JEFF LINTON SUCCESSFULLY DEFENDS NA'S TITLE

Jeff Linton, of Davis Island Yacht Club, Tampa, FL, came out on top of a fleet of 104 boats from 14 states at the 1994 Sunfish North American Championship held in Charleston, SC, June 26 to July 1. Qualifying races scheduled for Monday were cancelled due to tornado warnings and gusts in the mid 50's. Four races were sailed on Tuesday to determine the Championship and Founder's Fleets.

On Wednesday, in winds gusting over twenty five knots, Mark May of Peekskill, NY, took an early lead, finishing 1-2-1 in the first three races. His heavy air speed was obvious as he over­came Jeff Linton's quarter mile lead to post a bullet in the first race.

"I was told that whoever won the first race would not win the regatta. I had to blow that lead to stay in the running," Linton told a rather skeptical audience after the first day.

As the winds settled down to more normal conditions for Races 4-7, a different group of sailors began to move up. Nancy Haberland, Europe Dinghy Olympic contender, won the fourth race. After getting hammered in the heavy air races, she never finished worse than fourth in the last four, to take eighth place overall.

Mike Gable, also of Davis Island Yacht Club, moved into contention with 1-2 finishes in the last two races. In the second race, he was hit in the ribs by a boat on a raging plane at the jibe mark. He recovered to finish in the top ten in four out of the last five races.

Consistency and the ability to deal with difficult starting conditions proved to be key to this contest. The first and second place finishers never won a race. Twelve boats were PMS'd on the last day. With the "1" flag flying, sailors tried to deal with a starting line that could not be crossed on starboard tack. Linton proved that he was the one who could best deal with a wide range of often trying conditions.

In the Founder's Fleet, last year's Junior Champion Jeff Olson, of Sarasota, FL, took the gold. Corey Thompson, of Lithia, FL, led most of the regatta, but Olson overtook him by winning the last three races.

Charleston Yacht Club hosted the 7 race, no throwout series preceded by four qualifying races that were not scored as part of the Championship. The Junior North American Championship was also held on Tuesday, with the top five finishers qualifying for the Championship Fleet. See Juniors report and results on page 3.

(continued on page 2)
1. 75316 Jeff Linton 2-3-8-14-5-2-9 29
2. 52853 Doug Kaukeinen 6-62-12-3-7-8-9 39
3. 25501 Mark May 2-1-10-25-16-16-4 40.5
4. 55 Don Martinborough 12-7-2-27-5-14 40.75
5. 77326 Mike Gable 10-15-5-6-62-1 41.75
6. 51920 Ken Kraewcheck 3-14-2-19-9-12-1 57
7. 27 Kerry Klinger 5-62-10-16-3-25 62
8. 8 Nancy Haberland 8-31-36-2-1-2-4-3 72.75
9. 75200 Hank Saurage 9-16-62-24-10-17 77
10. 54311 Scott Greenbaum 9-6-8-11-20-62-20 87
11. 13 Rod Koch 13-17-6-25-30-25-13-1 86.75
12. 88 Van Cleef 86-24-3-8-4-6-6-2 87
13. 59115 Charlie Clifton 16-20-9-6-62-10 93
14. 17 Bob Findley 17-7-16-20-12-62-15 93
15. 1511 Todd Gay 15-18-15-22-17-29-8 95
16. 76304 Al Thompson 20-8-11-38-23-12-23 97
17. 37417 Chris Lowrie 11-14-13-21-22-40-27 108
18. 61301 Marc Garrison 27-30-23-7-11-16-16 109.75
20. 59116 Chip Clifton 41-28-26-3-6-7-11 111
21. 56285 Tom Donahue 21-10-12-18-6-62-12 121
22. 84200 John Anderson 16-20-17-37-21-11-2-6-62 126
23. 62673 Mark Weider 37-19-17-3-6-23-30 134
24. 43916 Derek Jackson 34-33-18-15-24-22 141
25. 75006 Bill Wingrove 25-26-42-5-33-25-18 143
26. 61317 Jamie Ewing 244-13-36-62-18-31-1 143
27. 77180 David Loring 14-62-9-45-10-62-4 144
28. 75 Dan Feldman 22-22-29-48-41-36-6 156
30. 12755 Michael Sorrell 32-24-28-12-47-27-40 163
32. 57567 William Smith 29-19-20-40-17-5-37-2 176
33. 85043 Pierce Barden 36-25-37-3-20-62-3 177
34. 83598 David Vann 51-43-62-8-31-20-6-2 179
36. 9770 Jean Bergman 47-35-94-6-32-35-62 191
38. 8591 Joel Furman 19-25-43-31-3-39-38 195
40. 60856 Gail Heasler 62-38-47-26-42-22-20 209
41. 75417 Tom Katterheinrich 50-62-15-34-18-3 214
42. 64825 Dale Dunston 33-31-35-48-28-45 215
43. 76188 James Liebl 6-7-21-62-62-62-62 220
44. 22527 Eric Erickson 50-33-34-51-3-39-39 220
45. 5240 Brian Weeks 44-40-41-32-50-25-39 221
47. 37523 Larry Cochran 62-62-25-40-17-46-1 247
51. 57923 Michael Fortner 47-37-44-62-65-44-44 266
52. 60075 Whit Davis 54-62-39-37-43-22-32 267
53. 76222 Brock Schmidt 45-62-49-5-43-24-24 275
54. 19775 Gordon Geick 48-62-47-30-41-50 278
56. 83781 Steven Steier 52-62-62-36-43-36-1 293

