 33 of this issue of The Windward Leg.

There's a New Patin in the Fleet

Congratulations to Paul-Jon and Anne Patin on the birth of Andre Thomas Patin, born May 1, 2008. At 6 pounds, 10oz, 29.75 inches, Dad reports Andre is "a healthy but much smaller than his 9lb-5oz brother Nicholas, much to his mother's delight. In his first week of outdoor O2 consumption, master Andre did, however, set a torrid pace by growing 0.25" and gaining almost a pound. The competitor in him perhaps took it at Nicholas and decided to get after it."

Anne's photo was part of an elite group of images displayed at the juried Lawrence Street Gallery Photog-raphy Exhibit. Mr. Korab is an acclaimed architectural photographer who is internationally known for his work. Anne Weber, pictured here with Mr. Korab, submitted her photo of two Sunfish sitting at rest after racing at Devil's Lake, MI.

Thank you to Brian McGinnis for his assistance in gathering these updates on www.sunfishclass.org

Paul Foerster (February 8, 2008):

Paul Foerster, a three-time Olympian and US Sunfish Class Representative and Bronze Medalist at the 2007 Pan Am Games, has accepted his bid to compete at this year's Sunfish World Championships at Buffalo Canoe Club.

David Loring (May 1, 2008):

David Loring, two-time Sunfish World Champion (1995, 2006) and former Laser North American Champion/US Sailing Team Member, has just launched a new website www.sunfishracing.com featuring a new DVD video "Back to Basics for Sunfish World Championship Speed".

Oskar Johansson (March 1, 2008):

Congratulations to Oskar Johansson (Canada), the 1999 Pan American Games Sunfish Class Gold Medalist and 2000 Sunfish Worlds runner-up, for claiming the Silver Medal at the Tornado World Championships earning his team qualification to compete at the 2008 Beijing Olympics. Read more about it at http://sailforgold.org

Raul Aguayo (February 24, 2008):

Congratulations to Raul Aguayo (Dominican Republic) on his recent qualification to the 2008 Olympic Games in Beijing to compete in the Laser Class. Raul most recently won the Laser Midwinters East at Clearwater, FL. For those whom have not yet met Raul, he has competed in the Sunfish Class for many years. Most recently was a competitor at the 2004 Sunfish North Americans at Canandaigua and 2004 Worlds at Hyannis (Photo from that regatta). Raul was also the 2003 Pan Am Games Bronze Medalist in the Sunfish Class. See his video at http://youtube.com/watch?v=fOk5Q01lx2E&feature=related.
2008 Sunfish International Masters Championship
Pensacola YC - Pensacola, FL
March 8-10 2008
Series Summary - All Age Divisions

Note that finishing places listed reflect overall finishes and not age divisions

<table>
<thead>
<tr>
<th>Place</th>
<th>Name</th>
<th>Age Division</th>
<th>Scores</th>
<th>Finish</th>
</tr>
</thead>
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<tr>
<td>1</td>
<td>Tom Whitehurst M</td>
<td>1-1-1-1-1-1-1-1-1</td>
<td>(5)</td>
<td>10</td>
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<tr>
<td>2</td>
<td>Don Brennan M</td>
<td></td>
<td>1-6(8)-1-2-2-2-3-2</td>
<td>9</td>
</tr>
<tr>
<td>3</td>
<td>Chris Friend M</td>
<td>(30)</td>
<td>2-2-2-8-8-3-3-6-7</td>
<td>39</td>
</tr>
<tr>
<td>4</td>
<td>Fred Hutchinson A</td>
<td></td>
<td>2-4-3-7-4-8-(14)-7-9</td>
<td>16</td>
</tr>
<tr>
<td>5</td>
<td>Dick Tillman GGM</td>
<td>3-10-16-4-(20)-4-5-2-6</td>
<td>50</td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>Reid Hutchinson A</td>
<td>11-9-7-5-6-10-7-(12)-3</td>
<td>58</td>
<td></td>
</tr>
<tr>
<td>7</td>
<td>Peter Wuescher GM</td>
<td>4-7-(19)-6-5-15-8-18-10</td>
<td>73</td>
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<td>8</td>
<td>Josh Kerst A</td>
<td>7-3-6-11-(23)-17-4-20-12</td>
<td>80</td>
<td></td>
</tr>
<tr>
<td>9</td>
<td>Dan Karnovsky A</td>
<td>(23)-8-4-22-10-6-6-17-8</td>
<td>81</td>
<td></td>
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<tr>
<td>10</td>
<td>Don Bergman GGM</td>
<td>8-12-14-15-3-7-10-(16)-16</td>
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<td></td>
</tr>
<tr>
<td>11</td>
<td>Rick Whitehurst M</td>
<td>16-5-9-12-15-12-(23)-11-13</td>
<td>93</td>
<td></td>
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<tr>
<td>12</td>
<td>Ronald McHenry M</td>
<td>12-16-13-14-9-5-12-(19)-15</td>
<td>96</td>
<td></td>
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<tr>
<td>13</td>
<td>David Hartman GM</td>
<td>21-11-(27)-10-12-13-11-5-21</td>
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<td>16</td>
<td>Linda Tillman GM</td>
<td>14-20-21-(DF)-DS-9-9-4-4</td>
<td>114</td>
<td></td>
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</tbody>
</table>

19 Stuart Adams A 20-(27)-24-23-16-11-17-13-11 135
20 Don Esch GM 18-(25)-17-17-11-14-16-24-24 141
21 Malcolm Jones GGM 22-21-20-13-19-22-(29)-9-23 149
22 Chris Gates GM 24-(26)-23-21-25-21-20-8-14 156
23 Paul Odegaard GGM 27-22-12-24-17-19-(19)-29-18 158
24 Martin Ottenheimer GM 17-13-10-16-(DF)-DS-DS-DS-DS 188
26 Raymond Long A 29-24-22-19-27-29-21-26-22 190
29 Barry Pierce M 28-17-29-29-28-28-(DS)-22-25 206
30 Peter Nash GM 26-(DF)-DS-DS-25-22-27-30-29-29 224
31 Richard Lament GM (DS)-DS-DS-31-30-30-28-23-20 228
32 Ray Buchanan GM 26-(DF)-DS-30-29-29-29-29-29-29 245

News from Puerto Rico

PRNSCA Regatta
Club de Vela de Boqueron - Rincon, Puerto Rico
April 20, 2008

1 Janu Nazario/Hector Irizarry 1 -1 -1 3
2 Andres Irizarry 3 -4 -2 9
3 Eric Appeldorn 8 -2 -3 13
4 Jose Fonseca/Alex Montenegro 2 -3 -10 15
5 John Eric/Pedro Vazquez 4 -6 -7 17
6 Alfonso Figueroa/Julian Morell 10 -5 -4.5 19.5
7 Pedro Montenegro/Rene Montenegro 7 -8.5 -4.5 20
8 Diana Sotomayor/Diego Sotomayor 9 -8.5 -6 23.5
9 Francis Gabi 6 -10 -8 24
10 Eduardo Irizarry/Enrique Ramirez 5 -DS-9 26
11 Waldo Nazario 13-05-7 31
12 Josh Kerst A 7-3-6-11-(23)-17-4-20-12 80
13 Dan Karnovsky A (23)-8-4-22-10-6-6-17-8 81
14 Don Bergman GGM 8-12-14-15-3-7-10-(16)-16 85
15 Rick Whitehurst M 16-5-9-12-15-12-(23)-11-13 93
16 Ronald McHenry M 12-16-13-14-9-5-12-(19)-15 96
17 David Hartman GM 21-11-(27)-10-12-13-11-5-21 104
20 Linda Tillman GM 14-20-21-(DF)-DS-9-9-4-4 114

ISCA Masters Guidelines
40-49 Apprentice 50-59 Master
60-69 Grand Master 70-79 Great Grand Master
80+ Senior Master

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News from Peru

Zimmerman Named 2007 Peruvian Champion

Congratulations to Alex Zimmerman, who was named Peruvian National Champion for the second consecutive year. Alex demonstrated his great sailing abilities by being a top finisher in the majority of 2007 regattas in Peru.

Zimmerman is Junior Champion

Congratulations also to Alexander Zimmerman, who was named the Peruvian Junior Champion. Alexander placed second in the 2007 Pan American games in Rio de Janeiro, Brazil, winning the silver medal.

Campeonato Yacht Club Ancon
13-14 de Enero, 2008

1 Alex Zimmerman (1)-1-1-1-1 5
2 Guillermo Cappelliti (2)-2-2-2 10
3 Estuardo desMaison (5)-3-4-3-3 16
4 Stefano Cappelliti (3)(6)-6-5-4 21
5 Juan Carlos Sanchez 7-4-4-5(10)-6 26
6 Gustavo Gomez Sanchez 6(10)-7-7-4 29
7 Carlos Larca 8-5-5-6-6(12) 30
8 Carlos Gomez Sanchez 10(DF)-10-8-7-8-43-9-20 20
9 Ramon Chiarella 9-8(DF)-10-9-7-43-10-25 25
10 Maria Paz Revoredo 12-9-8(DF)-8-9-46-11-12 46
11 Rodrigo Arca (11)-11-9-11-10-50 50
12 Raul Rachitoff 4-7-(1DF)-DS-DS-DS-59 59
13 Jenny Hoyle 14-12-12-(DS)-13-11-62 62
14 Carlos Cabrera 13-13-13-(DS)-12-13-64 64
15 Marcelo Ruffa 15-14-11-(DS)-DS-DS 72

Campeonato Mes de la Vela Sunfish
23-24 de Febrero 2008

1 Guillermo Cappelliti 1-(2)-2-1-2 6
2 Guillermo Arca 2-1-(8)-2-4 9
3 Alex Zimmerman (4)-3-3-3-1 10
4 Ramon Chiarella (7)-4-1-4-6 15
5 Stefano Cappelliti 3-(11)-5-6-3 17
6 Jorge Tweddle 6-6-7-10(11) 29
7 Raul Rachitoff 8-7-6-(OS)-8 29
8 Andres Cano 5-(DQ)-12-5-10 32
9 Alberto Bedoya 11-9-10(13)-5 35
10 Carlos Gomez Sanchez 14-10-4-11-(DQ) 39
11 Rodrigo Arca (9)-5-DM-8-7 40
12 Juan Carlos Suarez 12(13)-1-3-9-13 47
13 Chiara Svagelj 15-8-9(17)-16 48
14 Estuardo desMaison (16)-16-14-7-12 49
15 Carlos Larco 13-14-15-12-(17) 54
16 Gustavo Sanchez 15-11-14-15 55
17 Liesel Schuler (17)-17-17-16-9 59
18 Diego Cebreros 10-12-18-(DS)-DS 60
19 Jenny Hoyle (18)-18-16-15-14 63

Campeonato Copa Hueso
01 de Marzo 2008

1 Guillermo Cappelliti (1)-1-1-1-1 4
2 Diego Cebreros 2 2 2 4 (DF) 10
3 Jean Paul de Trazegnie (5)-3 4 3 2 12
4 Carlos Gomez Sanchez 3 (5)-3 5 3 14
5 Rodrigo Acha (7)-4 5 2 5 16
6 Gustavo Sanchez 4 (6)-6 5 4 20
7 Ramon Chiarella (7)-7-7 (DF) 29
8 Alberto Bedoya (DF) DS DS DS DS 36
News from Aruba

Martin Van der Velden is 2008 Aruban Champion

Sunfish Club Aruba held its traditional competition at San Nicolas on Aruba's National Day of the Flag and the National Anthem. Participation was seven Sunfishes and one Laser. In addition, two leisure windsurfers accompanied the fleet. Expectations ran high as this was the first official competition day of the year and the sailors were to contest for an initial place on the annual ranking list. The results of the Aruban Championship are endorsed by the International Sunfish Class Association (ISCA) and the top sailors are entitled to represent Aruba in the following year's Sunfish World Championship.

The venue of the competition was Rodger's Beach, Aruba's most beautiful dinghy sailing location. Wind predictions ranged 15-20 knots driven by a high air pressure system over the Northern Caribbean. Wave height was moderate at 1-2 feet due to the protective nature of the bay, providing superb sailing conditions.

The day consisted of three races in a row following a sailing course where all familiar sailing techniques had to be applied in order reach the finish line, i.e.:

Starting with a beach start next to the former first pier, out to the first mark being the first of the two metal poles sticking out of the water at the center of the bay. From there the sailors had to head upwind to a buoy close to the group of fishermen's boats at the East end of the bay towards the former Esso Club.

