The United starting times came with two guns and a red and white lovers. The usual northerly morning wind did not materialize all week; and so 9:00 AM starting times came with two guns and a red and white flag; and we waited. Some of us spent the time sleeping in corners, some reading, others fiddling with sails, boards and lines. The rest of us simply sat and talked over a drawn out breakfast in the cool of the club house. By 11:30, the southwesterly sea breeze usually began to stir the flags. Postponement came down and a new starting time was posted.

Qualifying for the championship series is done in the first 2 days with 6 races scheduled and all boats split into 4 fleets, each carrying a different color flag to identify them. This way each fleet should race every other fleet twice. The top 50 from these races, plus the top 5 Juniors, plus any previous NA or World champions then race an 8 race series for the final Championship.

The first race began in a very light southwesterly and built to about 11 knots. Bob Findlay and Harry League won. The race committee tried to get race 2 in under shifting conditions but the wind died and the race had to be abandoned. The second day was again light but the race committee managed to get in 4; giving us a 5 race series. They were hard put to keep up with the changes in wind direction and we began to expect a boat with "C" flag up, at each leeward mark, giving us a new compass heading to the windward mark. It cannot be emphasized enough what a great job the race committee did in giving us a fairly square course under the most trying conditions. Both Scott Kyle and Bob Findlay, who would not have had to race this series, did, in order to try and figure out how to finesse the fluky winds. Everyone had expected the right side to be heavily favored as it was in the Midwinters two years ago. Sometimes it was but only sometimes! As the week progressed it became clear that playing shifts up either side could gain positions.

By the end of the day, the green fleet had acquired a terrible reputation for pushing the line and generally causing trouble. They were involved in every general recall and even the race committee was beginning to glare at them. Dave Davies, a previous NA champ and star green fleet member, was awarded a visor that evening, especially decorated by Connie Miller and presented by several members of the green fleet, attesting to his "leadership" of our motley group. His new name, Mud, was written across the brim. Later in the week, Dave came up from a heavy air capsize in the shallow bay with great gobs of mud dripping from his spar. Naturally, he thought this too had been planned by the "mean green".

After 2 days of qualifying, the top light air contenders were Bob Findlay, Tim Hochuli, Jean Bergman, Mark May, Hank Saurage, Scott Greenbaum, Rod Koch, and Don Brennan.

The Championship series began in the usual 8 — 10 southwesterly. The boats who hit the famous right side reached the weather mark first with Gail Heausler leading the way. Bob Findlay sneaked by Gail on the last leg taking first with Gail second and Bill Haberland in third.

Shifts were huge—coming from both sides of the course in the second race. Three former NA champs led the way, Scott Kyle finished first with Bob Findlay and Alan Beckwith close behind in second and third. In race three, the famous (infamous?) duo of Scott and Bob, continued their battle. The winds were still very shifty and really up and down in velocity, coming in anywhere from 5 to 12. The top sailors split — playing shifts up both sides of the course. Boats playing shifts in the middle of the course got hammered. Explaining the conditions, Bob Findlay says that when shifts are coming from both sides like that the puffs are likely to be stronger out on both sides and
diminish as they approach the middle of the course. Scott finished first with Bob second, and Chris Lowrie third and Rob Brennan fourth.

Thursday, ominous clouds ringed the course. The first race winds built from 8 to 15 and people finally began to stretch out their legs and hike a little. Scott Kyle tried to cross the fleet on port tack right after the start and failed almost immediately, splintering his rudder on his arch rival. Trailing pieces, he retired from the race and headed for shore to get a new rudder. Don Brennan played it right and won with Alan Beckwith and Scott Greenbaum right behind. As we waited for race 5 to begin, people could be seen tightening out hails, jensing, and even adding weight. By the time we started, winds were 20+ and still building. Conditions were suddenly vastly different with 20 to 25 knot winds and a steep chop. Jeff Linton, Chris Houston, Randall Swan, and both Scotts, (Kyle and Greenbaum) fought their way around the course. The shifts were huge and positions constantly changed. At the finish line, Scott Kyle edged out Jeff. Chris Houston, Randall Swan and Scott Greenbaum followed. After this heavy air, there was a huge lead, on a puff that only he got. But, as so often happened this week, by the end of the race Scott Kyle was in first place. Joe Blouin came in second, Scott Greenbaum

third, Dan Feldman fourth and Tony Elliott in fifth.

Friday, big storms surrounded us and we waited longer than usual to go out. At one point it looked promising and the Founders Cup races, whose course was farther away, hit the water. About five minutes later, a booming storm came through driving the racers in front of it. We finally did get out to race in very light west winds. It was very slow going. The second weather leg, a gun sounded. The back of the fleet began to cheer thinking it meant abandon, but to the great relief of those in front, it was only to shorten the course. Alan Beckwith continued snaking his way through the leading boats on small puffs which he tracked unerringly to win. Don Brennan ghosted into second, Scott Kyle into third, and Jean Bergman sneaked into fourth place.

After a long week of racing, it was good to be finished. We are very grateful to those who worked so hard to make it a championship. The race committee was excellent and shoreside food and entertainment were terrific. We hope Bay-Waveland will consent to have us again sometime. We'll be there ready to sail anytime they ask. Thanks for a great week!

1991 SUNFISH NORTH AMERICAN CHAMPIONSHIP

BAY-WAWELAND YC
BAY ST. LOUIS, MS

JUNE 30-July 5
61 BOATS

1. Kyle, Scott Winnelka, IL
5-75-75-(62)-75-75-3 11
2. Findlay, Bob Glencoe, IL
75-2-5-9-(24)-7 24.75
3. Blouin, Joe Tampa, FL
4-9-(27)-2-14-2-5 36
4. Brennan, Robert New Orleans, LA
8-6-4-8-(20)-1-16 38
5. Beckwith, Alan Allison, MA
10-3-5-17-(18)-1 39
6. Greenbaum, Scott Columbia, MD
14-8-20-4-5-3-8 42
7. Linton, Jeff Tampa, FL
7-10-15-12-(23)-11 51
8. Koch, Rod St. Petersburg, FL
11-5-11-13-6-(20)-14 90
9. May, Mark Peekskill, NY
16-17-8-12-7-15-15 73
10. Brennan, Don Mobile, AL
15-22-15-7-5-25-(26)-2 77.75
11. Lowrie, Chris Chicago, IL
(27)-13-19-16-12-9 79
12. Saurage, Hank Baton Rouge, LA
30-7-13-(26)-12-10-10 82
13. Bergman, Jean Northbrook, IL
6-(48)-25-9-4-4-8-4 95

14. Houston, Chris Amherst, PA
(40)-21-9-24-3-19-22 98
15. Bergman, Donald Northbrook, IL
22-26-7-14-9-(39)-24 102
16. Thompson, Tucker Rehoboth, DE
9-25-(40)-6-20-21-21 102
17. Yoder, Zane Lake Forest, IL
21-12-14-10-24-(29)-25 106
18. Clifton, Charlie Sarasota, FL
(37)-18-30-11-10-30-16 115
19. Mahoney, Bruce Houston, TX
23-31-18-17-(37)-17-13 119
20. Parks, Lee Newport, RI
15-11-10-23-(41)-26 120
21. Heusler, Gail Tampa, FL
2-33-24-16-15-33-17 125
22. Beatty, Ashley Seattle, WA
32-16-12-27-13-31 127
23. Winters, Steve Savannah, GA
24-15-17-7-32-(41)-34 129
24. Feldman, Dan Highland Park, IL
25-20-21-42-(43)-28 130
43-29-(52)-31-41-27 145
26. Clement, David Tampa, FL
12-19-26-14-(62)-23 150
27. Stewart, Jim Bermuda
24-26-28-26-13-(37)-33 152
28. Elliott, Tony Fl. Lauderdale, FL
(53)-32-37-25-19-5-38 156
29. Weeks, Brian Patchogue, NY
27-33-24-18-34-12 161
30. Davies, David Middletown, NY
18-39-22-14-53-13-16 161
31. Haberland, W. Satellite Beach, FL
3-27-25-37-30-(49)-40 162
32. Furman, Joel Burlington, VT
46-14-20-15-(46)-190 168
33. Berg, Matt Baton Rouge, LA
20-49-34-48-30-16 191
34. Edwards, Todd Gulfport, MS
33-23-62-19-(28)-28 183
35. Scriver, Michael Wolfe Island, ON
(49)-35-19-48-26-20-19 187
36. Liebi, James Homestead, FL
19-42-34-33-16-48 188
37. Crockett, Sharon Fla. Lauderdale, FL
20-48-34-48-46-14-35 191
38. Hale, Che State College, PA
60-39-33-55-21-26-50 194
39. Staffel, Bishop New Orleans, LA
36-55-16-45-22-32-53 196
40. Mathers, Ben Bay St. Louis, MS
34-58-38-43-26-23-59 203
41. Rumpke, Dan Warren, RI
28-52-48-(58)-29-7-39 204
42. Branning, Charles Miami, FL
38-41-5-18-40-27-45 209
43. White, Will West Hartford, CT
36-47-35-34-33-42 226
44. Dickinson, Malcolm New Haven, CT
43-32-60-(30)-31-53-42 228
45. Blodgett, Lois Boca Raton, FL
31-45-52-42-45-22-44 229
46. Ottenheimer, Martin Bristol, CT
47. Doyle, Matt Valko, FL
17-34-24-43-45-32-47 239
48. Katterheinrich, Tom Knoxville, TN
47-40-39-(53)-28-45-50 249
49. Onstad, Jack Galveston, TX
44-26-47-29-(62)-62-54 264
50. Baker, Jonathan Austin, TX
44-26-47-29-(62)-62-54 264
51. Brothers, Raleigh Phenix City, AL
52-54-(31)-51-46-44-52 278
52. Clifton, Chipper Sarasota, FL
48-51-49-22-(62)-62-49 281
53. Miller, Constance Tallahassee, FL
54-44-54-49-(62)-62-49 296
54. Weeks, David Patchogue, NY
56-53-62-44-38-52-55 297
55. McMahan, Robert Houston, TX
58-50-36-57-44-39-50 300
56. Merrigan, Charlie Bay St. Louis, MS
57-56-41-56-42-47-51 303
57. Hochuli, Jim Castleberry, FL
58. Doris, Tom Sparta, NJ
51-57-50-(50)-50-55-35 316
59. Briere, Pam New Orleans, LA
59-80-62-47-(62)-66-55 322
60. Ottenheimer, Alan Mandarin, FL
50-59-53-50-(52)-62-53 327
61. Schmidt, Brock Mandeville, LA
59-82-62-62-(52)-46-55 340
North American Championship Fun Sunfish Awards
by Judy McKinney

The Bay-Waveland Yacht Club hosted the 1991 Sunfish North American Championship. We had a thoroughly enjoyable week as we hope the competitors did. There were about 80 volunteers working in addition to the yacht club staff trying to make the event a success. We hope you had a good time.

