Sunfish Sailboats Participate in Bermuda International Race Week

Don Martinborough of Nassau bettered a fleet of 28 Sunfish sailboats to win top honors in the Bermuda International Race Week series held May 2-8. The Sunfish Class was hosted by the Harrington Sound Sailing and Gliding Club and the Bermuda Sunfish Association for the exciting week of racing. Races were sailed under the jurisdiction of the Royal Bermuda Yacht Club off Shelly Bay on the north shore of Bermuda. The Windsurfer Class also sailed from Shelly Bay Beach providing an interesting combination of classes for the race committee chaired by Sam Wharton. Other classes represented during International Race Week were Solings, International One-Designs, Tornados, Comets and Snipes. The Sunfish Class was represented by six countries, more than any other class.

The six-race, one-throwout series was plagued by light winds, uncommon for Bermuda during the month of May. The racers sailed full olympic courses which varied from 6 to 10 miles in length. The sailors included two former World Champions and three former North American Champions. This didn’t phase Martinborough as he sailed a very consistent series with 7 total points to top all former champions. The battle for second place was tightly contested between former Women’s Sunfish North American Champion, Jean Bergman and former World Champion, Ted Moore. Moore needed to place first or second in the final race to overcome Bergman, but only managed to place third. Jean Bergman finished second with 21 points followed by Moore with 21 ¼ points. In fourth place, with 28 ¼ points was Jean’s husband, Don Bergman. In fifth place, with 32 points and the first Bermudian finisher was Paul Fisher of Somerset.

A loose schedule of racing gave the visitors a chance to enjoy all the beautiful sites of Bermuda. A fleet of mopeds tacking down Front Street in Hamilton was not an un...
Herndon and Furman Win 10th Annual River Race

Pease Herndon of Providence, RI and Joel Furman of Bellport, NY have won the 10th Annual Kahlua/Sunfish Connecticut River Classic held May 15-16. Herndon and Furman beat a 92-boat flotilla down the 45-mile course from Hartford to Essex. This is a repeat performance for Herndon, having won the event last year with Keith Robine of Boston, MA, although, Furman is no stranger to the river having previously raced several times.

With an eighth, fourth, second and first place finish, Herndon and Furman were the first overall and the first in the Mixed Doubles Division (crews consisting of one male and one female). In second place was Clay Wild of Groton, CT and Laura Pizzella of Newington, CT followed by Pease’s brother, Cricket Herndon of Colorado Springs, CO and Nancy Green of Providence, RI in third place.

Winners of the Odd Couples Division (crews consisting of two males or two females) were Ted and Tom Toombs of Glen Head, NY. In honor of their competitive spirit, the Toombs brothers were awarded the prestigious “rubber ducky”, presented to the Un-mixed Doubles team that goes fun and games for the glory of first place. Second place went to Fred and Scott Scribner of South Windsor, CT, a repeat performance for Fred, having taken second last year in the Mixed Doubles with his daughter, Heather. Will White of West Hartford, CT, a ten-year veteran and founder of the event, with co-skippers, Rick Connell took third place honors in the Odd Couples division. Last place finishers in this division were Robert Agers of Madison, CT and Dmitri Cook of New Haven, CT. In addition to receiving a trophy for last place, they received two “little black books” to enable them to list eligible mixed doubles crews for next year.

The weekend began with the traditional “Pub Crawl” on Friday night. Racers and supporters walk (and eventually crawl) around Hartford’s pubs and cafes sipping on specially-concocted Kahlua drinks. After visiting all 14 sponsoring bars, people gather for a traditional “Roast” at the Harrington Sound Yacht Club.

The race week included an impromptu, best 2 out of 3 team race series on Saturday in Harrington Sound. This tradition pits the USA against Bermuda in a singlehanded, 3-race series. Ted Moore of the U.S. dominated the series with three aces.

The Sunfish Class was honored to have been invited to this prestigious week of competition and fun. All participants look forward to another great week in Bermuda next May.

**BERMUDA INTERNATIONAL RACE WEEK**

**Corporation Class Corner**

**BERMUDA INTERNATIONAL RACE WEEK**

_May 8, 1982_ 19 Boats

1. Ted Moore 18-6-21 14 11
2. Peter Van Annholt 24-2-11 10 8
3. Cricket Herndon 24-2-11 10 8
4. Bob Heckman 24-2-11 10 8
5. Charlie Berry 24-2-11 10 8
6. Bob Heckman 24-2-11 10 8
7. Don Bergman 24-2-11 10 8
8. Paul Fisher 24-2-11 10 8
9. Peter Brown 24-2-11 10 8
10. Enrie Kervel 24-2-11 10 8

**LONG DISTANCE RACE**

_May 7, 1982_ 15 Boats

3. Tommy Lee 26-16-19-23-22 106
5. Ada Barboza 24-22-25-23-23 116
8. David Ashton 24-28-28-28-28 140

**BERMUDA INTERNATIONAL RACE WEEK**

**May 2-8, 1982**

**SUNFISH RESULTS**

<table>
<thead>
<tr>
<th>Finisher</th>
<th>Points</th>
<th>Total Points</th>
</tr>
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<tbody>
<tr>
<td>1. Donny Martinborough</td>
<td>1-1-1</td>
<td>21</td>
</tr>
<tr>
<td>2. Jean Bergman</td>
<td>4-2-5-3</td>
<td>21</td>
</tr>
<tr>
<td>3. Ted Moore</td>
<td>6-1-6-1</td>
<td>21</td>
</tr>
<tr>
<td>4. Don Bergman</td>
<td>10-6-3-1</td>
<td>28.5</td>
</tr>
<tr>
<td>5. Paul Fisher</td>
<td>3-12-6-7-12</td>
<td>32</td>
</tr>
<tr>
<td>6. Cricket Herndon</td>
<td>7-6-3-13-6</td>
<td>32</td>
</tr>
<tr>
<td>7. Bob Heckman</td>
<td>12-5-2-12-10-9</td>
<td>36</td>
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<tr>
<td>9. Lois Stodgell</td>
<td>5-13-9-4-10</td>
<td>41</td>
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<tr>
<td>10. Cor Van Amholt</td>
<td>6-7-10-15-14</td>
<td>46</td>
</tr>
<tr>
<td>11. Eric Erickson</td>
<td>9-4-5-9-15-14</td>
<td>47</td>
</tr>
<tr>
<td>12. David Frith</td>
<td>22-5-13-10-9-13</td>
<td>50</td>
</tr>
<tr>
<td>13. Keith Barker</td>
<td>24-10-15-6-5-17</td>
<td>55</td>
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<tr>
<td>14. Charlie Berry</td>
<td>16-16-17-11-12-11</td>
<td>69</td>
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<td>15. Ernie Kervel</td>
<td>25-5-23-13-11</td>
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<td>16. Peter Bromby</td>
<td>21-24-11-6-4-21-1</td>
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<tr>
<td>17. Peter Van Annholt</td>
<td>20-10-16-16-20</td>
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<tr>
<td>18. Will White</td>
<td>11-32-17-0-18</td>
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<tr>
<td>20. Nevis Barboza</td>
<td>9-22-16-16-16-19</td>
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<tr>
<td>21. Joel Furman</td>
<td>8-14-22-17-25-28</td>
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<tr>
<td>22. Adam Barboza</td>
<td>12-21-20-17-20-20</td>
<td>90</td>
</tr>
</tbody>
</table>

**COLUMBUS SHIELD**

_May 8, 1982_ 19 Boats

- 1. Ted Moore
- 2. Peter Van Annholt
- 3. Cricket Herndon
- 4. Bob Heckman
- 5. Charlie Berry
- 6. Bob Heckman
- 7. Don Bergman
- 8. Paul Fisher
- 9. Peter Brown
- 10. Enrie Kervel
pubs, this year's group was ready to begin again.

Racing began the next morning at 9:00 AM from Hartford's Riverside Park. Light winds plagued the sailors for most of the day, but who noticed with the beautiful Connecticut countryside and the gorgeous sunshine that surrounded the sailboats. Winds picked up for the race of the day to bring the camp and enjoy a feast of hamburgers, onions prepared by Alcort. Beer and cocktails were served to the many other well-wishers.

Sailors awakened the next morning to the smell of hot coffee, ham and eggs, pastries and orange juice. The winds continued light and the fog just managed to burn-off for the 9:00 AM start. Sailors were caught off guard on the second race of the day with a surprise Le Mans style start. Pandemonium reigned as boats and sailors flew every which way trying to find crews and get their boats off for the race. The first racers hit the beach at Pettipaug Yacht Club about 3:00 PM where a steak barbeque sponsored by the Hartford pubs was awaiting them along with many other well-wishers.

The awards ceremony followed with special awards presented to Cricket Herndon of Colorado Springs for traveling the furthest to attend the regatta. Trophies were presented to the sponsoring pubs for the Hartford Championship. First place went to John and Sue Ronsen's sailing for Shawn Patrick's. Other sponsors in order of their finish were the Civic Pub, Times Cafe, Hartford Sheraton, JP's, Congress Street Cafe, The Russian Lady, The Great Train Robbery, Michelob, Frank's Restaurant, Mad Murphy's, Brown Thomson & Co., Zero's Cafe, Ludlow's, Kahiu, Playboy and Hubbard's Park Cafe.
**CONNECTICUT RIVER CLASSIC**

**HARTFORD CHAMPIONSHIP**

**17 BOATS**

1. John Ronshagen
   Sue Ronshagen
   Shawn Patrick's 8-12-14-8-12 40

2. Gary Bill
   Lol Davis
   Civic Pub 20-11-22-21-26 78

3. Rudy Millard
   Sunday
   The Times Cafe 16-74-47-17-55 135

4. Robert Leroy
   Cheryl Abrams
   Hartford Sheraton 57-40-88-DNF-67 232

5. George Finley
   Gil Soucie
   J.P.'s 49-71-63-45-93 239

6. Leo Bolduc
   Mike Lumme
   Congress Street 61-70-DNF-32-56 241

7. Rob Hammett
   Tom Hammett
   The Russian Lady 20-64-60-64-66 244

8. Jim Cronin
   Barry Towery
   Dan's Cafe 21-69-DNF-74 296

9. George Hastings
   Stephen Molloy
   Michie's 72-69-99-73-76 272

10. Bob Furman
    Elaine Hislop
    Frank's Restaurant 62-75-79-68-63 275

Underlined Score Denotes Throwout

**TANGERINE BOWL REGATTA**

Orlando, FL
December 12-13, 1982

1. Dave Dunn, Daytona Beach, FL
2. Eric Erickson, Orange City, FL
3. Jim Kaighin, Sarasota, FL
4. Sharon Brennan, Winter Park, FL
5. Eric Oetgen, Savannah, GA

Winners of the Tangerine Bowl are L to R: Dave Dunn, Eric Erickson, Eric Oetgen, Jim Kaighin, Sharon Brennan.