Next the sailors had to head back to the first mark (the metal pole), then gribbing, and then downwind all across the bay beyond the former third pier to the far west end of the bay to a high metal pole sticking out of the water close to the shore. Then the sailors had to jibe and move on south and out to a floating barrel in front of the bird reserve reef islands across from the refinery installations. Finally, the sailors had to sail a long upwind stretch back to the buoy close to the group of fishermen's boats at the east end of the bay. This buoy marked the end of the race and upon rounding it the sailors could sail calmly to the beach.

At the start of the first race the boats rushed out to the first mark with all sailors contending heavily for a place at the front of the pack. Minor collisions and scratches were numerous as the sailors closed in on the first mark. A sailor or two capsized but these sailors quickly regained control of their boats and continued the pursuit. Eventually all sailors but one finished. This racer encountered rudder problems but made it to the shore safely.

During the second and the third race wind speeds increased to 20-25 knots with the Sunfishes often sailing at the brink of capsizing. One Sunfish unfortunately capsized during a gibe maneuver upon returning to the first mark. The sail scratched the metal pole of the mark causing it to tear. Another Sunfish provided towing assistance and the duo managed it to the shore in due time. All other boats in the race made it to the finish line. In the end, everyone was satisfied by a good and exiting day of sailing fun.

---

Aruban Championship
SC Aruba - Rodger's Beach
March 18, 2008

1 Martin v/d Velden 1-1-1 0
2 Robert-Jan Moons 3-4-3 10
3 Wouter Werkema 2-2-DF 12
4 Theo Poiesz 6-3-4 13
5 Rob Grijpma 5-6-2 13
6 Milko Lo-Asioe 4-7-5 16
7 Arie de Klerk 6-5-DF 19
8 Nicole v/d Velden DF-DS-DS 25

Aruba Regatta
April 20, 2008

1 Richard v/d Wal 2-1-1 2
2 Martin v/d velden 1-2-2 4
3 Robert- Jan Moons 3-4-4 11
4 Nicole v/d Velden 6-3-6 15
5 Theo Poiesz 4-6-7 17
6 Orlando de Weever 5-10-3 18
7 Milko Lo Atjoe 7-7-8 22
8 Arie de Klerk 10-8-5 23
9 Adrie v/d Linde 8-5-10 23
10 Theo de Kol 10-10-10 30

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Valida Nacional
Lago de Maracaibo, Venezuela
6-9 Marzo de 2008

In the waters of Venezuela's Lake Maracaibo in the state of Zulia, people celebrate Valida Nacional, counting on the participation of people from the states of Anzoategui, Carabobo, Vargas, and Zulia. The regatta was held March 6-9, 2008.

The representative from Anzoatigui, Marx Chinos, stood on the podium at the national competition with a perfect score for all races. He was followed by Jose V. Gutierrez from the state of Vargas, and the local representative, Jose Salcedo.

In the women's division, the competitors Patricia Arreaga and Mariandra Coltar from Zulia took the first two places, followed by Nieves Barreda from the state of Vargas.

- Gabriel Aguilera

Regata Aniversario de la Armada
21-24 Febrero, 2008

The 50th Anniversary of the Venezuelan Navy Regatta took place on February 21-24, 2008 at the naval base in Puerto Cabello, Venezuela. Awards were given in both male and female categories.

- Gabriel Aguilera

Homer Lowe Memorial Regatta
Bahamas SA
April 26-27, 2008

1 Donnie Martinborough 1-1-1-1-3-(DS) 31
2 Jimmie Lowe 3-4-2-3-1-(7) 20
3 Dwayne Wallas 4-3-6-(11)-8-1 33
4 Jim Kaighin 7-(8)-3-5-7-2 32
5 Peter - Bruce Wassitsch 5-2-7-(10)-3 34
6 Fernando de Caenals 6-6-4-8-4-9(9) 37
7 Chris Sands 12-10-5-2-(13)-5 47
8 Charles Kelly 2-11-8-(14)-6-8 49
9 Andrew Wilhoite (10)-5-9-9-9-4 46
10 Matew McCoy 8-7-14-(18)-2-16 65
11 Lori Lowe (17)-9-17-4-11-6 64
12 Jason Robertson 9-(15)-10-10-12-13 69
13 Jody Lowe 11-16-(18)-6-17-11 79
14 B.J. Burrows 15-18-(20)-12-5-12 82
15 Peter Vlascov (20)-12-11-17-20-14 94
16 Michael Gibson 16-13-13-(21)-14-18 95
17 Lee McCoy 13-17-12-(19)-18-17 96
18 Matew Lawrence 14-(DQ)-15-DQ-16-10 103
19 Liann Key Kaighin 19-14-(22)-20-15-19 109
20 Rohn Smi (21)-19-16-13-19-21 109
21 Pedro Wassitsch 22-(Df)-19-16-22-15 118

News from Bahamas

Mensual Regatta
Club el Portillo - Columbia
Enero de 2008

1 Sergio Delgado 1-2-2-(3)-2 7
2 Adriana Garcia 3-(5)-4-1-3 11
3 Lorenzo Rojas 4-3-3-(11)-2 12
4 Juan Diego Escallon (9)-1-8-4-1 14
5 Javier Delgado 2-4-5-5-(DC) 16
6 Julian Ramirez 7-(9)-7-8-5 27
7 Delio Delgado 5-8-(DS)-7-7 27
8 Alejandro Bacot 6-7-6-(11)-9 28
9 Antonia Tamayo 8-10-1-10-(DS) 29
10 Daniel Castillo 11-(12)-10-6-6 33
11 Oscar Garcia (12)-11-9-9-9 38
12 Manuela Hosie (13)-6-12-12-10 40
13 Vicente Hosie (14)-13-11-14-12 50
14 Mauricio Pradilla 15-(16)-13-14-13 51
15 Sammy Romero 10-14-14-(DS)-(DS) 55

1 Adriana Garcia 2-1-1 4
2 Julián Ramirez 1-2-2 5
3 Sergio Delgado 5-3-3 11
4 Delio Delgado 4-10-4 18
5 Alejandro Bacot 9-4-5 18
6 Pedro Mora 12-5-6 23
7 Néstor Parra 7-6-10 23
8 Javier Delgado 6-9-8 23
9 Juan Sanchez 3-15-7 25
10 Diego Gonzalez 10-7-11 28
11 Luisa Mora 14-8-9 31
12 Manuela Hosie 8-11-13 32
13 Jorge Hernández 15-12-12 39
14 Daniel Nieto 11-13-17 41
15 Gabriel Rodriguez 13-14-14 41
16 Vicente Hosie DS-DS-15 51
17 Federico Concha DS-DS-16 52

News from Columbia

Mensual Regatta
Club el Portillo - Colombia
Enero de 2008

Copa Livesa 2008
Club Náutico Muña - Columbia
12-13 Abril, 2008

News from Spain

Regata Aniversario de la Armada
21-24 Febrero, 2008

The 50th Anniversary of the Venezuelan Navy Regatta took place on February 21-24, 2008 at the naval base in Puerto Cabello, Venezuela. Awards were given in both male and female categories.

- Gabriel Aguilera

Windward Leg - Issue 1, 2008
A LETTER FROM THE CEO

In preparing for and winning sailing world championships over two decades ago, I learned many important lessons I have applied to my investing practice ever since.

**Think and act in long-term ways.**

It takes 20 years to become an overnight success. I discovered the truth of this saying well, having learned to sail at age three, setting the goal of becoming world champion at age 11 and achieving that goal nearly 10 years later. Investing is a long-term endeavor and having patience to benefit from the potential gains of equity ownership is a vital trait.

**Act with confidence and independence.**

In sailing it often pays to chart your own course, even if the crowd is going the other way. With conviction backed by preparation, I felt secure that the path I was navigating would lead me to long-term victory. To be sure, great investors share certain common traits and independent thinking ranks near the top of the list.

**Work harder than the next guy or gal.**

Whether in the field of athletics, arts, science or business, there is no substitute for hard work when the goal is world class results. I was often the first person on the water and the last person off and the successes that stemmed from my relentless efforts within sailing reinforced in my business career the value of determined effort, plain and simple.

**Behave with total rationality.**

In sailing, certain things are beyond one's immediate control; fickle winds can change race rankings in the blink of an eye. I noticed early in my career that the successful sailors would not get frustrated when these inevitable short-term setbacks took place. Applying this vital lesson to my investing career, I have developed an ability to remove emotions from the equation, focusing on the facts and fundamentals that will ultimately drive long-term valuations.

**Seek out the experts in the field.**

Let's face it, behind every success story is a coach, mentor or other professional who played an essential role in the road to advancement. High level achievement without proper support and expertise is a near impossibility. To put myself on the right track, I surrounded myself with some of the country's leading sailors and benefited from their know-how accordingly. Throughout my business career, I have sought out the top people in their respective fields to complement my skill sets and areas of focus. This has been a key ingredient in my formula for prosperity.

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SCOTT G. KYLE
CEO/Chief Investment Officer

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News from Italy

The first regatta in Italy's 2008 national circuit was held March 29-30 at Orbetello. It was a tight competition for places one through three. Umberto Valle edged out Tullio Zanchi by one point for the top award. The next race in the circuit will be May 24-25 at Lake Brace.

I prova Nazionale classe Sunfish
Societa' Canottieri Orbetello Italy
29-30 Marzo 2008

1 Umberto Valle 4-3-1-2-1-2-1 8
2 Tullio Zanchi 6-1-2-2-1-3 9
3 Luigi De Luca 1-2-5-6-3-2 13
4 Renato Ghezzi 3-6-8-3-7-4 23
5 Luigi Addonisio 5-7-3-8-4-7 26
6 Fabrizio Menghetti 7-4-6-7-5-5 27
7 Ubaldo Vecchi 10-5-4-5-6-9 29
8 Stefano Ferro 9-8-9-4-8-6 35
9 Ludovico Vergari 2-9-7-9-9-8 35
10 Bruno Fabbi 11-10-11-10-10-10 51
11 Mario Zecca 13-12-12-11-12-11 58
12 Maramai 8-11-10-DS-DS-DS 59
13 Pasquale Anastasi 14-13-13-12-11-12 61
14 Marcello Parrano 12-DF-DS-14-DS-DS 71

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This NOR supersedes all previous notices. Note change in Rule 3-Eligibility and Entry. Revised 2/24/08.

1. Rules: The regatta will be governed by the 2005-2008 racing rules of sailing and the rules of the International Sunfish Class Association, except as any of these altered by the Sailing Instructions.

2. Advertising: Advertising will be restricted to Category A.

3. Eligibility and Entry: Each competitor shall be a current year (2008) member of their respective country's Sunfish Class Association. Sailors must not have reached their 19th birthday during the 2008 calendar year.

   3.1 Number of Sailors: The regatta will be limited to a maximum of 20 sailors. Participation will be determined as follows: 2 from non-U.S. NSCAs, 5 from USSCA, and 1 additional from USSCA as the host country. Entries will be on a first come, first serve basis. NSCAs wishing to send additional competitors may apply for a waiting list by sending the registration and charter fees. Those registrations will remain on hold until July 20th. Any open spots after July 20th will be filled from the waiting list, taking 1 competitor from each NSCA at a time, by registration date, until all spots are filled. The remaining sailors from the waiting list will be fully refunded (No administration fee will be charged). Sailors will be notified of their eligibility by August 1, 2008.

   3.2 Non-U.S. NSCA Qualification: Each NSCA will determine its own country’s qualification system.

   3.3 U.S. Qualification: Sailors qualifying for the United States must submit a resume that shows evidence of participation, over the two year period prior to the event, in the following categories: At least 25% their yacht club’s Sunfish races, two Sunfish regattas held anywhere in the U.S. and at least one Sunfish world qualifier event. If the sailor’s yacht club does not offer Sunfish racing, they may petition to have this requirement waived. However, for 2008, if a sailor cannot meet all of these requirements, they may petition the Sunfish Junior Coordinator to accept them for entry into the regatta. If more resumes are submitted than available qualifying spots in the regatta, the resumes will be review by one or more USSCA representatives. Weighted consideration will be given to those sailors who have participated in national and regional events as well as their finishing positions in those events.

   3.4 Advance Registration: Competitors may register on-line or by completing the entry form and sending it with the appropriate fees to: ISCA, PO Box 300128, Waterford, MI 48330-0128 USA.

4. Fees: There will be a $65 USD fee per competitor. This includes 2 continental breakfasts, 2 lunches and one dinner (Saturday). Additional meals may be purchased at registration. Breakfast $3, Lunch $6, Dinner $12.

   4.1 Charter Fees: A $75 USD charter fee will be charged to all participants using local boats supplied by LBYC or NSYC. The will also be a $150 USD damage deposit which will be refunded upon check in of the charter boat in satisfactory condition. The boat's condition will be determined by a local club representative. Participants may provide their own boats.

   4.2 Refunds of Fees: Entry and charter fees are NON-REFUNDABLE unless all 20 spots are filled by the date of the regatta. All entry fees to be refunded are subject to a 10% administrative fee.