There were a few awards given in addition to the usual position trophies. The top woman sailor, from the 14 competing teams, was Jean Bergman who finished thirteenth in the Championship fleet. Ladies should not forget the Women’s Sunfish Championship scheduled for Pontchartrain Yacht Club, on the north shore of Lake Pontchartrain in Louisiana, in October, 1991.

The top Master was Don Bergman from Northbrook, IL. There were many seniors competing and Don finished tenth overall in the Championship fleet.

An award was given to John Blouin as the highest finishing 40 year old in the fleet. Joe is from Tampa, FL these days but we claim him as a New Orleans sailer, also. He finished third in the Championship fleet.

The High Point Trophy was presented to Tom Doris as the competitor who accumulated the most points during the event without a DSQ, WD, DNS, or DNF. This is a sign of significant persistence and determination.

The “Marco Polo Award” went to Alan Beckwith because we thought he came from Maine. He really hails from Massachusetts and the competition was closer then we thought.

The “High Point Qualifier” award went to Robert McMahan from Houston, Texas. This award is for the person just above the cut in the qualification series.

An award was given for the top 17 year old in the regatta. There were about ten relative youngsters who just missed the junior class by turning 17 in 1991. Tucker Thompson of Rehoboth Beach, Delaware won this award with his sixteenth place finish in the Championship fleet.

The newest designation of Juniors is the Midget class, not 14 years of age this year. There were three midgets in the Junior Championship and the top finisher was Brian Wynne of New Orleans, LA. Brian was sixth in the Junior Championships.

The other “midgets” came on strong in the Founder’s fleet, also. In this competition Alan Uram was ninth, Marcus Eagan was fourteenth, and Brian Wynne was eighteenth. All of them were in the top half of the Founder’s fleet... look out for them next year!

There was a lot of competition for the sportsmanship award. Stories abound of people helping others with equipment, advice, and in rescuing. The sportsmanship award was presented to Betsy Schmidt of Rehoboth Beach, Delaware for her assistance of juniors in this regatta.

1991 SUNFISH NORTH AMERICAN CHAMPIONSHIP FOUNDER’S CUP

BAY-WAVELAND YACHT CLUB
BAY ST. LOUIS, MS
JUNE 30—JULY 5, 1991 36 BOATS

1. Christopher Rawling ............ 75-75-75-75-75 (8) 7.75
   Greer, SC
2. Eugene Schmitt ................. 3-2-2-3 21
   Pass Christian, MS
3. Steve Wright ................... 11-7-4-3-18 20
   Garden City, NY
4. Dan Batten ..................... 4-3-5-6-4-6 (18) 30
   Charleston, SC
5. James Ewing, IV ............... 24-14-7-11-8 34
   Charleston, SC
6. Andrew Swan ................... 14-15-16-7-3-7 43
   Mt. Pleasant, SC
7. Tandy Jackson .................. 13-4-12-10-10-6 47
   Charleston, SC
8. Fisher Key ..................... 12-8-19-7-2-11 51
   Austin, TX
   Bay St. Louis, MS
   Houston, TX
   Seabrook, TX
   Mt. Pleasant, SC
13. Chris Blundy ................... 7-10-3-12-10 (37) 79
   Columbia, SC
   Waveland, MS
15. David Thomas .................. 15-2-8-19-9 (23) 22
   Houston, TX
16. George Jackson ............... 23-19-14-11-13-6 (37) 86
   Mountain Lakes, NJ
17. Travis Thomas ................. 10-20-37-15-14-13-17 89
   Houston, TX
18. Brian Wynne ................. 8-28-18-14-30 (37) 102
   New Orleans, LA
19. Danny Whelan ................. 17-15-10-24-8 (37) 111
   Winnetka, IL
20. Gary Beddow ................. 31-21-27-22-21-15 113
   Wichita, KS
21. Merritt Burke ................. 19-6-3-34-37 (37) 121
   Rehoboth Beach, DE
22. Donald Adair ................. 19-17-11-25-37 (37) 121
   Palm Coast, FL
   LaPorte, TX
24. Gene Silva .................... 31-24-25-26-12-21-25 134
   Houston, TX
   Houston, TX
   Charleston, SC
27. Mattia D’Enrico .............. 20-31-33-20-24-18-28 139
   San Antonio, TX
   Bay St. Louis, MS

        29. Betsy Beddow  Wichita, KS  (32)-30-29-17-27-26-21 150
          30. Blaine Ewing  Charleston, SC  24-26-23-28-26-24 (37) 151
          32. Sarah Baker  Austin, TX  25-32-33-32-27-22-29 173
          33. Kristin Akkerman  Houston, TX  30-34-33-29-25-37-23 174
          34. Susan Bradford  Houston, TX  22-23-32-37-37-37 178
          36. Warren Miller  Seabrook, TX  33-25-30-30-37-37 192

PRESIDENT’S LETTER

The season is in full swing, with the North American’s, International and National Master’s, and several regional’s behind us. However, there is still great racing ahead with the Sunfish World’s, Team Racing N.A.’s, and countless regional and local regattas still on the calendar.

On the administrative front, the Class has weathered another transition in boat manufacturers. Pearson is out and Sunfish/Laser, Inc. is in. After having met with the President of the new company, I am confident that this group is here to stay. The principal management/investors have a wealth of experience in small boat sailing, design, and production. And more importantly, they share a true commitment to support and encourage Sunfish sailing and racing throughout the world.

Over 100 competitors attended the Sunfish North American’s last month, including 31 juniors. I was encouraged to see so many young sailors at the event. Today’s Sunfish juniors are tomorrow’s Class champions, Regional Representatives, Treasurers, and Membership Chairpeople. Let’s all continue to support junior sailing in the U.S.

Ray Dasch stepped down at the N.A.’s as Masters Subcommittee Chairman. Ray’s extended tenure saw a number of accomplishments including the implementation of a special Master’s scoring system. On behalf of USSCA, I would like to thank Ray for all of his contributions to the Class. Ray is being followed by Connie Miller of Delaware. Welcome on board!

I hope everyone is having a great summer of Sunfish sailing. See you on the water.

Scott

Windward Leg Summer 1991
USSCA HALL OF FAME

The 10 charter members of the United States Sunfish Class Association Hall of Fame were inducted at the 1991 Sunfish North American Championship in Bay St. Louis, MS. The Hall of Fame Committee, established in January 1991 and chaired by the Class Historian, Rapid Butner, spent several months compiling information for selecting the 10 original inductees. The distinguished list includes designers, administrators, racers and others who have helped to build and strengthen the Sunfish as an international one-design class. The Hall of Fame list will grow annually with the names of other worthy candidates associated with the Sunfish Class. Congratulations to the ten who made in in 1991! They represent the Class well.

The criteria for nomination to the Sunfish Hall of Fame are as follows: Individuals, families or groups who have contributed to the growth of the Sunfish Class:
1. As a fun/family-oriented social organization.
2. A racing class.
3. A leading international one-design racing boat.
4. The members will have been:
   1. Outstanding Sunfish competitors.
   2. Outstanding leaders of the class.
   3. Outstanding teachers, bringing new blood into the class.

The first two people in the Hall of Fame are Alex "Red" Bryan and Cortlandt "Bud" Heyniger, the "Al" and "Cort" of Alcort. They were the co-inventors of; first the Sailfish, then the Super Sailfish and finally, the Sunfish. They built the first Sunfish in 1952 or '53. They can't remember which year.

The third nominee is Bruce Connolly. Right out of Michigan's business school, he became Alcort's first sales manager. Bruce put Sunfish into racing and on the map. He started fleets and set up regatta schedules.

Fourth is Lee Parks. Lee was Alcort's Director of Class Management. She became the first Secretary and Chief Measurer of ISCA and USSCA and has been the key to the successful independence of the class.

Fifth is Jack Evans, a three time Sailfish Champ. (He sailed the boat on his stomach.) He was the 1971 Sunfish North American Champion. Jack initiated the low rig for better aerodynamics. Before that the sail was carried about two or three feet off the deck.

Sixth to join the Hall of Fame is Carl Knight. He was the first three-time North American Champion, winning in 1969, '73 and '74. Carl won all the regattas he entered his last year in the class.

Seventh on the list is Alan Scharfe, "Mr. Consistent" of Sunfish racing. He is past USSCA and present ISCA president. Alan has done a tremendous job for the class particularly in getting sponsorship for the World Championships. Without his efforts, there might not be a Worlds.

Eighth named is Derrick Fries, two time World Champ in 1975 and '78, and three time North American Champion in '83, '85 and '89. Derrick also wrote "Successful Sunfish Racing".

Ninth is Paul Odegard who was the first ISCA President. He was 1981 NA champ (at 45). Paul was a charter member of the Advisory Council and is the current chairman. He invented and sold the "Feathermate" tell tales.

Last, but not least, is Will White, Sunfish sailor since 1964. Will was North American champ in '66 and '68 and five times captain of the team race championship team. Will invented the Connecticut River Race and wrote "The Sunfish Book". He also edited the "Windward Leg". He was the first USSCA president and is currently the Chief Measurer of the class.

1991 JUNIOR SUNFISH CHAMPIONSHIP

BAY-WAVELAND YACHT CLUB

BAY ST. LOUIS, MS

JULY 1-2

31 BOATS

1. David Clement 2-3-2-1-2 6.75
1A. Chipper Clifton 1-8-1-3-32 12.5
2A. Bruce Mahoney 3-9-3-11-1 12.75
3. Brock Schmidt 1(18)-5-5-4-12 23
4. Matt Doyle 13-4-16-5 25
5. Brian Wynne 4-1-23-3-12-3 17.5
15. Senior Watanabe 7-10-12-6-9 32
7. Dan Batten 8-14-6-7-15 35
8. Steve Wright 12-11-15-9-4-18 37
9. Steve Wright 12-11-15-9-4-18 37
10. Andrew Swain 5-12-8-15-23 36
11. Andrew Swain 5-12-8-15-23 36
13. Marcus Eagan 11-2-21-14-13 40
14. Alan Uram 23-7-9-8-23 41
15. Derek Jackson 9-13-15-14 42
16. James Ewing IV 19-18-14-5-10 47
17. John Morris 14-16-22-19-8 57
18. Travis Thomas 16-19-7-17-24 59
19. Stewart Williams 15-17-10-24-17 59
20. Danny Whelan Winnietta, LA 23(20)-18-23-7 68
21. Fisher Key 30-24-27-22-5 78
22. David Thomas 22-19-20-20 81
23. Mattie D'Enrico 25-20-26-25-18 83
24. Trey Purtell 24(25)-26-16-21 87
25. Carter McMahan 23-21-17-29-29 96
27. Susan Bradford 21-28-30-21-32 100
28. Brent Maraden 28-21-24-26-25 103

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Adult Cotton Shorts 58.00
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Cotton Colors: Khaki, White, Blue, Red
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4 Windward Leg Summer 1991
SHORESIDE
by Guess Who

Ah, Mississippi! The Deep South! Sunfish racing! These things were synonymous for one week in early July. One hundred sailors, families and guests made their way to Bay St. Louis, Mississippi and Bay Waveland Yacht club for this year’s Sunfish North Americans.