Championship Fleet award winners, from left: front. Doug Kaukeinen, Jeff Linton, Back: Mark May, Scott Greenbaum, Mike Gable, Hank Saurage, Kerry Klinger, Charley Clifton, Nancy Haberland, Ken Krawcheck.

Founders Fleet award winners, from left: back row: Lois Blodgett, George Anderson, Mark Milnes, Connie Miller, George Jackson. Front row: Liam Cavanaugh, Jeff Olson, Cory Thompson.
CHIP CLIFTON IS JUNIOR NORTH AMERICAN CHAMP

Sixteen year old Chip Clifton, of Sarasota, FL, won the 1994 Junior North American Sunfish Championship with five straight first place finishes. Winds of 8-15 knots with very strong current made for challenging conditions for the 27 young sailors from all over the U.S. The event, sailed in conjunction with the senior North American Championship, was hosted by Charleston Yacht Club, June 26-27. Five races were sailed, with no throwouts.

Local favorite James Ewing, of Charleston, SC, and last year's champion, Jeff Olson, of Sarasota, FL, looked good at times. In the third race they traded the lead several times but couldn't hold back Clifton. Two PMS's knocked Olson out of the top three.

"I've finished second and third at the North Americans. This is my last. I'm pumped," said Clifton, after Race 2. Then he went out and won the last three, marking the fourth year in a row that the Junior NA Champion has been from Southwest Florida. Will Hankel, of Charleston, won the Midget Division, Robert Shapiro was second, and Andy Miller, third.

Andy Miller, of Lewes, DE, was third in the Midget Division (under 14).

Above left: Cory Thompson sneaks in on port tack at the weather mark as Chip Clifton rounds ahead. Above right: Steve Evans approaches the leeward mark on the inside as Matthew Swan (60016) rounds ahead of Mike Bacynski (83366). Below: Award winners, from left: Bruce Lindheim (3rd), James Ewing (2nd), Chip Clifton (1st), Steve Evans (4th) and Steve Steer (5th).

1994 JR. NORTH AMERICAN CHAMPIONSHIP
CHARLESTON YACHT CLUB
JUNE 26-27

Chip Clifton
Sarasota, FL
1-1-1-1-1
3.75

James Ewing
Mt. Pleasant, SC
2-4-2-2-3
13

Bruce Lindheim
Mandeville, LA
13-5-4-7-9
38

Steven Evans
Lewes, DE
8-3-8-6-17
42

Suzanne Groves
Savannah, GA
16-15-5-3-5
44

Andrew Swan
Charleston, SC
4-16-10-7-14
47

Matthew Swan
Charleston, SC
9-9-24-4-2
48

Steve Steer
Highland Park, IL
6-7-9-14-15
51

Mac Dunbar-Bickmore
Glencoe, IL
5-10-15-15-12
57

Cory Thompson
Lithia, FL
3-22-24-5-4
58

Lisa Cavanaugh
Wilmette, IL
25-11-6-9-10
61

Michael McLeod
Savannah, GA
15-6-7-17-17
62

Evan Swain
Charleston, SC
10-17-12-13-13
65

Jeff Olson
Sarasota, FL
25-8-3-25-6
67

Max Weider
Rochester, NY
7-2-24-19-17
69

Billy Groves
Savannah, GA
19-21-11-11-11
73

Michael McLeod
Savannah, GA
15-6-7-17-17
62

Phillip Summers
Savannah, GA
12-14-24-19-8
77

Mike Bacynski
Savannah, GA
21-20-14-8-14
77

Hal Vasquez
Mandeville, LA
11-13-24-19-17
84

Kelly Filipak
Seabrook, TX
20-19-13-16-16
84

Betsy Davis
Savannah, GA
14-24-17-19-17
91

Hal Frampton
Charleston, SC
17-23-18-18-17
93

Paige Deiner
Lewes, DE
25-18-25-19-17
104
helicopter ride. "Louise" had a great crew of folks working with her. Vic Manning was the PRO who ran some excellent races with the help of AYC's dynamite Laser fleet.