5. Schedule of events:

   Thursday, Sept. 4 Registration 4pm-8pm
   Friday, Sept. 5 Registration 8am-10am
   Skipper’s meeting 10:30am / First warning signal 11:30am, Additional races to follow
   Saturday, Sept. 6 First warning signal 11:00am, Additional races to follow. No start after 5:00pm / Dinner at local residence 6:00pm
   Sunday, Sept. 7 First warning signal 10:00am, Additional races to follow. No start after 2:30pm / Awards 3:00pm(approx)

   5.1 Number of races: There will be a maximum of 11 races. One race will constitute a regatta.

6. Measurement: All boats may be measured against the class rules prior to and/or during the regatta.

7. Sailing Instructions: Will be available at the registration desk.

8. Venue: The regatta will be held at the Lake Bluff Yacht Club beach and the surrounding waters of Lake Michigan.

9. Courses: The courses will be either Windward/Leeward, Triangle or a combination thereof.

10. Scoring: Scoring will be low point scoring system in accordance with Appendix A2 of the racing rules except that one throw out will be give after 6 races have been completed.

11. Radio Communication: A boat shall neither make radio transmissions while racing nor receive radio communications unavailable to all boats. This restriction also applies to mobile telephone.

12. Prizes: Prizes will be awarded to the top 5 finishers as well as the top midget and the top opposite sex.

13. Disclaimer of Liability: Competitors participate in the regatta entirely at their own risk. See RRS 4, Decision to Race. The organizing authority will not accept any liability for material damage or personal injury or death sustained in conjunction with, prior to, during, or after the regatta.

14. Additional information: Registration forms and additional information are available from the following: www.sunfishclass.org, www.lakebluffyachtclub.org, or by calling Rich Chapman at 847-651-2112. Charter boats will be available through LBYC and the North Shore Yacht Club.

15. Changes to the Rules:

   15.1 Boats starting more than 10 minutes after the starting signal will be scored as DNS. This changes rule A4.1

   15.2 Boats failing to finish within 30 minutes after the first boat sails the course and finishes will be scored DNS. This changes rules 35 and A4.1.

   15.3 On the last day of the regatta, a request for reopening a hearing shall be delivered, 1) within the protest time limit if the party requesting reopening was informed of the decision on the previous day, 2) no later than 30 minutes after the party requesting reopening was informed of the decision that day. This changes Rule 66.

For housing information contact Doug Warren at dbwbwarren@aol.com
First Junior World Championships to be Hosted by Lake Bluff Yacht Club

By Rich Chapman

The International Sunfish Class Association and the Lake Bluff Yacht Club will be hosting the first ever International Junior Sunfish Championships this fall. This premier event will feature junior sailors from around the world competing on beautiful Lake Michigan for the right to be called the International Junior Champion!

The International Junior Sunfish Championships will be held on September 5-7, 2008 at the Lake Bluff Yacht Club, located just north of Chicago, IL. Lake Bluff is an easy 30-minute drive from O'Hare airport (ORD) and a 40-minute train ride to all of the excitement of downtown Chicago. Lake Bluff has a large beach for easy launching and Lake Michigan offers a wide variety of sailing conditions to challenge every sailor.

The Lake Bluff YC is proud and excited to host this event and the club members will be making their boats available for charter during the event as well a providing free housing to those who request it.

Participation in this elite regatta is limited to just a few sailors from each country and qualification will differ from each National Sunfish Class Association (NCSA). Sailors qualifying for the United States must submit a resume that shows evidence of participation, over the two year period prior to the event, in the following categories: at least 25% their yacht club's Sunfish races, two Sunfish regattas held anywhere in the U.S. and at least one Sunfish world qualifier event. If the sailor's yacht club does not offer Sunfish racing, they may petition to have this requirement waived. However, for 2008, if a sailor cannot meet all of these requirements, they may petition the Sunfish Junior Coordinator to accept them for entry into the regatta. Please check with your country's national class representative for qualification requirements. The notice of race can be found in this copy of The Windward Leg and online at www.sunfishclass.org More details about the Lake Bluff YC are at www.lakebluffyachtclub.org

We are looking forward to an awesome event and hope that YOU can be there!

Back to Basics for Sunfish World Championship Speed

David Loring - Laser North American and 2 time Sunfish World Champion covers the "basics" from land to water, unveiling easy to learn single-handed sailing techniques for World Class Speed. This all encompassing DVD takes the best "basic" techniques on the water and brings them to you. Order a copy today from www.sunfishracing.com and go faster tomorrow.

Buy the DVD from www.sunfishracing.com
The Builder's Corner
by Brent Richards

LaserPerformance is now the builder of the Sunfish Sailboat. Production will continue in our Portsmouth, RI facility, built in the same manner, with the same people and the same attention to detail. LaserPerformance now is part of a global concern with offices in the UK, Middle East, Asia and Australia. With the merging of Performance Sailcraft Europe and Vanguard Sailboats, LaserPerformance becomes the world's largest manufacturer and distributor of small sailboats.

The traditional Sunfish and race-rigged Sunfish Race that you purchase in North America will see some minor changes. The product offering in the UK will mirror what is already offered in the US, Europe, and South America. The product will see some minor changes but are quite positive. A huge amount of effort is being expended to continuously increase the overall quality of the boats and equipment. This includes hull, spars, tillers, blades and rigging. LP has more control over the worldwide vendors and supply chain and we are confident this will translate to improved product quality.

Another area of the new organization where you will see improvement is the people and information side of the business. We have launched a brand new global web site at www.laserperformance.com, and it will be an enhanced source for new product information, news and updates. The website is backed up by new customer service initiatives to better serve the end user and the LaserPerformance dealer. The net result will be an improved Sunfish product experience.

While there will be growing pains for the dealers, LaserPerformance, and you the customer, we are excited and motivated to make our new company the best source for the Sunfish lifestyle and grow the class worldwide.

Brent Richards
Gulf & Caribbean Sales
LaserPerformance North America

Advisory Council and Class Officers Tour LaserPerformance US Headquarters

By Chris Williams, US Advisory Council Representative

From the Advisory Council perspective, my focus during our visit to the LaserPerformance Portsmouth, RI facility on April 21, 2008 was boat quality and equipment. From the quality perspective, I was impressed that each boat is produced under tight specifications. Each hull is made from precut sheets of fiberglass and a specific volume of resin is allocated to each boat. There is no "eyeballing" of how much material goes into each boat there are procedures in place to keep things constant.

For those of you familiar with older Sunfish with wooden backing blocks in the hull, backing plates in current boats are glassed to the deck so they will stay there for the life of the boat. Each boat is pressure tested upon completion, and any leaks are fixed before shipment. A nice new final touch is the joint between the deck and hull is now "painted" with gray gel coat for a finished look.

LaserPerformance is eliminating all wood in Sunfish construction. All boats pro and recreational will come with the composite rudder blade. They have also chosen to replace the wood tiller with a new aluminum tiller. The tiller is extremely stiff and eliminates the need for the aluminum plates that connect the wood tiller to the rudder. This shouldn't cause any speed differences, but will eliminate some of the tweaking that is frequently done to the current setup. New owners will no longer need to add a second set of aluminum plates, and all tillers will be the same distance off the deck, whereas today the height varies depending on where the holes are drilled in the tiller.

We were pleased to see a clear focus on quality. The LaserPerformance team was very interested in being sure we are pleased with the quality of the boats.

(L-R): Back row: Chris Williams (ISCA Advisory Council Chairman), Andres Santana (ISCA President), Brent Richards (LP Gulf Coast Sales) and Josh Toso (LP Event Program Manager). Front row: Michael Zavel (LP VP of Sales), Clinton Edwards (USSCA President), Paul-Jon Pattin (ISCA Vice President), Chip Wilkerson (LP VP of Global Marketing).
Michael Zavell briefed the Sunfish class representatives on the principle gains resulting from the merger of Performance Sailcraft Europe and Vanguard Sailboats. Specifically:

- Greater resources than ever being brought to bear on expanding existing markets. The company is now the largest of its type worldwide, with offices in USA, England, Dubai, Australia and Hong Kong, plus the largest dealer network, opening infinite expansion opportunities for the Sunfish class.
- LP remains more committed than ever to build its classes and reconfirmed the interest in growing the Sunfish class.
- The new company brings greater access to global markets for the classes. For the Sunfish class, they envision working with the class to gain greater representation in markets such as Europe and South America.
- New manufacturing and sourcing strategies will allow better control of costs at a time when all markets are experiencing extremely challenging cost pressures.
- New manufacturing strategies will lead to an even higher level of product quality and consistency.

LP will continue supporting major events such as the Sunfish Worlds, North Americans, South Americans and Europeans, CAC Games, Pan American Games, and will also support the Junior World Championship to be held in conjunction with the Sunfish Worlds, sending more boats.

LP also expressed their interest on supporting a Sunfish World Championship in Europe as soon as possible, specifically in Italy, where they have a very strong dealer. They are now evaluating possible venue locations and dates with the Italian dealer. The Italian NSCA will also be consulted. LP will also help with the post event media coverage, to make more effective the joint marketing strategies.

Now the Sunfish Class will work to review the Strategic Plans to successfully face these new challenges.

On April 5, I participated in the Pan American Sailing Federation Executive Committee annual meeting in Mexico City. The organization process for the next Pan Am Games, to be held in Puerto Vallarta in 2011, is going well, and the Sunfish class will receive full logistics support from the organizers to make boats available under better conditions.

The preparations of the 2008 Sunfish Worlds being held at the Buffalo Canoe Club in Canada, August 23-29, are on schedule and organizers expect to have good sailing conditions for the event. All participating NSCAs are encouraged to register competitors as soon as possible, since the number of entries is limited to a maximum of 72 sailors. It will be memorable event that can not be missed.

Preparations for the first Junior International Championship in Lake Bluff, IL on the weekend following the Sunfish Worlds (September 5-7) are also advanced. Juniors coming from the different countries will have the opportunity of participating in both events. Housing is available for all participants.

The North Americans (July 16-18) and South Americans (Oct 27-Nov 2) events to be held in Erie and Manta, Ecuador, promise to be successful competitive events.

Finally I would like to recognize the great job being done by Brian McGinnis with the Sunfish class website. Now the page is being feed with fresh information coming from several NSCAs, including great action videos and pictures, keeping up the interest of the Class members to visit the page often.

Let's continue working together creating enthusiasm, to show to the World how competitive, challenging and fun is the Sunfish Class.
Teams Battle it Out for USSCA Team National Championship

By Brian McGinnis

Three races were held on March 12, 2008 to find the USSCA Team Nationals winners. Three teams consisting of four team members each dueled it out for the Team Racing National Championship.

At the end of the day, Chip Clifton (Burns, TN), Peter Wuescher (Metairie, LA), Lee Montes (Islip, NY), and Brian McGinnis (Remsenburg, NY) were crowned the new national champions. Each race of the day was closely contested. In the first race, our team would have appeared to have the race all locked up by the first mark having three team members (Chip Clifton, Lee Montes and then myself) leading the race. However, the first two sailors missed the offset mark, and by the time they went back and rounded, a comeback was certainly necessary. As the third sailor around the mark, I did my best to slow up all the sailors and allow my team members to get back into it.

By the leeward mark, Chip had made it back to second and was on the chase after Rob Eberle for first place. By the end of the race, Chip won it, Rob Eberle (New Bern, NC) finished second, and we took the third and fourth positions to clinch the race.

The other race pitted Chip Clifton vs. Karl Kleinschrodt. However, Karl backed off the sprint race to assist his teammates. This strategy ultimately backfired. Karl basically crushed me in the process, however, and we were able to spring Peter into second, with Karl ultimately finishing third, and me hanging on for a tightly contested fourth place. Our team finished undefeated on the day and received nice trophies in the end.

1st Place Team
Chip Clifton (Burns, TN), Peter Wuescher (Metairie, LA), Lee Montes (Islip, NY), and Brian McGinnis (Remsenburg, NY)

Advisory Council and LaserPerformance Meeting a Success

By Paul-Jon Patin, ISCA Vice President

A group of ISCA and USSCA representatives met with several of LaserPerformance's management team on April 21. Our objectives were to meet the new management and better understand the relationship with the builder moving forward. Please see Andres Santana's article on page 13 for a list of all meeting participants. Photos of all of us are in Chris Williams' article on page 12.

Andres Santana and I drove up from New York, as Andres had scheduled business in NY to coincide with this trip. Both Chris Williams and Clinton Edwards flew in to Providence, RI.

