MIDWINTER TITLE TO BOB FINDLAY

For the second time in three years, Bob Findlay of Glencoe, Illinois won the predominantly heavy air National Midwinter Championship held at Davis Island Yacht Club in Tampa, Florida, March 6-8. In a come-from-behind effort, Joe Blouin of New Orleans, Louisiana climbed to second place overall and Steve Manson of Rockaway, New Jersey hung on to third place. These top three finishers are the first to qualify for the 1988 Sunfish World Championship.

Rounding out the top five were Chris Lowrie of Lake Forest, Illinois in fourth and 1986 Midwinter Champion Nancy Haberland, then residing in Key West, Florida, in fifth. Twenty-five to 30 knot winds and rain presided over the practice races on Friday, held inside Davis Island Harbor. Multiple starts and short courses helped some rusty sailors regain their skills. Saturday dawned gloomy with winds settling down to 8-10 knots before the 1:00 p.m. start with thundersqualls threatening. Two Gold Cup courses, approximately six miles in length were completed before the rain and wind arrived. The third race proved to be the turning point for Findlay. After cracking a boom halfway through race two, Findlay lost ten places, but managed to finish 15th with the damaged equipment. Dashing into shore between races, Findlay was able to replace his boom and make the start, and was first to the finish in the third race, as winds built from 15 knots at the start to over 30 by the finish. Findlay went on to dominate the final two heavy air races on Sunday morning to win the series.

In the Junior Division (age 15 and under), Lebby Robertson of Charleston, South Carolina easily won, followed by Jay Stillwell, also of Charleston, in second and Angel Luzier of Tampa, third.

The Senior title (age 60 and over) was won by Frank Wilkinson of Clearwater, Florida followed by Larry Cochran of Manchester, Connecticut and Norman Castle of Lake Worth, Florida in second and third, respectively. Both junior and senior division sailors raced with the fleet, but were scored separately under the low point scoring system.

Regatta Chairman Gail Haessler, ably assisted by the Davis Island Yacht Club Dinghy Dames and Race Committee Chairman Randy Luzier and his top-notch race manage­ment team, provided quality racing and EXCEPTIONAL hospitality for the three-day event.

NATIONAL MIDWINTER CHAMPIONSHIP
Davis Island Yacht Club, Tampa, FL
March 6-8, 1987

<table>
<thead>
<tr>
<th>Finisher</th>
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<th>Total Points</th>
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<tr>
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RESULTS—continued on next page
ISCA ADVISORY COUNCIL REPORT

By Gordon Geick

The majority of Advisory Council members voted to rescind the requirement that only wooden "Barrington" daggerboards without any modifications be used starting in 1988. However, the prototype plastic daggerboard and rudder program suffered a setback when two daggerboards and two rudders broke while racing in high winds during Bermuda Race Week. These and two rudders broke sails will skipers of various heights and 2) somewhat starting in 1988. However, the prototype daggerboard and rudder program the use of parts are being returned to Council's including Kevlar. The majority of Advisory Council's concept with both sails and blades is to produce the best all-around shape for speed, so that sailors will not be tempted to recut their sails or be bothered with reshaping their wooden boards.

NEW SAILS, DAGGERBOARDS & RUDDER BLADES TESTED

—By Will White

There were a couple of potential new pieces of gear under test by various class officers during Bermuda Race Week. Will White sailed the series with a new test sail from Gaastra, made of a stiffer 3.9 ounce cloth than that now being used by North-Fogh and currently being supplied by Alcort Sailboats, Inc. The new fabric is woven in narrower widths, so the new sail was in seven panels rather than the five used since the Sunfish was designed. The sails were reportedly cut to the same shape as the original Gogh trade-in sails, but were at least an inch shorter on both spars, making for a sail 1½ square feet smaller than the standard current Sunfish sail. The sails were slow off the wind, but flew to windward in the heaviest air, with about an 18" Jens rig tied in. Another Gaastra sail was tried by a different sailor each day. The reactions from those who tested it were negative until the heavy-air last day, when lightweight Joel Furman, 1978 North American champion, was able to generate the same upward speed as White with a similar "Big Jens" rig.

NATIONAL MIDWINTER CHAMPIONSHIP CONTINUED

By Will White

White also sailed the whole regatta with new plastic blades—rudder and daggerboard—supplied for test purposes by Alcort Sailboats, Inc. at the Sunfish Advisory Council's request. White was well pleased with them, although his rudder broke half way through the regatta when he flipped the rudder up out of the water. It looked as if a shark had taken a big bite right out of it through the tiller bolt-hole. Two daggerboards broke at the handles, as wooden boards have for decades when slammed down too hard. White's daggerboard did not experience this failure, however, possibly because he had through-bolted the handles and added additional screws as well.

Alcort does not intend to supply plastic blades with new boats—they will have to be purchased separately from Alcort dealers. They will not be required for racing, as wooden boards will continue to be permitted. The Advisory Council's concept with both sails and blades is to produce the best all-around shape for speed, so that sailors will not be tempted to recut their sails or be bothered with reshaping their wooden boards.
International Sunfish Class Association
Organizational Chart

- Membership Committee
- Regatta Committee
- Masters Committee
- Class Promotion Committee
- Fleet Committee
- Class Historian

World Council

Advisory Council

Chief Measurer

Alcort Sailboats, Inc.

Recognized National Sunfish Class Associations:
- Aruba
- Bermuda
- Canada
- Curacao
- Denmark
- Holland
- Hong Kong
- Martinique
- Peru
- U.S.A.
- Venezuela

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DAGGERBOARD AND RUDDER TWEETING

By Paul Odegard

The purpose of this article is to make aspiring Sunfish racers aware of the whys and wherefores of legal daggerboard and rudder tuning. Class Measurement Rules 3.2.3 and 3.3.1 currently allow minor adjustments—rounding and/or sharpening—to the leading and trailing edges of the daggerboard and rudder as long as the measurements diagram dimensions are not violated. As reported earlier, the ISCA Advisory and World Councils voted last year to disallow (as of 1/88) such modifications and legalize only the current production “Barrington” style board. Class members are hereby notified that this vote has recently been rescinded by the World Council (per Advisory Council recommendation). This means any of the three board styles (Fig. 1) are still allowed and may be modified.

One school of thought believes that the leading edges on production blades are a bit too sharp for optimum Sunfish performance (Fig. 2). Sharp leading edges may be fine in light air and for off-wind sailing, but when it blows a more blunt leading edge may improve windward performance. Due to the significantly undersized wetted area of the Sunfish blades compared to her large sail plan, the Sunfish goes to weather with considerable leeway, and therefore, at a relatively high angle of attack as shown in Fig. 3. With the combination of high angle of attack and a sharp leading edge, the result can be separation/stall which causes “crabbing” and a case of the slows. This stall condition can be delayed via an elliptical leading edge contour similar to those used on airplane wings. The theory is that water (air) just doesn’t like to turn sharp corners!

