COR VAN AANHOLT WINS SUNFISH WORLD CHAMPIONSHIP

Cor Van Aanholt, 21, of Groningen, Holland defeated the defending champion, Dave Chapin, 20, of Springfield, IL, USA, to win the Eleventh Sunfish World Championship sailed April 28 - May 3 on the multihued blue waters off the Dutch island of Aruba, in the Caribbean. 104 sailors from 16 countries participated in the six-race, one-throw-out series. With tradewinds blowing from 20-35 knots, most competitors used a heavy-air adjustment known as the Hookanson rig throughout the series.

Van Aanholt started strong winning the first two races, then Chapin came back to win the third, fourth and fifth races. But Chapin's fourth-race win was nullified because he was over the line early at the start.

In last year's highly competitive World Championship series sailed in Medemblik, Holland, Chapin outsailed Van Aanholt for the World title. In Aruba, the battle again came down to the end as Chapin held a slim advantage (1.3 points using the Olympic Scoring System) over Van Aanholt going into the final race. As Chapin and Van Aanholt match-raced the last race along the far edges of the course, they nearly allowed Raymond Marsolie,

DERRICK FRIES WINS SECOND FORCE 5 WORLDS

Although he never won a race in the series, Derrick Fries of Drayton Plains, MI, retained his World title in the 1980 Force 5 World Championship held April 17 through 20 in Naples, FL.

Fries, who is a teacher and school psychologist in Birmingham, MI, finished second in five of the seven races, once again demonstrating the well-known phenomenon: consistency wins.
who won that race, to take the Championship. It was during the final weather leg that Van Aanholt overtook Chapin and finished fifth. Chapin, because of his fourth-race disqualification, had to count his seventh place finish, his poorest of the series, losing the Championship to Van Aanholt by 1.7 points.

Van Aanholt, a dental student in Groningen, is the first World Sunfish Champion from Europe. During the sailing season, he also runs a sailing school and has recently become a Sunfish dealer.

Trophies were awarded to the top twelve finishers. It was interesting to note that no single country dominated the series as these twelve represented ten different countries. Jean Bergman, of Hubbard Woods, IL, USA, current North American Women's Sunfish Champion, was awarded the women's trophy for the series.

Competitors agreed that the Aruba Sunfish Club and the many other volunteers did an outstanding job organizing this Championship. Accommodations for most of the competitors were arranged at the base of operations, the Aruba Caribbean Hotel, which, with a full schedule of social events for competitors and families, its superb beach used for launching, and its friendly and helpful personnel, was an ideal regatta location.

Possible sites for next year's Championship include California and Sardinia, Italy.

continued from page 1

Cor Van Aanholt, Sunfish World Champion, started sailing in 1971 at the age of 12. He and his brother began racing in the Flits class (an 11½ foot wooden two-man boat popular in northern Holland for juniors up to age 18). They won the Flits National twice in a row when Cor was 13 and 14.

The next year, Cor crewed for his older brother Peter in a Flying Junior. Cor was tactician and Peter handled the helm and kept the boat moving. Cor was impatient crewing so looked around for a good singlehander. He said that although he didn't particularly like the looks of the Laser, he sailed one anyway because they were popular.

At age 17, he won the famous Kieler Woche in Kiel, W. Germany (Kiel Week is being used this year by the nations boycotting the Olympics as a substitute event). This qualified him for the 1976 Laser Worlds in which he finished sixth. Since then he has placed very well in several major Laser championships and placed second in the 1979 Sunfish Worlds sailed in Medemblik, Holland.

He arrived in Aruba for the 1980 Sunfish Worlds two and a half weeks prior to the event. He said that he often does this to acclimatize himself to the differences in time, weather and food. He only sailed three times on a borrowed Sunfish — he said that he doesn't think sailing is the best way to psyche up for a regatta. He prefers to see the area or country he is visiting. This sightseeing gives him plenty of time for relaxation which he considers essential to good sailing.

Like most good sailors, Cor always arrives at the starting area at least ten minutes before the start. He checks the wind and wave conditions and makes last-minute adjustments to his rig. He starts at the favored end of the line, but never starts too aggressively. He is careful not to be disqualified for starting early or fouling another boat.

He claims that his tactics are the key to his success and that his boat speed is secondary. But on the reaches he felt fast. He uses wave steering to his advantage, but makes a point of steering toward the mark as much as possible.

In heavy air, he feels that the Sunfish needs a lot of vang. In order to foot off, you must vang in your sail so that the boom does not go up when easing the sheet. He feels he needs as much power as possible.

Cor plans to continue sailing the Sunfish especially since he is a dealer. His next major championship will be the European Sunfish Championship which is being sailed in early July in France.