Saturday's four races were a challenge because of the 12-20 knot winds. Lee Parks was in a race unto herself most of Saturday, with the competition a "fur piece" back in a couple of the races. She liked that heavy stuff on a shifty inland lake, which goes back to her Lake Wequaquet beginnings. Susan Hansen didn't let a little thing like being three months pregnant stop her from being Lee's closest competitor. And Gail Heausler had both Lee and Susan worried in most of the races. Heck, even "Thelma" caused Lee a few tense moments. Hard to believe, I know, but she was full of surprises that weekend. The junior sailors liked the heavier winds too; well, one or two did, anyway. The light-weights found it a challenge and learned that sailing upside down was the slow way to travel.

But no one was slow to learn the Texas two-step during Saturday night's entertainment, that and the Boot Scootin' Boogie and Achy Breaky line dance. Those Yankees can scoot a mean shuffle when they set their minds to it. And when "Louise" gets all duded up in short shorts, boots, and a cowboy hat, there's no tellin' what kind of shufflein' goes on. Working off some of those wonderful meals that were included in the registration fee was an incentive. Thank you "Louise", Ann Hista, Robbie Nelson, Becky Waddell, and Jeannie Reed. "Louise" worked out the budget and purchased all the food; the rest of the gals slaved in the kitchen all weekend. "Thelma" just nodded her head in approval; that's what she did best this whole regatta - that and helicopter rides.

It seems "Thelma's" heart started acting up in the 5th race and she was whisked away by helicopter for medical assistance, with "Louise" and Lee in close pursuit. Never a dull moment in the saga of "Thelma and Louise." (Ed's Note: Thankfully, Vicki has recovered and will soon be "back on the regatty trail again!")

Award winners, from left: Kneeling, Linda McDavid, Dayna Mosier, Bekka Lien; 2nd row, Rita Steele, Susan Hansen, Lee Parks, Gail Heausler, Joanne Weberlein; back row, Kelli Filak, Rachel Marsden.

Women's NA's, from page 1

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1994 WOMEN'S NORTH AMERICAN CHAMPIONSHIP
AUSTIN YACHT CLUB, MAY 14-15

GOLD DIVISION
1. Lee Parks
2. Sue Hansen
3. Gail Heausler
4. Rita Steele
5. Joanne Weberlein
6. Sharon Crockett
7. Martha St. Romain
8. Zoe Dommel
9. Vicki Palmer
10. Joanne Salvador
11. Pat Manning
12. Ann Garloff
13. Harriet Ottenheimer
14. Lilly Kauglin
15. Jan Thompson

SILVER DIVISION
1. Dayna Mosier
2. Linda McDavid
3. Rebekka Lien
4. Betsy Beddow
5. Cindy Wyatt
6. Diane Zbasnik
7. Megan Mcsbride
8. Vickie Stones
9. Ellen Rowen
10. Bonnie Unsworth

JUNIOR DIVISION
1. Kelli Filak
2. Rachel Marsden
3. Lacy D'Enrico

Right: Helicopter arrives to rescue Vicki "Thelma" Palmer during the 5th race.

Far right: Top junior, Kelli Filak (left) and regatta co-chair Pat "Louise" Manning show wooden Sunfish plaque awards and Texas hat and scarf favors.
HOW I WON THE SUNFISH NATIONAL MASTERS
OR WHO, ME?

Jerry Parlee

Old Texas Saying: Even a blind hog gets an acorn once in awhile.

The Lake Canyon Yacht Club hosted the 1994 Sunfish National Master’s Championship, May 21-22. Guess I’d go. I hadn’t been to a regatta in awhile, and Canyon is a fine, if squirrelly, sort of place. Should be good competition and good fun. Most of the Texas sailors are over forty anyway; several are over 70! The best thing would be that I wouldn’t have to deal with those youngsters who have been winning lately. Maybe there would be some hotshots from out of town who could show me a trick or two. To my great relief, none of them “furrrners” showed up, much to their loss.

Brownie Horner was good enough to let me stay at his place, a unique cylindrical stone house on a hill overlooking the lake. When we got there, Brownie couldn’t find his rollout couch - it’s a guy kind of place. He generously gave me his bed and went off to his girlfriend’s house. It seemed I had a choice of hot water or air conditioning. Brownie suggested the AC, as the house was a bit musty. His last words were a cryptic, “It’s probably too early for the scorpions.”

Clear skies and 10-15 knots were forecast for the weekend. And we did have 10-15, occasionally. Mostly it was humongous shifts, with nasty holes that led to some agonizing changes in fortune. I was psyched. I thought I was over my starting “yips” and swore I’d be really aggressive on the line. You know what happened; I find a hole with 15 seconds to go. From the sixth row I watch the 28 boat fleet rapidly leave. Not discouraged, I slogged along to about 15th at the jibe mark. Miracle of miracles, I get my own personal puff. It managed to follow me, and me alone, right up to eighth. It was a thrill to be singled out. Little did I know that I would be on the other side of the puffs most of the regatta. Anyway, I was past the leeward mark in great shape until I misjudged a starboard tacker. A 720, and back in the pack. Got a ninth in that one, no way to win a regatta, but not a bad comeback and there was a throw-out. That had to be my worst race!