The Bay Waveland committees did a fine job and heartily welcomed the sailors and visitors alike. You had to be a lover of hot weather for this year’s event as temperatures soared over 90 degrees each day. Some of us did enjoy some nice swims in the warm gulf waters off Pass Christian. The white sand beaches were beautiful.

Because of the lack of spectator boats, many of the guests spent their time seeing the local areas during the week. Many spent a day in New Orleans, the “Big Easy”. We saw Gulfport and Biloxi and later in the week, we enjoyed the food, crafts and fireworks at the Crab Fest in Bay St. Louis.

The big bluffer of the regatta was Bill Haberland who decided to go home thinking he had not made the Championship Fleet. He reappeared (after squeeking in) to get a third in the first race of the big series. Scott Kyle, repeating Champion, was caught twinkling the keys in the club house several times. Tucker Thompson was struck by cupid’s arrow to a (not to be named) Sunfisher’s daughter. Mike Scrivan and Tom Katterheinrich were caught trying to bribe Brian Weeks into locating the ’92 North Americans much closer to their own homes!

Dave Davies, dressed as some kind of super hero, sailed very fast. His wet and stay wet at “Club Mud” technique seemed to work well. Mark May and Scott Greenbaum woke up the entire Waveland Resort Inn at 4:00 AM, the 5th of July, by throwing a large fire cracker out their door. They denied the allegations the following morning.

Bob Findlay took second place again. The guys and gal from Winnetka really know how to sail.

For many of us, it was a long way down to the Gulf waters. But, we always have a great time with a lot of great people and we’ll all meet again at another body of water.

- Photos by Doc Toups
Cameraman for the Sea Coast Echo

Windward Leg Summer 1991
**SUNFISH, INC. NEWS**

In early June, a major transition took place. PY Small Boats has new owners and a new name. Sunfish/Laser, Inc. is comprised of fresh, yet familiar faces.

The investor/manager team includes the following; Peter Johnstone who is President and will also handle marketing. Peter developed and promoted the One Design 14 in recent years. Mike Hill, Laser's east coast Sales Manager for eight years, is VP Sales and will be responsible for the rep and dealer network and sales. Bill Richmond is VP of Production. He helped develop the quality oriented Holby Marine, which manufactured several boats that garnered two Sailing World "Boat of the Year" awards. Bill managed Holby production for six years.

The majority stockholder is North Sails Group, Inc., whose President Tom Whidden worked at Alcort in the mid 1970's. Whidden feels that the health and growth of Sunfish and Laser is key to the vitality of the sport of sailing. Further, North wants to be in touch with sailing newcomers and youth sailors.

ESPN commentator, lecturer, author, and America's Cup sailormail Gary Jobson is actively involved as an investor and advisor.

We will continue to build the current line which is comprised of the Sunfish, Laser, Zuma, and Laser II.

Our first goals are SERVICE and QUALITY. The new group has sufficient working capital and we're already hard at work on the parts delivery time and availability. John Lochmandy, a parts business expert, has just joined the team. He has twenty years experience in making inventory control, sourcing, and shipping more efficient.

Our team is committed to making Sunfish/Laser, Inc. the best small boat company in the world. We look forward to working with the Sunfish Class to make it grow. Start spreading the word!

Peter Johnstone, President

**DATELINE**

The Women's North American Championship (W) will be held at Ponchartrain Yacht Club. The regatta is scheduled for October 11-13 1991. The PYC address is P.O. Box 633, Mandeville, LA 70448. PYC Telephone 504/626-3132. The contact person is Cran Fraser, 635 Barbara Place, Mandeville, LA 70446. Phone 504/626-5367 (H) or 504/581-1191 (W).

**TEAM RACING NATIONALS SCHEDULED FOR OCTOBER**

Team racing in Sunfish is back! Barrington Yacht Club will be hosting the 1991 Team Racing Nationals on October 5 & 6. A recent press release from the spokesman for "Team Slough" reads as follows: "Team Slough's challenge holds. We will take on and destroy any East Coast team at the Team Racing Nationals, proving once and for all the dominance of Midwest Sunfish sailors. Don't forget, the East Coast includes Florida!" Sounds as though "Team Slough" has its work cut out. Put together a team and enjoy the competition and fun.

---

**ODE TO THE RUDDER**

Here is a toast to the Sunfish rudder,
It sits on the stern watching changes to others.
Travellers, daggerboards, sails close behind
An up-to-date rig is not easy to find.
I wish straps, main sheet, - what's going to change next?
It's hard to just watch it and not be perplexed!

The original hull which we knew so well
Has gone through a change so it might better sell.
The poor little rudder who has lost his old friends
Is frightened to think he's the next victim of trends.

— Allen Bogert
Doylestown, PA
CONNECTICUT RIVER RACE "RETURNS"

By Joel Furman

At the helm of the Old Saybrook Lions Club, Richard (Dick) Campbell and the Lions Club members, were very successful at breathing life back into the annual Connecticut River Race, following two years of non-activity. Mother Nature gave us the best weather ever recorded for the event, with winds at our backs and sunshine in our faces. The usual point to point, five race series logged faster mileage than usual so two additional races were added to delay Sunday's arrival at Pettipaug Yacht Club, Essex. Lions Club members transported competitors in private cars from Essex to Riverside Park, Hartford. "Riverside Sundown Dinner" was furnished by the club at the hands of Roger and Elizabeth Goodnow, Steve Moffat, Marilyn Hellneck, Peggy Wagner and Joanne Faraci.

The Camp Grounds at Hurd State Park were in the best condition ever and camper/sailors awoke to the aroma of hot pancakes, scrambled eggs, bacon, sausage, rolls, freshly brewed coffee and fresh "squeezed" orange juice (still in the orange—waiting for you to squeeze), all of which the Lions are famous for preparing. Sorely missed from the ranks this year were Will White, (originator of the event and many time winner), Bob (CT River Guru) Heckman and the usual One Hundred and Twenty Five other boats.

Overall winner of the two day Regatta was the father and son team of Jeff and Tom Williams, Mountaintop, PA. Winners of the Odd Couples Division were: 1. Jeff and Tom Williams, Mountaintop, PA; 2. Jeff and Joey Drier, Wilks-Barre, PA; 3. Greg and Joshua Kane, Manchester, CT. Winners of the Mixed Doubles Division were: 1. Joel Furman and Virginia Muller, Bellport, NY; 2. Karen Kubliski and Malcolm Dickinson, New Haven, CT; 3. Ken and Mary Charles, Manchester, CT.

Some of the features that make this event unique are the requirement for a two man crew, the need to carry all clothing and camping gear onboard and the long standing tradition of a Non-English speaking Protest Committee. Participants must also provide their own lunch on Saturday and Sunday. Sunfish sailors interested in participating in the Lions' Connecticut River Classic in 1992 should contact the Old Saybrook Lions' Club, PO Box 21, Old Saybrook, CT 06475.

The real winners were the total of thirty four sailors that were able to attend, following such short notice of the regatta being revived.

See you June 1st, 1992.

Skipper’s Meeting at Riverside Park, Hartford, CT with Richard Campbell presiding.

— Photo by Joel Furman

Sunday morning’s quiet preparation before leaving Hurd State Park on the last leg of the CT River Race.

— Photo by Joel Furman

SUNFISH NORTH AMERICAN CHAMPIONSHIPS

by Gary Beddow

I was asked to share a few thoughts with you, from the point of view of a North American first timer.

Betsy and I traded in our Hobie 18 for two Sunfish two years ago. We have never regretted it for a minute.

First and most importantly, I was very impressed with our host’s hospitality. They really went out of their way to be helpful and assure that we had all we needed.

The Race Officers were first class. Despite the shifty winds, we always had a fair course and square lines.

Scott’s seminar on Saturday was a real eye-opener. His topic was “Big Fleet Racing”. We really needed that help. When the racing started, we tried to set up on the line just as he explained. It took several starts to get the hang of it.

Back in Kansas, we race in small fleets. The huge starting lines at the N.A.s were quite intimidating. We were buried in the first few starts. The light air meant that you either got a good start or you just sat there waiting for the fleet to spread out and the wind to return to the starting area. It was nearly impossible to make up for a poor start.

Another problem we ran into was the pace of the race. The races were quite long; however, the tacking duels were incessant. The kids were as quick as greased lightning. They tacked on a dime and accelerated to speed, immediately. I watched them carefully and am doing better.

The large number of boats in the race meant that someone always seemed to be taking your air. When you tried to tack out of the dirty air, someone else would take their place. The light air added to the seriousness of the problem. A good start seems to be the only cure.

Of course, we greatly appreciated all the sailing and rigging tips offered by the “old hands”.

We learned so many sailing and rigging skills that it will take quite some time perfecting them. We would have never found these items if we had not gone to the N.A.’s.
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United States Sunfish Class Association
Balance January 1, 1991
$ 574.36

Revenue:
Dues
$23,730.00
Sail Numbers
492.00
Interest
172.62
Video Fees
144.00

MSC dues held for ISCA
328.00

Donations
500.00

Misc.
26.00

Total Revenue
$25,333.62

Expenses:
Office Services
8,646.28

ISCA dues
580.00
Sail Numbers
909.04
Windward Leg
4,189.77

Officers' expenses
59.80

USYRU
75.00
American Sailor ads
600.00

Total Expenses
$18,399.88

Balance May 31, 1991
$ 7,580.09

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Windward Leg Summer 1991
We would like to encourage the sailors who read the Windward Leg to advertise their unwanted sailing items in the classified ads. You will reach Yacht Clubs, Fleet Captains, dealers, new boat owners and old Sunfish owners.