---

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Don Bergman Wins Sunfish National Midwinters

Don Bergman travelled all the way from Hubbard Woods, Illinois to win the Sunfish National Midwinter Championship held at the Southern Yacht Club in New Orleans, Louisiana on April 8-10. He started the 6-race, 1-throwout series with a 12th (his throwout), but came on strong with finishes of 1-2-1-2-6 for a total of 11½ points. This win makes Bergman the first to qualify for the 1983 Sunfish World Championship.

Just 2½ points behind Bergman was the local favorite and former North American Champion, Joe Blouin. Young Lawrence Maher of LaPorte, Texas was not far behind in third with 21 points. This win makes Bergman the first to qualify for the 1983 Sunfish World Championship.

Typical New Orleans weather greeted the sailors on the first day with the tune-up race being held in light shifty winds and 90 degree temperatures. Competitors woke up to brisk northwest winds on the first day of the series only to have them die-out to a whisper before the first race. The three Labree brothers showed everyone how to sail those light, shifty winds by coming in first (Shawn), second (Shaw) and third (Hal) in the first race. True to form, the Lake Pontchartrain winds grew to 15 knots and did not let up for the remainder of the series. The short

choppy waves, wind gusts up to 30 knots and long Olympic courses gave the sailors a good Easter-weekend workout.

Local Junior Champion Eldon Harvey, who has had lots of experience in these conditions, edged out Adam White of Gulfport, Mississippi to take the junior series.

The Southern Yacht Club, second oldest yacht club in the country, welcomed the competitors with true "Southern Hospitality" as hosts for the event. Regatta Chairman, Joe Blouin, organized a flawless event and also managed to place second overall. This can happen only if you have a well-oiled race committee, protest committee and many other volunteers like the Southern Yacht Club.

Family participation is the name of the game with Sunfish competition. The Labree family of Miami had three boats racing. The Maher family from LaPorte, Texas was represented with four entries. The Sunfish Class hopes to see more families at the National Midwinter Championship next year.

NATIONAL SUNFISH MIDWINTER CHAMPIONSHIP
Southern Yacht Club, New Orleans, LA
April 8-10, 1982
Senior Division...32 Boats
1. Don Bergman (12) Hubbard Woods, IL 1-2-1-2-6 11.5
2. Joe Blouin (29) New Orleans, LA 3-3-2-3-3 14
3. Lawrence Maher (15) LaPorte, TX 1-6-1-7 16.5
4. Hal Labree (35) Miami, FL 1-6-1-7 21
5. Shawn Labree (1) Miami, FL 1-6-1-7 33.5

Junior Division...16 Boats
1. Eldon Harvey (2) New Orleans, LA 1-6-1-7 5
2. Adam White (7) Gulfport, MS 1-6-1-7 9.5
3. Stephen Shultze (6) Gulfport, MS 6-3-3-3 10

( ) Denotes Throwout

SUNFISH RULE CHANGE

Effective for the 1982 North American Championship, all former North American Sunfish Champions will be eligible to sail in the championship series without having to sail in the qualification series at the North Americans. Any former champion who elects to sail in the qualification series will not be counted toward the top 50 qualifiers. This rule will apply to the senior division only.

The 1982 Sunfish North American Championship, scheduled for July 11-17, 1982 at the Buffalo Canoe Club in Ridgeway, Ontario, will be the twentieth running of the event. Can you name the 19 former champions and where each championship was sailed? The answer in the next issue.

---

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Leslie Weatherly Repeats As Women's Sunfish North American Champion

In her home waters, Leslie Weatherly successfully defended her Women's North American Championship held May 29-30. A fleet of twenty-three women competed in the five-race, one-throwout race series sponsored by the Gulfport Yacht Club. Winds were light to moderate for the four races sailed on Saturday. A brief morning thunderstorm on Sunday left brisk 15 to 20 knot breezes for the sailing of the final race. The irregular chop of the Delta Sound presented quite a challenge for the girls.

The low-point scoring system (¼ point for first place and points equal to place for all other finishes) gave Weatherly 4½ total points. Gail Murphy of Biloxi, Mississippi came out on top using the Olympic tie-breaking system followed by Lee Parks of Woodbury, Connecticut. Laurie Thompson of La Porte, Texas rounds out the top five with a total of 16 points.

The Gulfport Yacht Club, hosts for the 1980 Sunfish North American Championship, put on another fine regatta. A good time was had by all.

FIFTH WOMEN’S SUNFISH NORTH AMERICAN CHAMPIONSHIP
Gulfport Yacht Club, Gulfport, Mississippi
May 28-30, 1982

<table>
<thead>
<tr>
<th>Finish</th>
<th>Name</th>
<th>Boat Club</th>
<th>Total Points</th>
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<tr>
<td>1</td>
<td>Leslie Weatherly</td>
<td>Gulfport, MS</td>
<td>17.5</td>
</tr>
<tr>
<td>2</td>
<td>Lois Blodgett</td>
<td>Boca Raton, FL</td>
<td>16.5</td>
</tr>
<tr>
<td>3</td>
<td>Gail Murphy</td>
<td>Biloxi, MS</td>
<td>14.5</td>
</tr>
<tr>
<td>4</td>
<td>Lee Parks</td>
<td>Woodbury, CT</td>
<td>14.5</td>
</tr>
<tr>
<td>5</td>
<td>Laurie Thompson</td>
<td>La Porte, TX</td>
<td>16.5</td>
</tr>
<tr>
<td></td>
<td>Total</td>
<td></td>
<td>90</td>
</tr>
</tbody>
</table>

The SUNFISH BOOK
Release of Will White’s new book, “The Sunfish Book” has been delayed until this fall, just in time to make the perfect Christmas gift. It will be published by SAIL Books, Inc. and will be available at your local sailboat dealership or marine bookstore sometime in October.

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Editor’s note: the Jib-kit is not a class-approved rig.
Barrington Frostbite Award

While all you armchair-quarterbacks were comfortably sitting at home watching your favorite team this past winter, the competition on the Barrington River was intense. As many as 50 sailors gathered at the Barrington Yacht Club each Sunday afternoon to do battle; most battled other sailors but some were merely battling the elements. In 20-degree temperatures with a 20-knot breeze and 33-degree water all around, it takes quite an effort to keep warm. If you hike-out hard and concentrate on boat speed and tactics, you don't notice the conditions as much. But, not everyone on the river is sailing. This was brought to our attention by a letter from one of the sailors, Ruth Warren of Reading, MA. It read:

"If you have a contest for the best, hardest working, considerate, thoughtful, etc., etc. race committee, you would have to give the award to the Barrington Frostbite Race Committee.

I'm sure you have been having the same type of weather we have been having, not above freezing in three weeks. Sunday, Bill and I went to Barrington to race not knowing if there would be any water. Driving down, all the water we saw was frozen; as we got nearer, we certainly were surprised to see some open water in 'the river.'

Water for sailing was one thing, race committee boats frozen to the dock another. "You want to race, we'll get you out," was their attitude. Out the committee went, the temperature might have been as high as 20°F, but the winds were 20-25 mph, you know what the wind chill factor had to be. They had axes and attacked that ice with a vengeance. They got out and broke up what ice they could near the docks but getting off the shore was something else.

You had to have been there to see some of them get off the shore; the smart ones, they hoisted their sails and went off the beach, right down the ice-coated shore, across yards of ice, right into the water. What a sight!

Two crash boats trailed the racers; in weather like that, they didn't want anyone in the water very long. They gave us 5 races, all they said was it was a little cold.

It was darn cold. Racing, it is easier to keep warm but they had to have been cold. We all really appreciate the great job they are doing and just thought you should know."

For their devotion to the sport of sailing, the Barrington Frostbite Race Committee was presented with a plaque from AMF Alcott and all the sailors who have participated in the frostbite series over the years. Our thanks goes to Leeds Mitchell, Ray Medley, Dick Rosa, Dick Theve, Bill Cusbertson, Lloyd Smith, Joe Wagenbach, and John Breen.
5th International Senior Olympics

Royal Nassau Sailing Club, Nassau, Bahamas
February 3-6, 1982

Les Steffans, the oldest competitor, delivers a "thank you" to the Royal Nassau Sailing Club from all the competitors of the 5th Interamerican Senior Olympics.

1981 SUNFISH SOUTHEAST REGIONAL
Key West Sailing Club, Key West, FL
March 27, 1982 19 Boats

1. Dave Dunn 6-5-1-4 11.5
   Daytona Beach, FL
2. Mike Kerman 4-5-2-1 11.75
   Greenville, NC
3. Bob Knapp 8-3-3-2 16
   Lyme, CT
4. Eric Erickson 3-2-5-6 17
   Orange City, FL
5. Bill Warren 1-6-4-7 17.75
   Reading, MA
6. John Almeda 5-7-8-3 23
   Key West, FL
7. Jack Woehrle 11-4-9-5 29
   Key West, FL
8. Doug Deyer 2-13-7-8 30
   Tamarac, FL
9. Lois Bissett 7-12-5-11 35
   Boca Raton, FL
10. Skip Parker 16-8-13-13 50
    Key West, FL

14TH ANNUAL BOLTON LAKE SUNFISH REGATTA
Bolton Lake Sailing Club, Bolton, CT
June 6, 1982 9 Boats

1. Bill Boll, Bolton, CT
2. Bob Heckman, Bolton, CT
3. Lee Parks, Woodbury, CT
4. Andy Stewart, Needham, MA
5. Mark Anderson, Pelham, NY

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☐ Bill me later
☐ MasterCard
☐ VISA
☐ Diners Card
☐ American Express

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☐ Bill me later
☐ MasterCard
☐ VISA
☐ Diners Card
☐ American Express

Acct # ___________ Exp. Date ___________

Signature ____________________________
Go-Fast Ideas

A Bill Nuoffer article continued from the last issue.