The meeting started with hardware and technical issues. Noteworthy was the discussion about the tiller that was recently introduced and will be moved to distribution later this year. As one who has broken just about every newly designed part in the last 20 years, I had particular interest in voicing my concern about new introductions: i.e. sails, spars, rudder cheeks, boards, blocks, goosenecks, masts, end caps, all of which have had dramatic impact on racing the boat. It would seem that the tiller seems to be all well intentioned, to eliminate "wood" and will hopefully have a zero sum impact on performance + or -.

The most important discussions centered on the company's potential to further distribute the boat to Europe and more internationally all around. There is a particular interest in moving Sunfish in Europe for a European and World Championship. The action plan for such is going to require some work but there is definitely a new horizon opening up in Europe for the Sunfish Class.

We spent some time understanding roles, responsibilities, and processes for the upcoming Worlds in Canada and in the Bahamas 2009. I felt that this was a vital contact as the running of the Worlds is far and away the most important tie between the Class and LP, and the new personalities mean different roles and relationships key to this interaction. The World Championship, the role of the manufacturer in the Sunfish Class, and the establishment and support of international competition is the difference between "good to great" and I believe LP’s core group supports this ideal.

The Sunfish is a high-visibility, somewhat self-marketing success where the recreational buyer drives most of the new sales, but the balance of racing and recreational exposure makes the boat an inclusive wonder.

Our meeting was encouraging and we can only hope that our unusually simple little boat can keep the spotlight to continue to promote inclusive, high quality international competition for generations to come.
**Saurage Wins USSCA Midwinters (continued from page 1)**

The last two races were a showcase of the talents of two-time World Champion (1995, 2006) and 2001 US National Champion David Loring as he scored two bullets to finish as the regatta runner-up. David sailed consistently throughout but really came to form on the last day. The last two races were also sailed in the little bay in front of the club due to lingering T-storms in the area. Best guess on the wind would be somewhere around 10-14mph for the day.

Rounding out the top ten were Karl Kleinschrodt (Mobile, AL) in 6th and 7th place overall. 1976 US Olympic 470 Class Representative and 2008 International Masters Champion Tom Whitehurst (Pensacola, FL) finished 8th overall. 2000 US National Champion Zane Yoder (AL) finished 9th place overall. 1980 North American Continental Champion Joe Blouin (Tampa, FL) rounded out the top 10.

Yours truly finished in 11th place overall and was the top sailor from North of the Mason-Dixon line.

On a personal note, this regatta was a big improvement over past performances for me at Midwinters regattas. It was a very top-heavy fleet and had some fast racing on the course. Current was a major factor in all sailing areas there. In the small bay, there was also a point off to the left upwind that had many of the top sailors racing towards it looking for the lift that they received coming out of that corner. It was possible to compete at the top of the fleet by going right upwind if you were committed enough to get all the way up into the current one would find there in the small bay.

Conditioning was pretty good for me at this regatta. Areas of improvement are leg strength and bicep muscles (was tough two-blocking). I was actually surprised how much people were trimming the mainsheet upwind as the wind strength grew. I rarely sheet in as much as I was seeing the top sailors do so there in Panama City. The larger version mainsheet block might be helpful in this scenario.

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**Sunfish Midwinter Championships**

*St. Andrews Bay YC - Panama City, FL*

*March 13-15, 2008*

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US Single-hand Championship for the O'Day Trophy:
Sunfish has been good for this championship! The event is August 6-8, 2008 and will be hosted by the Sayville YC in Blue Point, N.Y. The regatta chair is our very own Paul-Jon Patin. More info at www.ussailing.org/championships/adult/ussc/

In Area D, the Gulf Yachting Association (GYA) agreed to withdraw their quarter-final ladder event for the O'Day. The GYA is one of the few YRAs that schedule a quarter-final event for its US Sailing Championships. Don't know the whole story, but I can guess the demand from the other YRAs in Area D is up.

I get goose bumps to see the Sunfish sailors coming out to participate in this event. It makes all those meetings I attended well worth it. Keep it up!!

!!!ATTEND YOUR AREA SEMI-FINALS!!!
www.ussailing.org/Calendar/results.asp?Championship=True

US Champion of Champions:
If you are a current champion of ANY class and designation, please submit your resume. Women's, Junior, Master, or Upside down and Backward champion counts. Go to USSAILING website for more information: www.ussailing.org/Championships/.

If you don't know, this event is being held in the Sunfish. This event is September 24-27, also hosted by Sayville YC and being headed up by PJ Patin.

Visit to LaserPerformance:
I visited LaserPerformance last month with Andres Santana, PJ Patin and Chris Williams representing the Sunfish class. The meeting went very well. We discussed future marketing plans, LaserPerformance's dedication to Worlds and special events (i.e.: Pan Am Games, USSAILING Championships and more), quality control, current and future improvements to the boat.

In the afternoon, we took a tour of the manufacturing plant. It was very interesting! We have an opportunity before us to make this class grow and with the current leadership, it will happen!!

I did invite them to attend our Annual General Meeting and give an introduction of the new company. A special thanks to Lee Parks for hosting me all weekend.

USSAILING:
There is movement, a proposal, in USSAILING to make all skippers/helmsman a member of USSAILING. How? A rule would be added to Rule 75 requiring USSAILING membership.

USSAILING President Jim Capron attended the Gulf Yachting Association's Opening Meeting where he presented this proposal.

The proposal was met with great concern and dislike. How does this get enforced? One way is by you and I protesting a fellow competitor to show their current membership card. Personally, I am against this. I don't like rules that will not be enforced. One comprise I heard was to make membership a requirement if you file a protest. Read more at www.ussailing.org

Just an idea...
US Frostbite Championship. This event would be a world qualifier with two spots. Two spots would be taken from the rotating/floating regional spots. The event would be held in the early Fall.

Thank you
- Clinton Edwards

Have you paid your 2008 dues??
Renew now at www.sunfishclass.org

CLASS OFFICE SERVICES
For Class information or to receive a Class membership application form, please go to www.sunfishclass.org/indexold.htm (under "Join the Class") or contact the Class Office.

Mailing Labels for distribution of regional newsletters or regatta notices, etc. may be ordered for $15USD plus $.06 per name. Allow two weeks for delivery.

New Sail Numbers may be ordered by sending a check for $12USD (current members) or $15USD (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.

Sailing videos are available for rental Contact the office for titles.

Please send change of address notices to the Sunfish Class office before you move!

Call Peg Beadle at 248-673-2750 or email: sunfishoff@aol.com for information.

Sunfish Class Office - PO Box 300128 - Waterford, MI 48330-0128.
Mast Sleeve Retro Kit

Sleeves for stiffening and strengthening the mast are now installed on all Sunfish masts. The stiffener consists of an aluminum sleeve inside the bottom of the mast section that inhibits lower mast bend for a stiffer, more durable mast. A mast sleeve retrofit kit is available to equip previously purchased masts. Detailed instructions included. V20147 $38.00

Sunfish Spars and Bailers

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<td>Eye strap only for boom blocks</td>
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<tr>
<td>V43114</td>
<td>Racelite swivel boom block</td>
<td>$16.25</td>
</tr>
<tr>
<td>V43115</td>
<td>Mainsheet swivel block</td>
<td>$20.00</td>
</tr>
<tr>
<td>V43116</td>
<td>Racelite bullet block, boom</td>
<td>$11.50</td>
</tr>
<tr>
<td>V43508</td>
<td>Traveler block w. removable sheave</td>
<td>$12.25</td>
</tr>
<tr>
<td>V43509</td>
<td>Mainsheet snap - chrome (post-1996)</td>
<td>$5.55</td>
</tr>
<tr>
<td>V43604</td>
<td>Bailer cap only</td>
<td>$7.00</td>
</tr>
<tr>
<td>V43608</td>
<td>Bailer plug only</td>
<td>$6.30</td>
</tr>
<tr>
<td>V62401</td>
<td>Mast complete</td>
<td>$150.00</td>
</tr>
<tr>
<td>V62405</td>
<td>Upper boom complete</td>
<td>$120.00</td>
</tr>
<tr>
<td>V62410</td>
<td>Spar Kit (2 booms, gooseneck &amp; eye bolts)</td>
<td>$330.00</td>
</tr>
<tr>
<td>V62414</td>
<td>Lower boom complete</td>
<td>$160.00</td>
</tr>
</tbody>
</table>

Mast Wear Strips

<table>
<thead>
<tr>
<th>Part #</th>
<th>Description</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>V79014</td>
<td>Alum. pop rivets (pack of 50) for old alum. trim</td>
<td>$5.25</td>
</tr>
<tr>
<td>V79030</td>
<td>Boom cap with fairlead, alt ends with fasteners</td>
<td>$9.35</td>
</tr>
<tr>
<td>V79031</td>
<td>Top cap with fairlead, mast with fasteners</td>
<td>$10.50</td>
</tr>
<tr>
<td>V79032</td>
<td>Base cap, mast with fasteners</td>
<td>$8.00</td>
</tr>
<tr>
<td>V79044</td>
<td>Interlocking eyebolts (booms)</td>
<td>$9.75</td>
</tr>
<tr>
<td>V79051</td>
<td>Daggerboard spring (pack of 2)</td>
<td>$8.00</td>
</tr>
<tr>
<td>V79055</td>
<td>Quick adjust. lever, gooseneck</td>
<td>$20.50</td>
</tr>
<tr>
<td>V79066</td>
<td>Sail rings (pack of 30)</td>
<td>$20.00</td>
</tr>
<tr>
<td>V79201</td>
<td>'O' rings (pack of 5)</td>
<td>$4.95</td>
</tr>
<tr>
<td>V79260</td>
<td>Bailer complete</td>
<td>$40.00</td>
</tr>
<tr>
<td>V79332</td>
<td>Bailer ball with washer (5 of each per pack)</td>
<td>$10.20</td>
</tr>
<tr>
<td>V79461</td>
<td>Gooseneck with bolt and nut</td>
<td>$68.00</td>
</tr>
<tr>
<td>V79502</td>
<td>'S' hook (single)</td>
<td>$3.30</td>
</tr>
<tr>
<td>V79513</td>
<td>Groove pin (pack of 10 - boom or mast cap)</td>
<td>$5.25</td>
</tr>
<tr>
<td>V9024</td>
<td>Daggerboard stop set, Blue</td>
<td>$7.75</td>
</tr>
</tbody>
</table>

Gooseneck Adjuster

Fine tune your rig easily on the water. Loosens goosenecks with a twist of the handle. Gooseneck sold separately. V79055 $20.50

Order Online, Save on Shipping!
800.729.9767

Assorted Sunfish gelcoat colors are available at www.APSLTD.com!

79334 Aluminum Trim - 5 ft.
79014 Pop Rivets for trim - Pkg 50
79294 Halyard Bullseye Fairlead

43017 Coaming - White
43062 Main Halyard Cleat
79501 Rivets for coaming (Pkg 13)
10073 Eye strap

40093 Trim Clip
33004 Plastic Cockpit Trim

Sunfish Hull and Deck Fittings

Part #    Description          Price
V10073   Eye strap for hiking strap attachment $2.25
V13500   Drain plug assembly, gray (Holt Allen, HA323) $4.85
V33004   Plastic cockpit trim - 8' Section $18.80
V42799   Hiking strap - padded, white with blue $38.75
V42805   Hiking strap, blue/white $38.75
V43017   Coaming - white $150.00
V43026   Main halyard cleat (black anodized) $12.25
V43057   Hiking strap, black webbing, 34" long $14.00
V43062   Internal backup plate $7.15
V43091   Tiller bridle wire with loop (pre-1995) $21.00
V43093   Trim clip for aluminum trim $5.50
V43508   Traveler block with removable sheave $12.25
V43608   Bailer plug only $6.30
V50060   Hiking strap plate $8.50
V43604   Bailer cap only $7.00
V65015   Drain plug only - metal (pre-1995) with chain $12.85
V65087   Bailer Housing with ball $11.75
V66641   Bridle, two loops 1996 and newer (traveller bridle) $11.00
V79014   Alum. pop rivets (pack of 50) for alum. trim $5.25
V79020   Bow handle kit $23.50
V79023   Eyestrap kit - bridle (includes 2 eyestraps) $10.35
V79024   Metal drain plug with housing (pre-1995) $26.00
V79042   Gudgeon bracket kit with fasteners $25.00
V79201   "O" ring (pack of 5) $4.95
V79260   Bailer complete $40.00
V79294   Bullseye fairlead with fasteners (halyard) $12.60
V79322   Bailer Ball and Gasket (pack of 5) $10.20
V79334   Aluminum trim (5 feet) $20.00
V79361   Coaming rivets (13 pack) $5.25
V79512   Hiking strap retro. kit w. hardware w. instructions $27.95

Trailex Aluminum Sunfish Trailer
Made of extruded aluminum framing, this trailer is light, stiff and strong. Light enough to use as a hand dolly. Rear roller and carpeted pads make loading and unloading safe and easy. Split tongue design allows trailer to be delivered to your door in the continental US. Complete assembly instructions included. Total trailer weight is 90 pounds.