If you have converted your rudder, you now have old brass fittings that someone else would be grateful to find. Some people want older sails or don’t have the funds for a brand new one. Some people have purchased the hull only and it’s been on a beach for five years. These people have called to find used masts, daggerboards and rudders. They want to teach their child or someone to sail, inexpensively. We’ve also had several requests for used or new trailers.

You may put a 50 word ad in the Leg for only $15.00. This helps defray the cost of this magazine (newsletter). As you have been noticing, our number of pages has been increasing and I have wrecked the budget. So, if you want to unload your unwanted items and help save my job, please write an ad for the Fall 1991 "Leg". You will help our treasurer balance the books, too.

Please type or print your info very clearly and send it to WINDWARD LEG, c/o Peg Beadle, 3782 Covert, Waterford, MI 48328 or use the SUNFISH OFFICE address. Call if you need help or more info. Please send by Sept. 15th for the fall issue and Dec. 15th for the Winter issue.

Smooth Sailing,
Peg Beadle, Editor

P.S. My son, Kevin, advertised his 1980 Sunfish in The Leg. A call came from suburban Chicago and it was purchased over the phone. They each drove 2 1/2 hours to meet and transferred the Sunfish to the IL trailer. It works!

OUR SINCERE THANKS!

The Sunfish Class would like to sincerely thank Ray Dasch for his time and effort as Masters Events Regatta Chairman. Ray is retiring from the post and handing over the torch. We hope his successor, who will be chosen in the near future, can do as good a job. Ray did a superb job in organizing, coordinating and developing the Masters program in the last few years.

Thanks Ray!!!!!!!

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GO FAST
by Kirk Beadle

WINDSHIFTS
Properly playing windshifts provides large gains in racing. Understanding how to play the windshifts is not an all or nothing proposition. With a little bit of practice, you can be proficient in many of the wind conditions in which we usually race.

I will discuss three common types of windshifts: land effect, persistent, and oscillating. A land effect windshift is one where the shape of the land causes the wind to shift. A persistent shift is one where the wind keeps shifting in the same direction. An oscillating shift is one that shifts back and forth. Land effect and persistent windshifts require similar sailing tactics. I will discuss these first.

Some terms which we will use are:
- Median Wind - The "original" wind.
- Lift - A windshift which allows you to point "higher" towards the median wind.
- Header - A windshift which makes you point "lower", or farther away from the median wind.

Land effect windshifts are caused when the wind comes over the land before it reaches the lake. The wind tends to shift so that it comes off the shoreline closer to perpendicular than the wind on the water. When sailing to windward to a mark that is close to a shoreline, it is usually best to sail towards the shoreline and then tack and sail along the shoreline.

A persistent shift occurs when the wind either shifts once to a new direction or gradually keeps shifting to a new direction. The land effect windshift is a form of a persistent shift. A sea breeze is another form of a persistent shift. On a hot clear day, the sun heats the land which shifts the wind so that it is more perpendicular to the shoreline. The sea breeze flows in the direction from the lake to the land. This is somewhat the opposite of the land effect where the wind moves from the land to the lake.

SAIL TOWARDS THE NEW WIND
Now that we know what to expect, we need to know what to do. When sailing in any shifting wind, we want to sail towards the new wind. If the wind is expected to shift to the right, sail on the tack that takes you to the right side of the course. If the wind is expected to move to the left, sail on the tack that takes you to the left side of the course.

Oscillating breezes can be the most rewarding windshifts to play properly. They can provide gains and losses on the same leg. When sailing in an oscillating wind, the first thing to do is determine the median wind. To do this, sail to windward for five or ten minutes. Determine how high you can point on each tack during each windshift. When the wind shifts and you cannot point as high, you are now in a header and must tack. When the wind shifts and you can point higher, you are in a lift and must not tack. When sailing to windward, you want to tack on the headers and stay on the lifts.

TACK ON HEADERS AND STAY ON THE LIFTS
Taking on the headers at the right time puts you "in phase" with the wind shifts and you will make the biggest gains. You are "in phase" because you will always be sailing in a lift and never sailing in a header. When you are sailing in a lift, you are pointing higher than you could in the median wind so you are sailing a shorter distance to the mark. If you get out of phase with the windshifts, sail on the tack that takes you nearest the windward mark. If the next shift is a header, tack. If it is a lift, don't tack.

In review, when sailing in a shifting breeze, we need to determine the median wind and the next expected windshift. When sailing to windward, always sail towards the next windshift. In a land effect breeze, this means sailing towards the land. In an oscillating breeze, this means tacking on the headers.

Tacking on the headers is not as hard as it may sound. It requires some practice. The best time to practice is during a race when you can actually see the gains and losses.

---

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THE WORKBENCH

A Column on Ideas and Upkeep

By Brian Weeks

The avid Sunfish racer who takes to the road needs a way to transport his “racing machine” efficiently, safely and with as little wear to the boat as possible. There are a number of different ways to transport these small fourteen feet craft and I will explain a few of the different methods. First, I thought it might be fun, however, to talk about some of the more unique or humorous methods.

Of course, there is the old car top method. Simply throw a rug on the roof of your car, throw the boat on top of the car, upside down, strap down the front and the back and wait. Three things can happen now. A: The roof caves in; B: The boat cracks in half—ten miles down the interstate; C: The boat falls off the side of the car. Needless to say, I don’t recommend this method, although I have seen this done. Another poor way to travel is to turn a single boat trailer into a double by throwing an old tire between the hulls. This again can cause damage to the boat, or at the very least, cover both boats with black rubber marks that have to be scrubbed off. Then there is the “Back of the Wagon” technique. I only recommend this if you live a few blocks away from the yacht club. It simply consists of throwing a boat into the back of a station wagon, after folding the seat down. It works, but half of the boat is hanging out of the car. The “Pick Up Truck” method rates equally. The club had better be close by (I started out this way!).

One of the most unique rigs I ever saw was the “Axleless Trailer”. Someone went through the trouble of bolting a frame to the bottom of a small car that an aluminum “Trailer” bed could be attached to, without wheels or an axle. It was stationary, non-pivoting and turned with the car. The owners reasoning for the idea was to not register it and not have to pay tolls. It did hold the boat beautifully, but I’m not too sure that I would drive to Mississippi with it or even try to convince a New York Transit Authority worker that it wasn’t worth the extra fifty cents.

Now, let’s talk about the options for safe transportation. With the Sunfish, unlike most other one-design yachts, you have the option of car topping as well as trailering. These, however, are the two basic models of transportation. You must decide what is more convenient for you.

Car topping is cheaper and less of a hassle in terms of maneuvering, parking, tolls and yearly paperwork with the Department of Motor Vehicles. The problem I see, however, is the constant need for assistance. At home it means asking a neighbor, wife or family member to help “play superman” often late at night or early in the morning. At the regatta site, you usually have to ask someone to take time out from their own pre-race or post-race chores to help you. There are ways of putting on or taking off the boat from the rack by yourself but is usually difficult. Most RVs that people now purchase are higher off the ground thus making it even harder.

If you do intend to cartop the boat, I recommend a couple of methods. If you have an existing roof rack on your car or truck, you can pad it with pipe insulation or a cloth of some kind and then use line to tie it down to the rack and the front and back bumpers. Some existing racks still can not accommodate the boat. You can build a simple wood rack out of 2 x 4’s and screws that can then be tied to the existing rack. First you must scribe the crossing 2 x 4’s to the shape of the boat. If you lay a 2 x 4 across the deck or cockpit where it will rest against the boat, you can set it up so it is sitting level. Holding it in place, take a compass and set it at a little more than the distance the 2 x 4 is away from the outer edge of the deck. Run the compass along the deck so that the pencil draws a line on the 2 x 4. Now you have the deck contours and you can cut it out and pad it. Just repeat the same procedure for the cross beam.

If you want to buy a rack, most automotive and sporting goods stores sell them. The cheap ones are okay and can be padded with carpet or pipe insulation as well. I recommend the Thule Rack System. It has many optional accessories including straps, winches, pads, etc. It’s only draw back is its price tag but they are perfect for many sports outings.

Trailerizing is the most expensive option. The original purchase, registration, inspection, tolls, maintenance, etc. all cost money. However, the ease of the whole idea downplays all of this. Hook it up to the car in the morning; unhook it at night. If you have the right set-up, you can roll the boat off the trailer by yourself. A good trailer can be outfitted to hold as many as six boats! During the 1983 North Americans in Chicago, I saw a trailer that could hold eight Sunfish. It was a quadruple decker with two boats on their sides, overlapped on each side of the trailer. (Amazing, but I don’t know if I would tow it.)

Most people trailer the boats deck up but many serious Sailors believe that they should be trailered deck down to have less chafe and road damage to the bottom. After all, it is the “fast” part of the boat. Many companies make fine trailers. You’ll probably be considering one of the smallest models. They should run from $200.00 to $500.00. Usually, the price will tell you how good it is made. I use a Cox trailer to trail two boats. I have put thousands of miles on it and it is still going strong. Most of the trailers are galvanized, but Trailex makes a beautiful light weight aluminum trailer, just perfect for Sunfish. Its only draw back is that it is expensive and cannot be converted into a double-decker.

Double-decker trailers are fun to design and use. Most people frame them out of 2 x 4’s or 2 x 6’s, nails, screws, bolts and carpeting. You can design them to hold the boat’s deck facing up or down. There are many ideas you can get by looking at other people’s trailers. The double-decker trailer that my father designed for our boats is a beauty and can be built in a few hours. It attaches to the trailer itself with four bolts. It is made from 2 x 6’s, (scribed to the shape of the boat bottoms) steel angle iron and flat steel. The 2 x 6’s are padded with carpeting and then everything is painted to protect it from weathering.

You can work out other ideas for holding your sails. You can hang them under the cradle, tie them down to the deck of the boat or tie them onto the roof of your car. One good idea I have seen is to attach 8’’ PVC tubing, 16’’ long to your trailer. You need to get some pipe plug ends for it but it’s great for transporting sails. Make sure you drill some holes in the bottom so moisture doesn’t stay in. 10’’ PVC pipe will hold two sets of sails. The PVC in not cheap, but well worth the price.