RIGGING
1. Tape halyard to upper boom so it can't slip.
2. Always pull halyard as tight as possible.
3. Use ¼-inch mainsheet in light air.
4. Always tie a figure-eight or stop-knot in free end of mainsheet.
5. Halyard tied 9 grommets up from tack, tape under halyard, knot on boom.
6. Gooseneck about 23 inches from tack — will hold sail forward in dritter.
7. Wear lifejacket that won't hang up on the mainsheet during a tack.
8. Use longer mainsheet (30 feet).

GENERAL RACING TIPS
1. Know rules.
2. Have a stop watch.
3. Know the course.
4. Don't barge at the start.
5. Don't finish last.

SAILING THE REACH
1. If conditions permit, ooch and pump to get onto a plane.
2. Daggerboard about halfway up.

SAILING DOWNWIND
1. Light air — keep boom high.
2. Daggerboard up high — use only what is necessary for a desirable helm.
3. Steer straight and sit still.
4. Hook mainsheet snap to port side of bridle.

SAILING TO WEATHER
1. Sit well forward.
2. Use tiller extension.
3. Sail your Sunfish as flat as possible.
4. Boom over corner of transom — don't pinch.
5. Tack only when necessary.
6. Always sail downhill in waves.
7. Vang down the boom using the free end of the halyard.
8. Approach weather mark on starboard tack if not in first place.

ROLL TACKING
1. First heel boat slightly to leeward.
2. Next start to initiate the tack with a very slight rudder movement.
3. Move back out to weather and hike hard.
4. Stay down there until boat has completed tack and your tail is dragging in the water.
5. Come slowly up to the new weather side and hike the boat flat with your body weight.
6. Mainsheet is eased 6 inches in step 4 and not pulled in until after boat is brought down flat in step 5.
7. When sheeting back in, do so quickly to help accelerate on the new tack.

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TOTE-A-BOAT SPECFICATIONS
- For boats 14' in length.
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Houston Yacht Club Junior Program: Ragnots

John W. Focke, Youth activity program director at the Houston Yacht Club continues his article on ideas to spark a successful junior sailing program.

Another type of fun race which tests boat handling skills is the timed slalom race beginning with a windward leg, tacking through a tight line of buoys, rounding the weather mark, and gybing through the same line of buoys to the finish line. Skippers compete against time and enjoy the close order boat handling.

Next summer we will try a new fun race in which we team up an experienced skipper with an eight-year-old beginning sailor to race short triangles. The objective of these races is for the beginning skipper to learn the starting sequence and to gain experience in getting around the course. In lieu of trophies the winning skipper and crew receive two gallons of ice cream to share with the other skippers and crews.

We have found that developing sailing skills takes a lot of instruction as well as on-the-water practice. Sailing seminars and after race discussion have helped to accelerate the learning process for beginning skippers. Most of these seminars are planned and given by senior Ragnots, the sailing instructor, or other club members. We have an outline of seminars in advance and supplement the discussion with handouts and slides. This year we have expanded these seminars to include advanced racing, boat handling, and rigging for Sunfish, sailing on several of the world class sailors on Galveston Bay to give the seminars.

On the subject of trying new activities we have a number of Ragnots that participate in long distance Sunfish racing. The Seabreeze Sailing Club, one of our neighbors on Galveston Bay, sponsors a late summer series for long distance races (8-mile triangle). The series is sailed under the Portsmouth Rule and is open to small one design boats and all age groups. The Sunfish competes very effectively under this rule and the Ragnots have enjoyed competing with other one design boats.

In our experience we have learned that children enjoy participating in all activities on the water, and as a result this year we’ve added a Ragnolturbo course in the early spring to learn about power boating from outboard powered dinghies to trawlers. We have also added water-skiing in August and a Ragnot fishing tournament in the fall.

All of these new activities have increased our time on the water and involved many more club members and parents in Ragnot activities, but our central focus is our racing program. The Sunfish has enduring as the Ragnot club boat because it accommodates a wide range of sailing skills, it’s as tough as a nine-year-old, and in the hands of a world class skipper is an extraordinary machine for going to weather.

Secret weapon.

Learning to sail, or sailing to win...

It's the same when you have TRACK-N-TACK™ tactical wind tracking device. When the wind shifts, you tack to avoid headers, or hold tack to gain with every luff. Others fall behind while your sailboat or sailboard is fine-tuned to each shift of the wind. With a little practice, a novice or one-design racing skipper can tame the wind! But don’t tell how it’s done, and how easy it is to install and use TRACK-N-TACK. Stash it in your sailbag before anyone catches on (it’s only 5.5oz and 4” or 100mm dia.). We’ll never let your secret out of the bag! See TRACK-N-TACK No. 125 at your Aqua Meter dealer or send for full information.

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(201) 228-3800. TELEX 13666 INS (KTC/MCGC) RONO

Patented and other patents pending
7TH ANNUAL AROUND THE ISLAND RACE
Key West Sailing Club, Key West, FL
March 28, 1982 18 Boats

1. Ray Elam
   Key West, FL
   Time: 2:14:20

2. Jack Wassermeyer
   Key West, FL
   Time: 2:20:30

3. John Snell
   Key West, FL
   Time: 2:23:34

4. Richard Pinney
   Key West, FL
   Time: 2:27:43

5. Stuart Fox
   Key West, FL
   Time: 2:30:03

6. John Almeda
   Key West, FL
   Time: 2:30:37

7. Kelly Stradler
   Key West, FL
   Time: 2:30:52

8. Judy Wilson
   Key West, FL
   Time: 2:33:28

9. Pat Pelletier
   Key West, FL
   Time: 2:40:00

10. Robbie Padron
    Key West, FL
    Time: 2:52:32

TEXAS STATE SUNFISH CHAMPIONSHIP
Seabrook Sailing Club, Seabrook, Texas
May 29-30, 1982 21 Boats

1. Lawrence Maher
   Finish: 1-1-1
   Total Points: 1

2. Ashley Atchley
   Finish: 1-1-1
   Total Points: 1

3. Malcolm Jones
   Finish: 1-1-1
   Total Points: 1

4. Earl Gerloff
   Finish: 1-1-1
   Total Points: 1

5. Scott Aydon
   Finish: 1-1-1
   Total Points: 1

6. John Strader
   Finish: 1-1-1
   Total Points: 1

7. Kelly Stradler
   Finish: 1-1-1
   Total Points: 1

8. Michele Jones
   Finish: 1-1-1
   Total Points: 1

9. Art Beatty
   Finish: 1-1-1
   Total Points: 1

10. Ray Elam
    Finish: 1-1-1
    Total Points: 1

Robert L. Lewry explains his way to fix up broken or bent spars.

If spars become bent, broken or dented from various causes, they can all be repaired easily. Place the end closest to the bend under an object, such as the front of a car or truck. Next, place a furculum under the bend with a piece of 1/2" or 1/4" plywood about 6" wide and 3' long between the spar and the furculum. This will allow rebending to be done in a gentle arc. Place a protective material, such as cardboard over the end of the spar, under the car or tuck bumper. Now start applying your weight gently to the tubing until satisfied the bend is gone. Next, you must reverse tubing when reassembling; end for end, fore and aft. This will necessitate removal and re-installing of some hardware.

For tubing that is broken you must first straighten out the damaged end by sliding the spar over a piece of round steel pipe as near to the diameter of the tubing as possible and gently pound out smashed parts. I usually lay a piece of sheet lead over the aluminum tubing and pound on the lead, in this way the aluminum tubing is not pitted. When satisfied that both ends are back to original shape, slip a sleeve into the tubing about 12" each way. This inside sleeve must fit TIGHT. To make the inside sleeve you can take a piece of tubing, the same size as you are repairing, 24 inches long and cut out a section lengthwise so tubing, when compressed, will fit tightly inside the broken section. To determine how much to cut out, use a trial piece an inch or so long. Next, coat the inside of the broken section and half of the sleeve with epoxy resin and force it into one piece of the broken section. I use all-thread rod with nut and washer on both ends and gradually pull the sleeve into the section by tightening the nuts. Force the other piece on in the same way, making sure the sleeve does not move and that broken ends match up.

To straighten out a dent, slide the damaged spar over the largest steel pipe the dent will allow. Support both ends of steel pipe and work out the dent with a rubber or wood mallet. If a steel hammer is used, use sheet lead or rubber inner tube to pound on. If the dent is bad it may be necessary to make a tapered wool or steel plug and pull through tubing with all-thread rod tightening nut, thus squeezing out dent from inside. This process takes a little time as care must be taken not to bend tubing by compression caused by tightening the nut on the all-thread rod.