The rudder problem is similar, perhaps even worse, due to the amount of “tail-waggin” required to coax the Sunfish to windward. If you are handy, have the time/patience, and believe in the above theory you may want to modify your blades as outlined below. If you are lazy like a lot of us, there may be an easy way out sometime in the future. Gordie Geick (Advisory Council Chairman) is working with Sean Sullivan at Alcort Sailboats, Inc. to come up with an optimized daggerboard for serious racers. It has not been decided whether the final product will be wood or plastic; however, the configuration goals are as follows:

- Structurally adequate
- “Blueprinted” to maximum allowable dimensions
- Elliptical leading edge
- Tapered trailing edge to practically flat cut-off
- “Barrington” style shape
- Minimum maintenance requirements
- Flat sides and true shape (not warped).

DAGGERBOARD/RUDDER LEADING EDGE MODIFICATION PROCEDURE

1. Rough-up wood surface to be modified (1¼”).
2. Build up area shown in Fig. 4 with a plastic type filler (Bondo or similar).
3. File/sand back to your desired (ellipse, parabola, or whatever) contour. An approximate elliptical shape is shown below. To describe a “perfect” ellipse, consult a textbook. (There is only one “perfect” ellipse that can be drawn given your board thickness (about ¾”) and the allowed 1¼” dimension.
4. Check your handiwork by placing a “female” template over the leading edge and fine tuning as required.

![Figure 1. Sunfish have been manufactured with these three daggerboard shapes—all considered legal racing equipment.](image1)

![Figure 2. The leading edge on a new blade is pointier than the currently popular elliptical shape suggested.](image2)

![Figure 3. Board leading edge stall due to high angle of attack. (Not to scale—angles are exaggerated.)](image3)

![Figure 4. The 1-1/4 inch leading edge area to be reshaped to elliptical shape.](image4)
The Midwinters were a breakdown plagued event, prompting unusual rescue efforts. Here, one Sunfish tows in another from the race course. Winds in excess of 25 knots gave all the racers fits! Photo by Gail Turluck.

Paul Odegard (left) and Eric Erickson (right) scientifically (!) straighten one of Lois Blodgett's booms. Booms, masts, rudders, tillers and many other parts were damaged or broken at the heavy air Midwinters this year. Photo by Gail Turluck.

**MEMBERSHIP COMMITTEE REPORT**

*By Larry Cochran*

ISCA membership renewal statements were late this year as a result of the transition from Alcort-produced to Class-produced statements and the reorganization that was necessary. We will do better next year and promise to have the new membership card in your hands before the first regatta.

New registration and membership forms have been printed and are available from the ISCA office, 3008 Millwood Avenue, Columbia, SC, 29205. Forms are being sent to regatta organizers with a letter giving suggestions for enlisting ISCA members at regattas.

A letter and form are being sent to 10,000 Sunfish owners who have registered their boats with Alcort since 1978 but are not now members of ISCA. We hope many of these sailors will decide to join ISCA and become active at regattas. We are exploring records at Alcort for additional Sunfish owners we may contact, depending on the results of the current appeal.

Material has been supplied to Alcort for a packet to be included with each new Sunfish. The packet includes a letter encouraging the new owner to join ISCA and experience the fun of racing. A sample Regatta Schedule and WINDWARD LEG are also included.

I am encouraged by the reports I see of new fleets forming and the requests I have received for membership forms. The Sunfish Class is alive and growing!

**DID YOU NOTICE THE CHANGE IN WINDWARD LEG?**

Starting with this issue, Windward Leg is being prepared and printed by Lithographics, Inc. of Ann Arbor, Michigan. This change was necessitated by the change in editors three issues ago, as the new editor found it too difficult to work long distance (from Michigan to Connecticut) to get the Windward Leg to you. Added benefits to the class are that the newsletter can be printed on glossy paper (higher quality), the cost is far reduced from that available with our old arrangement, and turnaround will be decreased from 10-12 weeks to 4-6 weeks so material included will be more newsworthy. We hope you like the change.
The USSCA has created a Masters Program for members who have achieved—if not mastery of their ships—survival to the age of 40 or older. To represent the survivors, Ray Dasch, a member of the Pine Beach (NJ) Yacht Club and racer in Senior Olympic regattas, has been appointed as Masters Race Representative by Bob Heckman, USSCA Regatta Chairman.

Heckman said the USSCA, seeing the popularity of the Senior Olympics, wanted to provide a similar program, but one that would enable the seven regions to activate Masters programs and give the USSCA and ISCA the scope to hold Masters North American and World Championships. The appointment of Dasch is the first step towards accomplishing this goal.

Dasch said it is his job to help clubs promote and organize Masters events. "Promoting them will be easy. I know from personal experience that racing with my peers is a lot less tense than racing against bionic collegians who revel in high-decibel, rule-shaving shenanigans." He added that, without exception, the senior regattas he has entered have been marked by courtesy on the water, observance of the rules, and trying to win by superior speed or skills. "The prevailing spirit seems to be one of enjoying the thrill of sailing for sailing's sake combined with the exhilaration that comes from trying to get ahead of the girl ahead of you, and trying to stay ahead of the guy behind you.

Organizing a regatta so that the racers are placed in their own five-year or ten-year groups enables them to match their performances against those of their peers. The age-grouping adds to the fun of award time by providing plenty of prizes.

Dasch has two objectives as Masters Race Representative. The first is to introduce older sailors living in the south and west to the fun of Sunfish racing and work on getting Masters North American and World Championships scheduled for 1988. His second objective, as Masters Representative to the ISCA, is to get the nine member countries to host combination regatta/vacation events as well as a World's Championship.

To contact Ray Dasch, write 164 Columbine Avenue, Whiting, NJ, 08759, or call (201) 350-4262. Call or write to him for details on organizing a Masters regatta.

At a 1985 Senior Olympic regatta Ray Dasch, our newly appointed Masters Regatta Coordinator, re-presents a Sneakbox trophy to Joe Borie, then 76, which Joe originally won in 1926! Ralph Busch (right) and Peggy Dasch (behind table) laugh along. Photo by Tom Genereaux.
A MEETING WITH PERRY CONNOLLY

By Will White

Will White, President of USSCA, met Thursday, March 19 with Perry Connolly, the new Executive Vice President and General Manager of Alcort Sailboats, Inc., and with Shawn Sullivan, Vice President of Engineering, and John Kunkel, Vice President of Sales.

First reaction: Perry Connolly is a dynamic guy, and is convinced that support of the Class organization is the most important way to help Alcort sell more Sunfish. Two hours of conversation only strengthened this impression.

White had a full agenda of questions and requests which had been drawn up the night before at a meeting of class officers from the Connecticut area.