These are some of the more convenient ideas for traveling with your Sunfish. Most can be easily rigged in a few short hours. With a little time, care and thought, you can safely hit the road to take on the “hot-shots” of the Sunfish racing world!!!
SEA CLIFF HOSTS SUCCESSFUL SUNFISH MASTERS

Sea Cliff Y.C. and Hempstead Harbour Club on Long Island's North Shore hope to be remembered for the 1991 Sunfish U.S. National Masters Championship. The regatta held June 14-16, 1991 on Hempstead Harbor in Sea Cliff, NY attracted 47 of the hottest "Masters" in the northeast. Sailors traveled from as far away as Maine and Virginia and both Sea Cliff Y.C. and Hempstead Harbour Club did their best to give them a combination of good sailing and the finest hospitality available.

The weekend's forecast was for warm and sunny weather. At this time of the year, that can be dangerous for avid sailors but the wind gods repaid the "Masters" for their many years of suffering through no-wind days. Friday's practice was postponed for a while but when the sea breeze filled, Race Committee Chairman Steve Shepstone got them going right away. The "Masters" enjoyed a wonderful southerly at 5-10 mph. After coming off the water, Hempstead Harbour Club hosted a friendly "Welcome" cocktail party under their brand new tent, especially designed for events like this. The sailors enjoyed the sunset and then the stars, as they dreamed of the regatta.

Saturday morning brought warmer temperatures and a puffy, westerly breeze at 5-12 mph. Shepstone and other committee members, Paul and Linda Stawinski, Jeffrey Stern, and Tom Attridge got the first Olympic race off, exactly on time. Larry Suter from Mattittuck, NY jumped out to a quick lead that couldn't be touched. Len Ruby from Chestnut Hill, MA started back in the pack but ground his way through the fleet to finish second. Dick Heinl from Syosset, NY was third and Jack Williams from the host Sea Cliff Y.C. was fourth. Joel Furman of Bellport, NY rounded out the top five.

For Race 2, the wind built slightly. Ruby started to show he was the "Master" to beat by taking the race followed by Furman, Tom Philbrick of Centerville, MA, Courtney Young, Jr. from Monroe, NY and then Suter. Age did not appear to be playing a role in the standings. While the sailors were placed in Red (40-50), White (51-62), and Blue (63-100) divisions by age, the standings showed that experience was more important than age.

After Race 2, the fleet went ashore to Sea Cliff Y.C. for lunch. By the start of the Race 3, the wind had shifted 60 degrees toward the south and the typical seabreeze was now blowing. The wind was now blowing 10-15 mph and still puffy. The mark boats hauled to move marks into position and Race 3 started on time. The conditions were starting to show who was in the best physical condition. Ruby again won followed by Suter and Furman. Paul Odegard from Vernon, CT came on to take fourth and Jack Willy from N. Weymouth, MA was fifth.

Race 4 was more of the same with the race taking about 45 minutes and the leaders showing that they sail the boats most often. The middle and end of the fleet was enjoying the breeze but they were happy to see the signal to sail in after Race 4. Ruby took the race followed by Suter, Furman, Willy and Philbrick.

In the evening, the "Masters" enjoyed a barbecue dinner at Sea Cliff Y.C. and assorted door prizes that were awarded randomly. Companies from near and far donated articles for this purpose. D & D Sailmakers of Smithtown, NY donated T-shirts and a duffle bag. Layline, a mail order catalog operation out of Raleigh, NC donated two Sunfish hiking straps, Shore Sails of Huntington, NY donated three Sunfish flags and Fabricant of Liverpool, NY donated some protest flags. Ray Dasch, Sunfish Class Masters Championship Coordinator, presented the Regatta Chairwoman, Melissa Shepstone with a pair of Sunfish earrings. The fleet was sent home for the night hoping for a repeat of Saturday.

This was not to be, though. The "Masters" made their way to the starting area only to have the wind be so shifty and variable that the Race Committee sent the fleet back in. Later on, the wind did fill in enough by the race committee boat out in the harbor but there was no wind between the shore and the Race Committee.

At 12:30 PM, RC Shepstone cancelled the remaining races and awarded the prizes. Ruby was awarded the Master Championship Trophy with 4.25 pts. Suter and Furman were second and third, respectively, in the Red fleet and overall with 9.75 and 13 points. Young took White fleet honors with 28 points followed by David Weeks of Patchogue, NY with 42 points and Philbrick with 44. In the Blue fleet, it was Larry Cochran of Manchester, CT with 29 points then Heinl with 44 and third was Phil Marriner from Mattittuck, NY with 56.

Special thanks were given to Ann Kochendorfer for her coordination at Hampstead Harbour Club and on the finishing boat. Also, to Commodores George Christman of Sea Cliff and Rich Willemsen of Hempstead Harbour and to USYRU judges Eric Johnson and Doug Wefer. Mary Ellen Wefer coordinated the registration packages and was an all-around help. Trudy Dawson organized the housing. Thanks were given to everyone for coming and congratulations for a regatta well "Mastered!"

RED DIVISION
(Age 40-50)

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<tr>
<th>Name</th>
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<td>Len Ruby</td>
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WHITE DIVISION
(Age 51-62)

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<td>Courtney Young, Jr.</td>
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<td>Tom Philbrick</td>
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<td>Peter Barnes</td>
<td>15-15-6</td>
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<td>4-10-16</td>
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<td>Jim Canty</td>
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**BLUE DIVISION**
*(Age 63-100)*

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<td>Ray Dasch</td>
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**Photo by Tom Attridge**

- The Masters — a fine group of Sunfishers.
- Masters at play (or work?)
- Masters, 1991: Len Ruby accepts the first place trophy from Ray Dasch.
SOLUTIONS FOR RUDDER PROBLEMS

By Larry Cochran

Have you ever had a rudder split during a regatta? Well, I have and it can be very frustrating. Try sailing back to shore without a rudder. You will probably have to be towed in and if you don't have a spare, you're out of the regatta. After splitting one rudder, I developed a series of refinements which have made my rudder dependable for over ten years.

Listed below are common rudder problems and recommended solutions. The letters refer to locations on the accompanying sketch.

1. Split at X. This most common failure is caused primarily by pulling and pushing on the tiller to raise and lower the rudder (as it is designed to be used). It can also be caused by being hit by another boat.

Look at your rudder and you may already see a crack in the finish there. Install a #10 brass round head wood screw (as it is designed to be used). If the exposed head will allow you to tighten the screw, if necessary, to keep this section under compression. Additional security may be obtained by installing a #8 brass flat head wood screw, countersunk, at D. If your rudder is badly cracked or broken at X, work epoxy into the crack before tightening the screws.

2. Split at Y. The rudder is made with a 1/4" rod 4" long at A, reinforcing the wood against bending but not against the tension problem described above. Unfortunately, the inner end of this rod creates a stress concentration near the center hole which can result in splitting under the bending loads from turning forces. Drill a 1/4" hole at B, being careful to keep it centered, and drive in a 1/4" brass or stainless steel rod 4" long after working epoxy into the hole. Seal the depressions here and at D with grey MarineTex.

3. Holes elongate. When the rudder is wet, the wood softens around the two pivot holes and the holes gradually elongate under load, causing rudder control to be sloppy. Enlarge these holes around their original centers and install metal bushings. I made bushings out of brass stanchions used to raise the height of lampshades. These are 7/16" O.D., 1" long, with a threaded hole that can be drilled out to 1/4". Cut and file to length, roughen the outside and epoxy the bushings squarely in place.

4. Tiller straps gouge rudder and excessive play develops. This wear occurs where the lower edges of the aluminum straps bear against the rudder when the tiller is moved from side to side. Use a wood rasp to remove a patch of wood from each side of the rudder about 1/16" deep and 1 1/4" in from the edge in the area of this contact. Fill this with grey MarineTex and file flush with the rudder surface. Obtain (from an Industrial Plastics Supply Company) some .030" Teflon sheet etched on one side to accept adhesives. Cut pieces to fit the entire exposed inner surfaces of the tiller straps and attach the Teflon to these surfaces with contact cement. Cut the holes for the bolt to the rudder before cementing the Teflon in place.

When assembling the tiller to the rudder, omit the standard nylon washers that were used between the straps and the rudder. The Teflon surface inside the straps will make contact along the entire length of the straps, eliminating all slop and wear.

5. Bolts at pivots wear into holes. These two bolts have short shanks so that contact with the holes is mostly from the sharp threads of the bolts, accelerating wear. Obtain from a hardware store some stainless steel bolts that have shanks long enough to contact all bearing areas but which can still be properly tightened. Install the bolts with stainless steel washers under the heads and the nuts. Put thin nylon washers under the steel washers to reduce corrosion of the aluminum parts when exposed to salt water. Be sure to account for this entire stack-up when selecting the bolts. Lock the nuts in place with LocTite or a similar anaerobic liquid and saw off excess bolt length.

6. Aluminum rudder support wears into rudder. The forward, lower, inner edges of the casting wear into the rudder. Teflon pads in this area help prevent this wear and also reduce slop by reducing the clearance at this point.

7. Wear on tiller upper surface due to contact with bridle. If you get some Teflon, use it to cure this problem, too. A piece 3”x10” located starting about 17” forward of the bolt hole in the tiller strap should do the trick. Before attaching it with contact cement, shape the Teflon to the tiller by heating with a hair dryer. Then cement it and hold it in place until secure.

The Chief Measurer assured me that all of these refinements are acceptable because they don’t make you go faster, they just make the parts last longer. Pearson is also aware of these problems and will evaluate the cost and feasibility of im-
16th ANNUAL AROUND KEY WEST SUNFISH RACE

By Howard Crane

The 16th Annual Around Key West Race, a circumnavigation of about 15 miles, including Fleming and Sigsbee Keys, went in the record books on April 6 and some skippers are already talking about next year. Unique to this great challenge is that you can sail around the island in either direction but only one direction will turn out to be the correct one and this changes from year to year, depending on wind speed and direction, tide and current.

This year the correct way to round turned out to be clockwise but four of the eighteen skippers didn’t agree and went the other way. This made for an exciting start as the four “wrong way Corrigans” crossed the starting line, (close hauled on starboard) directly into the teeth of the remaining fleet going the other way.

Reaching down Key West’s main ship channel for about 3 and 1/2 miles was a lovely ride, especially if you avoided the cruise ships, fishing boats, jet skis and other assorted debris. The idea was to stay in mid-channel, where the current runs the fastest, and avoid any wild wakes or collisions.

After rounding Fleming Key, the next target was Cow Key Channel, about 4 and 1/2 miles directly to weather. This was a beautiful beat because it lay in the lee of Key West so that the fetch was short, the waves manageable and the frequent 5 degree wind shifts were soon separating the sailors from the neophytes.

Entering Cow Key Channel was a surprise if you had studied the latest tide and current data. The table said the current would be negligible but in fact it was still running about 1 and 1/2 knots against your bow. Passage through the confines of the double bridge over U.S. #1 and the winding channel beyond meant lots of quick tacking or you would run yourself aground.