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

### Specifications

- **Overall Length**: 48 inches
- **Overall Width**: 48 inches
- **Roof Support Length**: 33 inches
- **Roof Support Width**: SBC-1, SBC-2, 39 to 47 inches, Adjustable
- **Cradle Length**: 32 inches
- **Cradle Width**: 32 inches
- **Weight**: 25 pounds
- **Carrying Capacity**: 150 pounds
- **Ramp Length**: Adjustable
- **PRICE**: $189.95

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

<table>
<thead>
<tr>
<th>Model</th>
<th>Distance &quot;D&quot;</th>
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<tr>
<td>SBC-1</td>
<td>81 to 95 inches</td>
</tr>
<tr>
<td>SBC-2</td>
<td>93 to 107 inches</td>
</tr>
<tr>
<td>SBC-3</td>
<td>105 to 119 inches</td>
</tr>
</tbody>
</table>

SINGLHAND®
BOAT CARRIER

Model Number: 
Name: 
Address: 
City: State Zip: 

Send Check or Money Order for $189.95 to: RAV Enterprises
3006 Persimmon Dr. St. Charles, Mo. 63301

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JULY 31
MIDWEST SUNFISH REGIONAL CHAMPIONSHIP — Island Bay Yacht Club, Springfield, IL; Contact: Nancy Peterson, 2505 Churchill Rd., Springfield, IL 62702 (217) 546-8085

JULY 31
INLAND LAKES SUNFISH & FORCE 5 REGIONAL CHAMPIONSHIP — Omaha, NE; Contact: Mike or John, Main Sail Inc., 3205 N. 90, Suite 102, Omaha, NE 68134 (402) 572-6900

AUG. 6-7
NEW HAMPSHIRE STATE SUNFISH CHAMPIONSHIP — Lake Sunapee Yacht Club, Sunapee, NH; Contact: Clint Lyon, Box 135, New London, NH 03257 (603) 526-6070

AUG. 6-8
BUZZARDS BAY REGATTA — Beverly Yacht Club, Marion, MA; Contact: Harvey Pentleton, 40 Juniper Road, Holbrook, MA 02343 (617) 767-4231

AUG. 6-7
SOUTHEAST SUNFISH REGIONAL CHAMPIONSHIP and SANDY SUNFISH INVITATIONAL — Seabrook Island Co.; Contact: Walter Ehrhardt, TimeOut, Inc., 1084 Highway 17 Bypass, Mt. Pleasant, SC 29464 (803) 884-6116

AUG. 6-8
WEBSTER SAILING ASSOCIATION SUNFISH REGATTA — Webster, MA; Contact: Al Davis, 174 North Road, Chelmsford, MA 01824 (617) 256-4370 or (603) 884-5940

AUG. 8-15
1982 SUNFISH WORLD CHAMPIONSHIP (Pre-qualification required) — Coyote Point Yacht Club, San Mateo, CA; Contact: Joanne Girard, AMF Alcort Sailboats, P.O. Box 1345, Waterbury, CT 06721 (203) 756-7091

AUG. 14-15
SEABROOK SAILING CLUB ANNUAL BOARD BOAT REGATTA — Seabrook Sailing Club, Galveston Bay, TX; Contact: Malcolm E. Jones, 1015 North Country Club Drive, LaPorte, TX 77571 (713) 471-3303 or (713) 483-2394

AUG. 15
NATIONAL MIDGET SUNFISH CHAMPIONSHIP (12 yrs. & Under) & SUNFISH OPEN REGATTA — Crystal Beach, Lake Bomoseen, Castleton, VT; Contact: Bob Tepper, 82 Merchants Row, Rutland, VT 05701 (802) 775-0723 or (802) 775-4361

AUG. 15-16
THIRD ANNUAL CANADA LAKE REGATTA — Canada Lake, NY; Contact: Nancy Young, Box 508, Canada Lake, NY 12032 (518) 835-3701

AUG. 21-22
SUNFISH INVITATIONAL — Lake Murray, SC; Contact: Jim Humphrey (803) 772-4411

SEPT. 4-5
SUNFISH DOUBLES NORTH AMERICAN CHAMPIONSHIP — Cave Run Lake, KY; Contact: Skipper Hunt, P.O. Box 52, Frankfort, KY 40602 (502) 223-0000 or (502) 564-7183 ext. 235 or Jerry Goldberger, The Sail Bag, 3200 Carriage Lane, Lexington, KY 40502 (606) 272-2508 or (606) 258-2861

SEPT. 11
INTERNATIONAL SUNFISH SENIOR OLYMPICS — Darien Sunfish Yacht Racing Assc., Darien, CT; Contact: Les Steffens, 212 Tokeneke Road, Darien, CT 06820 (203) 655-4596

SEPT. 11
POCONO INVITATIONAL SUNFISH REGATTA — Lake Naomi, Lake Pocono Pines, PA; Contact: Dick Roth, 1 Peachwood Ct., Millington, NJ 08850 (201) 846-3797 or (201) 825-7450

SEPT. 18-19
3RD ANNUAL 'ROUND CAPE ANN RACE — Gloucester, Rockport, Essex, MA; Contact: Joanne Girard, AMF Alcort Sailboats, P.O. Box 1345, Waterbury, CT 06721 (203) 756-7091

SEPT. 25
THE CHOWDER BOWL — Amityville, NY; Contact: Martin M. Fleisher, 253 West Drive, Copiague, NY 11726 (516) 842-2927 or (516) 766-3276

OCT. 9-10
CLSC ANNUAL WAITING FOR THE GREAT PUMPKIN REGATTA — Clear Lake, TX; Contact: Tom Bissett, 8911 Brummel, Houston, TX 77099 (713) 495-9747 or (713) 671-1140

Shawn Lobree planes his Sunfish off the wind in the Florida State Sunfish Championship.

1982 FLORIDA STATE SUNFISH CHAMPIONSHIP
Coconut Grove Sailing Club, Miami, FL
May 1, 1982
21 Boats

1. Shawn Lobree
   Miami, FL
   1-1-2
   3.5

2. Dave Dunn
   Daytona Beach, FL
   2-2-1
   4.75

3. Charles Rhein
   Miami, FL
   3-3-3
   9

4. Paco Calvet
   Hialeah, FL
   4-4-4
   12

5. David Guerdon
   Maitland, FL
   5-5-6
   16

6. Joseph Prisendorf
   Stuart, FL
   7-6-5
   20

7. Joel Rouse
   Miami, FL
   9-7-7
   23

8. Doug Owyer
   Tamarac, FL
   11-10-8
   29

9. John Hopkins
   North Palm Beach, FL
   10-8-0
   33

10. Ed Owyer
    Tamarac, FL
    12-9-0
    38

12TH ANNUAL SUNFISH NORTHEAST REGIONAL CHAMPIONSHIP
Barrington Yacht Club, Barrington, RI
June 12-13, 1982
68 Boats

1. Peter Vessella
   Providence, RI
   4-3-1-1-2-14
   113

2. Mark May
   Clinton-on-the-Hudson, NY
   5-2-3-1-2-12
   32

3. Meredith Adams
   Newport, RI
   3-10-1-5-1-10
   34.5

4. Len Ruby
   Brookline, MA
   2-4-4-3-1-10
   41

5. Gordon Geick
   Collinsville, CT
   1-13-11-4-7-6
   43.75

6. Alan Sharp
   Newbury, MA
   (19)-1-6-13-8-4
   47.75

7. Bob Heckman
   Bolton, CT
   10-6-5-2-3-11
   61

8. Andy Stewart
   Centerville, MA
   15-6-13-5-14-2
   72

9. Mike Ryan
   Framingham, MA
   17-14-12-39-9-9
   75

10. Will White
    West Hartford, CT
    8-5-18-23-27-16-7
    77

( ) Denotes Throwout
Derrick Fries Reigns as Force 5 World Champion

Derrick Fries of Pontiac, Michigan dominated 43 sailors to win the 1982 Force 5 World Championship sailed on Chesapeake Bay off Shady Side, Maryland, May 20-23. On the third running of this event, Fries reigns as the undefeated World Champion. He was awarded a new Force 5 sail endowed with a gold insignia for his accomplishments. In the 8-race, one-throwout series, Fries had consistent finishes of 1-1-2-1-1-1-1-2. The eighth place finish resulted from an individual recall where Fries was the last to start.

Fries' only close competitor was Shawn Sullivan of Naugatuck, CT. His 2-2-1-4-3-2-1 series earned him second place overall.

The regatta was sailed off Chalky Point on the west side of Chesapeake Bay. Winds were moderate, 6-10 knots from the north with sunny skies for the first day of racing. But mean, easterly winds and torrential rains caused many sailors to remain ashore for the final day of racing.

The sailors were housed at the West River Camp where they could bunk in cabins or dormitories, take hot showers after wet days on the water and eat home-cooked meals in the dining hall. Friday evening, the group was entertained by Gary Jobson with an exciting slide show on the 18 foot skiffs from Australia.

John Buchheister, facility, race and regatta chairman, received high praise from the competitors for running a flawless regatta.

The next Force 5 World Championship is scheduled for 1984. If there is enough enthusiasm and support, we can make this an annual event again. What do you say Force 5 sailors?

1982 FORCE 5 WORLD CHAMPIONSHIPS

May 20-23, 1982
Shadyside, Maryland

1. Derrick Fries Pontiac, Michigan 1-1-2-1-1-1-2-2 7.75
2. Shawn Sullivan Naugatuck, Conn. 2-2-1-4-3-2-1 14.5
3. Bob Cullen Colchester, Conn. 8-3-7-4-13-20-3 41
4. Mike Pinter Akron, Ohio 10-11-3-11-2-1-5 62.75
5. Courtney Young Suffern, NY 9-7-11-6-2-5-7 43
6. Tim Parker North Ridgeville, Ohio 4-8-1-11-12-8-9 46
7. Dick Pinter Lakewood, Ohio 11-9-21-8-6-4-8 56
8. Reed Bogue Severna Park, Maryland 3-16-15-15-7-3-6-4 64
9. Kevin Olsos Clinton, Maryland 5-8-5-13-6-11-13 64
10. Charles Burke Martinsville, Georgia 13-14-9-5-7-17-15 67
11. Mark Fisher Detroit, Michigan 18-6-4-17-16-11-8 68
12. John Barone Rowayton, Conn. 6-24-10-14-10-16-11 81
13. Steve Perry Calumet AFB, Michigan 7-17-23-21-8-4-3-22 82
14. Charles Roose III Raleigh, North Carolina 15-10-6-13-2-10-12 87
16. Mills Kinghorn Beavertown, South Carolina 21-16-22-10-9-14-16-10 95
17. Dave Doane Vermilion, Ohio 23-20-13-19-17-17-8-21 116
20. Joe Rocchi Hancock, Michigan 19-12-13-22-23-21-15 125
22. Doug Wiford Amherst, Ohio 24-32-20-30-27-29-22 133
22. Tom Oryniak Edison, New Jersey 20-32-25-31-19-18-6-29 140
24. Ray Buchanan Chatham, New Jersey 21-28-6-17-20-12-20 140
25. Byron Hicks Newfoundland, New Jersey 28-21-26-13-19-12-20 145
27. Jeanette Begeman Long Beach, California 44-34-31-26-31-30-13-25 192
29. Leon Mlynarski Newark, New Jersey 44-36-32-38-24-21-28 201
30. Arnetts Buchheister West River, Maryland 44-14-9-26-25-44-44 206
32. Phil Young Balto, Maryland 46-15-30-20-36-44-44 217
33. Andy Stevens Covensville, Maryland 30-29-34-36-30-23-64 226
34. Mike Massa Winchester, Virginia 36-42-38-52-31-37-31 230
35. Paul Conner Glen Burnie, Maryland 44-41-40-40-44-44-44 237
36. Robert Swinekep Annapolis, Maryland 38-23-24-32-44-44-44 250
38. Gregg Southard Richmond, Virginia 27-38-37-35-44-44-44 263
39. Teresa Willoner Hyattsville, Maryland 34-60-29-31-44-44-44 266
40. John Pugh 16-42-38-44-44-44-44 271
42. Dale Turner 33-30-33-44-44-44-44 272
43. Howard Severtt Richmond, Virginia 37-55-36-41-44-44-44 283
Sandy Burke: "Anyone see the windward mark?"

