The air was clear, the sun was bright, the winds were gentle— but full of shifts and holes. It didn't matter— former ISCA and USSCA president Alan Scharfe won Bermuda Race Week again.

It wasn't easy. Harry League, the Man Who Is Always There, led all the way, not counting the throw-out, until the last race. Then he fell back almost to double digits, and managed only a fourth (still quite a comeback feat), while Alan finished second. With an eighth place throw out in the first race to Harry's fifth place throw out, Alan won the regatta by four and a half points, logging three firsts in the six races.

In third, only one point behind, was Bermuda's David Frith, who started the whole thing years ago by getting Sunfish included in Race Week. He was more than happy to log his first Race Week win, in Race 3. Next, in fourth, came First Woman Posy Seifert, who sailed a remarkably consistent regatta (4-3-4-2-4-5).

Local knowledge made a big difference, especially in the first three races. On the windward legs, left seemed better, half-way up. Then the trick was to head for the right side, picking up a lift and slightly better wind. Of course, you had to play the shifts along the way and, most of all, you had to avoid the holes. Harry seemed to have picked up this local knowledge the week before; he got there early to practice. After that, most of the off-islanders got the hang of it, except for Dick Heinl, who won the practice race going away, but then seemed to lose the secret as the winds slowly clocked from northeast to southeast during the week.

The series ended on Thursday, but a few (continued on page 2)
Bermuda Race Week (from page 1)
diehards from both Bermuda and the U.S. turned out on Friday for some impromptu
team racing, which was won by the Americans. It's a fun variation on our sport.

The racing was great, but most Race Week regulars go to enjoy the Island and the
hospitality. Wednesday and Saturday were lay days, and most of the visitors bombed
around the Island on mopeds and scooters, which seem to get bigger and more powerful
each year, along with heavier traffic. From the Royal Naval Dockyard museum on the
northwestern tip, to St. George and Fort St. Catherine on the northeastern one, there
wasn't a disappointing site in Bermuda. The shoppers didn't disappoint, either; as the
Bermudians announce unabashedly, "Our economy needs you."

The festivities started with a cocktail party
at the Royal Bermuda Yacht Club, with the
panache that only the overseas British can
display. There followed another on Tuesday,
then a steak barbeque on Wednesday
and the "prize-giving" cocktail party and cer-
emony on Saturday. More stirring panache,
including the Lowering of the Colours, com-
plete with cannonade and "Amazing Grace"
on the bagpipes by our own David Frith in
dress kilts.

In between were informal outings to the
best island restaurants, and the highlight for
most of us, Sunfish Class festivities at the
home of Jill and Jimbo Stewart. All of us,
sailors, wives, and camp-followers, received
awards.

The Spanish Point Yacht Club was the
host for the Snipes, Comets, Lasers and Sunfish. They made sure that we
understood Rule 1: Ordering a drink at
the bar with your hat on meant ordering a
round for everyone. The Race Committee
work was impeccable, including a postpone-
ment to make sure we didn't tangle with the
two giant "love boats" that departed through
the Great Sound race course on Friday. As
always, the Bermudians outdid themselves,
on land and on the water...

INTERNATIONAL RACE WEEK
BERMUDA, MAY 3-8, 1993
(one throw out)

1. Alan Scharfe 8-1-3-1-1-2 7.25
2. Harry League 1-5-2-3-2-4 11.75
3. David Frith 2-6-1-4-3-3 12.75
4. Posey Seifert 4-3-4-2-4-5 17
5. Michael Butterfield 3-2-5-6-8-7 23
6. Gordon Geick 5-4-8-7-5-8 29
7. Will White 11-12-6-5-7-1 29.75
8. Terry Beadle 7-9-9-9-9-6 37
9. Michael DeSousa 12-9-7-10-6-11 43
10. Dick Heinl 6-8-11-9-13-10 44
11. Peter Nash 9-10-12-13-11-9 51
12. Richard Lament 10-11-10-11-12-13 54
13. Michael Oatley 13-12-13-12-10-12 59

Windward Leg Summer 1993
North Americans (from page 1)

Thanksgiving, Jeff is in charge of hosting and organizing this year’s Florida State Championship. He’s hoping for a record turnout at Sarasota, with racing in the Gulf, in late October.

Congratulations to a champion who races well and is a reminder that sailing is still a gentleman’s sport (he politely advised me at one start that I couldn’t do what I was doing, instead of screaming “up-up-up!” in my ear) and who also brings his own version of break-dancing to the victory party.

Another champion who cuts a mean dance step is Paul Fendler of Rye, NY, who placed second, only four points behind Jeff. Paul won the Sunfish Worlds in 1976 in Puerto Azul, Venezuela, at 19. Right now, however, he doesn’t own a Sunfish and spends more time racing on his feet than on water. So how does a non-active sailor hop in a Sunfish and blow by us all, except Jeff? Must be that once you’re a champion, you’re always a champion, and winning 50 mile marathons and running in 100 mile marathons help you keep that competitive edge. Welcome back, Paul; we hope you’re here to stay.

Paul wasn’t the only returning champion, however. Nat Philbrick, from Nantucket, who won the ‘78 North Americans in Barrington, RI, also showed us that you don’t forget how. Nat managed an overall 7th place finish after 15 years out of the Sunfish. But that doesn’t mean Nat hasn’t been busy. His latest book, A History of Nantucket, should be on the shelves by Christmas time. So if you want to read the real scoop on Nantucket, be sure to order your copy early; it’s got to be a winner. (Nat’s unique map guided us through a wonderful tour of Mr. Lincoln’s neighborhood one evening — thanks, Nat!)

“Click your heels together and say ‘Bermuda’.” That’s what Bob Findlay told Donnie Martinborough when it was obvious that light air would prevail. Despite sailing in conditions he doesn’t like, Donnie managed a fifth place. When you’re good, you’re good in any conditions. But Bob sailed a little faster, or was luckier, for a third place finish. In one race he went from 52nd to 6th when he rounded on the inside of a leeward mark pinwheel. He attributed it to a “lucky star” payback for his good deed to a competitor earlier in the race. What a gentleman!

Always a gentleman is Todd Gay, co-chair of this event and fourth place finisher only one point behind Bob. Perhaps there should have been a special “Bravery Award” for Todd, who opened his home to some of the Team Florida gang. But where were some of the missing Team Florida sailors: Eric? Loie? Joanne? Sharon? (We know Gail Heausler was competing in her area’s Adams Cup elimination in a Sonar and placed two points out of first - congratulations!) And we got to meet two more Team Florida members — Al Thompson and Bill Wingrove, who only proved further that Team Florida and good sailing go together.

Special mention is due the Island Bay Yacht Club, the club’s staff, and the event’s co-chairs Steve Steer and Todd Gay. What an undertaking an event such as this is, and what a terrific job they all did in working as a team. And PRO Phil Peterson emceed the most entertaining Skippers’ Meeting I’ve ever been to, as well as ran some of the best races in less-than-ideal conditions. Imagine
our surprise when Team Texas learned that Phil is Uncle Phil to Bay Peterson, another Austin Yacht Club member and neighbor to Vic and Pat Manning. Small world indeed.

But there was nothing small about the service, the food, the smiles, and the event coordination at Island Bay Yacht Club, home of sailing star Dave Chapin, who won the Sunfish Worlds '79 and '81 as well as many other national and world championships in other classes. Island Bay Yacht Club was formed in 1935 and has continued to expand on man-made Lake Springfield over the years. The current clubhouse with full dining facilities was constructed in the late 60's.

Thank you, Steve and Todd, for hosting a wonderful event. And a special thank you to all the staff members at IBYC who maintained their good humor and helpfulness while faced with tired, frustrated, hungry, and thirsty Sunfishers.

Congratulations again to Jeff Linton and all the top place finishers.

REFLECTIONS ON THE '93 NORTH AMERICANS
by Nat Philbrick

Fifteen long years ago, back in 1978, I sailed in my last Sunfish North Americans in Barrington, RI. Needless to say, that was a long time ago, so it was with some fear and trepidation that I decided to give it a try once again. Since I live on Nantucket Island, 30 miles off the new England coast, it was difficult for me to travel to regattas in preparation for the event. There are no other Sunfish sailors to be found on Nantucket except for a few Nantucket and a few boats on the island. A string of 13 consecutive Nor'easters made the weekends from January through March unsailable, but such is life.

In March I went to the Sunfish Midwinters—a fun but traumatic event since it involved sharing the water with more than 100 other boats. I finished 20th. The only other regatta I went to prior to the NAs was the Connecticut River Race—a two-person, carry-all-your-camping-gear event, which my 8-year-old son and I were lucky enough to win. Then it was on to Springfield and a borrowed boat. First, my take on the top five.

Almost immediately, I knew who was going to win the regatta. I had met Jeff Linton at the Midwinters, where he had been nice enough to show me some of the things involved in rigging a Sunfish in the '90s. Here in Springfield, he was a changed man—totally focused, with the poised, self-confident demeanor of a man who knows that his time is now. Others I talked to during the regatta noticed it, too. Jeff was here to win; and nothing was going to get in his way. While many of the heavyweights in the class did their best to act nonchalant, Jeff wasn't afraid to go out early and practice. He had totally rebuilt his daggerboard to optimized it for light air, flat water conditions; he'd even removed the forward two-thirds of the racing stripe on the sides of his boat to reduce drag. On the last, no-air day, he refused to take out even a bottle of drinking water (in searing, 90 degree sunshine) so as to keep weight down to a minimum. Jeff was the one man who came to Springfield with (in the words of Dennis Conner) "no excuse to lose."

But there was one person who was going to make him work for it—Paul Fendler, a past World champ whose last NAs was the same as mine—Barrington '78. Paul says he quit racing Sunfish because he was taking it too seriously; it just wasn't fun anymore. Over the last decade and a half, he's become a very good marathon runner, and about a year or so ago he began to think about getting back into racing Sunfish. He sailed a few regattas and came to Springfield tipping the scales at 130 pounds. In the 70s Paul always impressed me as the best pure shift player I had ever seen, and in the practice races it quickly became apparent that he hadn't lost his touch. Paul told me that he decided to make his comeback in Springfield because of the conditions; he figured that while he may have lost some of his sharpness when it came to boat handling and starting tactics, shift playing was the one thing he wouldn't lose. (For me, on the other hand, shift playing was by no means like riding a bicycle—I had to relearn it the hard way, particularly when it came to integrating that skill with big-fleet tactics.)

Then there was Bob Findlay. Bob had been "totally awesome" at the Midwinters. No one works a Sunfish (especially in the light and medium stuff) like Bob. He can't sit still, and without being Kinetically Incorrect, he is able to drain every drop of boatspeed out of every maneuver. The way the man capitalizes on a five knot puff is a marvel; the subtlety and body language he brings to a Sunfish mean that no matter where he is on the course, he has the potential to make it happen. Time after time in Springfield, he made comebacks that just didn't seem possible. But comebacks don't win regattas, and it was Jeff who combined solid starts, no-nonsense tactics and solid speed to win.