TRSUT200S $797.00

Be sure to check out the “Red Hot Sailboat Racing” DVD featuring great Sunfish content and Brad Funk. Available at APS.

www.APSLTD.com

APS, Everything Under the

"Get a Grip" Zhik Hiking System
The ZhikGrip rubber texture on the underside of the padded strap and boots align and marry together when hiking. The patented ankle straps snap to the boots and are tightened to anchor to your leg. Then when you hike with toes pointed, the boot is forced to stretch, adding significant foot support. This combination of boot, ankle strap and hiking strap helps to relax the foot muscles so you can hike harder and be better connected to the dynamics of the boat. Boots are .5mm Titanium neoprene with side zipper entry and a firm grip sole for foot support. Available in men’s sizes 5 - 13. Visit www.apsltd.com for more boot options.

ZHB300 300 ZhikGrip Boots $79.00
ZHS10A Ankle Straps, pair $11.90
ZHS121SUN Sunfish ZhikGrip Hiking Strap $49.00

Ritchie 58W Tactical Racing Compass
Flush, deck mounted compass requires no cutouts in the deck. 3" blue card with tactical quadrants shows wind shifts and headers. Has a movable bezel, twists on/off for easy removal, 2" high and 4 1/4" base diameter.

Part #    Description          Price
VK1101   Viking inspection port - 5" white $9.00
VK1102   Viking inspection port - 5" black $9.00
VK1101WCL Viking port - 5" white ring, clear lid $9.00
VK1117   Fat bag for Viking 5" inspection ports $21.55
VKORINGS Replacement "O" ring for 5" port $1.20

The Sunfish Bible
Contains just about everything important written to date about the Sunfish. Includes Larry Lewis's Sail It Flat, Derrick Fries' Successful Sunfish Racing, and a collection of articles from SAIL magazine, Sailing World and its predecessors. Also included is Kristi and the Fish Sun from Gary Johnson's book, World Class Sailing. RHOMP $29.95

Seitech Sunfish Dolly
Anodized aluminum frame with fiber reinforced composite joints. Wing nuts at "T" joint, quick pins on wheel axles and quick release at middle of center tube for easy breakdown and transport.16" knobby tires; 5" wide hull strap. SESUN $390.00

“Sail Better, Sail Safer” is a phrase that the Sunfish community is fond of saying. This is true at any level of sailing, whether it is dinghy racing or off shore racing. The Sunfish sailor is always striving to improve their sailing. This is the nature of the Sunfish sailor.

www.APSLTD.com

Windward Leg - Issue 1, 2008
Get prepared for light air racing.

Feather Mate

Mount these cleats to your lower boom, and use the racing multi-purchaseouthaul and cunningham. Made of solid aluminum, use with drifter.

Feather Mate can help you detect subtle shifts and puffs even in a drifter. V43216 $32.00

NEW FRP Rudder Blade

After final testing at the 2005 World Championships, the long-awaited Fiberglass Rudder Blade for the Sunfish is now available. The design profile is the same as the wood model, with great surface finish and shape. The fiberglass blade also provides excellent durability. All future Sunfish Worlds boats and Sunfish Pro boats will be equipped from the factory with the FRP rudder blade, but you can also get it as an after market item. V64113 Blade Only APS $200.00

Order Online, Save on Shipping!
Windward Leg - Issue 1, 2008
Through Bolt Kit for Boom

Eye straps/Blocks
A simple and inexpensive way to ensure your mainsheet blocks don't pull out. Requires a 5/32" drill bit to remove the rivets from your boom. Kit comes complete with photo instructions, small diameter waxed twine, stainless steel machine screws, flat and lock washers and nuts.

APS772 $4.95

Racing Upgrade Package
Transform your regular old Sunfish into a high performance racing machine. Includes: Harken Hexaratchet (H019) with stand up spring (H071), eye strap with mounting screws (V79460), gooseneck quick release lever (V79055) fo reasy rig adjustments, racing sail (V22063), bag of 30 sail rings (V79066) and two black hardcoat anodized clam cleats (C211MK1AN) for the lower boom outhaul and cunningham controls. Add the racing line package and you're ready to roll.

APS034 $551.15

Sheet Hangers
This pair of webbing straps Velcros around your boom to keep the mainsheet from dropping down. Helps keep the sheet slack free and from snagging during jibes.

MSTSF109 $10.50

Sunfish Sails and Accessories

<table>
<thead>
<tr>
<th>Part #</th>
<th>Description</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>V22063</td>
<td>RACE sail with window-all white</td>
<td>$410.00*</td>
</tr>
<tr>
<td>V21004</td>
<td>Sail - Green/white</td>
<td>$295.00</td>
</tr>
<tr>
<td>V21005</td>
<td>Sail - Sunrise-yellow/orange/red/blue</td>
<td>$295.00</td>
</tr>
<tr>
<td>V21605</td>
<td>Sail - Sunrise-yellow/orange/red/blue with window</td>
<td>$350.00</td>
</tr>
<tr>
<td>V21008</td>
<td>Sail - Newport-pink/purple/blue/yellow</td>
<td>$295.00</td>
</tr>
<tr>
<td>V21010</td>
<td>Sail - Olympic-red/white/blue</td>
<td>$295.00</td>
</tr>
<tr>
<td>V21011</td>
<td>Sail - Storm-blue/yellow</td>
<td>$295.00</td>
</tr>
<tr>
<td>V21023</td>
<td>Sail - Red/white</td>
<td>$295.00</td>
</tr>
<tr>
<td>V21025</td>
<td>Sail - Seabreeze-yellow/green/light blue/purple</td>
<td>$295.00</td>
</tr>
<tr>
<td>V21040</td>
<td>Sail - Bora Bora-purple/green/red/yellow/purple</td>
<td>$295.00</td>
</tr>
<tr>
<td>V21640</td>
<td>Sail - Bora Bora-purple/green/red/yellow/purple (window)</td>
<td>$350.00</td>
</tr>
<tr>
<td>V21060</td>
<td>Sail - Go Navy-navy/gold/white</td>
<td>$295.00</td>
</tr>
<tr>
<td>V21061</td>
<td>Sail - Mackinaw-green/white/blue</td>
<td>$295.00</td>
</tr>
<tr>
<td>V21062</td>
<td>Sail - Mist-charcoal/royal/yellow</td>
<td>$295.00</td>
</tr>
<tr>
<td>V21006</td>
<td>Sail - Carnival-yellow/red/blue/red/blue/yellow</td>
<td>$295.00</td>
</tr>
<tr>
<td>MSTSF003</td>
<td>RECREATIONAL sail-white/red/blue/not class legal</td>
<td>$213.05</td>
</tr>
</tbody>
</table>

Snoot Boot
Padded bow bumper. Slide over the bow, run webbing back and around the mast, then secure with quick release/adjust buckle.

V38110 $73.50

APS Sunfish Mast UP or DOWN Deck Cover
Made of breathable Top Gun Polyester. Large zipper runs from the bow to the mast - use it with the mast up or down. Store your booms under the cover with the ends extending past the boat's stem inside the attached spar sock. 1/4" shock cord in hem exits at the rear of the cover for tensioning. Sets of adjustable cross tie webbing straps with quick release buckles give a skin tight fit. This is the easiest, most secure cover attachment system available.

Color: Gray (Blue or Aqua, 2-3 week special order) MSTSF555T $226.00

APS Sunfish Deck Cover (shown right)
Made of breathable Top Gun Polyester. 1/4" shock cord in hem exits at the rear of the cover for tensioning. Sets of adjustable cross tie webbing straps with quick release buckles give a skin tight fit. The easiest, most secure cover attachment system available.

Color: Gray (Blue or Aqua, 2-3 week special order) MSTSF302T $186.00

APS Sunfish Hull Cover (shown left)
Made of breathable Top Gun Polyester. Double reinforcement patch at the bailer. 1/4" shock cord in hem exits at the rear of the cover for tensioning. Sets of adjustable cross tie webbing straps with quick release buckles give a skin tight fit. The easiest, most secure cover attachment system available.

Color: Gray (Blue or Aqua, 2-3 week special order) MSTSF301A $238.35

APS Sunfish Padded Blade Bags
Made of high denier coated Nylon and closed cell foam padding. Centerboard features carry handle and adjustable webbing closure. Rudder bag features quick release adjustable buckle.

Color: Navy (Gray, Teal, Red, Black, Royal Blue or Purple, 2-3 week special order) MSTSF555 Daggerboard $46.50
MSTSF552 Rudder $31.35

APS Sunfish Spar Bag
Made of high denier coated nylon. Large zipper runs length of the bag. Double webbing carry handle. Holds up to two full sets of spars. Color: Royal Blue (Gray, Teal, Red, Black, Navy, or Purple, 2-3 week special order) MSTSF558 $56.20

APS Sunfish Padded Blade Bags
Conveniently carry both your daggerboard and rudder with tiller and tiller extension attached. Made of high denier coated nylon and closed cell foam padding, rudder slides into side pocket and tiller and extension are held in place at the end of the bag with snap webbing loop. Shoulder strap, Velcro daggerboard closure and adjustable webbing rudder closure.

Color: Navy or Red (Gray, Teal, Black, Royal Blue or Purple, 2-3 week special order) MSTSF550 $102.00

Spar Partners by Nautical America
Made of foam rubber, these mast holders are spar and deck friendly.

NASNP For Deck Use $29.00
NASNB For Roof Rack Use $27.00
NASNP
Organizing Authority: The Fairhope Yacht Club and the United States Sunfish Class Association (USSCA) will be the organizing authority.

Rules: The race will be governed by the rules as defined in the Racing Rules of Sailing and the International Sunfish Class Association (ISCA).

Eligibility: The regatta is open to all boats of the Sunfish class. Competitors must be members of USSCA or ISCA. Membership will be allowed at registration. Competitors must meet the USSCA Definition of Master to participate.

Advertising: Advertising will be restricted to Category A.

Schedule:

<table>
<thead>
<tr>
<th>Date</th>
<th>Time</th>
<th>Event</th>
</tr>
</thead>
<tbody>
<tr>
<td>Saturday, Sep 27</td>
<td>09:00-09:30</td>
<td>Registration</td>
</tr>
<tr>
<td></td>
<td>10:30</td>
<td>Competitor's Meeting</td>
</tr>
<tr>
<td></td>
<td>11:30</td>
<td>Warning Signal for Day's First Start</td>
</tr>
<tr>
<td>Sunday, Sep 28</td>
<td>10:00</td>
<td>Warning Signal for Day's First Start: No Race will start after 1430 / Trophy presentation as soon as possible after racing.</td>
</tr>
</tbody>
</table>

Courses/Races: Seven (7) races are scheduled. Courses will be triangle or windward/leeeward or any combination therein.

Fees: $40.00USD Registration Fee: $5.00 Discount for US SAILING Members.

Liability: Competitors participate in the regatta entirely at their own risk. The organizing authority will not accept any liability for any damage or personal injury or death sustained in conjunction with or prior to, during, or after the regatta.

Sailing Instructions: Sailing Instructions will be available at check-in.

Scoring: One (1) race shall constitute a regatta.

Lodging: Camping will be allowed on-site.

Contact Information: FYC: www.fairhopeyachtclub.com or Clinton Edwards: Principal Race Officer: clintonedwards@bellsouth.net

Other Information: This regatta is being held in conjunction with FYC's Wadewitz Regatta. Sunfish will have their own course. Entertainment and food will be available. More information will be released as it becomes available. See www.fairhopeyachtclub.com
United States Sunfish Class Association  
2008 North American Championship  
Junior North American Championship  
Erie YC - Erie, PA  
July 13-18, 2008  
NOTICE OF RACE

Organizing Authority: The Erie Yacht Club and the United States Sunfish Class Association (USSCA) will be the organizing authority.

Venue: All racing will take place on Presque Isle Bay, Erie, PA

Rules: The race will be governed by the rules as defined in the Racing Rules of Sailing and the International Sunfish Class Association (ISCA).

Eligibility: The regatta is open to all boats of the Sunfish class as certified by the Class Measurer. Competitors must be members of USSCA or ISCA. Membership will be allowed at registration.

Advertising: Advertising will be restricted to Category A.