There are no rules about how you get under the double span bridge. It’s impossible to sail through. You can drop your rig and paddle through but the tide being high and the opening low, the mast better be down, too, or it is apt to pound the underside of the arch or get caught on something. Under the right side arch, you can walk through in waist deep water, if you drop your rig, but it’s slow going. With the wind ahead the fastest way through is to leave everything standing, put one foot on the foredeck, grab the mast and heel the boat to about 45 degrees so it is balanced on the gunnel (No water enters the cockpit because of the generous freeboard). Holding the mast and boat in this position, you can walk backwards over slippery submerged rocks until you get through both bridges. Then you right your rig and take off again.

The rest of the trip through the two mile channel was fast tacking against the current and the wind, each tack seldom averaging more than 50 feet. You’re very busy watching the water color for shoals and trying to keep your board down without running aground.

As you leave the channel and come out on the Atlantic side of the island, you’ve still got to watch out for where the birds are walking on water or the mangrove shoots are sticking up. You want to get out of the current by tacking through the shoals but if you’re not careful, the mud flats will get you and spoil your day. This is also an area of many live aboards so anchor entanglements are possible everywhere.

Once out in deeper water, it’s a long broad reach back to the finish line and you can’t relax because you’re cursing those who have the new North sail, the difference in speed being awesome.

Nobody said that racing around Key West was your usual boring trip around the buoys but then everything down here is a little strange.

Robbie Padron, repeating several previous wins over the years, passed Ed Schaefer of Big Pine Key on the final long reach to win by half a boat length. Robbie’s clockwise trip, in 2 hours and 51 minutes turned out to be the fastest time and therefore the correct way to go but Keith Lyman of Big Pine Key went counter-clockwise and finished first the wrong way in only 3 hours and 7 and 1/2 minutes. There was only one DNF when Jane Cook of Key West lost her rudder pin and was forced to retire on Sigsbee Key.

The awards ceremony on the beach at the Casa Marina Resort Hotel featured a beer and beef barbeque. In addition to awards for 1st, second, third and 1st the wrong way there were also awards for halfast (middle of the fleet), oldest, youngest and last. The first place winner, Robbie Padron, also won a brunch for two at Casa Marina. We hope they fatten him up enough so we can beat him in ’92.

Contact: Howard Crane (305) 296-4522.
Awards and Protests

Chief Measurer Replies To Sailor

Dear Editors, Terry and Peg,

Well, the "Good Life Games" are over for the year and I would like to report that the sailing events went off beautifully. We were expecting about 30 boats, but ended up with about 16 to 18. The weather got a little breezy for the last race but was otherwise fantastic.

Being able to have St. Petersburg Yacht Clubhost the sailing was a stroke of luck. This is a very plush club with about 2000 members and beautiful facilities. On Friday night, they gave the sailors a beer and popcorn party and on Saturday, an awards presentation (with buffet, etc.) attended by Shirley Lewis, Commodore Dick Jones, and the crew of volunteers from the club. They did a great job and I feel our out-of-town visitors were very favorably impressed.

Those who participated in the sailing were most enthusiastic and are ready to do it all over again. Three of the spectators are now asking where they can buy a Sunfish and will probably do so. Steve Honour rendered valuable service by renting a few of his boats to visitors.

St. Pete YC indicated they were looking forward to hosting the sailing again next year and Shirley Lewis (Chief games coordinator) was most pleased. She is already talking about 1991.

It is my hope that the class officers will see the possibility of promoting the class popularity, by promoting or cooperating with the "Good Life Games" on a national scale.

Yours for good sailing,
Bill

Dear Editors, Terry and Peg,

Have faith. Even if the new plastic board comes into existence and is passed by the Advisory Council, you won't have to have one to be competitive. You can rework a factory board to the same specs as the plastic board, just as you can rework your board now within the Class rules.

The new racing sail came into being because Sunfish sails were becoming terribly non-one-design. Serious sailors had to buy as many as ten sails or more until they found one that was competitive. So the development of the new racing sail actually saved most of us money, and brought the Sunfish back closer to the goal of true one-design equality.

The reasoning behind the development of the plastic board is also to help level the playing field, but from a different perspective. Ever since Bob Johnstone changed the Class to permit shaping the leading and trailing edges, Sunfishers have put untold hours into doing so, and then refinishing, with and without fiberglass. But some sailors don't have the time or skill or inclination to do that. Right now, they can go to a professional and have it done, but that's really expensive. A fiberglass board would let all sailors decide whether to do it themselves or buy a Class-approved "optimized" board. Either way, they can be competitive.

My thesis is that the board should be totally one-design, whether wood or glass. I'm in favor of a glass board, just because it would be easier to maintain. Over time, I think a glass board would be economical because it would last longer. But the choice would be yours!

Personally, I'm also in favor of glass rudder blades, for the same reason — ease of maintenance. But beyond that, I know of no move afoot for other major changes (and as I say, the new board will be optional and may well be economical, long-term...and you can rework your own board to the same specs — or better, if you can find a hydrodynamic breakthrough.

So I hope I've helped lay your mind at rest. Stick with the Sunfish — you won't find a more one-design boat and a greater bunch of people anywhere in sailing!

Cordially,
Will White
Chief Measurer

Covered With Blushes Department

Dear Peg and Terry:

We are a sailing family. My husband and oldest daughter sail Lasers, and my youngest daughter and I sail Sunfish. Jessica, my youngest at 12 years old, adores her Sunfish. She lives to sail. Recently she had to write a poem for a 4-H contest at her school, and of course, she chose the topic of "Race Day"—a typical Sunfish regatta here in Jacksonville. I thought I would share it with you, and send you a picture of her before one of her regattas.

Jessica enjoys the Windward Leg very much. We all read it from cover to cover when it arrives. She will be a Sunfish fan forever (and has hopes of becoming world champ some day)! On behalf of Sunfish lovers world-wide, thanks for your efforts in putting together a truly enjoyable newsletter.

Very truly yours,
Pam Brown

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**RACE DAY**  
By Jessica Brown

I've gathered all my sailing gear...life jacket, gloves and hat - rudder, centerboard, tiller and my boat — I can't forget that!

I named my Sunfish "Yacht-Sea" it's the best boat on the river. My dad and I smoothed out the hull so performance it would deliver.

Today I'll use my racing sail it's white and crisp and new and I'll show all those boys out there just what my boat can do!

There are fifteen other Sunfish Each skipper is my friend. The competition is really stiff. And there's 10 knot southerly wind.

I've got my watch set for the flags three minutes til the start thirty seconds til the red goes up there's a pounding in my heart.

BANG! the starting gun goes off. My watch signals with precision I'm on the favored starboard side...I made a wise decision.

I tighten up my main sheet I'm hiking with all my might. I'm tacking toward the weather mark. My sail is pulled in tight.

I round the weather mark in first I'm on a downwind run. My sail is out, the waves are big. This is what makes sailing FUN!

The fleet is all behind me. My smile's from ear to ear — OH! NO! my boat begins to death roll. It's the sailor's greatest fear!

In a second I am overboard. My boat is upside down. My new sail is stuck in the mud. My smile is now a frown.

The fleet begins to pass me by as I get my boat upright I pull myself back in the boat. And pull that sail in tight.

Once again I'm off and sailing, but the place I'm in is LAST. But I don't care — no matter what. - When I sail, I have a BLAST!

Yes— I think I've found my love in life. It calls me to the sea. There's nothing like the wind and waves around by boat and me.

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**MID-ATLANTIC REGIONAL SUNFISH REGATTA**

**BRANT BEACH YC, NEW JERSEY**

**JUNE 22-23, 1991**

There were thirty-nine entrants from the Mid-Atlantic states. Primarily, on Saturday, three races were sailed in 10-15 MPH winds from the northeast. Mark May led the regatta at this point, followed by Scott Greenbaum, Stephen Smoulers, Chris Houston and local, Pete Coward.

Saturday night featured a buffet dinner for all participants and Brant Beach members. A video was shown of some of the more interesting events of the day.

Sunday provided new challenges with northeast winds surging to 25-30 MPH and cool June temperatures. Two races were completed but competitors dropped out at an escalated rate. Only ten brave sailors started the fifth and final race and nine actually finished.

Stephen Smoulers won both Sunday races but Mark May and Scott Greenbaum held close. All made it to shore safely and with minimal breakage.

The Brant Beach Yacht Club thanks all for participating and looks forward to another Sunfish event.

Mid-Atlantic Regional Sunfish Regatta

The top ten results are as follows:

1. Mark May 3-75-75-2-2 8.5
2. Stephen Smoulers 4-2-4-75-75 11.5
3. Scott Greenbaum 75-3-2-3 11.75
4. Pete Coward 5-6-4-7 28
5. Fred Abele 8-5-7-12-4 34
6. Posy Sellert 13-10-6-13-0 50
7. Dick Saunders 11-11-16-9-5 52
8. Chris Houston 7-4-37-DNS 62
9. Tucker Thompson 9-5-5-DNS 70
10. Malcom Dickenson 10-13-10-DNS 82

David P. Coward
Regatta and Sunfish Race Committee Chairman

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**CONVERTING TO AN INVERTED TRAILER**

by Malcolm Dickinsson

For many of us, the trailer is the one part of our sailing equipment which we ignore completely. Over time, however, the design of your trailer may affect your boatspeed more than you think. Trailering a Sunfish right-side-up causes many problems. First there is the dirt which is thrown up off the road onto the hull. This includes tar, grease, oil, and sometimes animal matter, which covers the bottom of the boat. We all know that the hull needs to be clean to go fast in light air, so this usually means flipping the boat and washing it after each trip, or messiing about with an expensive hull cover each time you trail. Then there are the chips and scratches in the hull caused by stones flying off the road. And the inspection ports, if left open, will take in any rain that occurs during the trip. Finally, there are the sails, bound tightly in their filthy sailbag, as often wet as not, unable to dry out along the way. I found out about all of these the hard way.

Last June, I trailed my boat from Chicago to Connecticut, and I spent most weekends of the summer trailing it around New England, New York and New Jersey to regattas. The many miles were hard on the boat — midway through the summer, I noticed that the black rubber rollers on the trailer had not just been leaving marks on the keelosion; they had been wearing away at it until there were two noticeable bumps and a number of long stress cracks. These bumps and cracks were caused by the vibration of the road, particularly the pounding that the hull takes from potholes and other road hazards. As our interstate highway system and bridges continue to deteriorate, this condition will be getting worse. I felt that a solution to these problems would be to rebuild the trailer so that the boat could be trailed upside down.