Todd Gay. I remember Todd from the '70s when he was a member of the Dave Chapin entourage. Now he's a pillar of the Springfield community and one helluva sailor. Todd was almost always in the hunt; the quintessential local ace who had a knack for

In Friday's light air race Charlie Clifton (59115) rounds the jibe mark outside of Dale Dunsten (81358) and Cory Thompson (54708) as Chip Clifton (59116) looks for an opening.
Jeff Linton (75316) crosses finish line of final race in 5th, just ahead of Jean Bergman (9770).

avoiding the BIG mistake.

Donnie Martinborough. Back in my day, Donnie was a heavy air threat; now he's an all-air threat. The guy is as steady as the Rock of Gibraltar. On a wild and crazy light-air leg, with people swarming all over the course like desperate flies, Donnie seemed like the only one who knew what he was doing. I did, however, hear him swear on occasion. I found it reassuring.

That does it for the top five. Now for a quick run-down of the racing from my point of view in seventh overall.

Race 1. A light-air nightmare. Donnie Martinborough led at the leeward mark; I wasn't far behind. We went left. Some guys way in the distance went right. The guys in the distance made out like bandits. Charlie Clifton (with that distinctive blue hull, which still looms, nightmarishly, in my dreams) won by a lot. Fendler second. I watched back in sixth, happy to be within spitting distance after looking very deep halfway up the beat.

Races 3-5. I call these three races THE LAPSE. It rained, no, it poured. There was, however, a breeze. While others (especially Jeff Linton) put together the foundation for a series, I hit the skids. Although a broken rudder didn't help, it was just one of those stretches where...but enough! I recorded three 20-something finishes and as a result don't really know what the leaders did. I did find myself pondering one ultimate truth, however: Why did Kamikaze pilots wear helmets?

After those three quick races on Thursday morning, we had lunch. It was then that Paul Fendler told me that Joel Furman had suggested he move his gooseneck forward for greater speed. So I gave it a try, going up to 14 inches from the spar apex. On the fourth and final race of the day (in about 3-9 mph), I finished first! The boat felt completely different - lively and pointing several degrees higher. It was a tough fight all the way, with Don Bergman jumping out to a big early lead after a spectacular committee-boat start.

Race 6. No wind all day. A lot of waiting. Finally they gave it a try. I was over early, so I rounded the committee boat, restarted, and hit the right corner hard. I rounded the first mark in the top five but began to lose ground on the two reaches. The second reach was one for the record books. Scorching 90-plus heat, hazy sun, so hot that even my legs were drenched with sweat. At one point I was going backwards. Total frustration. The committee fired two guns (for a shortened course); many wanted a third gun for abandonment. When the third gun didn't fire, one competitor stood up and began to scream and shout about how frustrating the conditions were. If ever a man spoke for the multitude, it was this guy.

I rounded the leeward mark back in about tenth, with Malcolm Dickinson way ahead; Paul Fendler and Todd Gay in the Hunt, Jeff Linton not far behind and Bob Findlay in the midst of another epic comeback. Since there was going to be a throwout with the completion of this race, Paul had to put something like five or six boats between himself and Jeff. Bob had to win. The final beat for the finish saw Bob going hard left (and taking, Pied-Piper-like, a number of junior sailors with him) while Paul and Jeff played the right. Halfway up the leg it looked like Bob just might do it, but then the left began to fade. Malcolm went on to win; I hit the right as hard as it could be hit (there weren't shifts as much as stationary bands of wind that didn't come to you, you had to go to them) and narrowly beat Paul for second. Jeff finished just a few boats after Paul to win the regatta. Bob's bid for the spectacular comeback to end all comebacks failed, but the legend continues.

In conclusion: the Sunfish is still, for the most part, the class it always was. The people sailing the boat are still the best group of one-design sailors on the planet (I'm talking about character, not just tactics and boatspeed). The new sail is good; hopefully the new daggerboard will be equally good. New boats are fast but not mandatory. The race committee at Springfield was spectacular - setting lines that were almost always square, even when the wind shifted 30 degrees - go figure.

I hope to see you all on the race course; I've been away too long. But wait a second, I've got a proposition for you. How about the '95 Worlds on Nantucket Island?

Complete results follow.
<table>
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<th>City</th>
<th>Score</th>
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<td>5</td>
<td>Donnie Martinborough</td>
<td>Illinois</td>
<td>Springfield</td>
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**1993 NORTH AMERICAN CHAMPIONSHIP**

**ISLAND BAY YACHT CLUB**

**SPRINGFIELD, ILLINOIS**

**July 14-16**

**CHAMPIONSHIP FLEET**

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**FOUNDERS FLEET**

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**Founder's Fleet top ten.**

**Windward Leg Summer 1993**
JEFF OLSON EARNS JR. NORTH AMERICAN TITLE

Jeff Olson, of Sarasota, Florida, decided to ride along with the Clifton family to try his hand at lake sailing somewhere in the middle of the country, where he'd never been before, Springfield, IL. He had, however, been practicing his skills by racing Sunfish and Lasers on Sarasota Bay and in the Gulf with the likes of Rod Koch, Jeff Linton, his father David, and the Clifton family (Charlie, Cindy and Chip) and others.

It all paid off big time, when he found he could adjust to the light and shifty winds of Lake Springfield, winning two of the six races, with a fourth being his worst race!

Juniors came from Delaware, Florida, Rhode Island, South Carolina and from the Island Bay Yacht Club's home state of Illinois to compete in the two day series held in conjunction with the North American Championship. The Junior event was sailed on Monday and Tuesday opposite the seniors' six race qualifying series.

Trophies, Director's chairs imprinted with the name of the event and overall position, were awarded to the top ten finishers in the Junior fleet. The top five qualified automatically to race with the N.A. Championship Fleet on Wednesday, Thursday and Friday.

For some, such as 11 year old Andy Miller, the Springfield N.A.'s was their first regatta. Many juniors commented how much they learned by attending the event, and were going home to encourage other junior sailors to venture out and compete in away regattas.

Congratulations to Jeff Olson, to the award winners, and to all who competed.

This year's Junior North American fleet numbered 17, shown following the awards presentation.
TEST DRIVE RESULTS
June 7, 1993

For the past several weeks, I have been testing the Speedwatch instruments distributed by Laylin Associates Ltd. This ingenious little device is a solar powered knot meter that can easily be attached to dinghies, sailboards and catamarans — even fixed keel sailboats. The tiny, magnetized water speed impeller gives off magnetic pulses which pass through the hull of a boat so that no hole needs to be drilled in the boat.

I was somewhat skeptical about the distributor’s claim on the ease of installation. These fears were quickly allayed, however, as the impeller easily fastens to the bottom of the hull with Silicon or filament tape, and the display unit attaches to the top of the deck with Dual Lock Velcro.

On both the Sunfish and Laser, I mounted the display head to the side of the daggerboard trunk on the deck. The impeller was mounted directly under the display head, on the bottom of the hull. In this position, I received readings of as little as one knot or less.

I tested the unit sailing alone and with other boats. Even though class rules prohibit the use of these instruments in regattas sailed under class jurisdiction, I think that the Speedwatch can be very helpful when practicing alone and in club races. It was very enlightening to see the effects of changing sail trim on the knot meter. This is something that we take for granted when sailing bigger boats, but in dinghies we have always been limited to noting the difference by “feel,” or by sailing against a comparable boat.

The relationship between speed and hiking becomes readily apparent. The Speedwatch lets you know how flat you should be sailing the boat, because it exhibits the results of hiking harder, right away.

Another use for the meter is practicing various techniques. Sailing upwind in waves, I could watch the average speed climb as I “got in the groove” with good steering and sheeting, in response to the wind and waves. It takes a little bit of time for the speed to build when you’ve got it right. The meter allowed me to notice the difference in speed which I might not have been able to do by feel.

Sailing downwind with other boats in light air, it was very useful in maintaining a certain target speed. I tried to keep my speed close to a given number by heading up when it got lighter and heading down to burn off speed in the puffs. The knot meter allowed me to set a specific target speed and I believe that big gains can be made, doing this. A little experimentation with this technique should improve downwind performance.

The standard factory impeller mount is a small piece of stainless steel that looks like a shark fin. The impeller attaches to its aft end. As for drag, I did not notice any difference in my speed with the impeller mounted on my boat, in relation to other boats. Another handy feature is a separate wind speed impeller that attaches to the unit with Dual Lock Velcro and can be used to measure wind speed.

The display head of Speedwatch Boat attaches by a wire to a sensor which mounts in the bottom of your boat, opposite the water speed impeller on the outside of the hull. Speedwatch Surf mounts directly on the deck, opposite the impeller, without a wire/sensor system. For the Laser and Sunfish, I thought the Speedwatch Surf was the most convenient. For bigger boats, Speedwatch Boat would allow the display head to be mounted in any convenient location.

This little unit works great! I was amazed at the way that it gives a speed reading without any wire going through the hull. It is not only fun to play with; it should also improve your speed.

Charlie Clifton

Charlie Clifton has been racing Sunfish, Lasers, J/24s and PHRF boats for the last 30 years. He is the current Sunfish Southeast Co-Champion and was 9th in the 1992 Sunfish Worlds. At the 1993 Key West Race Week, he was tactician aboard Rum’an, a Beneteau 435, which placed first in class in four out of five races and first in fleet in two out of five. He lives in Sarasota, Florida.
LOSE 5 UGLY POUNDS ENROUTE TO REGATTAS

Would you believe, no diet pills or exercise required—only VENTILATION? Say what? I’m talking hull weight, of course. Many oldie-but-goodie hulls can develop stubborn leaks after years of trailering and racing. Even new, tight hulls can pick up condensation, depending on storage location, weather, etc. Hull water means extra weight, which can result in a serious case of the “slows.” An easy way to dry out hulls is to force-ventilate while driving on the road. As shown in the adjacent photo, ventilation can be accomplished inexpensively via a PVC 90 degree elbow attached to a spare inspection port cover, or First Class, via a Beckson deck cowl, Model Dp-HP-6, as shown. For best results locate the cowl aft for maximum inflow and the exhaust port in a low pressure area, like the forward wall of the tub.

Paul Odegard

CONNECTICUT SENIOR OLYMPICS TO BE HELD SEPTEMBER 19th

After a winter of negotiations with the Connecticut Senior Olympics organization, we are happy to report that this popular one-day regatta, hosted for years by Les Steffens of the Darien Yacht Racing Association, will once again return to our masters/seniors regatta circuit.