The next race is a blur. Suffice it to say that I went the wrong way, numerous times, and got a twelfth. Oh boy, so much for this regatta. We go in for lunch and I’m so bummed, I hardly talk to anyone. I went back out early to practice and to avoid whining. The third race is really shifty, with 180’s and all. Somehow I get to the correct side on enough of them so that I’m fourth or fifth on the second to last leg. We’d been sailing for about an hour, and the RC calls the race! “Not a fair contest,” they said; hummph! So we start the real Race 3. I got to the left of everyone and, for once, it paid off. Fourth at the first mark and squeezed ahead for the win, whew! I think, “I’m on track now—there’s still hope! Just one more good race today and maybe the leaders will falter tomorrow.” Oh great! Fourth race, another 12th.

So now it’s a fun regatta. All hope is long gone and it’s time to party. We hung around the club till 9:30, when Malcolm Jones and I decided to go check out a local establishment that offered “drink’n and danc’n.” It turned out to be VERY LOUD rock and roll, not what we’d hoped for, exactly. Observing the local fauna was interesting, and Malcolm showed them a dance step or two. I was too busy sampling the Lone Star Bock. We stayed out late enough to have a good excuse on Sunday. I staggered down to the club about 8:15 for a 9:00 a.m. start. Felt fine. Left my sunscreen on the dock and took my car keys sailing, which wasn’t what I planned. In retrospect it was probably a good thing I wasn’t thinking, as I would have dwelt on my miserable sailing. The wind filled in at 9:30, and surprise! It’s light and shifting but there aren’t many holes. I sneak off left early and right late for the geographical, and voila, just like that I get another first! I think, “Jeez, they’ve got to give me the award for ‘most inconsistent’ with a 9, 12, 1, 12, 1. Next race is similar but building, and I steal another one. Oboy, maybe, just maybe, if I get one more win, I might place. Unfortunately, the wind goes back to Saturday’s form, with lots of holes. I sail okay, blow the layline at the last windward mark and am fifth going for the leeward finish. My only hope is to go way right and hope for a major slant to catch someone. Of course it doesn’t quite happen. I do catch one boat at the line by, maybe, an inch or two, for a fourth.

It’s been fun, but I’m out of the running. Even with a throwout, 27.25 never won a six race regatta. We’re at the awards ceremony and they start with the 40 year...
SAILING DEEP IN THE HEART OF TEXAS

Ellen K. Rowen (77007, aka uh oh!)

When the pink flyer for the Women's NA's arrived in the mail in April, I smiled at the cute feminine Sunfish with eyelashes and ten-gallon hat. Could we possibly go? We looked at calendar, atlas and map. My Houston appointments were just a few days before the weekend of the regatta! Austin was an easy drive from Houston, so I called Pat Manning. She remembered me, watching from the committee boat at the International Masters at Davis Island, FL, in March. Such encouragement: "Y'all better come on down!" So that was it. Wow! I was actually going to sail in the Women's North Americans!!

We arrived at Lake Travis with ease, due to excellent directions from the Mannings. A road runner actually crossed our path! We settled into our luxurious cabin near the clubhouse, complete with picture window view of the lake through the trees.

Southern Hospitality is no myth! A steady stream of new friends and warm, helpful people began that first evening and continued all week. Jim Uroda emerged from his van and noted I was wearing his beautiful, hand-carved Sunfish earrings. Instant rapport! Next morning: to Manning's for a yummy breakfast.

I was looking forward to the practice day, needing to rid body and mind of eight months of "rust." It was still sunny as I rigged, but then a light rain began to fall. Next came the tornado warning. Everyone scurried into the clubhouse and we watched the flags blow straight out from the club's mast for the whole day. But the day was not lost as the "T.H." (Texas Hospitality) continued. Day melted into an evening of delicious "fixin's." (Fixin's is darn good food, while Fixin' is Texas hospitality.)

The awards meeting was a creative succession of trophies and prizes and gifts, from cowgirl hats and bandannas to plaques of wooden Sunfish. The roster of club members who worked to make this wonderful weekend happen seemed longer than the list of competitors!

Reluctantly we left Lake Travis, but we were...
JUNIOR SAILING NEWS
Connie Miller

Sailing School Sleep Overs

The Lewes Yacht Club Sailing School in Lewes, DE, will host several mid-week regattas for juniors this summer. The exchanges with other area sailing schools will promote varied competition and the sharing of fun and ideas between the schools. Sailors from visiting clubs will arrive on a weekday afternoon for dinner, a pool party, and bunk time. The following day, the kids will participate in a three to five race mini-regatta. The yacht club will provide boats for the visiting club, to keep the expenses to a minimum.