Derrick Fries (3062) leads John Barrere (6552) and Mills Kinghorn (377) around the leeward mark at the Force 5 World Championship.

Steve Perry keeps an eye on the race committee.

Derrick receives the first place award from John Buchheister.

L to R: Mike Messa, Read Beigel, Tim Parker, Shawn Sullivan, Bob Cullen, Derrick Fries, Mike Pinter, Dick Pinter, Kevin Cofod

Byron Hicks keeps it flat to windward.

Mike Pinter smiles for the camera.
**Force 5 / Laser Shoot-Out**

Force 5s faired well in the May 9th shoot-out held at Crystal Lake, Connecticut. Shawn Sullivan of Naugatuck, CT managed a fourth place overall against the lighter Laser. Courtney Young of Suffern, NY was the second Force 5 finisher closely followed by Bob Cullen of Colchester, CT.

**Cullen Takes Mid-Atlantics**

Bob Cullen of Colchester, CT came out on top at the Force 5 Mid-Atlantic regionals held at Spruce Run, New Jersey on May 15th. Courtney Young of Suffern, NY was a decided second place with Byron Hicks of Newfoundland, NJ close behind in third. The 4-race series was sailed in light, shifty winds.

---

**SAND MASTER DOLLIES**

- Quality boat movers for easy going over sand, gravel, grass, rocks and pavement.

**SD 170** $129.00

- Fits Sunfish, Phantom, Force 5 & Laser
- It floats
- Side loads with ease
- Easy storage — turn loop to hang

**SD 174 Trailer Dolly** $129.00

- Stands upright with or without trailer
- Complete with 1 7/8” ball

**SD 173 Dinghy Dolly** $295.00

- For boats to 14’
- 24” length adjustment
- Rollers adjust to beam

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**SD 171** $34.00

- Alternate sailboard hoop for SD 170
- Fits most sailboard daggerboard trunks

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**BLOCKBUSTER II**

Lake Hayward, East Haddam, CT
May 2, 1982

**Force 5s**

<table>
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<tr>
<th>Finisher</th>
<th>Total Points</th>
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<tr>
<td>Peter Shope</td>
<td>8</td>
</tr>
<tr>
<td>Courtney Young, Jr.</td>
<td>15½</td>
</tr>
<tr>
<td>Bob Cullen</td>
<td>16½</td>
</tr>
<tr>
<td>Byron Hicks</td>
<td>21½</td>
</tr>
<tr>
<td>John Barrere</td>
<td>24</td>
</tr>
<tr>
<td>Craig Swanson</td>
<td>27</td>
</tr>
<tr>
<td>Tom Oryniak</td>
<td>34</td>
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**Total Points**

- 153½
- 163½
- 213½
- 24
- 27
- 34

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**Sunfish**

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<td>Bob Knapp</td>
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<td>Dave Weeks</td>
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<td>Brian Weeks</td>
<td>13</td>
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<tr>
<td>Fred Scribner</td>
<td>17</td>
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<tr>
<td>Gary Petrowsky</td>
<td>24</td>
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**SD 170 West Main Street • Clinton, CT 06413 203/669-8065**
1982 MIDWEST FORCE 5 REGIONAL CHAMPIONSHIP
Charles Mill Lake, Mawsfield, OH
June 26-27, 1982

1. Bill Greenup
   Perrysburg, OH
   2-3-4
   9 total points
2. Brad Raineri
   Lorain, OH
   1-8-1
   9.5 total points
3. Marion Zaug
   Mansfield, OH
   6-3-3
   11 total points
4. Tim Parker
   Lorain, OH
   5-1-7
   12.75 total points
5. Mark O'Toole
   Dayton, OH
   9-5-5
   19 total points
6. Larry Baker
   Dayton, OH
   10-6-6
   24 total points
7. John Emery
   Conneaut, OH
   4-15-6
   25 total points
8. John Emery
   Dayton, OH
   15-9-2
   28 total points
9. Mike Dukas
   Lorain, OH
   3-14-12
   29 total points
10. Andy Lee
    Lorain, OH
    11-7-13
    31 total points

20TH ANNUAL WEEKAPAUG SUNFISH REGATTA
Weekapaug, RI
June 27, 1982
18 Boats

1. Gordon Garlock
   Cottleville, CT
   2-7-34-1-1
   10.5 total points
2. William Bolt
   Bolton, CT
   6-2-7-1-3
   12.75 total points
3. Rich Rudert
   Farmville, NY
   1-8-2-2-5-0
   15.75 total points
4. Larry Cochran
   Manchester, CT
   4-3-4-8-7-4
   22 total points
5. Andrew Stewart
   Centerville, MA
   3-4-6-4-6
   22 total points
6. Lee Parks
   Woodbury, CT
   8-16-1-5-6-3
   23.75 total points
7. Tom Philbrick
   Centerville, MA
   (12-6-9-3-2-6
   28 total points

Force 5 in Saudi Arabia

The Force 5 Class is being well represented in Saudi Arabia by Tim Gardner. Tim recently competed head-to-head with 34 Lasers to finish 13th with no handicap applied. Keep up the good work, Tim!

INLAND LAKES FORCE 5 REGIONAL CHAMPIONSHIP
Eagle River Chamber of Commerce, Eagle River, WI
September 5-6, 1981
5 Boats
1. Lawrence Heath, Rhinelander, WI
2. Dan Johnson, Rhinelander, WI
3. Robert Manthey, Wisconsin Rapids, WI
4. Dennis Davidson, Madison, WI
5. Dan Philpots, Brooklyn Park, MN

20TH ANNUAL WEEKAPAUG SUNFISH REGATTA
Weekapaug, RI
June 27, 1982
18 Boats

1. Gordon Garlock
   Cottleville, CT
   2-7-34-1-1
   10.5 total points
2. William Bolt
   Bolton, CT
   6-2-7-1-3
   12.75 total points
3. Rich Rudert
   Farmville, NY
   1-8-2-2-5-0
   15.75 total points
4. Larry Cochran
   Manchester, CT
   4-3-4-8-7-4
   22 total points
5. Andrew Stewart
   Centerville, MA
   3-4-6-4-6
   22 total points
6. Lee Parks
   Woodbury, CT
   8-16-1-5-6-3
   23.75 total points
7. Tom Philbrick
   Centerville, MA
   (12-6-9-3-2-6
   28 total points

Force 5 North Americans Taking Shape

The 1982 Force 5 North American Championship is being hosted by one of the most enthusiastic fleets in the country; the Lorain Sailing Club in Lorain, Ohio. With Tim Parker as the regatta chairman, this should prove to be the Force 5 event of the summer. The championship begins with a tune-up race scheduled for July 29th followed by an 8-race, one-throwout race over the next three days. A 4-race junior championship is scheduled for July 29.

Sailing conditions on Lake Erie should prove to be challenging. Light southerly winds in the morning give way to moderate northeast winds which reach 12 mph by mid-afternoon. The unpredictable one-knot current and the famous square wave chop should make for fun sailing. For more information, contact Tim Parker, Lorain Sailing Club, P.O. Box 697, Lorain, OH 44052 (216) 331-3900.

force 5 dateline

JULY 10-11 CLEAR LAKE REGATTA — Clear Lake Yacht Club, Clear Lake, IN; Contact: Jack Bradley, RR #3, 170 Lake Drive, Freemont, IN 46737 (219) 495-9458

JULY 11 FREE SPIRIT REGATTA — Twin Lakes Sailing Assoc., Fort Dodge, IA; Contact: Neil Gadbury, 1301 8th Ave. N., Fort Dodge, IA 50501 (515) 573-2032

JULY 24-25 SOUTHWEST FORCE 5 & SUNFISH REGIONAL CHAMPIONSHIP — Aqualand Marine, Lake Beltone, Temple, TX; Contact: Rick Smith, Aqualand Marine Sales, 3616 S. General Bruce Drive, Temple, TX 76501 (817) 773-9931

JULY 24-25 6TH ANNUAL VIXON CUP REGATTA — Fond du Lac, WI; Contact: Kevin Kroczek, 2322 Thornton Ct., Fond du Lac, WI 54935 (414) 922-8885

JULY 29-30 FORCE 5 NORTH AMERICAN CHAMPIONSHIP — Lorain, OH; Contact: Tim Parker, Lorain Sailing Club, P.O. Box 697, Lorain, OH 44052 (216) 331-3900

AUG. 1 INLAND LAKES FORCE 5 & SUNFISH REGIONAL CHAMPIONSHIP — Omaha, NE; Contact: Mike or John, Main Sail, Inc., 3205 N. 90, Suite 102, Omaha, NE 68134 (402) 572-6800

AUG. 8 MICHELobe REGATTA & PICNIC — Twin Lakes Sailing Assoc., Fort Dodge, IA; Contact: Neil Gadbury, 1301 8th Ave. N., Fort Dodge, IA 50501 (515) 573-2032

SEPT. 11 9TH ANNUAL FALL EASTERN LAKES FORCE 5 CHAMPIONSHIP & N.J.Y.R.A. CLASS CHAMPIONSHIP — Green Pond Yacht Club, NJ; Contact: Byron Hicks, Dead End at Green Pond, RD #2, Newfoundland, NJ 07435 (201) 697-7636

SEPT. 18-19 3RD ANNUAL ROUND CAPE ANN RACE — Gloucester, Rockport, Essex, MA; Contact: Joanne Girard, AMF Alcott Sailboats, P.O. Box 1345, Waterbury, CT 06721 (203) 756-7091

OCT. 9-10 CLSC ANNUAL WAITING FOR THE GREAT PUMPKIN REGATTA — Clear Lake Sailing Club, Clear Lake, TX; Contact: Tom Bissett, 8911 Brummel, Houston, TX 77099 (713) 495-9747 or (713) 671-1140
Training Tip for Windflite Sailors

Robert L. Lewry of Glendale, Arizona shares his training secrets in the following article.