The 1993 Connecticut Senior Olympics Sunfish Regatta is scheduled for Sept. 19 in West Haven, Connecticut. As in the past, there will be both men's and women's divisions for masters (ages 40-54) and senior Olympians (ages 55 and up), with awards for each five year category. Long-time Senior Olympics advocate, Les Steffens, will present the awards.

The regatta will be hosted by the city of West Haven and the Senior Olympic Sunfish Association. A day of senior sailing at its best is being combined with official opening and closing ceremonies, breakfast on the beach and lots of fun! Quality race management will be handled by Sunfisher, Malcolm Dickenson.

SLI will sponsor the event and will provide a limited number of new 1994 Sunfish for charter by long-distance participants as well as for sailors who want to race but do not own a Sunfish.

USSCA and SLI are honored to have the Sunfish selected as the sailing dinghy to be used in this unique yachting event officially sanctioned by the Connecticut Senior Olympics. Remember, “Life is Movement, so let's get movin'” Make plans to join us on September 19th.

For more information and a registration form, contact regatta co-chairpersons: Paul Odegard, 183 Box Mountain Dr., Vernon, CT 06066, (203)453-6416; or Renny Loisel, 5 Trumbull St., West Haven, CT 06516, (203) 934-7459.

CONGRATULATIONS, DR. DERRICK FRIES!

The University of Michigan is pleased to announce that Derrick R. Fries of Clarkston, Michigan, recently received his Educational Doctoral Degree in Educational Administration. Dr. Fries is currently a special services administrator for the Birmingham Public Schools, where he has held that position for ten years. He is also a NASA Space Ambassador and conducts aerospace educational activities around the state of Michigan as an outgrowth of the Teacher in Space Finalist Competition held in 1985. In addition to his educational expertise, Dr. Fries is an expert sailor, has published four sailing books, and has won six world sailing class titles since 1975. He is currently working on a fifth book contracted by U.S. Sailing.

BICYCLE SEAT POST BINDER IDEAL FOR GOOSENECK

(From a letter to Sailing World)

21 June 1993
Dear Sirs,

I especially enjoyed your article published during the summer of 1992, on the Sunfish. I find that in many ways the Sunfish is much more of a "yacht" than my keelboat: a lot more fun, a lot less hassle.

As was mentioned in the referenced article, numerous gooseneck adjustment devices are available; but most are awkward and some quite expensive. I have happened on a very functional and affordable alternative that I wish to share.

Mountain bicycles employ a "quick release seat post binder," very similar to the mechanism used on bike wheels, that is a natural for the Sunfish gooseeneck. It adapts without alteration and functions with one easy motion. It loosens with the thumb and closes with the palm. A range of adjustment adequate for the application is built in. Most bicycle shops offer a variety of models, from around $5.00.

If any other readers have similar ideas, I could use them in return.

Sid Rousseau
11420 W. Texas
Wichita, KS 67209
PRESIDENT’S LETTER
KEEPING THE LEGEND ALIVE
by Brian Weeks

For the Sunfish class to survive and remain healthy we must keep our boat as the choice boat of junior sailors everywhere. If we let this get away from us, the juniors of today are the seniors of tomorrow, and we will soon be left with dwindling fleets. How can we convince people that the Sunfish is the boat to sail? This was a major topic of concern at this year’s USSCA meeting at the North Americans.

We now have Connie Miller as our new Junior Committee Chairperson, who you younger crowd. I would like to personally thank Dr. Clay Robertson for his hard work and contributions to the class over the last four years of his service as Junior Committee Chairman.

Let me tell you about our first steps of action to keep up junior interest in the Sunfish class. First, the junior age is now raised one more year, so that a junior is defined as anyone not turning 18 years of age in a specific calendar year. The top junior at the Junior North Americans will now be qualified to compete at the Sunfish World Championship. What an experience this will be for a young person! A separate midget category will now be defined and awarded trophies at the North Americans. A midget will be defined as anyone not turning 14 years of age in a specific calendar year.

I personally will see to it that yacht clubs hosting the North American Championship offer a junior entry with full meal plan at half the price of a senior entry fee. A special fee will also be available for juniors who attend only the first two days of sailing (i.e., the Jr. Nationals). We must make it clear that the juniors are welcome for the entire week of the North Americans. Connie will work on new junior regattas, possibly even a Junior Regional Championship for each area of the country.

We must also seek to change the builder’s attitude about the Sunfish so that their ads will not just emphasize day sailing and gentle breezes. What about the fact that we don’t rig the boat as shown in the ads, and that a light weight person can handle the boat upwind, even in a stiff sea breeze? Try that in a Laser... I do realize that SLI still sells a great many Sunfish to daysailors and beach clubs; however, when it comes to “Sailing World” or “American Sailor”, the ads should also appeal to the racing mind or that of a parent deciding what boat his/her child should begin their sailing career in. We ourselves need to spread the word that our class is the one that can be sailed for fun as well as competitively by juniors, men and women alike. We want to keep the Sunfish as the boat of choice for future generations to come. Yacht clubs hosting championships should offer junior discounts, and possibly hold junior clinics the morning before the regatta begins. Let’s keep the class strong and teach the superstars of tomorrow that the boat in which to gain their education is the Sunfish.

Brian Weeks, USSCA President
271 River Ave., Patchogue, NY 11772
H: (516) 447-2166
Fax (w): (516) 475-1675
Prodigy Mail #: cdpw66a

FROM THE NEW EDITOR

Beginning with this issue, the editor of the Windward Leg is Linda Tillman, taking over from Peg Beadle (she needs more time for the class office, grand-mothering, etc). Terry and Peg Beadle continue to run the class office, and Windward Leg articles should be mailed to me, Linda Tillman, c/o the class office (all the more reason to meet the copy deadlines)! Please be careful marking photos; it is best to write on the back with ballpoint pen (not felt tip marker) or on a separate piece of paper to avoid ink marks on the photo itself.

Keep those articles and photos coming. Your input is all important — you are the news. Thank you all who submitted material for this issue. I look forward to working with you on future issues. Your suggestions are welcomed.

VIDEOS AVAILABLE FOR THE ASKING... PLUS SMALL FEE

If you need a video to show at fleet meetings, Sunfish promotional opportunities, or just for your viewing pleasure, please call or write the class office. We will loan you one for a modest fee, primarily the postage charges. Just send a $50 deposit check, payable to USSCA. When video is returned, the treasurer will refund you $41.

Videos available include:
1st World Championship (St. Thomas)
3rd World Championship (Bermuda)
18th Worlds (Aruba)
19th Worlds (Nassau)
21st Worlds (Curacao)
1989 Masters Regatta (Florida)
Sail to Freedom
Sunfish Promo Video
Combo: Bermuda Worlds, ‘89 Masters and Sunfish Promo, all on one video
U.S. Sailing Video on Rule 54 (Propulsion and Kinetics; explanation and clarification by IYRU; 26 minutes)

HELP WANTED!

Volunteer to edit several tapes that have been sent to the Class Office. Salary: nothing. Reward: enjoyment and satisfaction. Possible fun winter project. Reply to Peg or Terry Beadle (see address and phone number on adjacent page).
NEED MAILING LABELS?
If you need mailing labels for distribution of regional newsletters, or regatta notices, let us help you.
Just specify your requirements (states, zip codes, etc.) Most any need can be met.
Labels are $15 plus 6 cents per name, postage included. Send requests and check payable to:
Mr. Terry A. Beadle
P.O. Box 300128
Drayton Plains, MI 48330-0128
Tel/Fax (313) 673-2750
(NO: This number will change in 1994 to (810) 673-2750.)

FIND THE ANSWERS IN BACK ISSUES OF LEG
Previous issues of the Windward Leg can be ordered from the Class Office by sending $3.00 each (check payable to USSCA) to Peg Beadle, P.O. Box 300128, Drayton Plains, MI 48330. Specify issue(s).

Some highlights:
* RACING WITH YOUR NEW NORTH SAIL by Derrick Fries, Vol. III, No. 2.
* PREVENTING BREAKDOWNS (THE WORKBENCH) by Brian Weeks, Vol. III, No. 5.
* ADD A HIKING STRAP, Vol. III, No. 5.
* CONVERTING TO AN INVERTED TRAILER by Malcolm Dickinson; SOLUTIONS FOR RUDDER PROBLEMS by Larry Cochran; WINDSHIFTS by Kirk Beadle; Vol. III, No. 7.

UNITED STATES SUNFISH CLASS ASSOCIATION
1993 USSCA Board of Directors and Committee Chairman

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<tr>
<td>Hall of Fame Chairpersons</td>
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<tr>
<td>Robert E. and Donna Buttnet</td>
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<td>15 Winter St.</td>
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<tr>
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<td>Gail Haualer</td>
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PRODUCTION OF NEW DAGGERBOARD UNDER WAY!

by Bill Richmond, Sunfish Laser, Inc.

Sunfish Laser Inc. is happy to announce that production of the new Sunfish daggerboard has begun. Crompton Plastics in England, the builder of the Laser daggerboard and rudder, has a mold built and the board is currently in production. Prototypes out of the mold have been received and are currently being evaluated. Initial feedback is excellent on all aspects of the board and its construction. Congratulations are due to all involved with the development of the new board. Special personal thanks to Larry Cochran for his extensive efforts both on the design/development side and also for his work as coordinator between the Sunfish Class and Sunfish Laser.

Schedule: The new board will debut as supplied equipment with the boats provided at the 1993 Worlds at Bitter End in September. Anticipating the final approval of the Advisory Council, all 1994 model year boats will be equipped with the new board. Dealer order for the new boards will begin shipping the week of September 14.

Introductory Pricing: A special introductory suggested retail price of $170.00 will be available through dealers until November 30, 1993. After that date the price will increase to $195.00. Remember that we only ship to our dealers, so confirm your order immediately with your local dealer so that you do not miss the low introductory price.

LEGALIZING THE NEW DAGGERBOARD

by Larry Cochran

The ISCA World Council approved the design of the new daggerboard in September, 1992. Now that boards will be available in September, 1993, the USSCA Rules Committee and the USSCA President, Brian Weeks, have ruled that the new daggerboard will be legal for regattas in the U.S. beginning on December 1, 1993. Regatta organizers should take note of this. This date is after all of the class sanctioned regattas for 1993 and it allows a reasonable time for the procurement of the board by those who wish to use it for the Citrus Sail Fest in December and for the Mid-winters in March.

"Wrap your fish...keep it fresh"

Getting the most fun out of your "Sunfish is what a QuikSkins" boat cover is all about. Wrapped-but-ready for fun at a moment's notice and always protected because a fresh fish is a maximum fish!