We hope that these exchanges will provide a different experience from the daily routine and inspire enthusiasm among the sailors. Look around your area to see if there are sailing schools that might want to exchange with you.

Perpetual Midget Trophy Added to Junior North Americans

With the inclusion of the Midget category to the Sunfish ranks, many clubs will no doubt be awarding trophies to sailors in that age bracket (under 14). The acknowledgment of the achievements of these young people is vital to class growth. The Lewes Yacht Club is honored to donate the North American Midget Sunfish Champion Award, which will be given to the top midget sailor at the Junior North Americans.

The award, a wooden Sunfish, was designed and created by Connie Miller and William Reardon, a local craftsman. It is their hope that the young names that will adorn this trophy will be seen in the future on subsequent awards.

invited to return to Canyon Lake for the Masters the next weekend. We were amazed to find Canyon Lake an instant replay of Lake Travis. The same incredible Texas hills disguise both these unbelievable huge, clear lakes surrounded by deep canyon, rocky cliffs. This area must be the best kept secret of the South! More T.H. followed, as we practically lived at the Horners' house, and VanEtte Christian loaned me a Sunfish for the regatta. The light airy day was sun and Sunfish filled. Sometimes I found myself amidst the rest of the "flock", and the race committee politely allowed me to finish, giving the other sailors a long rest period between races. Experiences that day included turtling in 100 feet of cold water. By 7 p.m. we were enjoying a warm buffet under a huge tent made of sails. Later, Paul Wirth regaled the tired, well fed sailors with lively Swiss tunes on his accordion. A great day!

On Sunday, we sadly had to leave Canyon Lake. The lake and the hills disappeared behind us; before we knew it the curving roads became a very straight highway. We stayed overnight at Grumpy's Motel in Flatonia, TX, where it was indeed very flat, but no one was grumpy. When the roosters crowed us awake the next morning, I saw a windmill across a large farm plot in front of the motel. Imagined the field an expanse of water and the windmill a giant telltale, but not a Sunfish in sight. I left the door open in sheer enjoyment, thinking this might be my last look at the heart of Texas.

My memories are sunny. When someone asks, "How'd you do? Did you win?", I think to myself, "Yes, I won. I really won!" In little more than a week, I'd sailed in a "silver fleet" and become a "master," as well as developing callouses (you know where) ahead of time for the New Jersey sailing season. There must be some distinction in being the oldest of only four women to sail in the Masters. Besides, I sailed in water 100 feet deep, deep in the heart of Texas!
PRACTICE SAILING WITH EASE

Dr. Derrick R. Fries

How does a sailor, particularly a junior sailor, learn to become a better racer without ever going near the water?

There are many different forms of practice sailing. Certainly physical conditioning done on dry land is one way to improve performance in a small boat such as a Sunfish. Practicing tactics, using a pencil and drawing boats and wind shifts on paper, has only limited benefit for even the most enthusiastic racer. Perhaps a better way is the use of a computer model simulation. There are a number of these on the market for computer-literate sailors. Since, in general, sailors are highly educated, this makes a very nice match.

One of my favorite and, perhaps, the best of the computer simulation games is called Sailing Master. The inventor of Sailing Master is Gary Shelef, who recently obtained an M.B.A. degree from the University of Michigan and lives in the Birmingham, Michigan, area. In Sailing Master, which can generally be used in all types of personal computers, he features a number of fascinating racing profiles that include wind shifts and puffs, blanketing, moving telltales, bad air effects and basic rules, with sound, boat speed and wind indicators, hazards, rowboats and windsurfers, weather reports, results boards, and more. This requires the sailor (you, using the keyboard) to control the sail and tiller, sail trim and boat heel while competing against other sailors in the simulated race. Even after you become very good, it’s often difficult to beat the computer at its own game, but it is certainly a lot of fun. Using many pictures from my single-handed racing book, High Performance Techniques, Sailing Master focuses on boating maneuvers and sail trim for single-handed yachts. This, of course, is ideal for the Sunfish sailor, and you will find Force 5’s, Phantoms, and Sunfish in the simulation. The game is particularly beneficial to young people who want to increase their computer skills while learning about sailing. One thing I like about it, particularly for young people, is that it provides them with multi-faceted learning skills, 1) for their life-long enjoyment of sailing, 2) for improved computer integration skills, and 3) it helps with spatial relations skills, which have great applications in sailing as well as in other sports.