Schedule:

Sunday, July 13, 2008
Registration  12:00-17:00
Measurement  12:00-14:30
Practice Race  15:00
Dinner available in clubhouse (not included)

Monday, July 14, 2008
Breakfast  8:00-9:00
Skippers Meeting for Junior NAs  9:00
Warning Signal for Day’s First Start  11:00
Additional Races to follow
Dinner  18:00

Tuesday, July 15, 2008
Breakfast  08:00-09:00
Warning Signal for day’s first race  11:00
Registration for NAs  12:00-15:00
Practice Race for NAs  15:00
Measurement  12:00-15:00 and 17:00-18:30
Soda and Snacks  17:00
Dinner and Awards (Juniors)  18:30

Wednesday, July 16, 2008
Registration  7:00-9:00
Measurement  7:00-9:00
Breakfast  08:00-09:00
Skipper’s Meeting  09:00
Warning Signal for Day’s First Start  11:00
Additional Races to follow
Beer and Soda  17:00
Dinner  18:30
Executive Meeting  20:00

Thursday, July 17, 2008
Breakfast  8:00-9:00
Warning Signal for Day’s First Start  11:00
Additional Races to follow
Beer, Soda, and Snacks  17:00
Dinner  18:00
Annual Meeting  19:00
Sunset on the deck with live entertainment

Friday, July 18, 2008
Breakfast  8:00-9:00
Warning Signal for Day’s First Start  11:00
Additional Races to follow
Beer, Soda, and Snacks  17:00
Dinner and awards  18:30

Courses/Races: Seven (7) races are scheduled for the Junior North American series. Seven races are scheduled for the North American series. Courses will be triangle or windward/leeward or any combination therein.

Registration: Forms available in The Windward Leg or at www.erieyachtclub.com. Eligible boats may enter by completing the registration form and paying the required fees. Competitors may register in advance by May 31, 2008 by mailing in their registration form and payment to: Erie Yacht...
USSCA News

Club/Sunfish North American Regatta/P.O. Box 648/Erie, PA 16512

Fees: The regatta fee for the NAs is $160.00 before May 31, 2008 and $170.00 after that date. Included are breakfast and dinner on Wednesday, Thursday and Friday, T-shirt, and goodies. US Sailing Members receive a $10 discount.

- The regatta fee for Juniors attending only the Junior NAs is $65.00 before May 31, 2008 and $75.00 after that date. Included are breakfast, lunches, and dinners on Monday and Tuesday, T-shirt and goodies. US Sailing members receive a $5 discount.
- The fee for Juniors sailing all week (5 days) is $160.00 before May 31, 2008 and $170.00 after that date. Included are breakfast and dinners on Monday through Friday and lunches on Monday and Tuesday, T-shirt and goodies. US Sailing members receive a $10 discount.
- Additional breakfast tickets will be available for purchase for $5/each.
- Box lunches will be available and delivered on the water for $20 (total for 3 lunches).
- Additional dinner tickets will be available for $15/each.

Liability: Competitors participate in the regatta entirely at their own risk (See Part 1-4 “Decision to Race” of the RRS). The organizing authority will not accept any liability for any damage or personal injury or death sustained in conjunction with or prior to, during, or after the regatta.

Measurement: The Chief Measurer and/or representative will measure boats.

Sailing Instructions: Sailing Instructions will be available at check-in.

Scoring: One race shall constitute a regatta. A competitor’s worst race will be discarded if seven races are sailed.

Trophies: Junior North American Trophies will be awarded to the Top Ten, Top Midget and Top Opposite Gender of the Winner. NA trophies will be awarded: Top Ten Championship Fleet, Top Five Alcort Fleet, Top Junior, Top Opposite Gender of the Winner, and Top Senior over 50. Additional prizes may be awarded at the discretion of the organizing authority.

Charters: Not available at this time.

Lodging: Lodging with Locals is available on a very limited basis. Please call if interested. Camping will be permitted for tents. There are no RV facilities (power/water/etc) Please call if camping so we have an idea of how many to expect.

Local Hotels:
- El Patio Motel, 2950 West 8th Street, (814) 838-9772 - Very close to EYC (1 Mile) - 82 room motel
  Rates: Approx. $60 weekday, $100 weekend - Rooms to be blocked
- Inn at Presque Isle, 2930 West 6th Street, (814) 838-1961 - Very close to EYC (1 Mile) - 58 Room Motel
  Rates: Approx. $85 weekday (one bed), $100 (2 beds), $110 kitchenette - Rooms to be blocked
- Spencer House B&B, 519 West 6th Street, (814) 454-5984 - Approx. 2 easy miles from EYC - 4 midsize and 3 suite rooms - Rates: $105 - $125 per night - (limited space but nice B&B)
- Sheraton Erie Bayfront, 55 West Bay Drive (814) 454-2005 - Approx. 4 easy miles from EYC - Brand new 200 room hotel - Hotel within feet of Presque Isle Bay (sorry, not possible to sail to/from with Fish) - Unsure of rates
- Avalon Hotel, 16 West 10th Street, (814) 459-2220 - Approx 3 easy miles from EYC - Downtown location - Rates: Approx. $130

Please note, there are many affordable motels/hotels in very close proximity to EYC in addition to those listed. Some do not come up on web searches. If you find yourself in a jam looking for a room, please call and we can make some recommendations and get you some more information.

Masthead Sailing Gear
St. Petersburg, Florida

Boat Covers & Equipment Bags
Specialized Race Accessories
Hardware & Line
Sailing Apparel & Accessories
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24HR Online Store
Store Hours
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9-6pm

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www.mastheadsailinggear.com
(727) 327-5361

Windward Leg - Issue 1, 2008 23
Women's North American Championship
Lewes Yacht Club - Lewes, Delaware
September 12-14, 2008
Notice of Race

Organizing Authority: The organizing authority is the Lewes YC and the United States Sunfish Class Association.

Rules: The regatta will be governed by the racing rules of Sailing(RRS), the prescriptions of the United States Sailing Association, the rules of the International Sunfish Class (except as any of these altered by the sailing instructions) and by the sailing instructions.

Eligibility and Entry: This event is open to any current female member of the International Sunfish Class. Membership cards will be checked at registration. Non members may join the class at registration. The top finisher qualifies for the 2009 Sunfish World Championship.

Schedule of Events:
Friday, September 12, 2008
12:00-18:00 Registration in the Regatta Room
13:00 Practice Race
Saturday, September 13, 2008
07:30 Continental Breakfast
08:00-09:30 Registration
09:30 Skippers’ Meeting
10:15 First Warning Gun / Race two to follow / Lunch on the beach / Subsequent races to follow lunch
Happy Hour to follow last race of the day
19:00 Dinner
Sunday, September 14, 2008
07:30 Continental Breakfast
09:30 Skippers meeting if needed
10:15 First Warning Gun / Subsequent races to follow / No race to start after 14:00
Lunch and Awards at clubhouse

Registration Fee: The registration fee will be $80.00 USD. There will be a $5.00 discount for U.S. Sailing members. Fee includes breakfast Saturday and Sunday, lunch Saturday and Sunday, dinner Saturday and gifts. Registration forms can be found at www.sunfishclass.org or at www.lewesyc.com

Trophies: Trophies will be awarded to the top five finishers, top junior, and top master as well as a Marco Polo award.

Sailing Instructions: The sailing instructions will be available at registration.

Racing Area: The Delaware Bay

Lodging and Further Information: Contact Connie Miller 302-645-8239 or constmill@comcast.net. Information will also be posted on the web.

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Linda Tillman Dominates at Melbourne Spring Regatta

On April 19-20, 2008 Melbourne Yacht Club (Melbourne, FL) held its annual Spring Regatta at Ballard Park on the Indian River. The winds were light from 5-8kts with gusts to 9kts.

The real challenges were the 60-degree wind shifts every couple of minutes. The race committee did an excellent job of calculating (and guessing) what direction the wind would be from at the actual start. We had seven races with one general recall as the wind shifted and everyone at the pin end was over the line. As can be seen from the scores, the racing was really close with three boats tied for third and only two points out of second.

A few of our regular Sunfish sailors including Dick Tillman (Merritt Island, FL) and Henry DeWolf (Palm City, FL) went over to the dark side and raced Lasers. Dick did manage to pull off a win with nine points in seven races. Everyone enjoyed the boiled shrimp dinner served Saturday night at the newly renovated yacht club.

-Chris Gates

Liebl is Victor at Mount Dora Yacht Club

The Mount Dora Yacht Club held its 55th Annual Sailing Regatta on April 5-6, 2008 on beautiful Lake Dora in central Florida. The Sunfish Class totaled fourteen boats as racing was cut short Saturday when afternoon storms blanketed Lake County.

Racing resumed as scheduled Sunday as the sun shone and the wind was steady.

Trophies were awarded five deep in the Sunfish Class at Sunday's awards assembly, held in Gilbert Park. James Liebl (Titusville, FL) took first place, Paul Strauley (Casselberry, FL) was second, Mindy Strauley (Casselberry, FL) was third, John Fletcher (Loxahatchee, FL) fourth, and Ron McHenry (Cortland, OH) took fifth.

"We always look forward to the Sunfish coming to our Regatta and thank each of them for being here," said Charlie Kennedy, Co-Chairman of the MDYC Regatta Committee. "They are always on of our largest and more competitive Classes. We invite them to please return next year and bring more of their Sunfish friends!"

- Allan Seabrook, Regatta Chairman

Regional News

Melbourne Spring Regatta

Melbourne YC - Melbourne, FL
April 19-20, 2008

1 Linda Tillman 1-2-3-8-3-2-1 20
2 David Silverman 9-1-2-1-12-8-2 35
3 Chris Lowrie 7-4-8-2-10-1-5 37
4 Mindy Strauley 2-3-7-9-5-4-7 37
5 Chris Gates 6-6-6-2-7-4-7 37
6 Paul Strauley 8-9-9-7-1-10-3 47
7 Tony Elliott 15-5-3-4-7-3-9 48
8 Shannon Fox 5-14-10-3-4-6-6 48
9 John Fletcher 16-7-4-10-8-9-8 62
10 Cindy Taylor 4-10-1-11-9-17-11 63
11 Steve Clandinen 12-6-19-12-6-5-10 72
12 Steve Winkler 11-16-15-5-19-14-15-95
13 Phil Spletter 17-13-11-13-12-17-96
14 Nancy Fox 14-12-13-15-11-16-16-97
15 Bill Haberland 3-17-16-17-16-15-14-98
16 Paul Odegard 13-18-14-16-11-13-99
17 David Lister 18-15-12-14-15-13-12-99

Jabbo Gordon Youth Regatta

Venice Youth BA - Venice, FL
March 22, 2008

1 Kyle D'Arcangelis VYBA Venice
2 Frank Perry ESA Englewood
3 Martin Wolff ESA Englewood
4 Jack Perry ESA Englewood
5 Christopher DeLeon ESA Englewood
6 Sarah Hansen ESC Fort Myers
7 Beth Anderson VWSF Venice

Melbourne Fall Regatta

Melbourne YC - Melbourne, FL
October 20-21, 2007

1 Paul Strauley 1-3-2-2-1-7-1 17
2 Mindy Strauley 3-5-5-1-2-10-4 30
3 Shannon Fox 7-7-7-3-5-3 35
4 Chris Gates 9-1-9-6-4-1-9 39
5 Nancy Fox 6-4-9-9-6-5 43
6 David Silverman 5-6-13-7-5-2-7 45
7 Cindy Taylor 2-11-12-10-6-8-2 51
8 Bill Haberland 17-2-14-4-10-3-6 56
9 David Lister 17-15-6-8-8-4-10 68
10 Jack Bibb 11-14-3-14-12-12-8 74
11 Stew Winkler 13-12-8-5-11-9-7 75
12 Paul Odegard 8-9-10-13-13-11-11 75
13 Lynde West 14-13-11-12-17-17-91
14 John Fox 12-8-11-11-17-17-93
15 Dave Leventhal 4-10-15-17-17-17-97
16 Jim Edwards 10-17-17-17-17-17-102

www.sunfishclass.org
Gust Takes Top Honors at Texas Hard Chine Regatta

By C. P. Burks

We are just back from a beautiful February weekend in Galveston for the first Texas Sunfish Circuit regatta of the year. We went down Friday morning so we could get acclimated to the warm temperatures, outrageous humidity, and salt air. Dropped off the boats at the Galveston Boat Club, drove down the street for a late lunch at our favorite dive seafood joint and then out to the beach for some shell picking, surf wading and seabird chasing. It doesn't take much to make us Flat Landers happy, plus this was James Wilson's first visit to the Third Coast and we all thoroughly enjoy ourselves.

Saturday found us with 28 Sunfish: 24 big kids and 4 smaller kids. After a great hot dog lunch we got everyone out onto the water for a noon start. Just before the first race started some big clouds rolled in from the Gulf and the wind shifted 90 degrees and went flat. After a few minutes the race began in very shifty 2-6mph winds. After many lead changes, Greg Gust was the first across the finish line, followed closely by Paul Foerster, Gerard Coleman (the TAMU-G sailing team coach), and Tom Meeh.