Connolly could not agree to Alcort sponsorship of the Connecticut River Race without first checking with Dave Loveless, President, since insurance coverage was at stake. However, before the day was out, he had checked with Loveless, called White at his office, and confirmed that Alcort will sponsor this Sunfish classic. Alcort will also cooperate in recruiting volunteers and helping with the details.

Alcort will contribute perpetual trophies, like the North American Championship permanent trophy, for the new Doubles National Championship and Masters National Championship. They will be named the Alcort Perpetual Trophy-National Doubles Championship and the Alcort Perpetual Trophy-National Masters Championship. Bob Heckman has arrangements for these championships well along.

Alcort will send regatta schedules and Windward Legs to their dealer list along with their newly established dealer newsletter, and will send the dealer newsletter to class officers. Connolly is very much in favor of encouraging dealers to support Class activities such as regattas and clinics, and will support the Class in liaison efforts with dealers.

Alcort will continue to cooperate with the Class in ensuring that its sailmaker or sailmakers produce the optimum sail size and shape. A number of Class officers in the Hartford area are making extensive measurements of different sails as well as of sails that have a proven fast record. Shawn Sullivan suggested that the Class agree on one such sail as the optimum; Alcort will then have Mylar patterns cut from that sail, from which all future sails will be cut.

Alcort has also obtained metal rod-reinforced plastic blades from a manufacturer in England, but they are duplicates of the present wooden boards. They are expecting similar boards with elliptical leading edge and sharp trailing edge any day for the Class to test. The objective is to have optimum plastic boards, so that we can then permit unlimited shaping of wood boards within specified tolerances.

PERRY R. CONNOLLY, Executive Vice President/General Manager-Alcort Sailboats, Inc. Photo by Joanne Girard.

TROUBLE RECEIVING WINDWARD LEG?

Windward Leg is published quarterly by the International Sunfish Class Association. Occasionally problems arise with computer labels, the application of them, sorting and/or handling by the Post Office which causes you to miss an issue (you find this out when your friends get one and you don’t!). Please take the time to jot a note to ISCA, 3008 Millwood Avenue, Columbia, SC, 29205, if you miss an issue in the future and ask that a copy be sent to you. Assuming your dues are up-to-date, ISCA will happily oblige.

Alcort supplied copies of SAIL TO FREEDOM and other Sunfish films for the Class to duplicate on videotape for Class promotion, and sale or rental to fleets and yacht clubs.

Connolly also offered at least one new Sunfish on a one-year consignment basis each year for Class promotion. We can encourage new sailors or top-ranked sailors from other classes a shot at competing in this best of all single-handers.

Connolly said that Alcort will encourage appointment of knowledgeable “back-yard dealers” from among Class members in areas where full-service dealers cannot provide adequate coverage.

We also discussed how to capitalize on Dennis Conner’s widely quoted remark that he learned to sail on a Sunfish. That included Craig Trask’s concept that “America’s Cup Starts Here,” and a possible Alcort Stars and Stripes edition Sunfish with smoke blue hull and a star-studded sail.

White’s reaction: “With Perry’s kind of professionalism, enthusiasm and support, we have the opportunity to make this Class grow as it hasn’t grown since the late sixties and early seventies.”

PUBLICATION DEADLINES

By Gail Turluck

To keep your newsletter on its quarterly publishing schedule it is necessary to set the following deadlines for all copy—both articles and advertising. Please mark these on your personal calendars:

**Deadline**
- Spring issue . . . . March 1
- Summer issue . . . . May 15
- Fall issue . . . . September 1
- Winter issue . . . . November 1

Be sure to plan ahead to avoid missing deadlines so your story is timely news!
One-design sailing is better than ever! Hard to believe after all that's been said and written? Well, let's look a little more closely.

There's nothing wrong with one-design, it's just changing. There are more people sailing more types of one-design boats than ever before. Boards, cats, dinghies, keelboats, 12s, level-rated off-shore boats—it is all one-design racing. Dinghy racing may have fallen off but that's because people are one-design sailing other kinds of boats. Let's stop talking about one-design sailing being a problem and it will cease to be one.

Why has dinghy sailing lost some of its vigor? Family life has changed it. There are fewer families, and most are smaller. Look at all the couples (my wife and I are an example) who don't have kids, or have only one or two. My folks had five by the time they were our age. Also, most wives now have jobs. Families are working twice as hard to maintain the standard of living their one-earner (family) parents had.

Young couples (traditional source of dinghy sailors) are working long, hard hours. Many who can afford boats don't have the time or energy after both working 60-hour weeks to spend all weekend sailing, or working on their boats. (No big deal, just a fact of economic life in the '80s.) Many others can't afford to own and race expensive dinghies so they sail OPB's (other people's boats) or co-own a boat. This cuts down on the number of participants.

What else has changed? There are too many classes. The free market is great but, as always, there are cycles. We have just come out of a decade or so of incredible growth in sailing—and a proliferation in the number of classes. Gone are the days when most everyone sailed a Lightning, a Snipe, a Star, a Sunfish, a Thistle or one of the handful of regional classes that existed in the mid-sixties.

Now there are J-24s, Flying Scots, Lasers, Hobie Cats, Laser IIs, Sonars, Laser 28s, J-22s, Etchells, Fireballs, the Olympic classes (in which more, not fewer are sailing), Windsurfers, Mistrals and more—not to mention the explosion in PHRF and MORC racing.

The J-24 class also gobbles up people simply because the boat is raced not by two or three people but by four or five. Multiply that by a few thousand boats around the country and stop singing "Where Have All The Dinghies Gone?"

The One-Design Class Council’s idea to recognize the major classes (recognition of "national classes" was proposed—and rejected—at the March 1986 ODCC meeting) is still a good idea. It will allow the free market to operate, but will help consumers choose one of the established classes. The sooner USYRU and the ODCC get around to it, the sooner we will have stronger, albeit fewer, classes.