EASY TO USE:

- One QuikSkins boat cover protects Sails, deck, and cockpit.
- Use with mast up - or down.
- Stores in well of your boat.
- Attached canvas bag has handle & side pocket.
- No more spar and sail bags.

60 SECOND protection for your boat. One of a kind split design covers Deck, Sails, and Cockpit in less than a minute! Can store Cockpit in less than a minute! Can store and protect Rudder and Centerboard in your cockpit. If you don't have to take your mast down you are more likely to use your boat.

Boat Covers

QuikSkins boat cover in fade-resistant, heavy-duty blue polyester with attached bag AND, for a limited time only, a super cool "Wrap your fish..." T-shirt, all only $185.00! Save Your Sunfish! Have More Fun!

"Sunfish, Laser and Dolphin are registered trademarks.

Windward Leg Ad Rates

If you have a product or service suited to the Sunfish sailor, we want your ad in the Windward Leg.

Classified Ads:

$.30 per word, Minimum 25 words.

For deadline dates and further information, contact:

Linda Tillman, Windward Leg Editor
Oct. through May:
11382 S. Tropical Trail
Merritt Island, FL 32952
(407) 773-4711
June through Sept.:
6999 E. Eli Lilly Rd.
Syracuse, IN 46567
(219) 457-2385
ANNUAL MEETING MINUTES
1993 UNITED STATES SUNFISH CLASS ASSOCIATION
JULY 14, 1993
Island Bay Yacht Club, Springfield, Illinois

1. USSCA President Brian Weeks called the 1993 class meeting to order on Wednesday, July 14, at 8:00 pm, in conjunction with the North American Championship held at Island Bay Yacht Club, in Springfield, Illinois. It was moved, seconded and passed that the minutes of last year’s meeting be approved as published in the 1992 Fall/Winter issue of the Windward Leg.

2. Larry Cochran presented the Treasurer’s Report for January 1, 1993 to June 30, 1993:
   - Balance on hand, Jan. 1, 1993: $1,298.79
   - Total Revenue: $21,215.09
   - Total Expenses: $21,215.09
   - Payable Paid:
     - 1992 Dues to ISCA: $2,235.00
     - Balance on hand June 30, 1993: $14,340.19

3. Old Business: Larry Cochran gave a rundown on the status of the new daggerboard. The new design was approved last year and production is underway. The factory has been looking at new materials, but will probably go with the known product used for the Laser board, done by Crompton in England. Ten boards are being tested for structural problems as a verification process, with production in late fall or midwinter. Florida racers responded that this was their racing season. Thanksgiving will be the cutoff point for having them available if they are to be used for the 1994 Midwinters.

4. Advisory Council: Paul Odegard requested that any problems with the new sails be reported to him. Fogh-North has promised a quality update on the cloth. The all-white racing sails will continue to be made by Fogh-North, but the colored sails will be made in Hong Kong. The sketches in the back of the Rule Book will be updated by Larry Cochran and Paul so they are more readable and understandable. The new daggerboards are made of polyurethane foam with steel rod reinforcements and wrappings of steel wire at stress points. They will be tested to see what it takes to break the board, and for chip resistance. The new boards must be at least as strong as mahogany boards.


7. Membership: As of Sunday, July 11, USSCA reported 1493 members. It was agreed that packages to introduce the class to all new Sunfish owners are a good idea. Suggestions to boost membership are welcome. Rod Koch suggested that go-fast tips and how-to articles in the Windward Leg are helpful. Discussion followed regarding the class membership dues requirement for Regional (Worlds Qualifying) events. Tom Katterheinrich suggested having two fleets at regionals; one requiring membership and serving as the worlds qualifying event, and one open event for non-members. Joel Furman recommended that regional events be for Sunfish only, not run as multi-class events. It was suggested that each regional representative decide what is best for their region and that regional regatta packets should state that memberships be checked. If a competitor has no card, collect dues and if later shown to have paid, payment can be refunded or applied to next year’s dues. Make use of Class videos, available for a small fee plus refundable deposit, as advertised in the Windward Leg. The class should solicit Sunfish, Laser, Inc.’s cooperation in upgrading the image of the Sunfish as a competitive racing class, not a toy boat. The Sunfish should be promoted as an ideal boat for collegiate programs because it is suitable for people of all weights.

8. Masters’ Report: Connie Miller reported that the ’93 International Masters was held at Key West, and the National Masters at Rehoboth Bay, Dewey Beach, Delaware. Connie stepped down as Master’s Chairman in order to take on the job of Junior Committee Chairman. Vic Manning, of Austin, Texas, volunteered to be the new Masters Chairman.

9. Juniors’ Report: Connie Miller suggested that the age limit for Juniors be changed from 16 to 17. A Midget Fleet will be initiated for those 13 and under, with a perpetual trophy to be presented beginning with the 1994 Junior North Americans. A list of Junior programs and events should be published and available through the class office.

10. Women’s Report: Gail Heausler sent word that the 1993 Women’s North American Championship will be held in Columbia, South Carolina, October 8-11.

11. Regatta Committee Report: Lois Blodgett sent word that the 1994 NA’s are scheduled for Charleston, SC, in late June. The 1994 Worlds are scheduled to be in Bermuda, in November.

12. Nominating Committee: Brian Weeks encouraged representation from all parts of the country to do the work of the class.

Regional Representatives - Up for re-election this year were several regional representatives. It was suggested that in the future the list of nominees be published in the Windward Leg, along with an absentee ballot, so that more people from each region could vote. Bob Cronin was re-elected as the Western Representative. John Focke was re-elected as the Southwest Representative; Tom Rastor as Inland Lakes Representative, and Tom Katterheinrich as Mid-West Representative.

Advisory Council - Brian Weeks described the duties of the Advisory Council: to examine and update the rules, coordinate changes with SLI and class members, and present USSCA suggestions to the Sunfish World Council meetings for vote. Paul Odegard is stepping down from his post as U.S. delegate to the Advisory Council, thus creating two positions for election, one to fill the final year of Paul’s post and the second for a full two year term. Larry Cochran was nominated by the nominating committee to fill Paul’s post, and was elected. Since there were several nominations from the floor to fill the second position, it was agreed that nominations be taken from the floor for both positions, and each voting member could vote for two people. Nominees were: Bill Haberland, Larry Cochran, Rod Koch, Dan Feldman, Vicki Bremer, and Bruce Stuthen. Larry Cochran and Rod Koch were elected.

13. President’s Report: Brian proposed that an Annual USSCA Yearbook be published, to include names of class members, rules, the constitution and a record of championship award winners. A volunteer is needed to investigate cost, structure, and advertising to cover printing expense.

14. New Business: There was a discussion on the format of the North American Championship. Brian proposed that there be a questionnaire in the Windward Leg stating various options and allowing the membership to vote. Suggestions included: 1) Leave it the same; 2) For fewer than 100
entries, hold qualifiers and then split the fleet with 60% in the Championship fleet and 40% in the Founder's Fleet; 3) Make it an open event with four days of racing in one fleet, and hold the Jr. National Championship the weekend prior so that the top five Juniors in the Founder's Fleet; 3) Make it an open event with four days of racing in one fleet, and hold the Jr. National Championship the weekend prior so that the top five Juniors in the Founder's Fleet. 4) Have the qualifying event as it is held now, but those who qualify for the Championship series would carry over their scores, while scoring for Founder's Fleet racers would begin anew.

A discussion followed regarding holding the junior and senior North American Championship series concurrently. Pro: Holding them together makes it a family event, and we could lose participation if we split the events. Con: We may get more Junior participation if it is a two day regatta just for the Juniors, although this would make it less expensive for them. Paul Odegard agreed, saying that the questionnaires on changes indicated that many class members are tired of the change. He suggested there be a freeze on changes for two years.

The question arose as to whether changes to the boat were approved by the class before SLI implemented them; the answer was, no. This is a problem and could jeopardize the class standing with U.S. Sailing and the IYRU; it will be addressed by the board.

It was suggested and agreed by many that competitors not be required to petition to change sails and broken equipment during a regatta, as long as the replacements are measured in. It was also the opinion of those present that the class not pass rules changes without opportunity for discussion.

It was moved, seconded and passed that the junior age for participation in the Junior North Americans be changed to read, "may not turn 18 within the calendar year" of the event.

15. The meeting adjourned at 10:30 pm.

Respectfully submitted,
Jean Bergman

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INNER HULL REPAIRS

In the last few years I have come across quite a number of boats that are leaking. Once you have caulked your splash rail and other fittings, if the boat still leaks you can pretty much count on the fact that your daggerboard trunk is the problem. Some people have thought for years that the trunk can leak when under the strain of sail and daggerboard pressures only. After testing boats that we knew were leaky, finding no air leaks to speak of in the shop, I think this is true. When all else failed, we installed several new layers of glass cloth around the inside walls of the trunk and the leaks stopped. I don't think I have seen a Pearson-built Sunfish yet that didn't have a leaky trunk. Pearson was building paper hulls in which to insert your jigsaw blade to start the repair. Take the epoxy mixture with a brush or even right into your hand, reach inside the hull and start coating the sides and front and back of the trunk. Once you have plenty on it, put the first piece of cloth inside the hull. It may be tricky, but you've got to wrap the cloth around the entire trunk as neatly as you can. It usually falls down a couple of times before it gets nice and sticky. Smooth it out and make sure that you get as many air bubbles and wrinkles out as possible. Once you are satisfied, use your brush or hand to lay on another generous layer of West. Then lay in the next layer of cloth. Once everything is neat, or at least completely coated and saturated from working it with your hands, your leak problems should be over. Even under sail, this reinforced trunk will not leak. The thickened West epoxy mixture is very strong.

This is not an easy job or a clean one. You have to be a bit of a contortionist to get in there. It is cheaper than a new boat, however, since you will stop your boat from gaining weight. Another problem inside the hull, which is much more rare, is when your mast step lets go or becomes loose. I have seen this happen a couple of times. You don't have to throw your boat away. This too can be repaired, although you may want to seek a professional's help. An inspection port can also be installed in the aft deck to convert rudder systems or to make rudder fitting repairs. Any spot inside of your boat can be reached and repaired if you think things out first. If need be, as in a mast step repair, a hole can be cut out of the deck and reinstalled and re-gelcoated so that the repair can never even be seen. For complicated projects, consult a fiberglass worker near your home and see if he will give you a cut rate price.

THE WORKBENCH
A COLUMN ON IDEAS AND UPKEEP
By Brian Weeks

You should wear gloves and an old, long sleeved shirt when doing all this work. Take the epoxy mixture with a brush or even right into your hand, reach inside the hull and start coating the sides and front and back of the trunk. Once you have plenty on it, put the first piece of cloth inside the hull. It may be tricky, but you've got to wrap the cloth around the entire trunk as neatly as you can. It usually falls down a couple of times before it gets nice and sticky. Smooth it out and make sure that you get as many air bubbles and wrinkles out as possible. Once you are satisfied, use your brush or hand to lay on another generous layer of West. Then lay in the next layer of cloth. Once everything is neat, or at least completely coated and saturated from working it with your hands, your leak problems should be over. Even under sail, this reinforced trunk will not leak. The thickened West epoxy mixture is very strong.