As the wind came up we wondered where Don Bynum was. Come to find out he had his daggerboard in backwards until the last leg of Saturday's final race. Hey Don - whatever you do, don't sell that board because one without a cutout in it will really blow your mind. The little hole and the blue thingies go toward the front!

By the time everyone got in and got their boats and bodies washed off it was time for a fantastic spaghetti and meatball supper by Mary Ann (Jim Uroda's sister) and her crew. What would racing sailors do without the heroes on shore and on the water taking such good care of us?

The evening entertainment was a Texas Hold 'Em tournament sponsored by Greg. I think we had more fun stealing chips from each other than playing cards. The humidity was still off the scale and our beds were still wet, but everyone slept like lumber.

Paul must have been having too much fun playing with his sons because he never showed on Sunday. Collin Weston finally got the bug his family was passing around so he, dad, and the family loaded up early and headed home.

Don must have really been mad after yesterday because he came out on Sunday with his six guns blazing and won the first race. Ellen Burks finally found the gas pedal and was second. Greg was third only because El screamed over and told him that it was the finish - after she finished, of course.

The last race saw Marshall Woodson take the lead on the third leg, and he held on until the last half of the final leg when Tom Meeh just edged him out for first. Annie Lancaster also had a great finish race; she was in third until Gerard, Jim Uroda, and Ellen passed her at the very end.

Final results found Greg, seven points ahead of everyone, in first, Hank second, Tom Meeh third, and Gerard Coleman fourth. Emily "PIP" Nolan easily won the Junior class with four bullets over the six races with David Cerdas in second place. SWR & the Texas Circuit welcomes James Wilson to the group having just moved to Arlington from the Seattle area.

We had a fantastic weekend. A piece-of-cake 650 mile weekend jaunt to hang out with a fun crowd that were all having fun doing what we all like to do. Give it a try...you might really enjoy yourself and learn something new about your boat.

**Hard Chine Regatta**
Galveston BC - Galveston, TX
February 22-24, 2008

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<td>3 Ryan Coleman</td>
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**Regional News**
Gust is 2008 La-Tex Challenge Champ!

2008 Holiday In Dixie La-Tex Challenge
Shreveport YC - Shreveport, LA
April 25-27, 2008

1 Greg Gust 2-2-1-(3)-2-2-1-1-2-1 16
2 Anne Edwards 4-3-(6)-2-1-3-6-1-2 26
3 Todd Edwards 1-1-2-1-3-2-2-2-(DS)-DS 32
4 Ellen Burks 7-5-3-4-4-7-(8)-4-2-3 43
5 David McCary (6)-6-5-5-4-4-6-4-3-4 46
6 Brent Evans 3-4-4-6-(7)-5-5-5-5-5 47
7 Lee Creekmore 8-(10)-7-7-6-6-8-7-7 69
8 Butch Nolan 9-7-9-8-8-7-9-8-6-6 74
9 Edwin Owen 5-8-8-(10)-9-10-9-9-9-9 86
10 James Wilson 10-9-10-9-10-9-(11)-7-10-8-8 90
11 Reed Richard DF-(DS)-DS-DS-DS-DS-DS-DS-DS 114

JUNIORS
1 Emily Nolan (4)-3-1-1-1-1-1-1-1-1 11
2 Steven Pracht 2-2-2-(3)-3-2-2-2-2-3 21
3 Harrison Hadel 1-1-4-2-2-2-4-(DS)-DS-DS 30
4 Emily Camp (6)-5-5-4-4-4-3-3-3-2 33
5 Terry Schaffer 5-6-6-6-5-5-5-4-4-(DS) 46
6 Andrew Hadel 3-4-3-5-(DS)-DS-DS-DS-DS-DS 50

Chapman Takes Mayor’s Cup

Highland Park Mayor’s Cup
North Shore YC - Highland Park, IL
September 2, 2007

1 Rich Chapman 1-5-3-2-1 12
2 Ben Jassin (JR) 5-3-1-1-3 13
3 Leland Brode 3-2-2-4-2 13
4 Fritz Hanselman 2-1-4-3-4 14
5 Bill Nelson 4-4-5-5-5 23
6 Larry Hammond 7-7-6-6-7 33
7 Charlie Rush 6-8-8-8-6 36
8 Jim Pugh 10-6-7-9-8 40
9 Jory Hanselman (JR) 9-10-9-7-10 45
10 Manny Schneck (JR) 8-9-10-13-9 49
11 Iain Lopata 11-14-11-10-13 59
12 Maureen Hammond 12-12-12-11-12 59
13 Elise Sylvan 15-11-14-12-11-12 63
14 Steve Cros 14-15-13-14-DS 76
15 Melissa Wilson 16-16-16-16-DS 84
16 Steve Knapp 13-13-DF-DF-DF 86
18 Fern Anderson 17-17-17-17-DS 88
19 Tom Russell 18-19-18-18-DS 93

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Molleran Takes Home the Prize at OktoberFast

By Mike Stratton

On Sunday, October 7, 2007, we held OktoberFast, the final racing event of Hueston Woods SA’s 2007 season. With the predicted temperature in the 90s and the wind predicted at 2-3 mph, signs were pretty clear that OktoberFast was misnamed on this day. It didn’t feel like October, uh, October, and racing was going to be anything but fast.

We discussed whether we should race or not and then rigged and made our way out to the course. Dark clouds moving over us from the west looked like they might bring wind. A nice light southern breeze carried us out to the committee boat and some of us up towards the first mark where the wind proceeded to die. Bill Molleran, who had sailed the furthest, rounding the first mark, had to paddle back to the start, which he almost didn’t make.

I could go into details on the race, but it is still too painful for me at this point. Suffice it to say that after ghosting to the first mark on a reach to a run in what little wind there was, the wind filled in from almost the exact opposite from its original direction and Bill won the race finishing on a run. In the second race, the modified Olympic course was reversed to match the new wind and we got the race started. Roger Henthorn took off in front and somehow was able to stay there and finish first. The wind died and the rest of us ghosted across the finish line and then we paddled to the ramps.

The only saving grace for what I consider a truly miserable day of sailing was the after racing-camaraderie, food and awards. (I might add here that not everyone shares my opinion that the sailing was miserable, Bill thought it was okay. But then Pete swore he saw Bill hiking out at times. Bill denied this but there’s no doubt he’s built for a drifter.) Pete brought enough cupcakes, snacks and drinks for an army of sailors and Mike entertained us with his creative trophies. I could describe the trophies, but it wouldn’t do them justice without Mike’s humorous introductions. Thanks to Pete for the food and for setting the courses and to Mike for the trophies. A special thanks to Bobbie, who for the fifth time this season, ran and recorded the races for the Sunfish series.

We had one visitor in the race today. Steve Gardt, from Fort Wayne and Lake Wawasee, made the trip to help his nephew take his cruiser out of the lake and to sail with us. This is the first time he has been able to take one of Mike’s trophies home. Believe it or not, that alone made the trip worthwhile for him. Associate member Melody Blackmore also came out to sail Sunfish for the second time with us.
By Andrew Zeigler

While this year's Double the Fun Regatta provided added launching challenges, all proved worthwhile with a great turnout of sailors and reasonable winds.

As in previous Double the Fun Regattas at Wolf Lake, MI, the fifth annual July 28-29 event included two classes of boats for the weekend event, Sunfish and Snipes. Twenty-eight boats participated in this year's regatta: fifteen (15) Snipe and thirteen (13) Sunfish. Saturday's races were under mostly sunny to slightly overcast skies, with Sunday clear and bright. Variable Northeast to North winds prevailed on Saturday, and somewhat more consistent winds persisted from the Northeast to East on Sunday. The temperature on both days approached 90-degrees F, with variable winds of 5-10 mph and some occasional gusts. A windward-leeward course was used for both days, and included an additional mark off set on the windward end.

Dan Norton (Manitou Beach, MI) scored five first place finishes! Josh Kerst (Wolf Lake YC) picked up second place overall, followed by Mike Stratton (Farmersville, OH) in third place, and Tom Katterheinrich (New Knoxville, OH) in fourth place. Eddie Fletcher (Okemos, MI) finished in fifth place. First Place Junior was Ryan Mabie (Ann Arbor, MI), repeating his success from last year as a first place junior sailor.

Sailors were treated to catered lunches both days, and a lasagna dinner and refreshments upon arriving back to the Club after the third race on Saturday. While many opted for a late evening of traditional go-cart racing, others were treated by a spontaneous mixture of guitar and banjo music by Harri Palm (Guelph, Ontario) and Joe Baublis (WLYC) respectively. Others accompanied in song for a really enjoyable and relaxing evening.

One advantage of having a "Double the Fun Regatta" is an added mixture of talent from both the Sunfish and Snipe sailors.

All were thankful this year's races did not include extremes of either no wind or the surprise of near gale force winds and storms, or even incredibly hot temperatures that occurred in 2006. This year may be characterized more by the friendly spirit of cooperation between sailors that takes place at WLYC during launching and retrieval of boats up and down the hill to the lake. This included a little experimentation and ingenuity by some, and a lot of help by many others pushing and pulling to make for a successful working end to the weekend.

Special thanks to all who helped in the kitchen and on race committee. Special thanks to Pat and Duane Olney and their daughter, Cathy Jessup, for performing triple duty with registration, as race committee, and as kitchen crew. Thanks also to other members of the Club for their support, especially to Mel Nichols (WLYC charter member) for setting the course in spite of early unpredictable winds before each day. Having a great turnout of sailors, this year's Double the Fun Regatta was declared a success!
Building Your Club: Make Fleet Racing Fun!

By Tom Ehman, Jr.


Most important for those interested in improving one-design sailing is to remember that most people race to socialize as well as compete. They want to have fun - party, party, party. Where sailing is social and fun, fleets are alive and healthy. (Or is the converse true? I think not.) Here is a string of ideas to make racing more social and fun:

- Have a potluck dinner after the race. Move it around from one fleet member's house to another. BYO drinks and protein. Hosts (or co-hosts) provide salad and dessert. This concept was singularly responsible for rejuvenating the J/24 fleet in Newport, RI a few years back.
- Have lots of short races. The more races you have, the more likely it is that the regulars will beat the rock stars. Starting on a reach off the yacht club dock, and finishing back there 25 minutes later IS FUN. Then do it again. Someone else is bound to win.
- Find something to do for spouses and kids who don't like to race. Lots of spouses love to do race committee work, but don't like to sail. Then you'll be including the whole family.
- Do a charity regatta or cruise. It's amazing how this brings the fleet together! Everyone rallies around a cause. Collect the entry fees and give them to the local heart fund, cancer drive, or whatever. Gets good publicity. Make the necessary arrangements with the local paper for the results to be published, if only as a box score, after each race.

Every now and then have a fleet "theme party": Hawaiian luau, M*A*S*H party, toga party... all the standard stuff. Invite non-sailors (prospects) and those from other "fringe" fleets.

- DON'T race when there isn't much wind. This is when the novices are most likely to do well, and have fun. So what if it's a crapshoot? As long as it's "an even shorter than usual" course, and as long as it isn't broiling hot, it's fun.
- Keep a good fleet captain on. Don't change fleet captains every year or two just because "you should pass it around." Most good fleet captains are good because they like to do it. Most bad ones are bad because they don't want to do it. If you have a good one who's willing to stay keep 'em! Only change when someone wants out, or isn't very good.
- Keep it light on the water. Hail "good job" when someone gets you on the race course; make a big deal about a novice doing well on a leg, or in a race, by giving them a big cheer on the water. Keep it light on the water. Hail "good job" when someone gets you on the race course; make a big deal about a novice doing well on a leg, or in a race, by giving them a big cheer on the water. Encourage the race committee to be helpful.

Do the same with us sailors as we do at most college regattas. Get some publicity. Make the necessary arrangements with the local paper for the results to be published, if only as a box score, after each race. Recognition turns everybody on and brings in new fleet members.

Keep it light on the water. Hail "good job" when someone gets you on the race course; make a big deal about a novice doing well on a leg, or in a race, by giving them a big cheer on the water. Encourage the race committee to be helpful.

DON'T race when the weather is cold, rainy, or extremely rough and windy. Have a seminar and party on shore instead.

Give out crew awards equal to those given to skippers. The prize giving should not be "In first place, Ken Read and crew." Every member of the crew should be recognized by name and awarded a trophy the same as the skipper. Recognize crews as well as skippers and everyone will have more fun; and it will make it easier for skippers to get crews.

Use US SAILING's Rules-In-Brief card instead of the rulebook. It's simple, easy to understand, and makes it easier for a novice to have fun. Have oral protests. No forms, no formalities. Require that a protest flag is flown, and the other party is notified of the incident and the rule. Then have the hearing immediately, and get it over with like we do at most college regattas. Then people can get back to socializing.