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

1. Have a potluck dinner after the race. Move it around from one fleet member's house to another. BYO drinks and protein. Hosts (or co-hosts) provide salad and dessert. This concept was singularly responsible for rejuvenating the J-24 fleet in Newport (RI) a few years back. The party is fun for those who win (they can savor their victory in public), and a salve for those who don't.
2. Every now and then have a fleet "theme party": Hawaiian luau, M*A*S*H party, toga party... all the standard stuff. Invite non-sailors (prospects) and those from other "fringe" fleets.
3. Do a regular fleet newsletter announcing results of recent races and regattas—and announcing who won the parties. Keep it simple and light, and don’t be afraid to poke some gentle fun at anyone you can. People love the recognition.
4. Have lots of short races. The more races you have, the more likely it is that the regulars will beat the rock stars. Forget about Olympic courses with three-mile weather legs run nine miles offshore. That's not fun. Starting on a reach off the yacht club dock, and finishing back there 25 minutes later IS FUN. Then do it again. Someone else is bound to win. No, don't run the districts or nationals that way; but for club racing it's great.
5. Give out crew awards equal to those given to skippers. The prize-giving should not be "In first place, Ken Read and crew." Every member of the crew should be recognized by a name and awarded a trophy the same as the skipper: "And finally, in first place, Bill Lynn, Sr., Gay Lynn, and skipper Bill Lynn, Jr." Recognize crews as well as skippers and everyone will have more fun; and it will make it easier for skippers to get crews.
6. Get rid of Rule 33.2 (3rd party protest). It's a stupid rule. If someone hits someone else and doesn't want to protest, they shouldn't have to protest for fear of a third-party protest in which they are both thrown out. All of us can remember times when we couldn't protest someone who hit us because we had to rush home after the race, or when we wanted to party rather than sit around all night waiting for the protest committee. And how many times have we seen a newbom, not sure of himself, decide not to protest someone and then find out a day later that a third party protested them both and both were disqualified. That's enough to sour anyone on any sport regardless of how great it is. Rule 33.2 is like hanging the victim of a crime because he declines to press charges. No wonder some people would rather play tennis.
7. Use the USYRU Rule-In-Brief card instead of the rule book. It's simple, easy to understand, and makes it easier for a novice to have fun. Have oral protests. No forms, no formalities. Require a protest flag be flown, the other party be notified of the incident and the rule. Then have the hearing immediately, and get it over with like we do at most college regattas. Then people can get back to socializing.

Continued on next page
TAKING IT TO THE FLEETS, CONTINUED

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

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

10. Keep it light on the water. Circulate Dave Dellenbaugh's article on sportsmanship ("J-24 Class Magazine," April 1986) and get people to abide by it. Make it the "fleet Bible." Hail "good job" when someone gets you on the race course; make a big deal about a novice doing well on a leg, or in a race, by giving them a big cheer on the water. Encourage the race committee to be helpful. This requirement that race committees remain "aloof"—not talking to competitors who ask questions—is extremely bad for club racing.

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

12. DO race when there isn't much wind. This is when the novices are most likely to do well, and have fun. So what if it's a crapshoot? As long as it's an even shorter than usual course, and as long as it isn't broiling hot, it's fun.

13. Keep a good fleet captain on. Don't change fleet captains every year or two just because "you should pass it around." Most good fleet captains are good because they like to do it. Most bad ones are bad because they don't want to do it. If you have a good one that's willing to stay—keep 'em! Only change when someone wants out, or isn't very good.

14. Find something to do for spouses and kids who don't like to race. Lots of spouses love to do race committee work, but don't like to sail. Then you'll be including the whole family.

15. Get some publicity. Make the necessary arrangements with the local paper for the results to be published, if only as a box score, after each race. Recognition turns everybody on and brings in new fleet members.

16. Do a charity regatta or cruise. It's amazing how this brings the fleet together! Everyone rallies around a cause. Collect the entry fees and give them to the local heart fund, cancer drive or whatever. Gets good ink for the fleet and club, too. Or have a public sailing day where members of the fleet take anyone who comes down to the docks out sailing, in return for a small donation to a local charity. That'll get great ink as a dual public service, and it is a good way to interest newcomers. But most important, it is social—and fun. That's what makes one-design sailing fun, and it's what will make any fleet grow.

LASER PURCHASE FALLS THROUGH

In January, 1987 Alcort Sailboats, Inc. announced that they planned to acquire the Laser business in the United States. This was to include production of Laser and Laser II, and the distribution of parts.

There was initial reaction of worry on the part of Force 5 sailors—fear that Alcort would discontinue manufacture of their boats and parts. That fear, for now, is allayed.

In March a simple statement was released stating that Alcort will not be consummating the deal at this time. However, David Loveless, President of Alcort Sailboats, Inc. has indicated that he plans to continue to try to purchase the American Laser rights. Alcort is continuing the sale of Laser parts.

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NEWS BITS FROM THE MANUFACTURER

by Gail Turluck

The good news is: sales are strong. Sunfish and Puffer sales are up 50%. Six additional persons have been added to production staff. The bad news is: some shipments are backlogged. As John Kunkel, vice-president of sales and marketing, notes, "This is the first time in 10 years we do not have an unassigned boat on the warehouse floor. All the boats coming off the production line are assigned to dealers." Alcort's staff has been working nine hour days for the past four months and the extended hours are continuing to meet demand. A Heritage Edition Sunfish is available in a continuing to meet demand. A Heritage Edition Sunfish is available in a continuing to meet demand.

The CAPE COD DOLLY fits into the dagger board opening of your sailboat. The hull rests on a neoprene pad, supported by an aluminum frame and stainless steel axle.

Rolling is made easy with the dolly's 15" high, 6" wide high flotation tires. Ideal for moving your sailboat from the car to the water.

QUALITY—Aluminum and stainless steel construction.

NO RUST—Maintenance free frame

LAUNCHING—Simple, fast and easy

HIGH FLOTATION TIRES—For sandy beach, grassy or paved launch areas

STRAIGHT or ANGLED model—Fits most dagger board sailboats up to 350 lbs.

*Visit your local dealer or call (617) 323-7143 for dealer nearest you

THE MANUFACTURER

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sunfish dateline

August 8-9  Midwest Regional Championship—Ephraim Yacht Club, Eagle Harbor, Ephraim, WI; Larry or Joan Lewis, 988 Elm, Winnetka, IL, 60093, (312) 441-6064 or (312) 446-3750.


September 12-13  U.S. National Women's Championship—Rehoboth Bay Sailing Association, Rehoboth Beach, DE; Molly Murray, 109 Market Street, Lewes, DE, 19958, (302) 645-7529 or (302) 573-2201.

September 12-13  New York Regional Championship—Willow Bank Yacht Club, Cazenovia Lake, Cazenovia, NY; Stephen Eckert, Rd #3, South Road, Cazenovia, NY, 13035, (315) 655-2929.

September 19-20  22nd Annual Lake Geneva Sunfish Regatta—Lake Geneva, WI; David W. King, 744 McKinley Ave., Mundelein, IL, 60060, (312) 566-5088 or (312) 775-2800.


September 27-October 3  18th Sunfish World Championship—Aruba Sunfish Association, Aruba, Netherlands Antilles; Ernst Kervel, Sr., Beachstraat 29, Oranjestad, Aruba, Office phone 22690, Telex 5024 Martin Na, Qualification Required.

October 3-4  Southwest Regional Championship—Houston Yacht Club, 3620 Miramar Drive, LaPorte, TX, 77571; John W. Focke, P.O. Box 1255, LaPorte, TX, 77571, (713) 528-8888 or (713) 552-2188.

BARRINGTON FROSTBITE ASSOCIATION
Spring Series-36
5-6, 1987 in Barrington. New officers were announced while Ed Adams announced the first Sunfish special of a giant pretzel. The Mop (for the biggest screw-up of the year) was Robert Harding. The launch site for Bermuda International Race Week on Harrington Sound was a 14-knot shifty wind. Three women participated in the event. Even with this equipment, many sailors retired to warm by the clubhouse fireplace. All temperatures in the low 50s.