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**REGIONALS**

**Mid-Atlantic Regional Award Winners, left to right: Ian Donahue, Dave Davies (7th), Connie Miller (1st female), Janice Mason (3rd female), Don Echevarria (6th), Tom Donahue (1st), Mike Bray (1st Junior), Scott Greenbaum (2nd), Jason Augustine (3rd) and Jeff Whiteway (4th).**

**MID-ATLANTIC REGIONAL DRAWS 26 TO BRIGANTINE YC**

by Tom Donahue

The Brigantine Yacht Club, at Brigantine, NJ, hosted the Mid-Atlantic Regional Championship over Fathers' Day Weekend, June 19-20, 1993. Twenty-six boats raced in the nine race, no throw out series. Five races were sailed in light to moderate conditions on Saturday, and four more were held in light, variable conditions on Sunday. With four wins, BYC's Commodore Tom Donahue won the championship with 31 points. He was followed closely by class veteran Scott Greenbaum with 36.5 points. The battle for third was very tight, with BYC member and Tulane Sailing Team captain Jason Augustine holding on. Fourth place went to 1993 Naval Academy graduate and former Sunfish Jr. North American Champion, Jeff Whiteway, with 56.75 points. Don Echevarria, a freshman, took fifth with 58.75 points. The 14 year old Bray gave the big boys something to think about by winning the last race.

<table>
<thead>
<tr>
<th>Place</th>
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<th>Score</th>
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<tr>
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<td>11-3-5-1-9-15-5-2-8</td>
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<td>Chris Houston</td>
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<td>Michael Bray</td>
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<td>Kerry Kingler</td>
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**DICKINSON TOPS AT NEW YORK STATE REGIONAL IN JUNE**

by Malcolm Dickinson

Good winds and not-so-good weather greeted sailors who travelled to beautiful Lake Delta in upstate New York for the first of this summer's New York Regional Championships June 26-27, 1993. (The second regionals will be held at Moriches Y.C. on Long Island, August 21-22.) The beautiful clubhouse at LDYC was open to welcome sailors on Friday night. Three came from Rochester, two from Quaker Lake, two from Oswego, one from Cazenovia, and three made the 4.5-hour drive from the New York City area. Local favorite Chris Williams came up from New Jersey to visit his ancestral home where he learned to sail.

Two races were held in the rain on Saturday morning, with Malcolm Dickinson and Chris Williams taking one first and one second each. Dave Davies and Mark Weider split the thirds and fourths. It was clear that this was going to be a close regatta! The clouds roiled in and the rain poured down, but the wind held, and lunch in the clubhouse saw some shivering sailors! In the afternoon the rain held off, but the wind gave out at the end of the third race and the fleet had to be towed in to the Chicken barbecue.

Saturday night in the clubhouse featured a great dinner, D.J. and cable movies! Sunday morning we had sun and wind at the same time! Four more races were held Sunday, beginning with a drifter that showed us who has the most experience: veterans Davies and Howell took a long lead in the fluky conditions and never looked back. Winds built to 12-14 knots for the remainder of the afternoon, and Races 5,6, and 7 were held.

Chad Wolf's steam toward the jibe mark at N.Y. State Regional held at Lake Delta in June.
sailed in ideal conditions for the Sunfish. After lunch and protest hearings (argh!), awards were presented to the top five and to Dave Davies, first Senior, and Max Weider, already a two-time Connecticut River Classic Veteran at 13, first junior. Thanks to the Lake Delta folks for a great time!

NEW YORK STATE REGIONAL
LAKE DELTA YACHT CLUB
ROME, NY
JUNE 26-27, 1993

1. Malcolm Dickinson 1-2-1-3-1-1-1 8.75
   New Haven, CT
2. Chris Williams 2-1-4-7-4-2-3 15.75
   Cliffside Park, NJ
3. Dave Davies 3-4-3-1-2-3-4 15.75
   Middletown, NY
4. Mark Weider 4-3-5-8-3-5-2 22
   Rochester, NY
5. Dave Tonkin 6-9-11-4-7-4-7 37
   Oswego, NY
6. George Seary 5-7-9-5-5-6-12 37
   Erwin, NY
7. Jack Howell 10-8-2-2-8-9-9 38
   Fayetteville, NY
8. Mark Rosenkrantz 8-5-6-6-9-DSQ-6 40
   Chenango Forks, NY
9. Jon Williams 11-6-7-9-10-7-8 47
   Rome, NY
10. Chip Bayer 7-10-12-10-6-10-5 48
    Rochester, NY
11. Tom Gregway 9-11-8-12-8-11 59
    Oswego, NY
12. Max Weider 12-13-10-11-11-10 65
    Rochester, NY
13. Chad Wolf 13-12-15-13-13-12-13 76
    Rome, NY
14. Abbey Burke 14-14-15-14-14-14-14 8
    Rome, NY

Above right: The fleet files in for an orderly mark rounding at the New York State Regional.
Right: Participants, kneeling are: Max Weider, Abbey Burke, and Chad Wolf; Standing: Chris Williams (2nd overall), Malcolm Dickinson (1st), Jack Howell, Dave Davies (3rd), George Seary, Mark Weider, Dave Tonkin, Tom Gregway, Mark Rosenkrantz, Chip Bayer. Not shown: Jon Williams.

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20 COMPETE IN FIRST OF TWO NEW ENGLAND REGIONALS

by Kris Chwalk

The 23rd New England Sunfish Regional Championship was hosted by the Barrington Yacht Club June 5-6, 1993. George Crocker was race committee chairman for the 10 race, 1 throwout series characterized by cold and damp weather with brisk northerly breezes. Bill Brangiforte’s three wins and consistent top ten finishes earned him the title by a narrow margin over Alan Scharfe, who had two firsts and no race worse than sixth. The Narragansett Bay Trophy for the top skipper from NB was presented to Dan Rumplick, of Warren, RI. The top Junior was Allen Buttner, of Plymouth, MA.

23RD NEW ENGLAND REGIONAL BARRINGTON YACHT CLUB JUNE 5-6, 1993

1. Bill Brangiforte (Plymouth, MA) 1-3-5-2-1-2-1-9 15.25
2. Rod Koch (St. Petersburg, FL) 4-2-1-2 4.75
3. Mike Catalano (Miami, FL) 1-6-3-3 8.75
4. Eric Erickson (Enterprise, FL) 23-8-8-12 28
5. Tucker Thompson (Rehoboth Bch., DE) 6-2-5-8-4-10-9-5-3-10 42
6. Bob Heckman (Glastonbury, CT) 8-3-10-7-6-8-10-3-6-10 51
7. Larry Cochran (Manchester, CT) 5-5-1-5-8-7-11-14-13-14 54.75
8. Dan Rumplick (Warren, RI) 7-8-4-4-13-4-12-9-11-13 50
9. Kenneth Charles (Manchester, CT) 9-10-8-6-10-13-3-7-9-13 62
10. Drew Buttner (Plymouth, MA) DNS-DNS-13-12-11-3-8-5-DNS 79
11. Lee Parks (Newport, RI) 12-9-11-11-7-17-12-12-12 80
12. Paul Odegard (Vernon, CT) 11-14-15-13-15-12-6-8-6-15 87
16. Robert Heinl (Plymouth, MA) 10-12-14-10-14-DS-DS-DNS-DS-DS 123
17. Allen Buttner (Plymouth, MA) 15-16-DS-DS-DS-14-16-15-DS 139
18. Phil Brangiforte (Barrington, RI) 18-17-17-17-17-17-DS-DS-DS-DS 146
20. Gane Healey (DS-DS-DS-DS-DS-DS-DS-14-14-DS-DS-DS-DS 161

New England Regional Award Winners, from left: Alan Beckwith (4th), Tucker Thompson (5th), Chris Houston (3rd), Alan Scharfe (2nd) and Bill Brangiforte (1st).

LINTON WINS 1993 SE REGIONAL AT MOBILE

by Don Brennan

The 1993 Southeast Regional Championship was sailed May 15-16 at the Buccaneer Yacht Club in Mobile, Alabama. Team Florida was well represented, with the majority of the 25 boat fleet driving (and flying) in on Friday evening. Racing got underway at 1:00 pm on Saturday with four races, back to back. Race 1 was sailed in light east breezes, but by Race 2, the 12-15 knot sea breeze kicked in. The remaining races were sailed in these conditions with the chop building all afternoon. Sunday’s racing was abandoned due to lack of wind, leaving the series at four races, with one throw out.

Jeff Linton sailed consistently to edge out Rod Koch. Mike Catalano was close behind in third, with Harry League and Al Thomson rounding out the top five. The top senior (over 50) competitor was Eric Erickson, top woman was Lois Blewett, and top Junior was Cory Thompson. Not only was the sailing great, but all enjoyed an evening of volleyball and keg beer.

SOUTHEAST REGIONAL MOBILE, ALABAMA MAY 15-16, 1993

1. Jeff Linton (Tampa, FL) 2-1-7-1 3.5
2. Rod Koch (St. Petersburg, FL) 4-2-1-2 4.75
3. Mike Catalano (Miami, FL) 1-6-3-3 8.75
4. Harry League (Arlington Hts., IL) 11-4-2-4 10
5. Al Thompson (Tampa, FL) 6-7-4-5 15
6. Jerry Blouin (New Orleans, LA) 14-5-5-6 16
7. Todd Edwards (Gulfport, LA) 3-3-17-11 17
8. James Liebel (Hernitage, TN) 7-11-6-7 20
10. Paul Stobley (Dunedin, FL) 10-9-14-8 27
11. Eric Erickson (Enterprise, FL) 23-8-8-12 28
12. Lois Blewett (Delray Beach, FL) 13-10-16-10 33
13. Bobby Knappe 8-16-13-18 37
14. Bill Wengrove (Tampa, FL) 15-13-11-13 37
15. Raleigh Bros. (Phoenix City, AL) 17-14-25-14 45
16. Cory Thompson (Tampa, FL) 20-12-19-15 46
17. Bill Davis (Mobile, AL) 18-19-12-26 47
18. Erik Booth (Fairhope, AL) 9-20-23-19 48
20. Tom Davis 18-29-6-23 53
22. Susan McClure (Daphne, AL) 19-17-22-26 58
23. Charley Johnson (Mobile, AL) 25-23-20-16 59
24. Lance Loper (Mobile, AL) 22-21-17-17 59
25. Jay Miller (Fairhope, AL) 24-24-20-20 68
WEQUAQUET HOSTS 2ND NEW ENGLAND REGIONAL
by Don Stucke

Over the weekend of July 24-25, 1993, Wequaquet Lake Yacht Club, in Centerville, Cape Cod, again hosted the New England Regional Championship and Annual Sunfish Regatta on beautiful Wequaquet Lake. With a total of 60 boats registered, it broke down into 35 boats in the Regional, 17 Juniors, and 8 Junior Doubles.