Many people lack the physical stamina to really sail a sailboard effectively. There is no need to do lengthy time consuming exercises to get in shape. Here are two exercises that cover the hands as far apart as possible, back flat, knees bent, then pull the barbell overhead in one continuous movement, then back to about 6 inches from the floor and repeat 15 to 20 repetitions. This is what weightlifters call a warm-up exercise. Start out with a moderate weight that you can do three sets of 15 to 20 repetitions. Caution, don’t start out too heavy.

Next, chin the bar; everyone knows how. Do two sets of as many repetitions as possible using the inside grip on one set and the outside grip on the other set.

Do these exercises 6 days a week. You’ll see your strength and endurance increase very rapidly. Be patient. Don’t mistake laziness for tiredness. Good sailing and good health.

IYRU Rule Change — Appendix 2

The following additions, deletions or amendments have been approved by the IYRU Permanent Committee. Please amend your racing rule accordingly:

(a) Preamble First sentence.
   Delete “surf board type vessel.”
   Insert “yacht.”

(b) 2.2 Rule 24 — Life Saving Equipment
   Delete the entire statement.
   Insert “Unless otherwise prescribed in the sailing instructions a safety line shall prevent the mast separating from the hull.”

(c) Add a new paragraph 2.3:
   “Rule 25 Class Emblems, National Letters and Sail Number. Replace the first sentence of 25.1 (c) with "A sail number allotted by her national authority which may correspond to the yacht or to the owner.”

windflite dateline

JULY
17-18 NORTHEAST OPEN-CLASS DISTRICTS — Barrington Yacht Club, Barrington, RI; Contact: Susan Noyes, USBSA, Box 206, Oyster Bay, NY 11771 (516) 628-1556

JULY
17-18 CENTRAL OPEN-CLASS DISTRICTS — Chicago Lake Front; Contact: Susan Noyes, USBSA, Box 206, Oyster Bay, NY 11771 (516) 628-1556 or Dick Leorman (312) 543-2310

JULY
24-25 BUSA’S CENTRAL REGIONAL KRONENBOURG CHAMPIONSHIP — Chicago, IL; Contact: Dick Leorman (312) 543-2310

AUG.
14-15 DESPERADO SAILBOAT RACE — Lac La Biche Sailing Society, Lac La Biche, Alberta, Canada; Contact: J.W. Kozina, Box 1439, Lac La Biche, Alberta, Canada TOA 2C0, (403) 623-4870 or (403) 623-4818

AUG.
14-15 WESTERN OPEN-CLASS DISTRICTS — San Diego, CA; Contact: Susan Noyes, USBSA, Box 206, Oyster Bay, NY 11771 (516) 628-1556 or Ron Gallman (714) 223-0921

AUG.
14-15 SEABROOK SAILING CLUB ANNUAL BOARD BOAT REGATTA — Seabrook Sailing Club, Seabrook, TX; Contact: Malcolm E. Jones, 1015 North Country Club Drive, LaPorte, TX 77551 (713) 471-3303 or (713) 483-2394

AUG.
23-29 NATIONAL OPEN-CLASS BOARDSAILING CHAMPIONSHIP — Lake Tahoe, CA & NM; Contact: Susan Noyes, USBSA, Box 206, Oyster Bay, NY 11771 (516) 628-1556

SEPT.
3-6 BUSA’S NATIONAL KRONENBOURG CHAMPIONSHIP — San Francisco, CA; Contact: Brian Tully (916) 334-1707

SEPT.
4-5 McDougall Regatta — Harbor Island Yacht Club, Nashville, TN; Contact: Jack Caldwell, 916 Chancery Lane, Nashville, TN 37205 (615) 385-2154 or (615) 244-0969

SEPT.
5-6 ANNIVERSARY LABOR DAY REGATTA — Seabreeze Sailing Club, Galveston Bay, TX; Contact: Frank MacNeil, Seabreeze Sailing Center, Inc., 1300 Bayshore — P.O. Drawer S, LaPorte, TX 77551 (713) 471-3649

SEPT.
7-12 NORTH AMERICAN OPEN-CLASS CHAMPIONSHIP — Board sailing Canada, Wasaga Beach, Ontario; Contact: Susan Noyes, USBSA, Box 206, Oyster Bay, NY 11771 (516) 628-1556

SEPT.
19 STANDING ROOM ONLY II — Crystal Lake Yacht Club, Ellington, CT; Contact: Steve Andrews, 135 West Shore Road, Ellington, CT 06029 (203) 875-5264

SEPT.
25-26 WATKINS CUP REGATTA — Kentucky Lake Sailing Club, Aurora, KY; Contact: Bill Albritten, 2004 University Station, Murray, KY 42072 (602) 762-6851

OCT.
2-3 MAYOR’S CUP — Bloomington Yacht Club, Bloomington, IN; Contact: Tom Kinzer, Bloomington Yacht Club, Box 303, Bloomington, IN 47402

18
Trac 18 Wins North American Multihull Championship

Terri Crary of Greenacres, Florida recaps the N.A.M.S.A. North American Championships.

The AMF Trac 18 took top honors at this year’s N.A.M.S.A. (North American Multihull Sailing Association) North Americans in St. Petersburg, Florida by winning the N.A.M.S.A. Overall Handicap in competition against 56 other boats. The Trac 18, sailed by David Rodgers and Terri Crary and being raced for the second time in Florida, also took first place in the Open Class. Much of the competition for the Overall Handicap came from a large class of Nacra 5.2’s competing in their District Championships. Also competing at the regatta were several 18 meters, the new Nacra 5.8 and a variety of other boats from Super Cat 20’s to a Prindle 15.

The conditions for the 5 races held on Saturday and Sunday were light to single-trap oscillating winds. By Monday the conditions had changed to heavy air and chop for the 6th race, which counted only in the individual classes.

The starting groups were arranged by Race Committee Chairman Dick Blanchard to keep boats of like speed together regardless of class. The Trac 18 was placed in the “fast group” of all boats with a Portsmouth rating of .675 or faster. This group included Tornados, Super Cat 20’s, 18 meters, the Trac 18 (.675) and Nacra 5.8 (.675). Keeping in mind that all the boats except for the Nacra 5.8 in this starting group had to give the Trac 18 time, it was very impressive that the Trac 18 was first to cross the finish line in all 3 races on Sunday. In Saturday’s 2 races, only Carter Rich, Jr. and Tom Jordan on 18 meters had crossed the finish line in front of the Trac 18.

Rodgers commented that by Sunday, they had the Trac 18 surfing great downwind. “We didn’t travel out much so the main would twist off a lot. We used the positive mast rotator to the fullest, kept our weight far forward, and used a general tactic of reaching up higher than the other boats downwind. The Trac 18 really moved.” He added that the light weight of the boat and crew helped their boatspeed in the light air, while the quick turning ability of the Trac 18 enabled them to play the oscillating winds.

Back on the beach a lot of interest centered around the boat and the question of the day was: How do you like the tiller system? According to Rodgers, it is a tremendous advantage especially in light air. The skipper never needs to let go of the tiller, run to the back of the boat or face backward during a turn. Because of this, the skipper can remain very positive and accurate with his steering even while turning.

By the end of the weekend Rodgers had won the N.A.M.S.A. Overall Handicap with a lead of 10 1/2 points over second place Overall Handicap finishers Dirk Lundquist and Anne Gray on a Nacra 5.2. The team of Bert Rice/Bert Rice, Jr. on a double-trapped Nacra 5.2 would have taken 2nd overall had there been a throw out, but a 19th in the 3rd heat dropped them down the 3rd overall.

In the Open Class of 11 boats, Rodgers was in the lead after the first 5 heats. Rice had a chance to tie with him if, and only if, he could get a first in the last heat on Monday. Rodgers had a technical difficulty that put him a minute behind the fast group at the start of the last heat but got the Trac screaming in the heavy wind and passed all but 2 boats. Rice ended up with a fourth in that heat which put him in second place 3 1/2 points behind Rodgers who won the Open Class with 6 3/4 points. David Dietrich and Tim Kings took third place on a Prindle 18 with 14 3/4 points.

In the heavier air, Rodgers was leaving the leeward daggerboard down off the wind, reaching up a bit and actually flying the hull a bit. The Trac 18 was passing the 18 meters downwind with ease. An advantage of the Trac 18 in strong wind is having the rear beam far back on the boat. This enables the crew to get their weight aft quickly and easily. That, in combination with the rocker of the boat, keeps the bows pointing up so there is less chance of stuffing a hull.

Overall the Trac 18 performed well in both light and heavy air and won praise from those who participated in the regatta.