MIAMI YACHT CLUB ALL CLASS MIDWINTER REGATTA
Miami Yacht Club, Miami, FL
March 14-15, 1987

<table>
<thead>
<tr>
<th>Finisher</th>
<th>Points</th>
</tr>
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<tbody>
<tr>
<td>1. Lois Bradge</td>
<td>118</td>
</tr>
<tr>
<td>2. Norman Castle</td>
<td>116</td>
</tr>
<tr>
<td>3. Tom Gleason</td>
<td>116</td>
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<tr>
<td>4. Jane Schlepp</td>
<td>116</td>
</tr>
<tr>
<td>5. David Lenk</td>
<td>116</td>
</tr>
<tr>
<td>6. Helen Trier</td>
<td>116</td>
</tr>
<tr>
<td>7. Helen Trier</td>
<td>116</td>
</tr>
<tr>
<td>8. Helen Trier</td>
<td>116</td>
</tr>
<tr>
<td>9. Helen Trier</td>
<td>116</td>
</tr>
<tr>
<td>10. Helen Trier</td>
<td>116</td>
</tr>
</tbody>
</table>

1986-87 was the 20th Annual season for the Barrington Frostbite Association. For the overall championship it took 66 races out of 109 to qualify, and at the top of it all was Ed Adams. The Annual Meeting and Awards Banquet was held April 10th at the Barrington Yacht Club. Outgoing Fleet Captain Steve O'Connor announced the first Sunfish Winter Midwinters to be held December 5-6, 1987 in Barrington. New officers were elected for the coming season including the new Fleet Captain, Phil Garland. Several special awards were presented as follows: The Mop was for the biggest screw-up of the season—Brett Nazareth won this for reducing a 39¢ screwdriver to a pretzel while trying to pry his too-big daggerboard from the daggerboard trunk. Iron Man (super qualifier, for sailing the most races)—Ken Charles for sailing in 90 out of a possible 109 races. When All Else Fails Award—Lew Fuchs. Ken Breen Memorial Trophy (for sportmanship as voted by all the other sailors and RC)—Eric Goetz.

SOUTHEAST REGIONAL CHAMPIONSHIP
Columbia Sailing Club, Lake Murray, Columbia, SC
April 4-5, 1987

<table>
<thead>
<tr>
<th>Finisher</th>
<th>Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Randal Swan</td>
<td>118</td>
</tr>
<tr>
<td>2. Ken Kniescheck</td>
<td>116</td>
</tr>
<tr>
<td>3. Mark Jordan</td>
<td>116</td>
</tr>
<tr>
<td>4. Robert Harding</td>
<td>116</td>
</tr>
<tr>
<td>5. Timothy Ichobull</td>
<td>116</td>
</tr>
</tbody>
</table>

The launch site for Bermuda International Race Week on Harrington Sound. Photo by Lee Parks.
BERMUDA INTERNATIONAL RACE WEEK
Harrington Sound Sailing & Gliding Club and Royal Bermuda Yacht Club
April 25-May 3, 1987

31 boats

1. Malcolm Smith
   Bermuda
   3-(7)-3-1-3-1-3 8.25

2. Donny Martinborough
   Bahamas
   3-(7)-3-1-3-1-3 9.50

3. Scott Greenbaum
   U.S.A.
   2-2(8)-4-5-2 15

4. Len Ruby
   U.S.A.
   4(10)-7-2-4-4 21

5. Alan Scharfe
   U.S.A.
   6-5-6-9-3-6 23

6. Howard Lee
   Bermuda
   1-6-8-6-7 25.75

7. James Stewart
   Bermuda
   (1):8-5-5-11-10 39

8. Mickey Berkeley
   Bermuda
   7-9-9-10-6(DN) 44

9. Shannon Simmons
   Bermuda
   15-11-16-8-8-8 50

10. Will White
    U.S.A.
    14-3-23-15-13-6 51

11. Don Bergman
    U.S.A.
    9-12-2-7-22(DN) 52

12. David Frith
    Bermuda
    12-4-13-22(2)-17-12 58

13. Joel Furman
    U.S.A.
    (DN)-DN-10-14-7-9 71

14. Lee Parks
    U.S.A.
    10(DN)-16-16-14-14 72

15. Derek Blatch
    England
    13-13-20-17-18-13 74

16. Bert Garlinger
    Bermuda
    17(DN)-21-18-12-11 79

17. Don Each
    U.S.A.
    8(DN)-22-12-10(DN) 83

18. Lois Blodgett
    U.S.A.
    19(DN)-15-19-16-15 84

19. Gordon Geick
    U.S.A.
    16(DN)-11-21-27-16 91

20. Damian Payne
    Bermuda
    18-15-19-23-21-18 91

21. Shapoor Guzder
    Canada
    (DN)-DN-12-20-15-17 95

22. Michael Butterfield
    Bermuda
    (DN)-DN-17-11-20-20 99

23. Eric Ericson
    U.S.A.
    21-18-14-24(DN) 99

24. Ken Charles
    U.S.A.
    (DN)-DN-24-13-19-19 106

25. Jean Bergman
    U.S.A.
    (DN)-14-27-27-25-21 114

26. Leon Raynor
    Bermuda
    20(DN)-26-26-23-22 117

27. Ian Riddlow
    Bermuda
    (DN)-DN-25-25-25(DN) 144

28. George Hayward
    Bermuda
    (DN)-DN-28-26-26(DN) 144

29. Mary Charles
    U.S.A.
    (DN)-DN-29-29(DN)-29 154

30. Janet Fray
    Bermuda
    (DN)-DN(DN)-DN(DN)-DN(DN) 160

31. Eldon Trimmingham, III
    Bermuda
    (DN)-DN(DN)-DN(DN)-DN(DN) 160

COLUMBUS SHIELD TROPHY
Harrington Sound Sailing & Gliding Club, Bermuda
May 1, 1987

22 boats

1. Donny Martinborough
   Bahamas
   1-2-2 4.75

2. Will White
   U.S.A.
   6-3-3 12

3. Malcolm Smith
   Bermuda
   3-4-6 13

4. Ken Charles
   U.S.A.
   4-10-5 19

5. David Frith
   Bermuda
   5-6-13 24

6. Howard Lee
   Bermuda
   14-11-1 25.75

7. Michael Butterfield
   Bermuda
   10-9-7 26

8. Len Ruby
   U.S.A.
   2-1-PMS(24) 26.75

9. Mickey Berkeley
   Bermuda
   7-14-8 29

10. Gordon Geick
    U.S.A.
    12-7-10 29

The Columbus Shield Trophy was sailed immediately following Bermuda Race Week in bright air and shifting conditions. Len Ruby would have taken second but for a premature start in the last race. Donny Martinborough regained his old form and took the series.