After looking a variety of designs used by creative Sunfish sailors around the country, I settled on the one used by Bruce Sutphen, and spent two afternoons in September converting my trailer. I've put nearly 1000 miles on the trailer since then and am extremely happy with the results. With this design, the boat rests on three points, and is carried upside down. The sail(s) and mast are carried in a piece of PVC drainpipe. This means that:

* The boat is supported evenly on two very broad spans in back and one flat area for-
ward, so that pressure is not concentrated on a couple of points which will abrade. What little abrasion there is will happen on the topside, not the bottom.

- The hull bottom faces up, saving it from stone scratches and road dirt.
- The boat is supported at three points which are reinforced inside the boat, preventing stress cracks and flexing of the fiberglass.
- The mast and sail are kept free from dirt and rain inside the pipe, where they can dry out and be stored in a natural loose state.
- The taillights and license plate may be mounted up on the wood, out of harms way. This does a lot to help eliminate the nagging problem of “flaky lights”.
- The inspection ports may be left open even in rainy weather, because they face down. This allows drying of the inside of the boat whenever you are driving.
- The trailer handles better, not only because an upside-down Sunfish hull is more aerodynamic on the highway but because the added weight of the pipe and wood virtually eliminate the bouncing around that used to occur when you went over bumps in the road.

The centerpiece of the inverted trailer is a 14-foot length of industrial grade PVC drainage pipe, 8” in diameter. You will find this at an industrial plumbing supply co. for about $70. Note: I found a 20’ piece and cut it down to 14.5 feet, and I now have room to store sheet, sponge etc. inside along with the sails. Some companies, however, don’t carry the 20’ lengths, but only 12’ lengths which are flanged at either end. A number of people have successfully used these, even though they’re too short to take the full length of the spars. Their secret: affix a plastic bucket to the front end using rivets or duct tape (or both). The bucket will keep the front end watertight, and will lengthen the tube just enough to fit your spars in.

Materials needed:
- One 14.5’ length of 8” diameter PVC drainpipe
- Rubber end cap for front of drainpipe (or plastic bucket if you’re using a flanged 12’ section)
- Two 49” lengths of pressure-treated 2x10” wood
- Two 52” lengths of regular 2x4” (not pressure-treated) Tip: use the bunks which you will be removing from the trailer
- Two 3” lengths of 2x4”
- Two lengths of 4x4” (pressure-treated nice but not necessary), each equal to the distance between your trailers bunk supports (mine was 33”).
- One 10” length of 4x4”
- Two pieces of scrap carpeting, 8”x52” (or 1” foam pipe insulation, 52” long), and one piece 10”x10”
- Sixteen 1/2” diameter lug screws, 4” long (for 2x10”s and 4x4”s)
- Four 3/8” diameter lug screws, 4” long (for ends of 2x4”s)
- Two 3/8” diameter lug screws, 2” long (for middles of 2x4”s)
- Two toggle bolts, any diameter, but the bolts must be 4” long.
- Eight sheet metal screws, 3/16” dia, 3/4” long, for mounting trailer lights and license plate to wood (optional)

Tools Needed:
- 3/8” power drill-corded (the holes are too deep and the pressure-treated wood too tough for most cordless drills)
- Ratchet socket set (a big box wrench or adjustable wrench will do)
- Jigsaw or similar power saw
- Hand saw (miter box optional)
- Carpet knife for cutting carpeting
- Staple gun and 9/16” staples, or hammer & flat head nails, or duct tape for mounting carpeting to 2x4
- Sizeable flat-head screwdriver for prying caps off of roller axles.
- 3’ length of rope or metal strapping tape for tying front end of pipe to trailer
- Wear leather work gloves at sawing

Time:
This took me 10 hours. Hopefully the drawings will shorten the time for you.

Procedure:
First, measure the distance between the forward and rear bunk supports on the trailer. (Mine was 33”) This will be the length to which you will cut your 4x4’s. Remove the bunks, bow snubber, and extender. (The roller supports can be left on, but must be lowered as far as possible.) Remove rollers and axles from roller supports by prying the cap off of one end of the roller axle with the screwdriver. Remove bunks from bunk supports. Bend roller supports and bunk supports per diagram. Measure and cut the seven wood pieces. Cut an 8” hole in both 2x10”s per diagram. The holes should be low enough in wood so that the weight of the pipe (over 75 lbs) will rest on the roller supports and trailer chassis, not the wood. Remount bunk supports as far outwards as possible on the trailer.

Push the two 2x10”s onto the pipe. (Warning: Pressure-treated wood is relatively brittle and will split if pushed onto the pipe too violently. The wood should be snug on the pipe, but make sure the hole is big enough to fit the pipe through without undue force.) Position the 2x10”s in the appropriate places on the pipe, then lay the pipe/wood assembly on the ground, pipe-side up. Mount the rubber end cap or bucket onto the front end of the pipe.

Turn the trailer upside down and place it on the pipe/wood assembly. Drill holes through the bunk supports into the wood and install using eight 4” lag screws. Turn the trailer right-side up again and fix the front end of the pipe to the trailer using rope or metal strapping tape. Use the remaining eight 4” lag screws, mount the two 4x4”s in between the 2x10s for strength.

Now take the two 2x4”s and cut slits in to them with a hand saw per diagram so that they will bend.

Mount them to the tops of the 2x10”s with a 3” square of 2x4 under each end. Use the 4” 3/8” screws at the ends and use a 2” 3/8” screw at the middle of each 2x4” to force curvature. Countersink all six 3/8” screws so that the heads won’t scratch the topside of the hull.

Mount the 10” length of 4x4” to the top of the pipe using the two toggle bolts. Drill holes as big as the bolt heads halfway through the 4x4”, then drill the rest of the way through with a bit the diameter of the bolt shaft (see diagram). This will give you enough length on the bolts to successfully engage the toggles. Make sure to mount the 4x4” so that it will be directly covered by the mast step hole when the boat is on the trailer, but will not interfere with the halyard cleat.

Mount carpeting on the 4x4” and 2x4”s. Use duct tape, staples, or nails. Staple or nail to sides, not top, of 2x4”s and 4x4” to avoid scratching the boat.

Remount lights and license plate onto rear 2x10” (optional).

Finally, figure some way to keep the sail and mast from sliding out the back of the pipe. Some people have made a little wooden door with one hinge and a locking hasp; some drill lots of holes around the edge and weave a piece of rope back and
forth; I found a piece of wire shelving material and cut a circular area out of it, leaving two longer wires which stick through holes in the pipe. The rope and shelving methods have the advantage of allowing ventilation while on the road.

It may be necessary to move the winch up or down on the metal trailer upright. If the winch cannot be mounted low enough to pull directly forward from the bow handle, mount a 9/16” eye bolt through the upright and lead the winch line through the eye and then to the handle.

Although you can use rope to hold the boat down onto the trailer, I recommend 2” tie-down straps, which can be gotten very inexpensively from a mail order hardware supply called Harbor Freight Tools. They have 15’ ratchet straps for $4.99 each. Although they deliver slowly unless you request 2-day air, I must recommend them because their stuff is of acceptable quality and the prices are very low. I have a page of sailing-related items from their catalog (including the All-Saw, which was the perfect tool for cutting the round holes in the 2x10s and also for installing inspection ports), and I will send it to you if you send me a SASE with a note requesting it. You can also get a catalog by calling them direct at 1-800-423-2567.

Good luck! Measure twice, cut once!

Send comments, questions, or pictures of your innovative trailer design to:
Malcolm Dickinson
1731 Yale Station
New Haven, CT 06520-1731
There is just one word that can describe the May Bolton Lake Regatta — "CLASSIC"! Yes, just a classic spring day complete with sun, flat water, the scent of spring flowers in the air (pollen!) and, of course, those Bolton Lake wind shifts. The Bolton Lake regatta continues to be a popular New England event for both novice and expert skippers. Where else can you plane by a n/a. Champion drifting in a hole—where else can you beat to all three marks of the course? — only at Bolton. Frustrating, at times, but always FUN!

In spite of the classic conditions, the top three competitors were separated by only one point. Eric Woodman of Boston, MA, squeaked by Dan Rumplik (2nd) from Warren, R.I. to take first overall. Dave Davies of Middletown, NY, long time Sunfisher and N.A. Champ, used his light air experience to capture 3rd place overall. Joan McVickar of Wayland, MA bestowed the strong fleet of five female competitors.

Jack Evans, now residing in Guilford, CT chose this event to come out of retirement. Jack "banged" most of the starts just like the old days and showed competitive boat speed even with his 15 yr. + old sail. Welcome back, Jack, come on out again and play with us.

— Polly/Paul Odeyard Race Committee

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**BOLTON LAKE SAILING CLUB REGATTA**

**MAY 19, 1991**

1. Eric Woodman 2-4-17-4-4 14
2. Dan Rumplik 14-3-3-8-8-3 14.75
3. Dave Davies 8-3-2-12 15
4. Alan Scharfe 7-7-4-8-2 19
5. Ken Charles 3-11-16-3-7 21.75
6. Steve Langford 4-19-11-7-364 22.75
7. Larry Cochran 5-8-1-13-5-8 24
8. Dennis Futterlieb 10-12-14-24-10-4 32.75
9. Drew Stanier 19-5-14-10-14 33.75
10. Rep Buttnar 6-10-5-20-15 36
11. Joan McVickar 19-6-18-13-6 41
12. Pete Van Dine 12-13-25-13 47
13. Tom Philbrick 15-18-15-12-6 48
15. Lee Parks 22-22-7-27-11-21 56
16. Peter Barnes 13-27-2-7-19 60
17. Jack Evans 16-8-21-24-17 62
18. Will White 3-14-15-31-31 62
20. Peter Beckwith 25-23-25-17-9 72
21. Steve Barnes 21-15-6-31-31 73
22. Kevin Cassell 18-17-8-31-31 74
23. Mary Charles 24-24-24-15-11 74
24. Paul Borse 17-26-20-14-24 75
26. Don Stuck 20-25-25-25-16 84
27. Leigh Scharfe 30-21-28-19-28 88
28. Marianne Philbrick 27-29-23-25-21 104
29. Nick Ferzaccia 29-29-22-25 105
30. Tom Hurwitz 25-31-31-31-31 118

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**ICE CUBE REGATTA 1991**

**GREY SKIES; LIGHT AND VARIABLE WINDS.** These were the conditions challenging the fifteen (15) boats sailing in the annual Ice Cube Regatta, hosted by our Sunfish Fleet. This year's regatta was a two (2) day event held on January 5 and 6. Most of the sailors competing had readied themselves for the Ice Cube by sailing in the New Year's Regatta at Port Washington Yacht Club.