N.A.M.S.A. NORTH AMERICAN CHAMPIONSHIP
St. Petersburg, Florida June 19-21, 1982
OPEN CLASS
11 Boats

<table>
<thead>
<tr>
<th>Position</th>
<th>Name</th>
<th>Finish</th>
<th>Total Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>David Rodgers/Terri Crary</td>
<td>2-1-1-2</td>
<td>11% AMF TRAC 18</td>
</tr>
<tr>
<td>2.</td>
<td>Bert Rice/Bert Rice, Jr.</td>
<td>1-3-2-3</td>
<td>9% NACRA 5.2</td>
</tr>
<tr>
<td>3.</td>
<td>David Dietrich/Tim Kings</td>
<td>3-4-5-1</td>
<td>14% NACRA 5.2</td>
</tr>
</tbody>
</table>

N.A.M.S.A. OVERALL HANDICAP

<table>
<thead>
<tr>
<th>Position</th>
<th>Name</th>
<th>Finish</th>
<th>Total Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>David Rodgers/Terri Crary</td>
<td>4-1-4-1</td>
<td>11% AMF TRAC 18</td>
</tr>
<tr>
<td>2.</td>
<td>Dirk Lindquist/Anne Gray</td>
<td>7-3-2-5</td>
<td>22 NACRA 5.2</td>
</tr>
<tr>
<td>3.</td>
<td>Bert Rice/Bert Rice, Jr.</td>
<td>14-11-1-3</td>
<td>27% NACRA 5.2</td>
</tr>
<tr>
<td>4.</td>
<td>Ed Diehl/Carmen Diehl</td>
<td>8-7-15-6</td>
<td>44 NACRA 5.8</td>
</tr>
<tr>
<td>5.</td>
<td>Carter Rich, Jr.</td>
<td>22-38-6-2</td>
<td>45 18' Meter</td>
</tr>
</tbody>
</table>

CATAMARAN RACING ASSOCIATION OF MICHIGAN — Traverse City
31-31
AUG.
Flint, MI 48506 (313) 736-2673

6TH COMMODORES CUP REGATTA — Bayville, NJ; Contact: Bob & Ann Bergstedt (201) 269-5838

CATAMARAN RACING ASSOCIATION OF MICHIGAN — Muskegon, MI;
14-15
Contact: Eric Kennedy, 4170 Sandpiper, Flint, MI 48506 (313) 736-2673

6TH MID-ATLANTIC MULTIHULL CHAMPIONSHIP — Bayville, NJ; Contact: Bob & Ann Bergstedt (201) 269-5838
4-6

CATAMARAN RACING ASSOCIATION OF MICHIGAN — Higgins Lake
11-12
State Park, Higgins Lake, MI; Contact: Eric Kennedy, 4170 Sandpiper, Flint, MI 48506 (313) 736-2673

CATAMARAN RACING ASSOCIATION OF MICHIGAN — Elk Lake, MI
25-26
Contact: Eric Kennedy, 4170 Sandpiper, Flint, MI 48506 (313) 736-2673

Trac dateline
### Apollo Dateline

<table>
<thead>
<tr>
<th>Date</th>
<th>Event Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>AUG. 1</td>
<td>DESPERADO SAILBOAT RACE — Lac La Biche Sailing Society, Lac La Biche, Alberta, Canada; Contact: J.W. Kozina, Box 1439, Lac La Biche, Alberta, Canada TOA 2CO (403) 623-4870 or (403) 623-4818</td>
</tr>
<tr>
<td>AUG. 7-8</td>
<td>SCHROON LAKE REGATTA — Schroon Lake, NY; Contact: Mrs. Audrey Hickson, Chamber of Commerce, Schroon Lake, NY 12870 (518) 532-7675</td>
</tr>
<tr>
<td>SEPT. 4-5</td>
<td>McDougall Regatta — Harbor Island Yacht Club, Nashville, TN; Contact: Jack Caldwell, 918 Chancery Lane, Nashville, TN 37205 (615) 385-2154 or (615) 244-0993</td>
</tr>
<tr>
<td>SEPT. 5-6</td>
<td>ANNUAL LABOR DAY REGATTA — Seabreeze Sailing Club, Galveston, TX; Contact: Frank MacNeil, Seabreeze Sailing Center, Inc., 1300 Bayshore — P.O. Drawer S, LaPorte, TX 77571 (713) 471-3649</td>
</tr>
<tr>
<td>SEPT. 25</td>
<td>5TH ANNUAL APOLLO NORTHEAST CHAMPIONSHIP — Sherborn Yacht Club, Sherborn, MA; Contact: Roger Demler, 169 Maple Street, Sherborn, MA 01770 (617) 653-2069 or (617) 890-3200</td>
</tr>
<tr>
<td>SEPT. 25-26</td>
<td>WATKINS CUP REGATTA — Kentucky Lake Sailing Club, Aurora, KY; Contact: Bill Allbritten, 2004 University Station, Murray, KY 42071 (502) 762-6851</td>
</tr>
<tr>
<td>OCT. 2-3</td>
<td>5TH GRAND ANNUAL CAVE RUN REGATTA — Cave Run Lake, KY; Contact: Skipper Hunt, P.O. Box 52, Frankfort, KY 40602 (502) 223-0000</td>
</tr>
<tr>
<td>OCT. 2-3</td>
<td>MAYOR'S CUP — Bloomington Yacht Club, Bloomington, IN; Contact: Tom Kinzer, Bloomington Yacht Club, Box 303, Bloomington, IN 47402</td>
</tr>
<tr>
<td>OCT. 9-10</td>
<td>WACCAMAW INDIAN SUMMER &amp; NORTH CAROLINA SUNFISH CHAMPIONSHIP — Waccamaw Sailing Club, Lake Waccamaw, NC; Contact: Dick Coburn, 1219 Pinckney Street, Whiteville, NC 28472 (919) 642-3181 or (919) 642-3153</td>
</tr>
<tr>
<td>OCT. 9-10</td>
<td>CLSC ANNUAL WAITING FOR THE GREAT PUMPKIN REGATTA — Clear Lake Sailing Club, Clear Lake, TX; Contact: Tom Bissell, 8911 Brummel Houston, TX 77099 (713) 495-9747 or (713) 671-1140</td>
</tr>
<tr>
<td>OCT. 16-17</td>
<td>SOUTHEAST APOLLO REGIONAL CHAMPIONSHIP &amp; NORTH CAROLINA STATE CHAMPIONSHIP — Asheville Sailing Club, Lake Julian, Skyland, NC; Contact: Bill Swann, 25 Azalea Ct., Arden, NC 28704 (704) 684-2296</td>
</tr>
</tbody>
</table>

### Parting Message

To all my sailing friends:

As most of you probably know, I left Alcort in mid-March after five years as Director of Class Management for the Alcort classes. I am now the Northeastern Sales Representative for Mistral Sailboards.

These past years have been a wonderful experience for me and for my wife, Ruthie, and our son, Nicholas. It has been great getting to know all of you and I sincerely hope to be able to stay in contact with many of you in the future.

It has been my observation that the people who actively campaign the Alcort classes are a friendly, fun-loving and altogether enjoyable group. Even the keen competition found at North American and World Championships is generally carried out in an atmosphere of good sportsmanship and enjoyment of the sport of sailboat racing.

If you have not already had the opportunity to meet Lee Parks, my replacement, you should do so immediately. She's terrific! She comes to the job with almost 15 years of Sunfish racing under her belt — and she's a darned good sailor. She has spent the last five years in the computer field; thus her organizational skills have been honed razor-sharp.

I know she'll do a great job, especially if you all treat her half as well as you treated me. Windward Leg will also be Lee's responsibility and she'll be looking to all of you for ideas, articles, photos and cartoons for inclusion in future issues. Instead of complaining that your class is not well-covered, why not submit a short article about a rigging or go-fast idea you've discovered? Or perhaps you can send Lee a short write-up on your local regatta or fleet activities.

I wish all of you great success in your future sailing endeavors and I hope to see each of you again soon at upcoming regattas. There is still a Sunfish in my family, so I will continue racing the World's Greatest One Design for some time to come. Perhaps I'll even learn to beat some of you one day!

Good sailing,

Steve Baker
Meadow Street
Litchfield, CT 06759
(203) 567-9075
Are You Ready to Accelerate Your Learning Curve?

In the article that follows, Sunfish Force 5 and Super Sunfish racer Courtney Young, Jr. explains how you can improve your knowledge of sailing more quickly.

This article is addressed to both Sunfish and Force Five sailors. It concerns a multitude of reasons why the SUPER-SUNFISH is worthy of your support.

Almost any Sunfish sailor can benefit from experience in another boat, no matter what his/her goals may be. Do you wish to improve your performance in local fleet competition, qualify for the 'worlds', move to a hot dinghy class, or just learn enough to qualify for a bare boat charter in the Virgin Islands? Whatever your goal, experience in that 'other' boat will enhance your understanding of all the skills related to racing and good boat handling.

But ... given the current economic situation, can you afford another boat? Suppose you already own the hull and rudder? For a relatively small additional outlay you can acquire the Sunfish kit which fits right on the stable hull you are used to. Quick and easy installation with fast rigging and you are ready to learn about 'sophisticated' high performance techniques for adjusting sail shape to various wind and wave conditions. An important feature is that the controls are all led to and easily operated from the cockpit while hiking out. Thus there is instant feedback regarding boatspeed and the opportunity to do something about it right then and there.

Why should Sunfish sailors be concerned about this? Isn't it enough that the Sunfish is a simple, carefully controlled one-design boat? Carefully controlled one-design, yes! But recent articles in the WINDWARD LEG point out that the Sunfish is not simple!

Consider the following summary of variables involved in setting up your Sunfish for a race. To keep our analysis uncomplicated, suppose that you have pre-determined the correct setting or choice and have minimized these decisions as indicated below:

<table>
<thead>
<tr>
<th>Variables</th>
<th>Settings/Choices</th>
<th>What The Experts Advise</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sail design</td>
<td>2</td>
<td>Ratsey for heavy air, Fogh otherwise</td>
</tr>
<tr>
<td>Gooseneck</td>
<td>2</td>
<td>Further aft for Fogh sail or light air</td>
</tr>
<tr>
<td>Gaff outhaul</td>
<td>2</td>
<td>Tight for heavy air, loose for light air</td>
</tr>
<tr>
<td>Boom outhaul</td>
<td>3</td>
<td>Snug for light air, loose for medium air</td>
</tr>
<tr>
<td>Halyard to deck</td>
<td>2</td>
<td>Port side for heavy air, normal otherwise</td>
</tr>
<tr>
<td>Halyard on gall</td>
<td>2</td>
<td>High normally, Hookansen for heavy air</td>
</tr>
<tr>
<td>Board shape</td>
<td>3</td>
<td>Old style? Shadow design? Barrington?</td>
</tr>
<tr>
<td>Rope traveler</td>
<td>2</td>
<td>Tight for light air, loosen for heavy air</td>
</tr>
<tr>
<td>Vang on?</td>
<td>2</td>
<td>Yes for heavy air, No for light air</td>
</tr>
<tr>
<td>Knot all in main street?</td>
<td>2</td>
<td>Yes for heavy air, No for light air</td>
</tr>
</tbody>
</table>

Thus we can calculate the conservative estimate of $2 \times 2 \times 2 \times 3 \times 2 \times 2 \times 3 \times 2 \times 2 \times 2 = 2304$ ways to 'set up' your Sunfish! Not so simple, huh? Experienced sailors would add combinations to the list and would have more settings for some of the variables. Furthermore, 'adjustments' cannot easily be made on the water or during a race. Many choices are final once you sail away from the beach.