BERMUDA RACE WEEK
BOLTON LAKE DOUBLES REGATTA
Bolton Lake Sailing Club, Bolton Lake, CT
June 6, 1987

1. Bob & Sharon Heckman
   Glastonbury, CT
   5.50

2. Ken & Mary Charles
   Bolton, CT
   10.50

3. Dennis Futterleib & Lee Parks
   Meriden, CT & Newport, RI
   15

4. Pete & Betty VanDine
   Bolton, CT
   20

5. Joe Sullivan & Daughter
   Southold, NY
   24

6. Nick Fersalla & Jennifer VanDine
   Bloomfield, CT & Bolton, CT
   25

The first Bolton Lake Sailing Club Doubles Regatta in many years was held in 10-18 knot gusty northwest winds with frequent 20 degree plus shifts. The fleet was sailed in conjunction with 3 sailboard classes. The sailing instructions specified a minimum crew weight of 280 lbs. and required crew members to alternate on the helm. The conditions, the 23 sailboarders on the course and sometimes less experienced helmsmen made for some exciting sailing accentuated by vociferous outbursts. Bob and Sharon Heckman won, but the outcome may have been quite different had Ken and Mary Charles been able to sail the last race. Mary had to leave to go to work!—Bob Heckman

After five years of coming close, Malcolm Smith finally took Bermuda International Race Week from Don Martinborough of the Bahamas. Donny, former Sunfish World champion, had won Bermuda Race Week five straight times, since Sunfish were added to the roster of classes at this long-time international racing classic. It was a heavy air series, the heaviest in six years. Only 18 of the 31 competitors finished all the races. Sunfish raced on land-locked Harrington Sound, and had some protection, although there was a fierce chop. Out in Hamilton Harbor some classes had to cancel or postpone races and several J24's capsized.—Will White

The "official photographer" was attempting to take a picture of Joe Mark's Lightning (at left) but his composition is so bad the boat got crowded out by an impromptu gathering of Sunfish skippers at the Mid-Atlantic Regionals. Anyone you know in the picture? Story next page. Photo by John Rowley.
MID-ATLANTIC REGIONAL CHAMPIONSHIP
Lake Wallenpaupack Yacht Club, Lake Wallenpaupack, Tafton, PA
May 30-31, 1987

25 boats

<table>
<thead>
<tr>
<th>Finisher</th>
<th>Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alan Beckwith</td>
<td>91</td>
</tr>
<tr>
<td>1-2-3-5-2-2-3-4-9-1</td>
<td></td>
</tr>
<tr>
<td>Steve Manson</td>
<td>87</td>
</tr>
<tr>
<td>1-7-4-9-1-11-1-14-7</td>
<td></td>
</tr>
<tr>
<td>Chris Houston</td>
<td>72</td>
</tr>
<tr>
<td>3-9-1-4-3-10-3-14-5</td>
<td></td>
</tr>
<tr>
<td>Paul-Jon Patin</td>
<td>69</td>
</tr>
<tr>
<td>12-6-3-8-7-2-3-3-12</td>
<td></td>
</tr>
<tr>
<td>Francis J. Blesso</td>
<td>56</td>
</tr>
<tr>
<td>8-5-7-14-5-7-2-14</td>
<td></td>
</tr>
<tr>
<td>Chris Williams</td>
<td>56</td>
</tr>
<tr>
<td>7-DC-4-7-10-13-1-5</td>
<td></td>
</tr>
<tr>
<td>Doug Brown</td>
<td>56</td>
</tr>
<tr>
<td>10-1-15-12-16-5-8-2</td>
<td></td>
</tr>
<tr>
<td>George Seary</td>
<td>47</td>
</tr>
<tr>
<td>6-2-11-16-12-8-11-7</td>
<td></td>
</tr>
<tr>
<td>Ken Charles</td>
<td>47</td>
</tr>
<tr>
<td>9-17-8-17-4-4-5-10</td>
<td></td>
</tr>
<tr>
<td>Cam Dales</td>
<td>47</td>
</tr>
<tr>
<td>4-11-12-13-9-15-6</td>
<td></td>
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<tr>
<td>Don Enfield</td>
<td>47</td>
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<tr>
<td>15-14-10-3-8-18-7-11</td>
<td></td>
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<tr>
<td>Rob Baron</td>
<td>47</td>
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<tr>
<td>17-10-14-13-12-17-12-13</td>
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<td>Cam Dales</td>
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<td>13-19-9-18-15-17-5-10</td>
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<tr>
<td>Rob Burn</td>
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<td>11-4-17-6-9-15-13-17-19</td>
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<tr>
<td>Mark Meier</td>
<td>47</td>
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<td>16-12-8-10-18-16-14-14-19</td>
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<tr>
<td>King of Prussia, PA</td>
<td>47</td>
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<td>16-18-13-15-20-6-12-13-18</td>
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<tr>
<td>Caroline Schneider</td>
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<td>Paupack, PA</td>
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<td>Franz Schneider</td>
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<td>19-21-24-14-16-18-16-18-16-18</td>
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<td>Moorestown, NJ</td>
<td>121</td>
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<tr>
<td>16</td>
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<tr>
<td>Matt Blesso</td>
<td>121</td>
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<td>20-22-20-22-21-20-20-18-21-20-18</td>
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<tr>
<td>Paterson, NJ</td>
<td>121</td>
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<td>15</td>
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<tr>
<td>Tom Broderick</td>
<td>121</td>
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<td>21-13-22-20-20-23-23-23-23</td>
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<tr>
<td>Wyndmoor, PA</td>
<td>121</td>
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<tr>
<td>DNS-DNS</td>
<td></td>
</tr>
<tr>
<td>Tim Smith</td>
<td>121</td>
</tr>
<tr>
<td>23-23-21-19-20-22-DNS-DNS</td>
<td></td>
</tr>
<tr>
<td>Endcott, NJ</td>
<td>121</td>
</tr>
<tr>
<td>DNS</td>
<td></td>
</tr>
</tbody>
</table>

Winners at Mid-Atlantic Regionals are (left to right): Front row—Steve Manson, 2nd; Alan Beckwith, 1st; Back row—Francis Blesso, 5th; Paul Patin, 4th; and Chris Houston, 3rd. Photo by John Rowley.

Fleet #8 hosted the Mid-Atlantic Regionals on Lake Wallenpaupack, the largest lake in Pennsylvania. Saturday’s races were sailed in 0-5 knot winds, and the course was triangle-windward. Saturday night featured a cookout of steak, potato, salad and ice cream sundaes! Sunday morning the fleet was greeted by dead calm. So, the committee declared LUNCH! And sure enough, after lunch the wind Gods smiled and produced 5-14 knots! With thunderstorms threatening four races were sailed. Williams would have fared much better, but he was disqualified in a protest in the second race. There were no throwouts. Thanks to Bob Baron and Ed Kilcoin (race committee), Sheila, Cindy and Mark Schneider (food), Joan Rowley (scoring), and John Rowley and Joe Mark (publicity).