It is certainly easier to learn about racing rules on the computer, where boats go through simulated contact and collisions, complete with noises and hails for 720’s, rather than breaking up an actual Sunfish and putting Mom and Dad or the boat shop through laborious repairs. Another benefit for individuals and junior programs is that learning can be accomplished during inclement weather and off-season. I particularly like the idea of using simulated games like Sailing Master to keep me refreshed and strategically on top in my sailing performance; it is the next best thing to actually being on the water. Even my four-year-old son has shown interest in watching and moving the keys to do maneuvers. If the Sunfish class is going to continue to grow, it needs applications like this that help not only current sailors, but bring young people into the class with a multi-faceted approach to sailing. Games like Sailing Master are an appropriate avenue to enjoying Sunfish racing to the fullest.

For information about Sailing Master, contact Gary Shelef at (810) 545-9928.

A past Sunfish World and North American Champion, Derrick Fries is a sailor of renown. He is the author of several books on sailing, with a new one currently in the works.

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NA'S NOTES
Chuck Rushing

I would like to mention that the 1994 NA Championship was helped along tremendously by our sponsors (Timeout of Charleston and Hawthorne Suites Hotel) and numerous contributors who enabled us to give away a variety of nice door prizes every evening. I would also like to thank Brian Weeks and the Sunfish Class for the stained glass window given to Charleston Yacht Club for hosting the event. I presented it at the July monthly meeting and everyone thought it was great. I hope to see you in a very conspicuous place in the club.

WOMEN'S SAILING WEEK AT BITTER END, BVI

The Bitter End Yacht Club at Virgin Gorda, BVI, has again signed on four-time Rolex Yachtswoman of the Year Betsy Alison and ocean racer Martha MacKechnie to direct their third annual Women's Sailing Week, scheduled October 22-28. Alison and MacKechnie will lead clinics aboard Lasers, Vanguard 15s and J/24s, as well as accompany participants with their families on island-hopping excursions aboard the club's Freedom 30s. Instruction will be geared toward women sailors with basic, intermediate and advanced sailing knowledge. For reservations and further information, call (800) 872-2392, or contact the Bitter End Yacht Club's Special Events Office, P.O. Box 4032, Darien, CT 06820; (203) 656-0799.

UPDATES TO 1994 REGATTA CALENDAR

Since the Regatta Schedule was published in the Spring issue, the following regattas were submitted:

August 27 1994 Glass City Regatta (Open); Western Lake Erie Sailing Club; Maumee Bay off Lost Peninsula in Toledo, OH. Contact Sally Duncan, (419) 893-7598, and Vicki Kretz, (419) 726-0006.

October 1-2 Yankee Duo, Chowder Cup and Just Desserts (Open); Sherborn Yacht Club and Cochituate Yacht Club; Pleasant Bay, Chatham, MA. Contact Sally Demler, 169 Maple St., Sherborn, MA 01770; 508-653-2069 (H), 617-262-5440 (W). Fun weekend, two separate regattas; trophies both days.

SUNFISH FLEET 560 REORGANIZES IN SOUTH CENTRAL PENNSYLVANIA
Esther Gunning

On Saturday, May 22, a group of Sunfish one design class owners/sailors met at Gifford Pinchot State Park in Lewisberry, PA, to discuss plans for the reorganization of the long dormant Sunfish Fleet and local one design class association for the South Central Pennsylvania region. By unanimous vote, those present agreed that there was more than sufficient merit and support for such an endeavor and that reorganization should proceed as quickly as possible. Fleet 560 has been reactivated with the United States Sunfish Class Association.

The newly reorganized local Sunfish fleet will initially meet and sail at Gifford Pinchot State Park in Lewisberry, PA. The Pinchot Sailing Club's active support during the 1994 sailing season offers Fleet 560 opportunity to conduct much of its racing activities within the Club's regular program during a few special one design class events.

All interested Sunfish owners/sailors are invited and encouraged to become a part of this newly reorganized local Sunfish fleet and to participate in its activities. Come sail at our first open one design Sunfish Regatta to be held at Pinchot Lake, October 1, 1994. Call Ed Wagman at (717) 761-3575 for more information.

NA'S NOTES
Chuck Rushing

Prior to the upcoming NA Championship, several Sunfish owners/sailors have been successful at various regattas. The Sunfish will be an important part of the 1994 NA Championship fleet at the Charleston Yacht Club, October 1-2.

SUNFISH CHAMPIONSHIP 1994

The Sunfish Class Association will be meeting at the Charleston Yacht Club, October 1-2, for the 1994 Sunfish Championship. The regatta will follow the Bank of America Cup, October 3-5.

SUNFISH NATIONALS 1994

The Sunfish Class Association will be meeting at the Charleston Yacht Club, October 1-2, for the 1994 Sunfish National Championship. The regatta will follow the Bank of America Cup, October 3-5.

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CLASS OFFICE

Sunfish Class Directors, Peg and Terry Beadle.

KEEP US INFORMED

Please advise the class office of your new fleet captain's name and phone number for our records. This is important so that he/she will receive class information and requests for regatta scheduling input.

There is no charge to obtain or renew a Fleet Charter. A minimum of five boats with current membership is required.