Don't let people cheat (on kinetics, class rules, etc.). If they do, protest them. If they persist, invite them to leave the fleet.

Invite novices (skippers and crews) to sail with the experts in the fleet. It is still the best way to help newcomers learn to become good sailors quickly.

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Mike Stratton Presents Rich Chapman's Take on Racing a 'Fish

Editor's Note: Mike Stratton has interviewed several top Sunfish racers who share their tips and secrets to success. Here we share an interview he held with Rich Chapman of Lake Bluff, IL, Junior Coordinator and the 2008 Junior World Championship Chairman.

Maybe it comes from the patience of being a teacher. Maybe it is the musician's reputation for math prowess that enables him to take the mysterious algorithms of the marching band performance and apply them to the oversized geometry of the Modified Olympic Triangle. Whatever it is, Rich Chapman has it. This high school band director from the Glenbrook (Illinois) schools is not only winning regattas all over the Midwest, he was also the 2002 U.S. Master's Sunfish Champion (where he beat Jeff Linton, former NA champ and Pan Am representative). He has also placed in the top ten at the North Americans twice and scored big in many other regattas. Here is Rich's take on racing the 'Fish.

Q: You have been quoted as saying that the best place to be in during a race is on the committee boat or in a crash boat, coaching others, which you do a lot of. Why is the position of observation the best place and ho do you make it such a good place to be? I think that this is probably one of the most important things you can do when you are ready to go to the next level, yet few sailors do it! When you are out on the race course it is very difficult to see the "big picture". Having the chance to step away and watch others race is very revealing. You start seeing things you would never see while racing. You get to see people several boat lengths away from the starting line at the gun, sailors sailing away from puffs and shifts. If you have another person on the boat with you, you can discuss options each sailor has and what strategies you would use. Think about how much we all know about professional sports that

Q: How long have you been sailing Sunfish? Do you, or have you, raced in other boats? I have been racing Sunfish since I was about 11 or 12. I have also raced a Buccaneer 18 and have raced Lasers and M-Scows. My latest endeavor is acting as a tactician on a 40 footer.

Q: What makes the Sunfish a good boat for you? It's CHEAP!! Really, you can get into a competitive boat for around $1500 or less. There are very few boats out there that fit into this category. I also enjoy the simplicity of the boat. I don’t want to be messing with mast bend, rig tension, backstays, etc. I want to RACE!

Q: Some really good sailors wait until the last minute to go out onto the course; other really good sailors are on the course an hour early. What is your approach? I always try to get out as early as I can. Have you ever noticed that by the 2nd or 3rd windward leg of the day, you start to see a pattern develop? Well, if you went out early and sailed the leg several times, you'd be that much further ahead of the competition. It also gives me time to get my settings finalized and to get into the right frame of mind.

Q: Do you ever sail to windward before the race with a partner and split tactics to find the favored side of the course? Absolutely! I am expecting a large or persistent shift to one side of the course, I will get as close as possible to that end of the line. If the shift is expected to be short lived, I will lay back.

Q: Your ability to get off the line and out in front early is well known. Some who have sailed against you say you don't always

Continued on page 32
Regional News

An Interview with Rich Chapman (continued from page 31)

get the best start, but that you consistently get a good start. How do you handle your boat in those first crucial moments after the gun so that your nose is out ahead? I think most people are afraid of being over early and, as a result, end up "pulling the trigger" too late. Having a good sense of where you are on the line is key and sometimes you have to just take a risk. I also work with training partners on boat acceleration. Trim for speed and HIKE!

Q: What do you want your boat to look like 15-30 seconds before the start? Are you luffing on the line close to the spot you want to prepare for moving and picking up speed? Are you sitting still? At this point in the start, you main concern is a hole in which to accelerate. Work hard to keep the windward boats high and that will allow you to create some space to leeward. At 10-15 seconds (depending on conditions), it's time to go. Until then, luff, pump, scull, and trim...whatever it takes to maintain your position!!

Q: Is the start the most critical part of the race? Is that where most racers should spend time on skills? Will it reap the most rewards if they become skillful starters? The key thing about getting a good start is that it gives you the room and opportunity to tack when you want to and to sail in clean air. If you are behind at the start, your tactical decisions are skewed by the sailors in front of you and you are not able to go where you want when you want. Knowing what to do with a good start is equally important. How many times have you seen a sailor get a great start only to be back in the pack by the end of the race? I would highly recommend practicing your starts as that will quickly give you a head start on the fleet and you will have a chance to implement your game plan.

Q: Let's head up on the first windward leg. You are in the lead. What is your strategy? Are you going for pressure? A side of the course? Stay ahead of the rest of the fleet? The favored tack? Yes to all of these things, but each one depends upon what point of the race I am in. In the early part of the race, pressure, boat speed and favored side are the most important. As the race wears on and the fleet spreads out, covering your competitors becomes more important than just going fast. You have to be aware of the circumstances at every given time in the race.

Q: Some racers' philosophies are to observe the windshifts and watch your competitors rather than rely on a compass. You have a reputation as a good wind reader who keeps a close eye on his competitors. Is that a good description of your method? Do you use a compass, or is it a distraction from more intuitive racing?

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The compass is a valuable tool to help you “see” wind shifts, check to see if the line is square and make tactical decisions. But if you spend all of your time looking at the compass and not the other boats, it will not be an advantage. I generally will use my compass more on longer courses and in bigger fleets. If the course and fleet are small, the compass becomes less important. The most important thing to remember is to get your head up and out of the boat!

Q: Do you ever sail to windward with your board anything else but down? Very rarely. Some people will raise their board a few inches if it really blowing (survival conditions), but 99% of the time you need all the board you can get.

Q: Many good sailors like to come into the windward mark on port tack, confident that they will find a hole. Do you like to approach on port? If so, how close? Again, in a smaller fleet this is much easier to do. If you are in the middle of a large fleet it is very dangerous. Remember, if other boats are rounding ahead of you, they will be coming off the mark along your layline and will be blanketing your sails. The decision of how to approach the mark should be made about 2/3 of the way up the course. If the left side has a favorable shift and you feel you are ahead enough, go for it. If you back in the pack, that “cone” at the top of the course will not have any wind in it at all!

Q: When do you pinch, when do you foot? I am definitely a footer. One of my goals for this summer is to work on pinching the boat when I need to. Pinching is good if you have a boat just to leeward of you and you want to clear your air. Footing is best off the line to create separation between you and the fleet, as well as to get to the shift first!

Q: Do you make adjustments to yourouthaul or cunningham during a race, or only between races? I make many adjustments during the race. It is essential that you pop off yourouthaul as you round the windward mark and then tighten it at the bottom of the course. Also, if the wind velocity changes, you have to be able to shift gears in mid race. This happens more often than not.

Q: What about mark rounding? Do you always decide before you round a mark what tack you will use first on the next leg? I will take the last half of the downwind leg to start making decisions about the next upwind. Which side worked last time, what has changed, where I expect others to go are all considerations. Watch the wind as you go downwind and see if a new pattern has developed. But, as always, be ready to change your mind if a different set of circumstances appear.

Q: Under what conditions will you decide to go low on the off wind legs? Is it your usual habit to go high? Or do you stay close to the rhumbline? I like to go a little high to start the leg. I feel like my off wind speed is pretty good and that I can pass some boats early in the leg. At about the halfway point, I will start to work my way back down toward the rhumb line. Some sailors are very successful going low, so don't discount that strategy. I just don’t like being downwind of other boats on the reach!

Q: What is the most important technique you use as you reach? Go FAST and if there are waves, you must be able to surf. Many people switch into relax mode on the reach. I find myself more tired at the end of a windy reach because of all the trimming that occurs to keep the boat on its feet. Don't let up, there are huge gains to be made on this leg.

Q: Under what conditions would you sail by the lee downwind? Do you think it is fast? I sail by the lee in all downwind conditions except very heavy winds. It is very fast when done correctly.

Q: There is a disagreement about luffing boats up off wind. Some say it is mostly counterproductive and should be avoided by both boats. Others say they never want anyone to go over them and will take them up in most instances. What is your belief? This depends on where you are in the fleet and who is passing you. If you are battling it out for 37th place, forget it! If

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you are in the top 5 on the last downwind leg with a large gap behind you, go for it! Remember, every move you make slows BOTH of you down and the boats behind will catch up very quickly. Decide if it is better to be passed by one boat or have 10 others gain 15 boat lengths on you.

Q: If two boats get into a luffing match where they both lose boats, who is more responsible the luffer or the luffed? What do you do when someone is threatening to go over the top of you?

Both are "at fault". If I am going to pass someone downwind, I generally try to be high enough that the other boat would have to drastically change course to get to me. I pose less of a threat that way. If someone is trying to pass me, I usually decide if I think I can easily get them back on an ensuing leg or not. If I think I can, I won't be very aggressive in stopping them.

Q: You've rounded the windward mark and are headed for the finish line. At what point in the race have you decided which end is favored? Is it a "last minute no point of return" decision or have you decided somewhere else, maybe even before you rounded the leeward mark? I don't really start looking at the finish until the last quarter of the leg. At that point, a good idea is to aim for the middle of the line until you reach one of the lay lines. At that point, tack and head for home. Also, if you are doing a downwind leg that takes you past the line, check out the angle as you go by and that may give you a clue as to what to expect on the way back up. I feel that this is definitely one of weakest parts of my game!

Q: What is the best book you have read on racing? Without a doubt, Dave Perry's Winning In One Designs. Derrick Fries' book, Successful Sunfish Sailing, is a great resource for the Sunfish sailor in particular.

Q: You are also known for being patient. How does patience fit into your racing strategy? Being patient is probably the hardest things to learn. Often, sailors will see the opposite side of the course getting a great lift or puff and so they immediately decide to tack and try to get some of that advantage. Well, by the time they get there, it's gone. Wait your turn! If the course is long enough, chances are you'll have a chance to get your share of good luck. This is especially true in small lake sailing where the puffs and shifts often occur faster and with greater variation. I try to stick with my game plan and not get suckered into chasing something that might not be there in 2-3 minutes.

Q: What do you think you have been neglecting or overlooking in your race preparation, and what do you plan to change this season? I learned a lot about sail controls when Eduardo did his clinic at Lake Bluff last season. I'd like to spend some time experimenting with luff tension (which controls draft placement and, therefore, pointing ability) and mainsheet tension. I also feel like I tend to heel the boat too much when I want more speed. I think I do this because heeling the boat makes you FEEL like you are going fast, when you are actually sliding sideways!

Q: If you know that Derrick Fries is going to be racing at a regatta, how does that change your approach? I get psyched up for a second place trophy! Actually, I don't change my approach at all. I am always eager to sail against sailors that are faster than I am (and believe me, there are MANY!). I see it as a test of my skills and a chance to learn more. I don't think I will ever learn all there is to know about this sport nor do I think I will ever be as good as I want to be.
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2008 USSCA Ballot

MAKE YOUR MEMBERSHIP COUNT—VOTE TODAY!

By Tom Katterheinrich, Nominations Chair

Voting will take place at the 2008 USSCA Annual Meeting and additional nominations may be accepted at the meeting held at Erie Yacht Club, Erie, PA, scheduled for July 17, 2008. You may also vote by mail or email. Mailed or emailed ballots must be received by the USSCA Secretary no later than Wednesday, July 9, 2008 (if mailed, postmarked no later than Monday, July 7, 2008, if emailed must be email tagged no later than Wednesday, July 9, 2008), or be submitted by the declared poll closing at the USSCA Annual Meeting at Erie Yacht Club, Erie, PA.

All terms for elected officials will begin after the 2008 North American Championships. You may photocopy this page or print a ballot from the Class web site at www.sunfishclass.org. Send your completed ballots to:

Gail M. Turluck, USSCA Secretary
1245 West Gull Lake Drive
Richland, MI 49083
or email: turluck “at” comcast “dot” net.
One ballot per USSCA member.

IMPORTANT—Ballots without a sail number will not be counted for officer elections; ballots without sail number and legible Region will not be counted for Regional Representative election.

Voter Eligibility—To establish voter eligibility, enter your Sail Number as shown on your USSCA membership card:

________________________
Print the name of your Region:

Officer election:

President - vote for one.

Clinton Edwards
Derek Jackson
Write in Candidate

Treasurer - vote for one.

Patricia Manning
Write in Candidate

Membership Coordinator - vote for one.

Anne Edwards
Write in Candidate

Regatta Coordinator - vote for one.

Susan Mallows
Write in Candidate

Regional Representative
You must be registered in the Region to be eligible to vote for your Regional Representative.

Vote only for your Region.

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Write in Candidate

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Write in Candidate

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Lee Montes
Write in Candidate

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Write in Candidate

Florida Peninsula - (FL-Eastern Time Zone)
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