Ten (10) races were staged and sailed by the two division fleet. At the end of the two days of sailing, it was Charlot Ras-Allard of Stamford, CT winning the "A" division, and our own "young hero", Steve Wright, winning the "B" division.

Thanks to all who participated and I look forward to seeing you again next year. Thanks, Ryan Dufy and Eric Johnson, for your help and contribution. A special thanks and appreciation to Carol Patterson, without a doubt you are one special "gold lame". THANK YOU!

For those of you who were not able to join us, I'll look forward to seeing you at the April Fools Regatta (April 6 and 7).

The final standings for the Ice Cube Regatta were as follows:

**"A" Division**

1. Charlot Ras-Allard 1-7-2-13-1-1-2-1-2 12.75
2. Fred Abels 2-1-1-1-4-3-6-2-3 20.25
3. Steve Wood 10-3-4-2-2-1-4-6 30.75
4. Ann Kochendorfer 2-2-1-1-3-6-3-5 31.75
5. Jim Freebody (DNF) 9-5-3-8-3-3-5-6 41.00
6. Melissa Shepstone 1-4-1-9-4-2-8-6-1 42.75
7. John Dawson 3-6-4-6-7-6-8-8-8 56.00
8. Dave Coughlin 7-8-8-5-7(DNF)-DNF-DNS-DNS-DNS 84.00
9. Steve Shepstone (DNF)-DNS-DNS-DNS-DNS-DNS-DNS-DNS-DNS 85.00
10. Steve Taylor (DNF)-DNS-DNS-DNS-DNS-DNS-DNS-DNS-DNS 89.00
11. Eric Johnson 6-10(DNF)-WD-WD-WD-WD-WD-WD 100.00

**"B" Division**

1. Steve Wright (DNF) 2-1-1-1-2-1-1-1 10.50
2. Karen Kubik (DNF) 4-1-2-2-1-1-2-2 14.25
3. Ronnie Hill 1-3-3-4(DNF)-DNS-DNS-DNS-DNS 33.75
4. Stanley Cohen 3-4-3-4(DNF)-DNS-DNS-DNS-DNS 38.00

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**BUCCANEER Y.C. SPRING REGATTA**

**Mobile, AL**

May 18-19, 1991 22 Boats

**SENIORS**

1. Don Brennan 1-1-3-4(DNF)-1-3 13
2. Zane Yoder (DNF)-1-2-4-4 15
3. Robbie Brennan 4-2-5-6(8)-2-1 16
4. Hank Saurage 2-6-4-5-8(2) 24
5. Todd Edwards Gulfport, MS 2-4-5-6 29
6. Jerry Boul New Orleans, LA 3-5-7-7-3-3-6 29
8. Lawrence Gulfport, MS 9-8-10-9-9-9 52
9. Steve Taylor (DNF)-1-2-4-4-3-1-5-1-5-1-5-1-5-1-5 62
11. Tom Davis Mobile, AL 14-17-17-18-17-14-20 97
13. Lance Loper Mobile, AL 21-20(DNF)-19-18-16-12-110

**JUNIORS**

1. Rob Thiele 7-13-8-15(19)-10-10 63
2. Wayne Murphy 11-10-11-12-10-11 86
3. Mark Davis 9-14-13-12-10-12-14 74
4. Stewart Williams 10-11-14-20-DNS-13-17 85
5. Mandeville, LA 16-19-16-14(21)-16 100
6. Jim McNeill 22-16-16-DNF-DNS-Pass Christian, MS DNS 121

The Sunfish Class has been a dominant force the past three years at the Buccaneer Y.C. Spring Regatta, averaging 9 boats a year. This year was no exception. Earlier this spring, BYC Vice-Commodore John LaSarge and Fleet Captain Jim Murray heard voices. "Build it and they will come", undoubtedly whispered by the growing number of Sunfish sailors at the club. John and Jim designed, engineered, constructed and launched the new floating Sunfish ramp. Pardon me, did I forget to say pilfered? The Pram fleet used the new ramp earlier this spring for a Youth Regatta but word must have gotten out, because 22 Sunfish emerged from the cornfields, or rather bayous, to the starting line.

— Tom Davis
The Sunfish sailors gather for the prize giving in Bermuda.

Bermuda-Malcolm Smith accepts his first place trophies.

Bermuda Race Week-Gordie Geick enjoys his Spring issue of the "Leg."

The Blouin boys also enjoyed the banquet. — Photos by Peg Beadle
ATTENTION!
REGATTA SITES
WANTED!

We need host clubs for the 1992 North Americans, Women’s North Americans, and other Regional and National events.
Call Brian Weeks (516) 447-2166 or (516) 475-1675 or your Regional Regatta Chairperson.

1991 Midwinters: Tucker Thompson (R) and Harry League saved this “endangered species” from a tortuous death. The pelican, Harry or Tucker have a great story to tell you. Our Sunfishers are also environmentalists.

Photo by Julie Grayston

1991 MIDWINTERS: The starting line. — Photo by Julie Grayston

Malcolm Jones, TX (48452) and Gerald Callahan, ME (60576) at the Midwinters, 1991.
— Photo by Julie Grayston

Spring 1991 Johnson Slough Icebreaker 1st; Bob Findlay, 2nd; Mike Scriver, 3rd; Dan Feldman, 4th; Don Bergman, 5th; Bill Nelson. — Photo by Gail Turluck

Midwinters 1991. Speed will get you to the mark. Could it be Malcolm Smith?
Photo by Julie Grayston
### RED LOBSTER CUP

Sanford, FL  
November 30, December 1-2, 1990  
Sunfish Class

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<th>Place</th>
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### MID-ATLANTIC MASTERS REGIONAL CHAMPIONSHIP

Hunterdon Sailing Club, Clinton, New Jersey

Don Esch, making a home-port appearance in this year’s Mid-Atlantic Masters, wrapped up the five race event with two bullets, to win first overall and first in the 40’s age group. Courtney Young, also of Hunterdon Sailing Club, took second place and first in the 50’s. First place in the 60’s was earned by Ray Buchanan, another HSC local. Ray Dasch (72+) proudly chalked off another “first” in his age group.

The event was held on a near-perfect sailing day with winds in the 10-15 range. Although the local sailors seemed to dominate the event, the visiting sailors were unanimous in their praises of Spruce Reservoir as a great place to sail and their promises to return for revenge.

Don Esch receives his first place trophy from Art Mohan, Race Comm. Chairman, at the Mid-Atlantic Masters Regional.
SUNFISH COVERS AND SPAR BAGS - Cotton canvas spar bag w/mast sleeve for $58.00. Sunbrella® (acrylic) boat cover for $180.00 and spar bag for $54.00. Top Gun® (10 oz. polyester) boat cover for $180.00 and spar bag for $70.00. Top Gun® material is best for trailering. Covers completely cover sides (chines) of boat. Nautical blue. Call 313/673-3565 if you want a different color. Great hiking straps, well padded for $28.00. All prices include shipping and handling. Send check to: Margaret Beadle, 3782 Covert Rd., Waterford, MI 48328. MI residents, add 4% tax.

AUTOGRAPHED BOOKS BY DERRICK FRIES – “SUCCESSFUL SUNFISH RACING” $16.00 and “SINGLEHANDED RACING” $13.00. (Non-U.S. residents add $4.00). N.A. and World champion tells how to place well in racing. Send check to: Margaret Beadle, 3782 Covert Rd., Waterford, MI 48328. MI residents, add 4% tax.

DINGLE DANGLE: A wind direction indicator for your Sunfish. Easily attaches to the gaff and is sure to improve your performance in light and heavy air. Just $10.00 or get together with a friend and order two for $15.00. In addition, you can keep your main sheet from catching on your hat or life jacket with my snap-on SHEET HANGERS. Order a pair for $5.00. The snap-on TILLER TENDER is a great cruising device, and can really help a sailor learn more about trimming the Sunfish for greater speed. Just $13.00, and once you try it you won’t leave the dock without it. I need to know whether you have the old tiller or the new hull design. Stretch cord colors are white, red, blue, green, or black. A CENTERBOARD SNUBBER is available for $5.00, and includes a spare. The lockable fiberglass COCKPIT COVER is only available in white, and is for the old hull design. Price is $90.00 UPS. A product catalog is available upon request. Send check to Jim Uroda, 113 Talieman, Lake Jackson, TX 77566. All prices include S&H.

NEW white racing sails are in. What does one do with accumulation of OLD sails? Send them to BLOWN OUTS! We will custom make shirts and pants for you or send you money. For information, write or call: G&T Enterprises, INC. 36 Tyler Street, Sparta, New Jersey 07871, 1-800-762-0796.

NOTE

The Women’s North American Championship (W) will be held at Ponchartrain Yacht Club. The regatta is scheduled for October 11-13 1991. The PVC address is P.O. Box 633, Mandeville, LA 70448. PVC Telephone 504/626-3192. The contact person is Cran Fraser, 635 Barbara Place, Mandeville, LA 70448. Phone 504/626-5367 (H) or 504/581-1191 (W).

REGATTA ORGANIZERS HELP!

We need hosts to run the North American Championship, Master’s, Women’s North Americans and Regionals for 1992. Please contact Brian Weeks, Regatta Chairman, at 516/475-2164 if you can be of assistance or if you know of someone who would like to be called. USSCA needs you!

SAIL NUMBERS: Please order your new sail numbers from THE SUNFISH OFFICE. Send a check for $10.00 made payable to USSCA to P.O. Box 128, Drayton Plains, MI 48330. These are sticky back official 10" black cloth numbers. Help to support your class. Make sure to include your name, address and sail number.

If you have never been a member of USSCA, a new membership is $30.00 but you are sent cloth self-adhesive numbers—regulation—(a real bonus) along with class rules and constitution booklets.

United States Sunfish Class Association
P.O. Box 128
Drayton Plains, Michigan 48330

FORWARDING AND ADDRESS CORRECTION REQUESTED

Have you paid your 1991 dues yet?

SUBSCRIPTION EXPIRATION NOTICE

Membership is for calendar year. To renew your membership, on a sheet of paper write your name, mailing address, home phone, work phone, Fleet number, Fleet location, and sail number, enclose it with your check for $25 payable to USSCA, and send it to United States Sunfish Class Association, P.O. Box 128, Drayton Plains, MI 48330. PHONE: 313 673-2750

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