PORTRAIT OF A CHAMPION:
COR VAN AANHOLT
11TH SUNFISH WORLD CHAMPIONSHIP
Aruba Caribbean Hotel
Aruba, Netherlands Antilles
April 28-May 3 104 Boats

1. Cor Van Aanholt, Holland 1-1-10-8-2-5 27
2. Dave Chapin, Springfield, IL 3-5-1-(DSQ)-7-1 28.7
3. Raymond Marseille, Guadeloupe (15)-3-3-7-3-1 30.1
4. Emile Weststrate, Aruba 4-6-4-1-13-3 36.7
5. Ted Moore, Manhattan, NY 2-7-2-(DSQ)-8-6 44.4
6. Thomas Polichenh, Curacao (RET)-2-5-9-12-2 49
7. Marcel Dennert, Curacao 5-4-(6)-6-4 49.4
8. Donald Martinborough, Bahamas (24)-16-9-4-4-13 72
9. Peter Czesler, Venezuela 13-29-14-5-5-8 73.7
10. Jacques De Thone, Martinique 12-14-(22)-7-7-17 79.7
11. Michael Gatley, Bermuda (DIN)-10-7-3-9-11 90
12. Jorge Abreu, Dominican Republic 6-17-16-10-(DSQ)-15 93.7
13. Kerry Klinger, Orangeburg, NY 9-31-17-2-(DSQ)-12 96
15. Andre Christiaen, Aruba 8-12-16-19-(26) 104
17. Gis Van Omme, Aruba 11-8-(RET)-12-25-27 114
20. Richard Van der Wal, Holland 22-34-12-(41)-14-18 130
21. Bill Draheim, Austin, TX (42)-21-24-14-22-21- 132
25. Inpi Otoeiozoa, Venezuela 17-23-31-30-21-(34)- 152
28. Hans Feog, Toronto, Canada 7-11-11-(DSQ)-11-(RET)165
29. Max Zimmerman, Peru 30-40-(60)-17-24-26 165
30. Alex Zimmerman, Peru 39-(50)-23-25-26-19 166
33. Christian Fiebie, Venezuela 21-46-26-33-(51)-33 189
34. Alan Beckwith, Wayland, MA 23-22-(DNF)-45-16-19 183
36. Ernest Kerr, Jr., Aruba 49-(55)-21-27-31-36 194
37. Alan Scharf, Lexington, MA 46-48-(DNF)-29-17-37 201
39. Malcolm Smith, Bermuda 33-33-(DNF)-22-43-51 212
40. Nevis Barboza, Bermuda 45-20-34-(54)-44-44 217
41. Peter Young, Watertown, CT 28-32-(DNF)-26-56-48 220
43. Benjamin Griffin, Gt. Britain 35-36-53-45-(68) 234
44. Jean Baudin, Martinique 34-30-41-43-(DNF)-61 239
45. Wim Van der Gulik, St. Martin 25-43-51-53-(55)-42 243
46. Henk Nauta, Holland 36-51-43-93-37-(60) 246
47. Todd Gay, Springfield, IL 48-47-(DSQ)-38-52 257
48. Henry De Wolf, Barrington, RI (RET)45-39-RET-34-10 258
49. James Stewart, Bermuda 52-(RET)-32-24-64-56 258
50. Johan Lesage, Curacao (DSQ)-54-56-34-35-50 259

Note: ( ) Denotes throwout

Left To Right: “Last leg tacking duel between Van Aanholt (55) and Chapin (29) . . . aerial view of reaching mark rounding (below) . . . Cor acknowledges a toast made to his victory . . . three sailors crack off slightly before rounding the windward mark . . . still in suit and tie, Cor climbs from the pool after the traditional dunking (above) . . . sailors rig their boats in the shade of the special thatched roof . . . Cor attempts to display all his prizes at once.”

MID-ATLANTIC SUNFISH REGIONAL CHAMPIONSHIP
Hudson Sailing Club-Sunfish Fleet #156 Spruce Run, New Jersey
May 26, 1980 66 boats

1. Kerry Klinger, Orangeburg, NY 1-1-1 2.5
2. Sam Philebrick, Pittsbug, PA 5-3-3 12
3. Bob Beckman, Hampton, CT 14-2-5 21
4. Scott Greenbaum, Dobbs Ferry, NY 5-6-10 26
5. torktown Hights, NY 17-5-4 26
6. John Magenheimer, Westport, CT 10-7-11 28
7. Paul Odegard, Vernon, CT 13-8-8 29
8. Tom Donahoe, Bridgei, NJ 3-18-9 30
9. Dan Hansen, Westport, CT 26-10-2 38
10. Dave Elliott, Mountain Lakes, NJ 21-11-6 38