Saturday brought a beautiful Cape Cod summer day with fluky winds out of the NW at about 8-10 knots. After the gun went off the winds lightened and turned 180 degrees. Winds settled down after that to SE/S-SW at 15 knots for the duration of the afternoon. Sunday dawned mostly cloudy and cool with winds back to N-NW at 15-18 knots. With five races in on Saturday, a quick two races Sunday morning ended the racing. Trophies were awarded, pictures taken and everyone on their way by mid-afternoon. A good time was had by all despite the wacky winds of Wequaquet.

NEW ENGLAND REGIONAL WEQUAQUET LAKE YACHT CLUB JULY 24-25, 1993

1. Len Ruby Chestnut Hill, MA 2-2-2-1-1-(4)-2 9.5
2. Kerry Klinger New Rochelle, NY 3-(7)-1-2-2-1 10.5
3. Bill Brangforte Weymouth, MA 4-8-3-(12)-3-3 24
4. Steve Langford S. Windsor, CT 5-3-(11)-10-6-8 39
5. Lee Parks Newport, RI 12-10-5-10-4-1-(16) 41.76
6. Ken Charles (DSQ)-4-6-5-8-12-7 42
7. Gordon Geick Collinville, CT 1-1-(14)-14-7-10-12 44.5
8. Drew Butner Plymouth, MA 9-12-4-(15)-6-11-4 46
9. Larry Cochran Manchester, CT 6-11-1-9-(16)-6 47
10. Tom Philbrick Centerville, MA 8-(19)-9-7-5-7-10 56
11. Jim Terkelson Centerville, MA 11-5-18-18-(3)-(20)-9 64
12. Paul Odegard Yarmouth, CT (21)-6-12-9-19-5-13 64
13. Jack Willy N. Weymouth, MA 10-(16)-15-12-5-8-15 65
14. Bob Butner Plymouth, MA 16-17-(24)-6-11-13-5 68
15. Janese Willy Weymouth, MA 7-15-10-(20)-13-9-14 68
16. Denis Futterlieb Meriden, CT (17)-13-8-16-17-14-11 79
18. Geoff Stucke Centerville, MA (28)-14-17-13-16-18-20 98
20. Wendy LeJava Centerville, MA 20-18-(21)-21-14-10-17 100
22. Peter Beckwith Wayland, MA 19-21-(31)-19-26-17-21 123
23. Paul Borse Meriden, CT 22-DNF-20-25-21-21-26 135
28. Marianne Philbrick Weymouth, MA 13-24-21-29-DNS-DNS 162
29. Phil Brangforte N. Weymouth, MA 23-29-29-(31)-29-27-27 164
30. Laura Kittrey Stoughton, MA 29-23-27-27-(DNS)-DNS 165
31. Paul Penta Marion's Mills, MA 32-31-30-DNS-29-29 181
32. Erik Nelson Chestnut Hill, MA 31-30-32-DNS-DNS-DNS 184
33. Donna Butner Plymouth, MA 26-22-DNS-DNS-DNS-DNS 188
34. Dr. James Ganty, Jr. Mamaroneck, NY 33-DNF-DNF-DNS-DNS-DNS 202

JUNIORS
1. Mary Kate Moniz W. Barnstable, MA 1-7-1-5-1-(1)-(DSQ) 15
2. Allen Butner Plymouth, MA 3-2-(6)-1-5-2-3 15.75
3. Elisa Regghito W. Barnstable, MA (7)-(4)-5-4-4-4-2 23
4. Dave Salter Falmouth, MA (10)-1-9-3-6-5-1 24.5
5. Theresa Robichaud Barnstable, MA 4-3-3-(14)-10-5-5 28
6. Andrew Hughes Centerville, MA 5-9-2-(DSQ)-3-9-6 33
7. Asher Martin Woodridge, IL 12-(12)-8-2-3-7-4 36
8. Susan Oberton Centerville, MA 2-5-4-9-11-13 (13) 44
9. Kerry Moniz W. Barnstable, MA 6-6-10-6-9-8-(11) 45
10. Bryn Martin Mashpee, MA 9-8-11-7-(11)-10 53
11. Megan Farrington Osterville, MA 8-14-(18)-7-12-6-7 54
12. Ian Lunn E. Falmouth, MA 11-10-DNS-15-8-12-8 64
13. Sarah Parker Centerville, MA (17)-16-7-12-14-10-9 68

Winners, from left: (front) Len Ruby, Kerry Klingler; (back) Steve Langford, Lee Parks, Bill Brangforte.
CAPSIZING WAS THE NORM AT 18TH ICEBREAKER

by Gail Turluck

This year's Icebreaker, held April 24, 1993, at Johnson Slough Yacht Club, Golfview Hills, Illinois, was exceptional for its warm (near 80°F) temperatures, mostly sunny skies, and high winds ("SW 25-45 mph, gusty and shifty," according to the National Weather Service, O'Hare Airport). Only five competitors sailed and finished all six races. Most who brought old (small) sails used them.

Capsizing was the norm, not the exception. While the water was still very cold, the air temperature made it possible, once the boat was righted, to continue the race. Attrition was caused by multiple capsizes in one race and fatigue from the combination of cold water and high winds. Many capsized three or more times in one race. Don Bergman was distinguished by his ability to capsize in every race, yet finish them all, and well, too! Mike Scriver stopped counting after he fell overboard the fifth time.

At many sites, consideration might have been given to calling the event, but not at The Slough. If you found you couldn't get your boat up because the mast was stuck in the goo, you could walk out to your mast tip, pick it up, pull it over to the retaining wall, climb out, right your boat, and sail off. Most didn't leave the dock until there were two minutes or less remaining in the starting sequence—it only took 15 seconds to get to the starting line! For the 18th Icebreaker in a row, Slough King Bob Findlay showed everyone how to do it. There was only one breakdown, but the results reflect many a sailor's decision to call it quits to watch the survivors cope with what came next.

As always, the hosts, Johnson Slough Yacht Club, put on a first rate event: hot coffee, donuts, fresh chili lunch with lots of trimmings, cold drinks, and hors d'oeuvres for trophy time. Everyone looks forward to the 'Great Pumpkin' in October!

Top finishers at the 1993 Spring Johnson Slough Icebreaker, from left: Bob Findlay, 1st; Don Bergman, 2nd; Dan Feldman, 3rd; Mike Scriver, 4th; Tom Katterheinrich, 5th.

FUN-IN-THE-SUN(FISH) REGATTA

by Frank Terry

The 1993 Fun-In-The-Sun(Fish) Regatta was held June 19-20, under overcast skies, with thirteen adults and seven juniors participating. Saturday's two races were sailed in 18 mph winds with gusts to 24. It was quite a thrilling day, with several of the racers capsizing. Under threat of a storm, Sunday's race was postponed for 30 minutes in hopes the weather would improve. During this time Dan Feldman, of North Shore Yacht Club in Chicago, gave a seminar on how to rig the Sunfish to handle the heavy air. Several of our Juniors and adults enjoyed this impromptu seminar. The club would like to thank Dan for giving back to the sport of yacht racing; it is people like Dan who make this such a great sport.

Sunday's race was subsequently sailed in 12-15 mph winds. Dan Feldman was the overall winner, with three firsts. Second went to Tom Katterheinrich, of St. Mary's Lake, Ohio, with three seconds. Third was Stan Woodruff from New Baltimore,
Michigan (3,3,4). Lowell Butler was the club's highest finisher at fifth (7,5,5). Congratulations, Lowell!

Jody Tomesek won all three races, and the regatta, in the Junior fleet. Bridget Creamer was second (2,2,3) and Dan Thompson was third (3,3,2). Congratulations to all of you. The club has some fine sailors coming up. Thanks to all who helped with this regatta.

FUN-IN-THE-SUN(FISH) REGATTA RUSSELL'S POINT, OHIO JUNE 19-20, 1993

1. Dan Feldman, North Shore Y.C., Chicago
2. Tom Katterheinrich, New Knoxville, OH
3. Stan Woodruff, New Baltimore, MI
4. Bruce Williams, Augusta, MI
5. Lowell Butler, Indian Lake Yacht Club
6. Jason Coster, Indian Lake Yacht Club
7. Jill Feldman, North Shore Yacht Club
8. John Timmermeister, Indian Lake Yacht Club
9. Dan Graff, Indian Lake Yacht Club
10. Kat Myner, Indian Lake Yacht Club
11. Ned Rogers, Mundelein, IL
12. Jeff Magno, Findlay, OH
13. Pat White, Hilliard, OH


WINDY DAY AT BOLTON LAKE EVENT IN JUNE by Malcolm Dickinson

A sunny, windy day greeted sailors at normally docile Bolton Lake, near Hartford, CT. Each entrant received a raffle ticket good for a chance at a new racing sail donated by SLI. Results from the first annual BLSC regatta were also handed out, showing that 14 singles and 13 doubles competed on Sunday June 15, 1969, with Chuck Millican taking first place and Will White second. Steve Langford and Gordy Geick, participants in the first regatta, were on hand racing in the 25th one.

Five races were held in ever-increasing winds. Bolton Lake sailors Malcolm Dickinson and Steve Langford took first and second in the first race, with Lee Parks close behind. In the second race Dan Rumplik and Drew Buttner took second and third, and as the wind picked up, Drew held the boat flat to win the third race with Dan close behind. After lunch there was some exciting finish-line action as Drew came from tenth at the last mark to pass Malcolm on the last leg. A tacking duel ensued and at the last moment a huge shift allowed Malcolm to squeak past Drew to take the race. Tom Philbrick took third. Race 5 was won by Steve Langford with Malcolm in second and Rapid Buttner close behind.

At the prizegiving the award for the top woman was given to Lee Parks for the third year in a row, and the top senior prize went to Steve Langford. Allen Buttner was the top junior and his big brother Drew took second overall. The final surprise came as Lee Parks picked the winning raffle ticket out of the bag—and it was mine! Good luck always does come in streaks. All I can say is, thanks Bolton Lake S.C. for another great regatta, and thanks SLI for the new sail!