Fleet Captains, if you would like to present a fleet champion black chevron and certificate to your fleet champion, send your written request to the class office.

Members are urged to provide notice of address change promptly, to prevent loss of the Windward Leg (and 35 cents which the class must pay when the post office returns your copy marked "address unknown", "change of address," etc).

CLASS NOTICE

To all regatta organizers, fleet captains and race committees:

Please be advised that in order to retain our international class status, we must adhere to the regulations of the International Yacht Racing Union (IYRU).

Rule 7.3.6 states, "At Class events, the Sailing Instructions and Notice of Race shall not amend or override the Class Rules without the prior approval of the IYRU and International Class Association. A Class event is an event initiated and controlled by the class association without any alteration to the class rules."

Please be sure that your Sunfish Class events abide by this rule.

If you have any questions or concerns, please contact us at the Sunfish Class Office.

Terry A. Beadle
Class Administrator

ATTN: REGIONAL REPS

If you have any ideas for promoting the Sunfish Class and adding to class membership, or if you know of any boat shows coming up in your area, please write or contact Class Publicity Chairman Ellen K. Rowen, 2401 Atlantic Ave., Spray Beach, NJ 08008; tel: (609) 492-4717.

FIND IT IN A BACK ISSUE

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 (Workshop) by Brian Weeks; ADD A HIKING STRAP (FYI) by Eric and Scott; 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.


MAKING THE STOCK BOARD INTO A SPEED BOARD by Brian Weeks, Vol. III, No. 9 (wood board).


INNER HULL REPAIRS by Brian Weeks, Vol. IV, No. 1.

FOUR THINGS YOU MUST KNOW FOR EACH START by Rick White; RUDDER EFFICIENCY by Brian Weeks; Vol. IV, No. 2.

A SLICK BOTTOM GOES A LONG WAY by Brian Weeks, Vol. IV, No. 3.

VIDEOS FOR A SMALL FEE

If you would like a video for class promotion or entertainment at a fleet meeting, please call or write the class office. Just send a $50 deposit check, payable to USSCA. When the 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
- Combo: 1st and 3rd Worlds (St. Thomas and Bermuda)
- US Sailing Video on Rule 54 (Propulsion and Kinetics; explanation and clarification by IYRU; 26 minutes)

REGATTA REMINDER

March 10-12, 1995 Master's International Championship, Sailing Squadron, Sarasota, FL; Cindy Clifton, 1379 McAnsh Sq., Sarasota, FL 34236; H: (813) 954-6923. W: (813) 385-5684; over 40.

March 17-19 National Midwinter Championship, Davis Island Yacht Club, Fleet 651, Tampa, FL; Jeff Linton, 524 Channel Dr., Tampa, FL 33606; H: (813) 254-3455; W: (813) 327-5361. National Team Sunfish Championship to be held Thurs., March 18.
FROM THE EDITOR

Linda Tillman

Thanks to all who sent articles, results, photos, etc. for this issue. I appreciate your taking the time to write up your regattas and submit them on time. Keep up the good work! Articles may be submitted on disks compatible with Macintosh (LCIII) and Microsoft Word. The deadline for the Fall '94 issue is October 15.

Remember that Peg and Terry need the results of regional regattas promptly for purposes of determining Worlds qualifying slots, along with a writeup and photo for the Leg. In all regatta results, please include position, each competitor's first and last name, hometown if you want it, individual race results, and total points. Photos must be supplied with captions, and photo credits if desired. Reporting on your Sunfish event is good publicity for your next one.

US Sailing provides Regatta Reporting Forms to assist you in submitting regatta coverage to magazines. In this issue, Jerry Callahan's (of Oxford, OH) article on the Spring Just for Fun Regatta was submitted on a USS form and was wonderfully received by the editor! If you wish to cover an event but do not know how to begin, write or call US Sailing at P.O. Box 209, Newport, RI 02840-0209; tel: (401) 849-5200; Fax: (401) 849-5208 and request the Regatta Reporting Service Form. It is another worthwhile service provided by our national governing body. If you are not already a member of US Sailing, see the ad on page 22 and join today.

Please notice the advertisers in this issue, many of whom have been faithful supporters of the Sunfish Class for many years. If you need a Sunfish product that is advertised in this newsletter, please pick up the phone and order it from one of "ours". And tell them you saw it advertised in the Windward Leg.