51. Guus Jonk, Curacao 200
52. Dirk Domis, Curacao 263
53. Alfonso Jurado, Ecuador 264
54. Berk Reifel, Curacao 275
55. Len Ruby, Curacao 278
56. Vandon Rogers, U.S.A 279
57. Keith Reine, U.S.A 284
58. Carlos Luis Locaro, Ecuador 291.2
59. Alexander Rosse, Curacao 302
60. John Hendshar, Gt. Britain 308
61. George Wilson, Bermuda 308
62. David Frith, Venezuela 310
63. Pablo Casanovao, Venezuela 311
64. Karsten Schrader, Venezuela 312
65. Brian Malpas, Bermuda 318
66. Jerenn Schneider, Curacao 319
67. Frances Bon, Guadeloupe 331
68. Ernesto Vernaza, Ecuador 335
69. Rudy Bergfield, Curacao 344
70. Jim Shreim, U.S.A 348
71. Sabir Otoezola, Venezuela 348
72. Frohmund Burger, Venezuela 350
73. Apacio Plaza, Ecuador 351
74. Rafael Lecaro, Ecuador 355
75. Tom Beagle, United States 356
76. Orlando Rodriguez, Ecuador 378
77. Vito La Mura, Aruba 391
78. Erik Stradal, Haiti 393
79. Mark Spickells, U.S.A 394
80. Peter Barclay, Peru 394
81. Nico Hackmann, Venezuela 396
82. Robert Aberson, St. Martin 403

continued on page 12
FOGH SUNFISH SAIL
NOW LEGAL

Strong popular demand for a re-designed sail has resulted in a new sail by Fogh Sails of Toronto (soon to be known as North Sails/Fogh). The use of this sail is now approved by the Sunfish Racing Class.

Olympic silver medal winner Hans Fogh discusses the new design in the following article:

Sunfish sailing is not new to me . . . . I sailed in my first Sunfish Worlds in 1972 in Bermuda. I have always felt that the Sunfish sail has been too flat and I know that many sailors go to great lengths to stretch their sails until they attain a fast shape.

After developing the sail design for the Apollo sailboat, I discussed my ideas for an improved Sunfish sail with Eric Skemp, VP Marketing at AMF Alcort. At first he was hesitant because of the strict class rules, but after sailing in the 10th Worlds in Holland, he too became aware of the dissatisfaction with the old design.

We decided to experiment with new designs to see if we could come up with a faster sail. Our goal was to produce a sail that would be competitive when new as opposed to the old design that required careful and time-consuming stretching. Our intention was to help the new sailor be instantly competitive . . . or at least have an equal chance. (This is in line with the recent change to the Barrington daggerboard which has the identical surface area as the "old-style" board used by all experienced Sunfish racers.).

To start with, I designed three test sails and flew to Sarasota to test them in a variety of wind and sea conditions. We were disappointed because, although the sails looked very good, they were not faster. I had tried a different panel design, but after finding that it didn't work, went back to the original panel configuration.

Arriving back in Toronto, I did some heavy thinking and came up with another design. We made two identical sails and sent them to Alcort for testing; the feedback proved we were on the right track. The sail was definitely a little faster.

Thinking about the sail, I decided that it would have to fit all weight ranges and give no advantage to any one group. For example, too full a sail would help the heavy person in heavy air where a flat sail gives advantage to the light person. During our testing, I discovered that by moving the boom on the goose-neck, or by changing the position of the halyard (i.e. Hookanson rig), one could change the helm or cause the mast to bend, both of which help to adapt the boat to different sizes of people. Therefore, with these adjustments in mind, I decided that a medium shape was necessary.

During the fall I tried many sail shapes.

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and different types of cloth. I would have preferred to change to 3.8 oz. cloth, but that would have doubled the cost of the sail. I decided to continue using the 3-ounce Fleetboat cloth which has proven itself acceptable in the 30-year history of the class.

To remove many of the wrinkles from the sail, I rotated the top and bottom panels so that the thread direction lined up with the stretch. These sails looked good and performed very well when tested against other Sunfish on Lake Ontario. Finally I had achieved my goal of producing a faster, better looking sail for a reasonable price.

These sails were given their final stamp of approval by Alcort and the class at the 11th Sunfish World Championship sailed in Aruba. Even in the very heavy air of Aruba (20-35 knots), most sailors found ways to adjust the sail for comfort and speed. I found that with the Hookanson rig, these sails were very good in heavy air and their performance in light and medium air has been shown to be excellent.

What exactly had I done to the sail design? Firstly, I put a lot of broad seaming into the sail. Next, I cut the luff of the sail to match the bending characteristics of the luff boom. Then I matched the foot curve to that of the boom. To ensure there was no fluttering on the leech I hollowed it. To each corner was added dacron reinforcing for durability. For strength, the luff and foot tape was beefed up and all 28 grommets used were spur grommets which have teeth to grab into the cloth.

To be sure that every sail is absolutely the same to maintain the one design concept, the cloth used has a style number to ensure that the cloth is woven to the same specifications. As well a testing program has been set up for the cloth with a tolerance of more or less 2%. In addition, we have made up exact mylar patterns for everything, from the panels to the reinforcing, in order to have uniformity from the first sail to the millionth.

I am very happy to have had the opportunity to work on the Sunfish sail project. I learned a lot from the experience and realized afterwards that the Sunfish has a lot to offer the beginner or the expert. I can honestly say that the Sunfish deserves its acclaim as one of the finest sailboat classes in the world.