25TH ANNUAL BOLTON LAKE REGATTA MAY 23, 1993

1. Malcolm Dickinson 1-1-3-1-2 4.25
2. Drew Buttner 5-3-1-2-6 10.75
3. Steve Langford 2-5-8-4-1 11.75
4. Dan Rumplik 12-2-2-6-11 21
5. Gordon Geick 4-8-4-5-12 21
6. Lee Parks 3-8-13-7-5 24
7. Bob "Rapid" Buttner 6-10-6-17-3-25
8. Plymouth, MA
9. Rapid Buttner 11-6-7-3-9 25
10. Centerdale, VA
11. Denis Futterleb 8-7-5-12-10 30
12. Meriden, CT
13. Larry Cochran 9-4-11-10-7 30
14. Manchester, CT
15. James Crink 10-13-14-11-4 38
16. Darin, CA
17. Andrew C. Hayward 14-16-9-9-8 39
18. Brandon, FL
19. Peter Van Dine 7-14-10-13-16 44
20. Bolton, CT
21. Gerhart Menzel 15-12-12-14-18 53
22. Simsbury, CT
23. Mary Charles 17-17-6-9-15 58
24. Manchester, CT
25. Peter Beckwith 18-15-15-16-14 60
26. Wayland, MA
27. Jane Homick 13-11-16-DNS-DNS 66
28. Coventry, CT
30. Plymouth, MA
32. New Haven, CT
33. Jon Burr 16-20-DNS-DNS-DNS 70
34. Avon, CT
35. Marianne Philbrick 82
36. Centerdale, VA
37. DNS-DNS-DNS-DNS-DNS
38. 1993 CHILI BOWL SUNFISH INVITATIONAL by Jim Koehler

Narrasketuck Yacht Club’s Spring ‘Chili Bowl’ continues to be an increasingly popular regatta with high caliber racing. This year’s event, sailed May 30 at Amityville, Long Island, attracted thirteen sailors, including four who have competed at the World Championship level. Winds for the six race, one throwout series were punchy and shifty 12-18 knot northerlies. The first race was sailed on a modified Olympic course; the remaining were windward, leeward, once around. Kevin Morgan, from Wet Pants YC, won the last race and was our first place youth. Alan Pearlman, sailing his first regatta in his new Sunfish, took a swim when his hiking strap came loose. Mark Stang enjoyed having his daughter Becky out competing in her first Sunfish regatta. Thanks to all who helped make this a great regatta, especially Clara and Ray Gerber (great chill), Nils Sorensen (race committee), Ingrid and Ed Rosenberg (crash boat), Jim Koehler (trophies) and Peter Jenkins and Sue Koehler (beverages).

CHILI BOWL INVITATIONAL MAY 30, 1993

1. Malcolm Dickinson 1-2-2-5-2 8.75
2. Luke Buxton 6-1-1-4-4 13.5
3. Brian Weeks 3-3-1-2-3 15.75
4. Jim Koehler 2-6-7-3-1-5 16.75
5. Fred Abel 4-7-6-4-2-3 19
6. Kevin Morgan (1st Jr.) 7-5-5-5-6-1 21.75
7. Peter Jenkins 5-4-3-7-7-7 26
8. Alan Pearlman 8-8-9-9-DNS 42
9. Mark Stang 12-DNF-10-8-8-8 45
10. Sue Koehler 10-DNF-10-10-9 49
11. Becky Stang 11-DNF-11-9-10 52

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APRIL FOOL’S REGATTA

by E. Eric Johnson

Hailed as the last major event of Long Island Sound's Frostbitten Season, or the Spring Warm-up for the summer, this year's April Fool's Regatta was definitely on the cool side. With overcast skies, 75% humidity, and temperatures about 45 degrees, it was a well-bundled fleet that took to the waters of Hempstead Harbor. Six Penguins and ten Sunfish headed out, but the building winds and short chop quickly reduced the Penguins to three from breakdowns. Doug Wefer, a past Penguin World Champion, won the first Sunfish race, with Fred Abels a distant second. In the second race Freddy held off Doug to take the first. The increasing winds were just what Fred needed to win the next two races smoothly. The start of Race 5 had Fred and Doug over early at the pin, and Malcolm Dickinson broke free of the melee to get to the windward mark with a commanding lead. But Doug Wefer turned on the juice and worked his way through the fleet to give Malcolm a good chase on the last leg. However, Malcolm stayed cool and in sync with Doug to win. The wind came back in for the last two races, and Fred Abels won both convincingly.

1993 APRIL FOOL’S REGATTA
LONG ISLAND SOUND

1. Fred Abels
   2-1-1-1-1-1 5.75
2. Doug Wefer (Sea Cliff, NY)
   1-2-2-2-2-DS 10.75
3. Malcolm Dickinson (New Haven, CT)
   DS-8-4-3-1-7-4 23.75
4. Melissa Shepardson (Sea Cliff, NY)
   3-7-7-5-5-2 25
5. John Dawson (Glen Head, NY)
   8-4-5-7-4-6 29
6. Jim Koehler (Amityville, NY)
   DNS-8-6-4-3-5-5 31
7. Peter Jenkins (Seaford, NY)
   6-9-8-7-6-3 36
8. Peter Coleman
   8-3-3-8-8-DS 41
9. Ronnie Hill (Stamford, CT)
   7-6-9-DS-9-DS-DS 53
10. Bill Balke (Sea Cliff, NY)
    5-DS-DS-DS-DS 60

1992-93 PIXIE CIRCUIT COMPLETED

by Bill Wingrove

On March 28, Treasure Island Tennis & Yacht Club hosted the third '92-'93 Pixie Circuit event, using the Admiral Farragut Academy sailing facility as the location for the rigging, launching, and partying of the fleet. This worked much better than having to go through the treacherous drawbridge as in years past. In the Champion Division, Steve honour led the way throughout the day with three firsts, which he attributed to riding the power boat wakes (which is something everyone should think about). From second through fourth was a contest between Bill Wingrove, Paul Strauley and John Spray, with Bill Wingrove taking second overall, and Paul Strauley, third. In the Challenger Division, Gail Rosenke showed the guys how it's done after recovering from her last regatta to take first for the day. Ralph Girton sailed consistently with three second place finishes, and Newt Bollinger came through with a first in the last race to take third overall.

Gulfport Yacht Club on Boca Ciega Bay, St. Petersburg, hosted the next event on April 18. It was one of those “pick a side of the course” and/or “hunt for the puffs” types of day. Getting to the mark first did not guarantee you a win for the race. The sea breeze did not fill in until the last race had been shortened. The sail back to the beach was the best of the day. Aggressive starting tactics resulted in a general recall for each start. In the Champion Division, the lead changed many times in close racing, with Jeff Linton pulling out two firsts to beat out Rod Koch and Joel Heyne for the day. In the Challenger Division, Herb Swanson and Ralph Girton had a close duel, with Herb having the lead at each finish.

The final '92-'93 series event, rescheduled to avoid a conflict with the Southeast Regional in Mobile, was sailed May 2, hosted by the Windjammers at the Community Center in Clearwater. Three races were sailed in a 10-12 knot seabeat. In the Champion Division, Rod Koch took first in all three races; John Spray (3-2-3) was second, and Chris Kotz, former Thistle North American Champion, was third (2-5-2). Racing a borrowed boat, Chris had such a great time that he is looking into buying a Sunfish. In the Challenger Division, Herb Swanson was first (1-1-1); Newt Bollinger, second (3-2-7) and Linda Tremblay, third (5-7-7).

Pixie Circuit series awards, unique plaques featuring Sunfish and seashells, were presented to the top five in each division:

Champion Division:
1. Rod Koch
2. John Spray
3. Paul Strauley
4. Bill Wingrove
5. Steve Honour

Challenger Division:
1. Ralph Girton
2. Herb Swanson
3. Gail Rosenke
4. Don Harman
5. Cory Thompson (junior sailor)

The 1993-94 Pixie Circuit will begin anew in September. Contact Bill Wingrove for details, at (813) 969-3880. Everyone in the Tampa Bay area is encouraged to participate.
FATHER-SON COMBO WINS CT RIVER CLASSIC
by Dick Campbell

The 1993 Lions’ Sunfish Connecticut River Classic was held June 5-6 in a variety of weather conditions. Saturday’s sail began with the sun shining and fair winds, but ended with showers and boats in tow. Sunday was just about perfect. A morning mist gave way to partly sunny skies with a northerly breeze that made for a perfect sail and a memorable weekend.

The overall winner was a father-son team from Nantucket, Mass. Ethan Philbrick and his dad, Nat, won the “Rubber Ducky” by finishing first in each of the five legs we sailed from Hartford to Deep River. They received the prestigious award from last year’s winners, Max Weider and his dad, Mark.

Awards were presented to the top three finishers in each division. Additional presentations included:

“Most Time Under Tow” award went to the Old Saybrook, CT team of Jim and Jason Magoon.

“Most Time in Water” award was earned by another Old Saybrook, CT team, John Stavola and Missy Campbell.

“Youngest Participant” award went to 7 year old Ethan Philbrick.

“Furthest Travel” award went to the Weiders, Rochester, NY.

Prizes were provided by Boat Works of South Windsor, CT.

The camp crew of Sue Diamond, Joanne Faraci, Beth Goodnow, Marilyn Helenek, Steve Moffat, Tom Wernicke, and the LEOS club provided fine meals and hospitality.
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Moral support (and marathon tows) were provided by the power boat gang of Steve Campbell, Roger Goodnow, Ron Pearl, Mike Sherwood, John Tracy, and Dick Campbell.

This year the race ended at the Deep River Marina about noon. Their cordial welcome and excellent facilities provided the perfect ending to another memorable "River Race." By mid-afternoon, the last of the 29 boats were on their way home to Connecticut, Massachusetts, New York, New Jersey, and Pennsylvania.

See you next year!