Consider the Super Sunfish with just four variables: vang, outhaul, downhaul, and traveler. All fine tuning can be done while hiking out because the controls are within reach. So ... do you want to learn fast — the easy way??

Force Five sailors are well aware that there are few regattas within a reasonable traveling distance. So, why not jump into a Super Sunfish for that extra practice in sail control from a more stable platform? The layout is almost identical, especially if you use the eight-part Force Five vang on the Super. Match your concepts of the interaction of vang, outhaul, downhaul and traveler with those of the go-fast Super sailors. Improve your speed in a 'Five!!' Why not also introduce the Five to Super Sunfish sailors and invite them to support your events? Both classes would benefit.

In one sense the Sunfish, Super Sunfish and Force Five represent a continuum in challenge and skill growth with the 'Super' being the intermediate boat. Yet all three boats present unique challenges and your participation in more than one class will enhance your enjoyment by accelerating your learning curve.
1981 LIGHT CORINTHIAN CHAMPIONSHIP

Mark May of Croton-on-the-Hudson, NY was crowned the 1981 Light Corinthian Champion last October in Stonington, Connecticut. This traditional regatta pits sailors against each other in two different classes over the two-day event held October 10-11 last year.

On Saturday, sailors competed in Sunfish in a 3-race series. May finished on top with 3½ total points. Scott Greenbaum was second with 5¼ points followed by Al Barsa in third with 14 points, Courtney Young, Jr. in fourth with 14 points and Bob Knapp in fifth with 14 points.

Sailors switched to Super Sunfish on Sunday for five more races. Bill Boll of Bolton, Connecticut was first for the day with 9½ points. May finished a close second with 11½ total points. Other finishers were Scott Greenbaum, third; Courtney Young, Jr., fourth; and Bob Knapp, fifth.

The Light Corinthian Championship has been a traditional season finale since 1965. Some past champions include Bob Bushnell, Carl Knight, Bob Bowles, Ted Moore, Kerry Klinger, Bill Boll, and Courtney Young, Jr.

The 1982 Light Corinthians will be held in conjunction with the Sunfish/Super Sunfish Combined North American Championship on October 2-3. For further information, contact John Black Lee, 202 Chichester Rd., New Canaan, CT 06840 (203) 966-9662.

Sunfish Righting Tip

It has been pointed out by Bob Miller of Borger, Texas that there is an easy way and a hard way to right your Sunfish if you take an unscheduled swim. You will notice that if you bring your Sunfish up from the turtled position with the starboard side in the water, a large pocket of water will form in the sail forward of the mast. This extra weight makes it very difficult to bring the boat upright quickly. If the boat is righted with the port side in the water, this pocket of water does not collect and the boat comes up much more quickly. Thanks Bob!

Super Sunfish Dateline

<table>
<thead>
<tr>
<th>AUG.</th>
<th>DESPERADO SAILBOAT RACE — Lac La Biche Sailing Society, Lac La Biche, Alberta, Canada; Contact: J.W. Kozina, Box 1439, Lac La Biche, Alberta, Canada TOA 2C0 (403) 623-4870 or (403) 623-4818</th>
</tr>
</thead>
<tbody>
<tr>
<td>AUV.</td>
<td>SEABROOK SAILING CLUB BOARD BOAT REGATTA — Seabrook Sailing Club, Galveston Bay, TX; Contact: Malcolm E. Jones, 1015 North Country Club Drive, LaPorte, TX 77571 (713) 471-3303 or (713) 483-2394</td>
</tr>
<tr>
<td>AUG.</td>
<td>THIRD ANNUAL CANADA LAKE REGATTA — Canada Lake, NY; Contact: Nancy Young, Box 508, Canada Lake, NY 12032 (518) 835-3701</td>
</tr>
<tr>
<td>SEPT.</td>
<td>McDougall REGATTA — Harbor Island Yacht Club, Nashville, TN; Contact: Jack Caldwell, 918 Chancy Lane, Nashville, TN 37205 (615) 385-2154 or (615) 244-0993</td>
</tr>
<tr>
<td>SEPT.</td>
<td>ANNUAL LABOR DAY REGATTA — Seabreeze Sailing Club, Seabreeze, TX; Contact: Frank MacNeil, Seabreeze Sailing Center, Inc., 1300 Bayshore — P.O. Drawer S, LaPorte, TX 77571 (713) 471-3649</td>
</tr>
<tr>
<td>SEPT.</td>
<td>SUPER SUNFISH NORTH AMERICAN CHAMPIONSHIP — Watch Hill Yacht Club, Watch Hill, RI; Contact: Bill Boll, 14 Tunxis Trail, Bolton, CT 06040 (203) 849-1306</td>
</tr>
<tr>
<td>SEPT.</td>
<td>WATKINS CUP REGATTA — Kentucky Lake Sailing Club, Aurora, KY; Contact: Bill Albritten, 2004 University Station, Murray, KY 42071 (502) 762-6851</td>
</tr>
<tr>
<td>OCT.</td>
<td>MAYOR'S CUP — Bloomington Yacht Club, Bloomington, IN; Contact: Tom Kinzer, Bloomington Yacht Club, Box 303, Bloomington, IN 47402</td>
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<td>OCT.</td>
<td>LIGHT CORINTHIAN CHAMPIONSHIP OF CHAMPIONS/SUNFISH-SUPER SUNFISH COMBINED NORTH AMERICAN CHAMPIONSHIP — Site to be announced; Contact: John Black Lee, 202 Chichester Rd., New Canaan, CT 06840 (203) 966-9662</td>
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<td>OCT.</td>
<td>WACCAMAW INDIAN SUMMER &amp; NORTH CAROLINA SUNFISH CHAMPIONSHIP — Waccamaw Sailing Club, Lake Waccamaw, NC; Contact: &quot;Dick&quot; Coburn, 1219 Pinckney St., Whiteville, NC 28472 (919) 642-3153</td>
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Maintenance Tip

Do you have a sailboat hull that has become internally saturated? Here is Richard Crysler's method for drying your hull: Install two inspection ports on the deck of your boat; one near the bow and one near the stern. Connect your boat to the central hot air heating system in your home with inexpensive ½ inch PVC pipe. This requires only one small hole in the heating duct which can be covered over later with duct tape. Insert the PVC pipe into the heating duct and lead it into one of the inspection ports on the boat with a PVC elbow. This will allow constant hot air to pass through your hull. After two months, the boat will be totally dry and considerably lighter.
Dear Editor,

Last summer we raced our AMF 2100, #64, "Firefly", on one of the most popular midwestern sailing lakes, Lake Geneva, Wisconsin. This fairly deep lake (140 feet in spots) is surrounded by a high shoreline which produces very shifty wind patterns.

We normally raced with a crew of two plus the skipper, however found that the only way to be really competitive on gusty days was to carry at least four aboard.

The Lake Geneva Keelboat Club generally averages 25 boats on the starting line with most boats in the 24 to 30 foot range. "Firefly" was often the smallest boat racing, particularly on heavy air days.

The races are usually six to ten miles in length with more reaching and running than beating. There are two classes within the fleet, the Racing Class (spinnakers) and the Cruising Class (no spinnakers). We received a trophy for our best PHRF ratings of the several regions.

Next season, the club plans to use the average of the most recently published PHRF ratings of the several regions. Without doubt, racing to weather with the "big bricks" in gusty conditions was our toughest test. We are going to install a traveler which can be eased off by a crew member while I try to drive through the puffs on the jib. Heavy air brings a stiff chop to Lake Geneva, which seems to slow the boat when feathered up to windward in puffs. We will continue to set enough sail to be adequately powered in average winds. The few times we reduced sail to handle peak conditions, we were disappointed.

We have found the fastest, cleanest chute sets can be made from the bow pulpit, although a set from the leeward sideset region works fine if someone holds the pole forward and the chute is rapidly trimmed to the pole before bringing the pole back.

My crew and I are really enjoying the 2100 and enjoy mixing it up with the "big boys" in our fleet. We particularly like the clean deck layout which allows for good crew mobility. Now if we can just keep her flat to windward in heavy air.

Ken Bell
Fontana, WI

**AMF 2100 dateline**

- **AUG. 1** DESPERADO SAILBOAT RACE — Lac La Biche Sailing Society, Lac La Biche, Alberta, Canada; Contact: J.W. Kozina, Box 1439, Lac La Biche, Alberta, Canada TOA 2C0 (403) 623-4870 or (403) 623-4818
- **SEPT. 4-5** McDOUGALL REGATTA — Harbor Island Yacht Club, Nashville, TN; Contact: Jack Caldwell, 918 Chancery Lane, Nashville, TN 37205 (615) 385-2154 or (615) 244-0993
- **SEPT. 25-26** WATKINS CUP REGATTA — Kentucky Lake Sailing Club, Aurora, KY; Contact: Bill Allbritten, 2004 University Station, Murray, KY 42071 (502) 762-6851
- **OCT. 9-10** CLSC ANNUAL WAITING FOR THE GREAT PUMPKIN REGATTA — Clear Lake Sailing Club, Clear Lake, TX; Contact: Tom Bissett, 8911 Brummel, Houston, TX 77099 (713) 495-9747 or (713) 671-1140

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