— HANS FOGH

Hans Fogh tests his new sail in heavy air in Aruba. Worlds competitors received the sails enthusiastically.

sunfish dateline

| AUG 9-10 | VERMONT STATE SUNFISH AND FORCE 5 CHAMPIONSHIP. Sunfish, Force 5, Memphremagog Marine, Inc.; contact: William W. Smith, Pleasant St., Ext., Newport, VT 05855, (802) 334-8643 or (802) 334-6283 - April to Oct. only |
| AUG 15-17 | WESTERN SUNFISH REGIONAL CHAMPIONSHIP, Sunfish, Diablo Sailing Club at Lakeport Yacht Club, Lakeport, CA, contact: Al Gates, 78 Scenic Dr., Orinda, CA 94563, (415) 254-1473 |
| AUG 16-17 | JUNIOR INVITATIONAL FOR SUNFISH, Savannah Yacht Club, Savannah, GA, contact: Ralph Kuhn, Jr., 109 Country Club Dr., Savannah, GA 31410, (912) 897-2556 |
| AUG 23-25 | 10TH ANNUAL WORLD LONGEST SUNFISH RACE AROUND SHELTER ISLAND, Sunfish, Southhold Yacht Club, contact: Joe Sullivan, 147 Midland Ave., Bronxville, NY 10708, (914) 961-7379 or (212) 765-3330 |
| SEPT 13-14 | ROUND CAPE ANN RACE / CRUISE, GLOUCESTER & ROCKPORT, MASSACHUSETTS, Sunfish, Force 5, Super Sunfish; Super Sunfish & Force 5 Racing Classes, contact: Steve Baker, AMF Alcort, Box 1345, Waterbury, CT 06721, (203) 567-9075 or (203) 756-7091 |
| SEPT 20 | INTERNATIONAL SENIOR OLYMPICS, Sunfish (For Skippers 40 and Older), Darien Sunfish Yacht Racing Ass'n, contact: L. R. Steffens, 212 Tokeneke Rd., Darien, CT 06820, (203) 655-4596 |
| SEPT 20 | CHOWDER BOWL REGATTA, Sunfish, Force 5 & Handicap Fleet, Fair Haven Sailing Club (River Rats), NJ, contact: Paul Lucyk, 50 Adele Court, Red Bank, NJ 07701, (201) 747-2845 or (201) 949-2605 |
| OCT 18-19 | SUNFISH NATIONAL TEAM RACE CHAMPIONSHIP, Sunfish, Sea Cliff Yacht Club, contact: Hank Grupe, 15 Preston Ave., Sea Cliff, NY 11579, (516) 671-4043 |
| OCT 25-26 | SOUTHEAST SUNFISH REGIONAL CHAMPIONSHIP, Sunfish, Sarasota Sailing Squadron, contact: Commodore Patrick Murphy, P.O. Box 1927, Sarasota, FL 33578, (813) 355-3106 or Club: (813) 388-2355 |
Force 5 Worlds

Gulf Coast Sailing Club
Naples, FL
April 17-20
54 Boats

Note: ( ) Denotes Thowout

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<tr>
<th>Place</th>
<th>Name</th>
<th>Team</th>
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<tr>
<td>1</td>
<td>Derrick Fries</td>
<td>Daytona, FL</td>
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<td>2</td>
<td>Mike Catalano</td>
<td>Jacksonville, FL</td>
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<td>3</td>
<td>Will Haltiwanger</td>
<td>Hingham, MA</td>
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<td>4</td>
<td>Steve Mehl</td>
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<td>5</td>
<td>Randall Swan</td>
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<td>6</td>
<td>Mark Powell</td>
<td>Coconut Grove, FL</td>
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<td>Jim Kinsey</td>
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<td>David Hartman</td>
<td>Pembroke Pines, FL</td>
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<td>18</td>
<td>John Sherry</td>
<td>Coral Gables, FL</td>
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<tr>
<td>19</td>
<td>Peter Harken</td>
<td>Pewaukee, WI</td>
</tr>
</tbody>
</table>

Clockwise from top left: Derrick Fries (left) and Mike Catalano conduct prechampionship racing clinic... leeward mark rounding... sails strung out in a line on the horizon (below)... winners left to right: Randall Swan (fifth), Derrick Fries (first), Steve Mehl (fourth), Will Haltiwanger (third).

Runners-up Mike Catalano of Jacksonville, FL had three firsts and was clearly the fastest man on the course, but a protest for rocking disqualified him in the third race and spoiled his bid for the title.

The seven-race, one-throwout Force 5 Worlds was sailed in conjunction with Naples Regatta '80, a full-weekend of water sports, sponsored by the Naples Mental Health Foundation. Races were also held in canoes, mullet boats, inner tubes and cruising sailboats.

The mostly white Force 5 sails contrasted beautifully against a backdrop of cruising boat spinakers, the aqua Gulf water and the fine homes along the beach. Playful porpoises joined the sailors at times during the racing.

Third place finisher Will Haltiwanger from Columbia, SC, also sailed consistently with all finishes in the top ten. Steve Mehl from Hingham, MA, placed fourth in the 54-boat fleet followed by current North American Champion, Randall Swan of Mt. Pleasant, SC.