SALES * ACCESSORIES * PARTS * REPAIRS * RENTALS

**SANDMASTER DOLLY—$139.00**
Model Number SD-170
- Fits Sunfish, Force 5, Zuma, Phantom, Laser, Laser II, Holder 12
- Anodized Aluminum Frame
- Stainless Steel Hardware

**ALUMINUM HAND DOLLY—$275.00**
Model Number 300TD
- Designed to transport small sailboats up to 15 feet and up to 500 pounds.

**BOAT DOLLY—$124.00**
Model Number RD-4
- Heavy-duty anodized aluminum tubing
- Self-aligning bunks are fully carpeted
- Polypropylene straps fitted with quick-release Delrin buckles
- Wheels are 16 x 4 fully pneumatic tires mounted on plastic wheel centers

**PARTS—Shipped anywhere—We stock them all**
SEND FOR OUR PARTS LOCATOR AND PRICE LIST
ADD $4.50 Shipping and Handling—WE SHIP UPS
When David R. Loveless heard that Waterbury-based Alcort Sailboat Inc. was for sale, he says it took him and partner Jerry L. DeGarmo "about two and a half seconds" to make the decision to buy.

Alcort is the manufacturer of the Sunfish, regarded as the most popular small sailboat constructed in the U.S., with more than 230,000 units sold since the company's inception. Until 1985, Alcort was owned by the AMF Corp. of Minneapolis. In July, Minstar decided to sell off Alcort along with a handful of other AMF divisions.

Despite the lucrative niche carved by its Sunfish boats, Alcort was a money loser as a subsidiary of AMF. "Alcort was doing poorly financially," Loveless said. "It had a lot of assets and it was losing a lot of money." Loveless and DeGarmo were convinced, however, that managerial, not product problems, were causing Alcort's trouble. In fact, Loveless, now president and owner, first tried to buy Alcort when he was president of Boston Whaler Co., a power boat manufacturer. He left Boston Whaler in 1982 to head another company for a while, then took various positions "to put groceries on the table.

DeGarmo, also an owner and chief financial officer, was chief financial officer for CML Group of Acton, Mass., the parent company of Boston Whaler. The two men teamed together in August, 1985 after Minstar put Alcort up for sale. "Alcort had all the fundamentals of a good business...but it tended to be overstaffed. As a result, the company was not doing that well," said DeGarmo. "There was just a ton of unnecessary overhead. As a result, people spent a lot of time talking to each other," he said.

The new owners wouldn't disclose Alcort's purchase price (notch would Minstar). They were also hazy regarding sales figures, though the company is producing about 6,000 units per year in a price range of $1,200 to $1,300 apiece. According to DeGarmo, boat building constitutes about 80 percent of sales, while a parts business for the boats makes up the remaining 20 percent.

Alcort Inc. was founded by Alexander Bryan and Cortlandt Heyniger, natives of the Waterbury, Connecticut area, just after World War II. Working out of space in a local lumberyard, the two originally built sailboards, eventually working that design into the Sunfish sailboat. With more than 230,000 units constructed and sold in its history, industry observers say the Sunfish is the most popular sailboat ever. In 1977, Fortune magazine called the Sunfish one of the best-designed products ever manufactured, along with the Porsche 911S Targa.

"At one time we owned 65 percent of the small boat market under 20 feet," said John J. Kunkel, manager of sales and marketing for Alcort who has been with the company since 1975.

In 1969, Bryan and Heyniger sold their interests in the company to AMF, which was then headquartered in White Plains, N.Y., and is now based in Stamford. Bryan left the company in 1971 and Heyniger left a year later. Alcort became one of approximately 29 AMF subsidiaries.

As a small firm, Alcort prospered. But after AMF took it over, Alcort's financial troubles began as the parent company expanded.

From construction of the Sunfish exclusively, AMF introduced 13 new product lines into the Alcort division. Those new lines included a 26-foot sailboat, sailboards and a line of new catamarans. From its profitable niche as manufacturer of the Sunfish, Alcort was forced into markets where it had little or no experience.

Again, no numbers are available on exactly how much money was lost. Alcort was lumped in to a marine products division in AMF annual reports, which also included the highly profitable Hatteras power boat line.

Over the last few years, the problems at headquarters began to spill over into Alcort's all important dealer network. Distributors began to see AMF "as a large animal with no leader and no head," said Michael L. Loeb, a partner of Afterguard Marine, a 10-year Alcort dealer in New Haven, Connecticut. Problems in delivery, parts supply, and mistakes in computer billings began to surface as AMF tried to sell the Alcort line, he said.

Then in April, 1985 corporate raider Irwin Jacobs and his Minstar Corp. launched a successful hostile takeover of AMF. A Minstar executive said Jacobs was interested mainly in the Hatteras power boat line. As a result, Alcort was put on the block. And after attempts at both an internal management takeover and an employee stock ownership plan failed, Loveless and DeGarmo came in and purchased the company completing the deal on St. Valentine's Day, 1986.

Since the purchase, Alcort's new owners have scaled down the former AMF division considerably. The product line has been slashed to five products, all sailboats, with the 16-foot Trac 16 model being the largest.

Moreover, Alcort's work force, which reached a peak of about 220 employees as an AMF division, is down to 50. Two manufacturing buildings housing approximately 50,000 square feet were vacated and are up for lease. A recent auction sold off excess office equipment and "two desks full of telephones," according to Loveless.

In addition, the new owners have purified Alcort of several extraneous businesses that it took on as an AMF division, including a rowing shell and boat accessories line. At one point, Alcort machines were even stamping fiberglass hoods for mack Trucks.

**RACING NEWS**

By John Barrere

Alcort Sailboats, Inc. and North Sails have agreed to continue the tradition of supplying a new sail for the National Champion. This means that Bob Cullen will get a new sail after all for his super performance last June in the Georgia heat and humidity. Whoever emerges victorious on July 25th at Cowan Lake will also get a new sail.

Several one-design classes have voted to ban the use of textured surfaces (a la Stars and Stripes). Until the Class can formally vote on this subject, all regatta organizers are urged to prohibit their use.

To help promote the Force 5 Class Association, regatta organizers are encouraged to require membership for all sailors. There has been talk of making membership a firm requirement at regional and national championships. Laser does this and their dues are $25 compared to our $10. Membership forms can be obtained from Lee Parks, our Class Secretary.

Daggerboards will be scrutinized closely at Cowan Lake for illegal tapering of the trailing edge. Some of the blades at Georgia last year were highly questionable. The trailing edge can only be squared off or rounded, with a minimum thickness of 1/8". Let a word to the wise be sufficient.

**SOCIAL**

The Connecticut River Sunfish Classic has been an incredible success story. How about trying to organize some similar events in your area for the Force 5? (Late Note: The Sunfish Class is planning to invite all Alcort Classes to the Connecticut River Classic in 1988!) Remember, you don't have to be a racer to enjoy quaffing a few beers and comparing sailing notes. This would be a great way to build interest in the Class. We need your help! The Class will be as successful as we all make it.