1993 LIONS SUNFISH CONNECTICUT RIVER CLASSIC
JUNE 5-6

Odd Couples (overall)
1. Nat Phibrock/Ethan Phibrock 1-1-1-1-1 (1)
Nantucket, MA
2. Mark Weider/Max Weider 8-6-3-11-6 (4)
Rochester, NY
3. Melissa/Jennie Phibrock 5-7-14-4-6 (5)
Nantucket, MA
4. Richard Prandergeast/Joe Cieslukowski 7-22-23-5-13 (9)
Glastonbury, CT
5. Tom Williams/ Jeff Williams 10-18-0-28-7 (10)
Mountaintop, PA
6. Evan Cooper/ Donald Cooper 8-13-7-24-26 (12)
Old Saybrook, CT
7. Jeff Dreier/Joe Dreier 14-16-8-26-16 (13)
Dallas, PA
8. Henry Boulton/Wayne Boulton 17-12-17-10-25 (14)
W. Hartford, CT
9. Jay McNamara/Patrick McNamara 16-8-26-6-19 (16)
E. Hartford, CT
10. Erik Nelson/Rick Nelson 24-9-12-22-17 (17)
Chesnut Hill, MA
11. Greg Koons/Tom Williams 15-24-18-29-8 (20)
Mountaintop, PA
Wiltons, PA
Old Saybrook, CT

Mixed Doubles
1. Malcolm Dickinson/Sarah Harms 18-23-2-2-2 (2)
New Haven, CT
2. Rip Fisher/Catherine Fisher 3-2-10-3-3 (3)
Scarsdale, NY
3. Richard Campbell/Lisa Campbell 9-11-4-8-4 (6)
Mt. Lakes, NJ
4. Donald Newey, Jr./Heather Newey 4-10-5-13-9 (7)
Glastonbury, CT
5. Gerry Gemmel/Jaime Lackner 13-6-11-16-11 (8)
Hartford, CT
6. Kenneth Traub/Caroline Traub 20-4-15-12-22 (11)
Torrington, CT
Old Saybrook, CT
Spotswood, NJ
9. John Stavola/Missy Campbell 18-21-6-21-23 (19)
Old Saybrook, CT
10. Timothy Traub/Susan Traub 28-17-16-14-20 (21)
New Hartford, CT
11. Alison Traub/Jeff Bottom 25-24-27-19-10 (22)
Torrington, CT
12. Ela Buglione/Jaime Magoun 21-27-29-7-18 (24)
Old Saybrook, CT
Vernon, CT
14. Steven Mathelsky/Tarrie Mathelsky 29-25-29-17-12 (26)
Torrington, CT
E. Haddam, CT
16. Chris Peterson/Laura Morgan 26-25-25-9-29 (28)
Guilford, CT

Saturday's sailing ended with rain and boats in tow.

SAIL NUMBERS
Support the Sunfish Class! If you need new sail numbers, you may order them from the Sunfish Class Office by sending a check for $12.00 (for current members) or $15.00 (for non-members), payable to USSCA, to P. O. Box 300129, Drayton Plains, MI 48330-0129. These are sticky back, official 10 inch, black cloth numbers. Be sure to include your name, address and sail number.

If you have never been a member of USSCA, first time dues are only $35, includes membership card, racing schedule, a year's subscription to Windward Leg, and a Class Rules and Constitution booklet.

SWARTSWOOD Y.C.
HOSTS JUNE EVENT

by Malcolm Dickinson

June 12 was a beautiful sunny day in northern New Jersey as ten boats assembled at the state park boat launch. Dale Decker, the regatta organizer, was busy caring for her 5-day-old baby, so Drew Emmetts led the skippers' meeting and awards presentation. The two morning races were held in medium winds with some smooth sailing done by all. It was a very tight fleet, with boats staying within a few feet of each other for 3 legs at a time!

Lunch was served by the Swartswood Yacht Club at a lakeside cabin, then it was back out for a marathon 1.5-hour third race in ever-dwindling wind. Dave Davies came from a slow morning to take the lead in the third race. Drew Emmetts was right behind him, and the two stuck together for the entire race right up to a very close finish. What a great day! See you next year, second Saturday in June, at Swartswood Lake!

1. Malcolm Dickinson (New Haven, CT) 23-20-17-12-20 (25)
2. David Davies (Middletown, NY) 15-20-16-23-12 (26)
4. John Brett (Mountaintop, PA) 28-25-25-9-29 (29)
5. Bob Burn (Mountain Lakes, NJ) 2-4-6-8-4 (6)
6. Frank Whitescarver (Old Saybrook, CT) 12-8-13-25-24 (21)
7. Eloise Carpano (Mt. Lakes, NJ) 18-21-6-21-23 (23)
8. Russell Jessop (Old Saybrook, CT) 11-20-21-18-15 (18)
9. Jamie Magoun (Old Saybrook, CT) 21-27-29-7-18 (24)
10. Richard Prendergas (Vernon, CT) 10-18-0-28-7 (10)

Windward Leg Summer 1993

24
Masters racing on Cape May Harbor in 25 to 30 knots on Day 2.

JACK WILLY MASTERS THE MASTERS AT CAPE MAY
by Fred Beyer

Corinthian Yacht Club Of Cape May, New Jersey, hosted the 1993 Sunfish Masters National Championship, June 4, 5, and 6. Change was the only thing that remained constant during the two day, eight race championship. Twenty-nine men and women, ranging in age from the low forties to high seventies, sailed in wind and tide conditions that tested their physical and mental abilities to the max.

Races 1 and 2 were sailed in steady southeasterly breezes with a strong ebbing tide running across the Olympic course. Race 1 was won by Grand Master Richard Saunders, of Upper Montclair, NJ. Janice Mason, Lewes (Delaware) Yacht Club's sailing mistress, produced the regatta's only horizon job by finishing a half leg ahead of her nearest competitor to win Race 2. A following current, combined with some aggressive sailing, caused five boats to be called over early at the start of the third race. Unfortunately, only one of the boats returned to start legally, and there were four very surprised sailors who, while they were among the leaders, did not receive a place when they crossed the finish line. Courtney Young, of Monroe, NY, was the winner of Race 3.

A dying breeze that progressively moved to the right caused the race committee to abandon their Olympic course for a windward/leeward course that gave the spectators at the club a great view of the finish of the next race, won by Jack Willy, of North Weymouth, MA. Race 5, sailed in a drifter, was won by David Davies. Saturday's racing ended with five races and five different winners. The overall lead had changed five times, and, while Courtney Young held a slim lead over the fleet, any one of the top ten were well within striking distance of the overall title.

Sometime during the night, the Cape May god of winds heard the chanting and oaths calling for more wind and responded with a cold front that brought with it northwest winds over 20 knots with some gusts exceeding 35 knots. To minimize the amount of downwind sailing, the race committee held the final three races on a triangular course which provided the sailor and spectators some very exciting moments. Several competitors saw the wisdom of not taking the final leg, and there were four very close finishes.

The men and women of the Corinthian Yacht Club thoroughly enjoyed hosting the Masters. Said one, "The masters are among the best sailors and finest competitors we have ever had at our club." Many thanks to all of the Corinthians who worked so hard to make the '93 Masters the great success that it was.
Stuart and Brenda Shadbolt, Lois Blodgett, Bill and Ayla Haberland, and Dick Tillman gather after Sunday's races to share Stuart's birthday cookie.

20 RACE AT LAKE DORA
by Linda Tillman

Twenty Sunfish from around the state of Florida (mostly) converged on picturesque Mount Dora in the middle of the state to sail in this annual multi-class regatta held on Lake Dora, April 24-25, 1993. Conditions were challenging, with 10-15 mph, shifty winds. The Sunfish fleet was assigned to a course shared by Prams, giving us an insight as to the sophistication of these tiny but mighty upcoming sailors. After Saturday's three races, Harry League was 2 points ahead of Dick Tillman, with Dave Guerdan in close pursuit by only 2 1/4 points. Due to March storm damage to the Mount Dora Yacht Club, the regatta dinner was held on the balcony at a downtown restaurant, where mark roundings and starts were re-lived and plans laid for the next day's races. Two races were sailed on Sunday in slightly windier conditions, with Tillman's 1-3 giving him the edge over League's 3-4 to clinch first place honors. David Guerdan, of Orlando finished third overall. If you find yourself near central Florida next Spring, plan to attend this annual event that is so famous for its hospitality and enjoyable racing.

40TH ANNUAL MOUNT DORA REGATTA
APRIL 24-25, 1993

1. Dick Tillman (Merritt Island, FL) 1-4-4-1-3 12.5
2. Harry League (Arlington Hts., IL) 4-1-2-3-4 13.75
3. David Guerdan (Orlando, FL) 3-2-6-5-1 16.75
4. Tim Hochuli (Casselberry, FL) 11-5-1-2-2 20.75
5. Stuart Smith (Ozona, FL) 6-6-3-6-8 29
6. Linda Tillman (Merritt Island, FL) 2-3-7-15-5 32
7. Bill Haberland (Satellite Bch, FL) 5-10-6-6-6 34
8. Eric Erickson (Enterprise, FL) 7-7-9-7-7 37
9. Lois Blodgett (Delray Beach, FL) 8-9-8-11-11 45
10. Bob Knapp 12-8-15-4-10 49
11. Greg Murphy (Eustis, FL) 9-12-12-11-9 53
12. Stuart Shadbolt (Melbourne, FL) 16-14-11-10-12 63
13. Norm Castle (Lake Worth, FL) 13-16-14-13-13 69
14. Don Acker (Palm Coast, FL) 15-17-13-14-14 73
15. Peg Seeley 2-25-26-26-26 84
16. Ed Kraft (New Baltimore, MI) 14-11-10-DF-DF 77
17. T. Hochuli (Winter Park, FL) 17-13-21-12-15 78
18. Bob Bigham (Sebastian, FL) 18-18-18-17-17 88
20. George Pratt (Wildwood, FL) 19-20-21-DF-DF 102

Harry League receives 2nd place award. The Shadbolt's share a laugh with Norm Castle (no, there were no alligators seen in Lake Dora).
ABOUT Sunfish® CLASS MEMBERSHIP

The International Sunfish Class Association was granted international status by the International Yacht Racing Union in 1984. The ISCA ensures equal opportunity for all sailors by preserving the Sunfish as a true one-design sailboat. The United States Sunfish Class Association is the ISCA-recognized authority within the U.S. By joining USSCA, members are automatically members of ISCA.

All U.S. Sunfish owners are urged to become members of USSCA. Upon receipt of the membership application form and fee, USSCA will assign an official sail number, and a set of self-adhering sail numbers will be sent to the applicant. A sailor who buys a new boat may retain the original sail number if the old sail is not sold with the number on it. Members may purchase replacement or newly assigned numbers through the USSCA office for $12.00.

As a member of USSCA, you will receive a membership card, the Class Measurement Rules and Constitution, the Annual Regatta Schedule, and the class newsletter Windward Leg, containing articles on how to enjoy, maintain and race your Sunfish, and regatta reports. A Family Membership, available to sailors living at the same address, provides an ISCA membership card for each member, one set of the materials described above. Junior membership (for an individual who is not 18 years old or older during the calendar year) is available at a discount. USSCA membership is required in order to race in sanctioned events at the regional, national and international levels. Members also have voting privileges at the Annual Sunfish Class Meeting held at the North American Championship site.

Sunfish sailors who live outside the U.S. where there is no Sunfish Class Association, may join the USSCA (and receive the Windward Leg), by sending the membership application form and appropriate fee to the address below.

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USSCA MEMBERSHIP APPLICATION

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* To receive notices for Women's Juniors or Masters events
** If previously registered

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TOTAL ENCLOSED

Make check or money order payable to USSCA (U.S. Dollars) and mail with form to address below.

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Windward Leg Summer 1993
Classifieds

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