Mark Powell of Coconut Grove, FL, the current Force 5 Midwinter Champion, took sixth place with Jim Kinsey of New Orleans, LA and Mike Calvet of Hialeah, FL and Alex Smigelski of Mt. Arlington, NJ rounding out the top ten.

Those competitors who could arrive a day early participated in a day-long racing clinic taught by Fries and Catalano. The morning chalk-talk included a discussion on pre-race preparation, wind trends and individual goals. The afternoon on-the-water session featured a number of very short races emphasizing good starts. Tacking, jibing and 720° turn drills were also practiced.

The 1980 Force 5 World Championship (the second annual) was run by the Gulf Coast Sailing Club and other volunteers.

Regatta Chairman Tom Gross spent months in preparation for the event. The local Coast Guard Auxiliary provided the patrol boats, although with the weekend's light winds, the patrol boats were virtually unused.

While most of the Florida peninsula was being drenched by thunder showers, Naples weather remained fair throughout the regatta. Participants came from as far as Nicaragua and Boston to compete for the World title. Plans are being made for the Third Force 5 Worlds, tentatively scheduled for Summer 1981 in Kingston, Ontario.
force 5 dateline

AUG
9-10 VERMONT STATE SUNFISH AND FORCE 5 CHAMPIONSHIP, Sunfish, Force 5, Memphremagog Marine, Inc.; William W. Smith, Pleasant St. Ext., Newport, VT 05855, (802) 334-8643 or (802) 334-6283 = April to Oct. only.

AUG
31 TRI-STATE FORCE 5 REGATTA — Force 5, Lake Wononscopomuc Sailing Ass'n; Jim Palmer, White Hollow Rd., Sharon, Ct. 06069 (203) 364-5826 or (203) 435-2055.

SEPT
13-14 ROUND CAPE ANN RACE/CRUISE, GLOUCESTER & ROCKPORT MASSACHUSETTS — Sunfish, Force 5, Super Sunfish, Sunfish, Super Sunfish & Force 5 Racing Classes; Steve Baker, AMF Alcott, Box 1345, Waterbury, CT 06721, (203) 567-9075 or (203) 756-7091.

SEPT
20 CHOWDER BOWL REGATTA — Sunfish, Force 5 & Handicap Fleet, Fair Haven Sailing Club (River Rats), Nj. contact: Paul Lucyk, 50 Adele Court, Red Bank, Nj. 07701, (201) 747-2845 or (201) 949-2605.

SEPT

OCT
5 7TH ANNUAL FALL EASTERN LAKES CHAMPIONSHIP AND NJ YRA CHAMPIONSHIP — Force 5, Green Pond Yacht Club; Byron M. Hicks, Dead End At Green Pond, RD #2, Newfoundland, Nj. 07435 (201) 697-7636 (201) 455-8413.

OCT
18 MILLER FILLMORE 6TH ANNUAL REGATTA, Force 5, Hunterdon Sailing Club, Clinton, Nj.; Chuck Perna, 18 Arcularius Terrace, Maplewood, Nj. 07040, (201) 763-6774.

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ALCORT INTRODUCES WINDFLITE SAILBOARD

The Windflite sailboard, an 11-1/2 foot C-&-C designed board from Canada, is available at AMF Alcort dealerships throughout the United States and the Caribbean. AMF Alcort Sailboats has an exclusive distributorship for the Windflite sailboard in the U.S., South America, Central America and the Caribbean.

Built by Meriah Surf Products of Toronto, Canada, the Windflite sailboard features an easy-to-maintain, 37-pound ABS plastic foam-filled hull with low resistance skeg, a foil-shaped plastic daggerboard that can be adjusted with one foot while sailing and batteness 3.8 ounce Dacron sail from the well-known North/Fogh loft.

Mast and boom are strong lightweight aluminum which has been anodized for durability. The highly-flexible urethane mast foot on the Windflite has a Delrin against Delrin snap fit which virtually eliminates wear and holds the mast securely in place.

The C-&-C Design Group used computer technology combined with extensive on-the-water testing while developing the board. A key difference between the Windflite sailboard and other boards is the surface of the hull. In their testing, the C-&-C Design Group verified the theory that a textured surface is faster than a smooth one on which surface tension can mount and hinder the board's progress through the water.

The special high-speed texture of the Windflite hull combined with the slightly concave standing area give the sailor good footing. Another feature is the two-position mast-to-boom connection which can be changed depending on the sailor's size or sailing style.

The board's skeg design permits easy pivoting for tacking and greater resistance to wear from beaching. The complete absence of wood means that the Windflite board is almost maintenance free.

According to Eric Skemp, Vice President of Sales & Marketing for AMF Alcort Sailboats, "the board sailing market in the U.S. is still in its infancy. U.S. sailors are just discovering the sport that has completely taken over in Europe. We think that the Windflite board will be well-received in the U.S. and Latin America."

Skemp also points out that board sailing is a perfect sport for the '80's, a decade in which the most popular activities will be those which have a reasonable entry cost and those which don't demand a great deal of a participant's time.