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**BIGHAM NEW MID-WINTER CHAMPION**

Jim Bigham of Miami, FL won the 1987 Force 5 Midwinters held again at Miami Yacht Club, February 28-March 1, 1987. Heavy air prevailed during this six-race, one-throwout series. Don Germanson of Minneapolis, Minnesota won two races on Saturday in 25 knot winds with gusts over 30. On Sunday the winds came down to about 18 to 20 knots and Bigham got three bullets to clinch the championship by more than four points over Germanson.

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**FORCE 5 MIDWINTER CHAMPIONSHIP**

Miami Yacht Club, Miami, Florida February 28-March 1, 1987

<table>
<thead>
<tr>
<th>Boat Number</th>
<th>Finish</th>
<th>Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Jim Bigham</td>
<td>2-3-2-1-1</td>
<td>6.25</td>
</tr>
<tr>
<td>2. Don Germanson</td>
<td>1-4-1(2)-3-2</td>
<td>10.50</td>
</tr>
<tr>
<td>3. John Berry</td>
<td>3-1-3-3-4(8)</td>
<td>13.75</td>
</tr>
<tr>
<td>4. Bob Sunshine</td>
<td>8-5(9)-4-3-2</td>
<td>22</td>
</tr>
<tr>
<td>5. Tom Trump</td>
<td>(DSQ)-7-4-5-5-7</td>
<td>28</td>
</tr>
<tr>
<td>6. Rod Williams</td>
<td>4-5-6-6(9)-8</td>
<td>30</td>
</tr>
<tr>
<td>7. Rick Sunshine</td>
<td>(12)-9-9-8-4</td>
<td>35</td>
</tr>
<tr>
<td>8. Byron Hicks</td>
<td>DNF</td>
<td>40</td>
</tr>
<tr>
<td>9. Amado Leon</td>
<td>7-10-7-1(1)-10-10</td>
<td>44</td>
</tr>
<tr>
<td>10. Larry Buck</td>
<td>9-8-7-12-11</td>
<td>43</td>
</tr>
<tr>
<td>11. Pete Annese</td>
<td>6-DNF</td>
<td>45</td>
</tr>
<tr>
<td>12. Paco Calver</td>
<td>5-DNS</td>
<td>55</td>
</tr>
<tr>
<td>13. Mike Roden</td>
<td>10-11-13-13-12</td>
<td>58</td>
</tr>
<tr>
<td>14. Bob Hershaw</td>
<td>DNF-DNS-DNS</td>
<td>68</td>
</tr>
</tbody>
</table>

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**MIAMI YACHT CLUB ALL CLASS MIDWINTER REGATTA**

Miami Yacht Club, Miami, Florida March 14-15, 1987

<table>
<thead>
<tr>
<th>Boat Number</th>
<th>Finish</th>
<th>Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Paco Calver</td>
<td>3-5(9)-3-1-1-(1-2)</td>
<td>10.25</td>
</tr>
<tr>
<td>2. Bob Hannah</td>
<td>1(1)-1-2-2-3-4</td>
<td>12.50</td>
</tr>
<tr>
<td>3. Jim Bigham</td>
<td>1-2-4-3(4)-1</td>
<td>12.50</td>
</tr>
<tr>
<td>4. Tom Trump</td>
<td>2-4-5-3-10-2-3</td>
<td>21.50</td>
</tr>
<tr>
<td>5. Larry Buck</td>
<td>9-8-4-5-4-5(11)</td>
<td>35</td>
</tr>
<tr>
<td>6. Bob Sunshine</td>
<td>7-3-9-3-6(9)-6</td>
<td>39</td>
</tr>
<tr>
<td>7. Rod Williams</td>
<td>4-8-7-9-9-5</td>
<td>39</td>
</tr>
<tr>
<td>8. Bob Bigham</td>
<td>6-7-6-8-8-7-7</td>
<td>39</td>
</tr>
<tr>
<td>9. Steve Horwitz</td>
<td>10-6-6-10-17-11-9</td>
<td>47</td>
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<tr>
<td>10. Mike Roden</td>
<td>12-10-12-9-6-8</td>
<td>52</td>
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<tr>
<td>11. Stephen Horwitz</td>
<td>11-4-10-11-11-10</td>
<td>56</td>
</tr>
<tr>
<td>12. Bob Hershaw</td>
<td>8-12-11-DNF-DNF-DNF</td>
<td>69</td>
</tr>
<tr>
<td>13. Amado Leon</td>
<td>13-1-DNS-DNS-DNS-DNS</td>
<td>82</td>
</tr>
</tbody>
</table>

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**Force 5 Class Officers**

**PRESIDENT**
John Barrere
28 Burchard Lane
Rowayton, CT 06853

**VICE-PRESIDENT**
Mike O'Toole
4301 Birchton Court
Dayton, OH 45424

**SECRETARY/TREASURER**
Lee Parks
1413 Capella South
Goat Island
Newport, RI 02840

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**HUNTERDON SAILING CLUB SPRING CLINIC/REGATTA**

Hunterdon Sailing Club, Spruce Run Reservoir, NJ
May 23, 1987

14 boats

Despite a lack of wind and numerous protest hearings, all remained for the long awaited awards ceremony at 5:00 p.m. The protest hearing were open to all participants as a learning experience.

The morning clinic consisted of a series of drills, practice starts and short practice races. The fleet was split with a designated coach paired with a designated student. These pairs were given a short practice time prior to the event. The student was scored by the race committee according to the amount of improvement demonstrated. Rich Bauman won the award for most improved! Congratulations to both Rich and his coach, Fred Meno!

A four race regatta was held after lunch. The morning's most improved student placed 13th, edging out Bob Sichler by 4 points. The long distance award went to Craig Swanson who drove five hours from Rhode Island to race-test a special full finish designed by Bob Cullen.

The clinic phase of this race day was deemed to be a great success by both coaches and students and will become a regular part of the Fleet 36 Spring Classic. Many thanks to the hard working race committee of Nicky Einthoven, Don Esch, and George Doscher!
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- Stainless steel axles.
- Wheels with 13 x 6.5 pneumatic Turfsaver wide-tread tires available.
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classifieds

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International Sunfish Class Association
3008 Millwood Avenue
Columbia, SC 29205

ADDRESS CORRECTION REQUESTED

VIDEO COORDINATOR NEEDED—As a benefit to ISCA members, we would like to establish a video library of “go-fast” talks, “how-to” clinics, major regattas, general interest films (“Sail to Freedom” etc.) for free loan to clubs, dealers, and members. All we need to implement the plan is a person to serve as coordinator. HELP! Anyone interested write Paul Odsgard, 183 Box Mt. Dr., Vernon, CT 06066.

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