"The Windflite can be stored in an apartment, cartopped to the water on any sized car, launched in five minutes and after half-an-hour, the sailor has had an exciting and strenuous workout," said Skemp.

WINDFLITE ACCEPTED BY NABSA

The Windflite sailboard is eligible to compete in all events sponsored by the North American Board Sailing Association, an organization formed to promote the sport of boardsailing and to provide fair racing for all boardsailing craft.

Regattas will include slalom, freestyle, round-the-buoys racing and other events. Races are conducted in accordance with the racing rules of the IYRU except for special conditions applying only to boardsailing.

NABSA is a member association of the United States Yacht Racing Union and will apply for membership in the International Board Sailing Association headquartered in Europe.

Individual membership in the NABSA provides eligibility for participation in any NABSA-sponsored event. Members will receive a membership card, annual championship regatta schedule and other news of importance to boardsailers. Posters and copies of the IYRU measurement rules are also available. Members are also eligible to save 25% on subscriptions to Board and Sail Magazine, the quarterly magazine for the avid boardsailer. Subscription information is included with your NABSA membership packet.

To join NABSA, send a check for $5.00 (annual membership fee) to North American Board Sailing Association, P.O. Box 206, Oyster Bay, NY 11771.
SUPERS POPULAR IN EUROPE

Ten Cate Sports of Holland, the European Sunfish licensee, finds that the Super Sunfish sailboat sells well in the European marine market. Sailors appreciate the complete sail control system which comes standard with the Super Sunfish. They also find that it can be raced comfortably in winds up to 30 knots where other popular one-designs tend to death roll easily in heavy air.

LONG ISLAND SOUND SUPER SUNFISH CHAMPIONSHIP
Weed Beach, Darien, Connecticut
Darien Sunfish Yacht Racing Association
May 3-4, 1980

1. Jon Freeman
   Cos Cob
   1-1-2-2-4-1-2-2-1 17 1/2
2. John Black Lee
   New Canaan, CT
   3-3-3-3-3-2-1 18 1/2
3. Court Young, Jr.
   Suttern, NY
   2-2-0-1-1-4-1-2 24 1/2
4. Chuck Winding
   Southport, CT
   4-4-3-1-2-3-8 26 1/2

INDIAN HARBOR SPRING SUPER SUNFISH REGATTA
Greenwich, Connecticut
April 20 8 boats

1. Court Young, Jr.
   Suttern, NY
   1-1-2-1-3-2-2-2-1 80
2. Peter Young
   New London, CT
   2-3-3-1-4-1-3-2-3 72
3. John Lee
   New Canaan, CT
   5-4-1-2-5-4-1-1-3 71
4. Chuck Winding
   Southport, CT
   4-3-5-2-3-3-6-6-6 51
5. Dick Saunders
   Montclair, NJ
   6-7-4-7-7-5-4-5-8-4 35

Super Sunfish frostbite sailing goes on all winter at the Indian Harbor Yacht Club in Greenwich, CT. Fifteen to twenty Super Sunfish race each weekend in rain, snow or shine. A number of sailors have joined the club with a winter membership in order to participate in the excellent frostbiting.

SUPER dateline

AUG 2-3 SCHROON LAKE SAILING REGATTA — Sunfish, Force 5, Super Sunfish, Minifish, Apollo, Schroon Lake Chamber of Commerce, Schroon Lake, NY 12870 (518) 532-7948 or (518) 532-7675
AUG 1980 SURF SAILORS SUMMER SERIES — Sunfish, Force 5, Super Sunfish & Minifish, St. Simons Surf Sailors; Barney Riley, C/O Dunbar Sails, Golden Isles Marina, St. Simons Island, GA 31522 (912) 638-4964 or (912) 638-8573
AUG 31 SEPT 1 SEABREEZE ANNUAL LABOR DAY REGATTA — Sunfish, Force 5, Super Sunfish, Minifish, Apollo, Sunbird, Seabreeze Sailing Club; Frank MacNeil, Drawer S, (1300 Bayshore), LaPorte, TX 77571, (713) 471-3649
SEPT 12-14 SUPER SUNFISH NORTH AMERICAN CHAMPIONSHIP — Super Sunfish, Watch Hill Yacht Club, RI; Rich Rudert, Lyndon Rd., Fishkill, NY 12524 (914) 997-5982
SEPT 11-12 LIGHT CORINTHIAN CHAMPIONSHIP OF CHAMPIONS — Oct. 11, Saturday = Sunfish, Oct. 12, Sunday = Super Sunfish, Light Corinthians; John Black Lee, 237 Elm St., New Canaan, Ct. 06840 (203) 966-9662

Sunfish Pendant
AUTHENTIC REPRODUCTION • CRAFTED IN SOLID PEWTER

2 Inches high on 18 inch chain
$9.95 POSTPAID
R.I. Residents Add 6% tax
Pewter Catalog $.50

PEWTER PORT
20 INDIA STREET
PAWTUCKET, RHODE ISLAND 02860

R.I.
Postpaid
DUKE U. PURCHASES FLEET OF APOLLOS

Duke University recently replaced its aging fleet of boats with a new fleet of six Apollos. Although the decision to purchase a new fleet was obvious to the team long ago it took considerable work to convince the administration to spend the money. Through an organized presentation the Duke University Sailing Team (DUST) managed to obtain their new fleet. Perhaps the lessons they learned can help your team as well.

In a memo to the athletic director at Duke University the sailing club pointed out: "The Duke Sailing Club presently offers over 100 students a wide range of sailing activities. If the present fleet is not soon replaced it will be virtually impossible to keep pace with mounting repair costs and at the same time provide the kinds of racing and day sailing activities that we now offer. Ultimately the club's membership would decline and there would not be the income needed to keep up a fleet. New boats are expensive; there is no doubt about it. But compared to the alternatives the purchase of a new fleet of boats in the spring of 1980 would be the best way to insure the long term vitality of the Duke Sailing Club at the least possible cost."

"Replacing the fleet in a piecemeal fashion is not desirable. It is critical to have a fleet of evenly matched boats for racing. Also, uniformity makes maintenance easier and less expensive due to the interchangeability of parts. By buying a fleet of boats at one time the Duke team can take advantage of a fleet discount."

"The Apollo suits our dual purpose criteria much better than our current boats. Over the Christmas break we had an opportunity to go to the AMF plant to inspect the boats being made and also had a chance to sail the Apollo. In terms of both construction and performance the Apollo is a very impressive boat. We are quite certain that due to the Apollo's superior design and construction many of the repair problems that plagued our Windmills will be avoided."

Funding a fleet can be the biggest stumbling block. We recommend that collegiate sailing teams seek funding in the following order:
1. Athletic department - contact the director.
2. University - contact your president.
3. Student Activities Fund - contact the president of your student council.
4. Alumni Foundation.
5. Sailing Program - raise your own funds. Perhaps it will require a combination of all of these to raise the money for your fleet, in addition to selling your current fleet. There is always a market for used boats at a variety of junior sailing clubs and other college sailing programs that are just getting started.

If you need help developing a fleet for your college please contact us - we are happy to help.

APOLLO TO BE USED IN BEMIS ELIMS

Six Apollo sailboats will be supplied for the Area B Bemis semi-finals to be sailed August 4-8 at American Yacht Club in Rye, NY. The 6 perfectly-matched boats will be supplied with spinnakers for the eliminations.

The Bemis (Junior Doublehanded) Championship finals will be sailed August 18-21 at the Cleveland Yachting Club in Rocky River, Ohio. Participants must be 17 years old or younger throughout 1980.

APOLLO DATELINE

<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
<th>Contact Information</th>
</tr>
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<tbody>
<tr>
<td>AUG 31</td>
<td>SEABREEZE ANNUAL LABOR DAY REGATTA</td>
<td>Sunfish, Force 5, Super</td>
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<tr>
<td></td>
<td></td>
<td>Sunfish, Minifish, Apollo, Sunbird, Seabreeze Sailing Club; Frank Mac Neil, Drawer S (1300 Bayshore), LaPorte, TX 77571, (713) 471-3649.</td>
</tr>
<tr>
<td>SEPT 1</td>
<td>APOLLO NORTH AMERICAN CHAMPIONSHIP</td>
<td>Apollo, Gulf Coast Sailboats; Marilyn Lenert, P.O. Box 12345, Houston, TX 77017, (713) 334-5267 or (713) 644-9267.</td>
</tr>
<tr>
<td>5-7</td>
<td>3RD ANNUAL APOLLO NORTHEAST CHAMPIONSHIP &amp; FORCE 5 REGATTA</td>
<td>Apollo, Force 5, Crystal Lake Yacht Club; David Eddy, c/o The Architects, The Market Place Loft, 39 New London Turnpike, Glastonbury, CT 06033, (203) 742-8472 or (203) 633-2070.</td>
</tr>
<tr>
<td>27-28</td>
<td>KILLER CUP — Sunfish, Force 5, Super Sunfish, Minifish, Apollo &amp; Open</td>
<td>Browns Ferry Sailing Club; Jim Chinik, 466 Barbeeshaba Dr., Stone Mountain, GA 30083, (404) 469-5195 or (404) 529-8903.</td>
</tr>
<tr>
<td>OCT 11-12</td>
<td>OCTOBERFEST — Sunfish, Force 5, Super Sunfish, Minifish, Apollo &amp; Open</td>
<td>P.P.Y.C.; John Martin, Box 15642, Nashville, TN 37215, (615) 883-0669 or (615) 256-6266.</td>
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OWNERS REPORT

It would be an understatement to say we are pleased with our 2100. I shopped for four months before selecting the 2100 with closest competition from the Santana 20, Lindenberg 22, and Ranger 22. The most favorable attractions we thought the 2100 had were the large interior and daggerboard (the fixed keel being the major reason for eliminating the Santana and Ranger). The little extra performance we assumed we'd lose by not buying a keel boat was a more than worth while trade for trailering mobility. And from the fairly flat with a maximum heeling angle for four months before selecting the 2100, we are pleased with our performance are: it seems to sail better it looks like we're going to be quite competitive.

My wife, Sandy and I really enjoy just getting out and cruising around by ourselves. The boat trailers very well and Sandy and I can set it up and take it down in a little over a half hour.

Some observations I've made about the sea

hours (18 knots); it looks like 15 to 16 knots is a good time to switch from the Genoa to the working jib. I'll be keeping you posted on future race results along with ratings. I've been racing at Houston Yacht Club with a Portsmouth base of 100.7.

— Michael C. Moran

Generally speaking, the 2100 is excellent! We love the boat and in the next few weeks we will be racing her against other boats in her size range. The arrangement of the two winches for all the sheets and halyards is excellent. Flying the spinnaker is extremely easy and all adjustments are real handy.

This is one of the best features of the boat. Sandy and I can handle the spin

This is one of the best features of the boat. Sandy and I can handle the spin

The deck layout is excellent. The head over the hatch works very well. I dumped a bucket of water directly on top of the hatch and not a drop leaked into the boat. The cockpit is extremely comfortable — the layout of the seats and foot resting spots is excellent.

The room down below (for example when it is raining) is fantastic. The centerboard trunk is not in the way at all. All four berths are very roomy and comfortable. The centerboard works well and fits nice and tight. The board is easy to pull up and let down. Trailering the boat is a breeze. The flush bottom (with the daggerboard raised) makes it easy to trailer the boat in and out of marginal launch areas.

The mast lowering set up is fantastic. The tabernacle, pins and the optional mast support on the stern work very well. Two people can raise and lower the mast with little effort.

— Mike Catalano
SUNFISH MOST POPULAR JUNIOR TRAINER

The results of a USYRU survey concerning junior sailing programs confirm that the Sunfish sailboat is by far the most popular trainer for junior beginners. Of the 294 clubs responding to the questionnaire, 189 (64 percent) have junior programs. The Sunfish sailboat is also very popular in intermediate junior programs. Respondents suggested that a standard junior boat should be sanctioned, that the USYRU should establish a sailing camp, that there should be a simplified rule book for juniors and that clubs should emphasize non-racing aspects of sailing such as seamanship and navigation. Copies of the survey are available from USYRU’s One-Design office in Newport.

SUNFISH FLORIDA STATE CHAMPIONSHIP
Hosted by: Coconut Grove Sailing Club Co-Hosted by: Performance Marine, Miami and Michelob
Michelob Silver Cup Perpetual Trophy event
April 19, 1980
40 boats
Seniors
1. Baird Labree Miami, FL 1-2-1 3 1/2
2. David Guerdan Orlando, FL 2-1-7 9 3/4
3. Adrienne McCailey Miami, FL 3-3-8 14
4. Masura Azuma Key West, FL 6-5-3 14
5. Clay Wilhoite Bahamas 9-6-2 17
6. Norman Castle W. Palm Beach, FL 4-9-4 17
7. Doug Dwyer Tampa, FL 12-7-5 24
8. David Wilbur Orlando, FL 5-11-9 25
9. Lois Blodgett W. Palm Beach, FL 11-10-6 27
10. David Simmons Light House Point, FL 8-8-16 32

Juniors
1. Shawn Labree Miami, FL 1-1-1 2 1/4
2. Bill Blackford Orlando, FL 2-2-2 6
3. Shaw Labree Miami, FL 3-3-3 9

1980 Sunfish Worlds continued from Page 3
83. Cricket Herndon U.S.A. 408
84. Steve Pexton U.S.A. 408
85. Steve Boyd U.S.A. 408
86. Chris Wilson U.S.A. 420
87. O. Valente Fernandez Guadeloupe 430
88. Rob Van der Gulik U.S.A. 453
89. Jean Bergman U.S.A. 453
90. Steve Monson U.S.A. 453
91. David Sinclair Aruba 453
92. Jorge Barceda USA 444
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94. Gerald Daniels Guadeloupe 453
95. Hannah Clinton Guatemala 460
96. Louis Leatherman Bermuda 472
97. David Malpas餐桌F. 472
98. Jens Bornhofft Peru 478
99. Francisco Ayala Peru 478
100. Guillermo Mata Guatemala 537
101. Carlos Ramirez Guatemala 540
102. Alberto Verdeja Dom. Republic 543
103. Yvon de Lafargue Guadeloupe 548
104. Oswaldo Diaz Venezuela 550

SUNFISH RACING CLASS RULES EDITION 15 . . EFFECTIVE 3/17/80
II. SPECIFIC ITEMS ALLOWED
(Correct Item E...reads 233 sq. in. should read 288 sq. in.)
TO READ AS FOLLOWS:
E. One window is allowed. Such a window must be rectangular in shape, not more than 288 sq. in. (1857 sq. cm) in area and not increasing overall sail area.

classifieds
FOR SAIL: Complete Super Sunfish rig incl. spars, sail ($384.) fittings, daggerboard (not incl. hull), Super Price $175.00 - Paul Odegard, 183 Box Mt. Dr., Vernon, CT 06066, 203-643-8055.