Thanks and good sailing!
EXPANDING HORIZONS
Brian Weeks, USSCA President
I have given a great deal of thought lately to class growth. How do we keep the number of people entering the world of Sunfish racing growing at a rate equal to or greater than the number of people leaving? No matter what we do, there will always be those who leave. Some leave because they want to move into a different class. It is still believed by some that the Sunfish is merely a boat used to “get your feet wet” in the world of sailing and that then they should move on. Some leave because they feel they gave sailing a try and it really isn’t their “thing.” They sail for two or three years and they don’t see any progress in their skill, so they move on to another sport. Some leave because they feel sailing is a youthful thing to do and that when they settle down, find a mate and have some children, sailing would be an irresponsible thing to do. Combined with this, and a reason of its own, is the fact that some people leave because of economic reasons. Even Sunfish-ing can cost money if you travel and keep your boat updated with new equipment. I’m sure there are other reasons for retiring from any class of boat but the main reason people leave is that we, as a class, don’t do enough to inspire them to stay.

How do we combat all these “excuses?” Let’s see. As for “moving up” to another class, we must promote the Sunfish as a Hot Class. It is not too competitive. We don’t want to tell newcomers that racing a Sunfish is so cut throat that they won’t even want to try it. We have to make people aware that the learning curve is fairly quick and that with time and experience, they will do well in the class. This starts on the local level. We each have to convince one or two other people of what we already know, that this is the boat to sail. Once a local fleet grows to 10 to 15 boats, the rest will come naturally. In years when we can get our frostbite fleet up to around 12 boats on the water, a whole bunch of new Sunfish-ers come out of the woodwork! Then, all we need is good weather to keep them coming. It is important to toughen up these newcomers and show them that the me and days are as fun as the nice ones and that, with new technology in sailing gear, we can sail practically all year long.

It is important to show new sailors how to rig the boat for racing and show them that when rigged and sailed correctly, it really has evolved over the years into a high performance craft. In many conditions, a Sunfish can beat a Laser. It may not sail upwind quite as fast but we can catch them off the wind. We need to use word of mouth and advertising to overcome the image of the Sunfish being only a daysailer or club boat. This image is most important in talking with junior sailors. We need to attract a certain percentage of junior sailors in order to maintain class growth.

By being willing to teach, we can overcome losing people because of not advancing their skills. We should share our knowledge of speed and tactics. Try running a clinic at your next regatta or club weekend; do it yourself or get a hot local sailor to volunteer. You’ll be surprised at the turnout if you advertise. No one likes to admit that they don’t know something, but when they can stand in the crowd and learn, they will.

As for dropping out because of family duties, I think there is always a way to keep these people involved. Obviously you can’t campaign for the Olympics with a newborn baby at your side, but a family can be a closer family if they “recreate” together. Sailing can be one of the best family sports. As for spouses who don’t sail, there are so many ways to get involved and things to do at regattas and club events. The social aspect is important to emphasize. The Sunfish Class has such a great group of people, on the water and ashore, just waiting to welcome newcomers. Be sure to introduce new sailors and their families to fellow Sunfish-ers.

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WEIGHTS & MEASURES

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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) 457-2382

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and make a point of introducing yourself to newcomers.

As for money, traveling can be costly, it's true. Just a weekend regatta adds up when you consider tolls, gas, lodging, and entry fees. The rewards are great, however, since you get to see new areas, sail new bodies of water, and meet new people. If you have a double trailer, offer a friend to go with you to an away regatta; splitting costs makes traveling easy and more enjoyable. I try to run a free regatta each year. Make some simple trophies and tell people the regatta is free; free regatta each year. Make some simple water, and meet new people.

They will come to support your good intentions. We also point out to new sailors that they can handle regattas such as the regionals and even the North Americans. Even if they do poorly, they will learn a great deal and enjoy the traveling. Don't raise people's expectations of doing well, but emphasize the social aspects, the fun of traveling and the learning experience they will enjoy.

It is important that we all do our part in keeping class growth alive. Start with making your local fleet grow. Get others in your fleet to pursue new sailors and teach the ones that you sense are losing interest. We must show others how to enjoy the sport of racing sailing and show them that the Sunfish is the boat to be racing. If we can look towards this new horizon of teaching and inaugurating sailors, we can make growth in our class spread like wildfire.

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

ISCA PRESIDENT'S LETTER

Planning for the World Championship in Bermuda is well underway and most of the invitations have been sent. The 1995 Worlds will be in Venezuela. For 1996, the Dominican Republic has graciously volunteered to host the Championship. I am sure these will be memorable events, so don't miss your chance to qualify.

I have been made aware that some sailors feel that there should be a rule regarding minimum hull weight. There have also been opinions expressed that this is not a good idea. Since the issue has arisen, those of you who have a point of view on the subject should express yourselves, either in writing or verbally, to the Sunfish office so that the World Council can gain a sense of what the Class wants. Just write Peg or Terry at the Sunfish office or fax them a letter at (810) 673-2750.

Thank you.
Leonard K. Ruby
ISCA President

BRING IN A MEMBER

Dues for new Sunfish Class members remain at the same low price. For $35, a first time member is assigned an official sail number and receives a set of cloth, self-adhering legal size sail numbers, a membership card, a copy of the Class Measurement Rules and Constitution booklet, the Annual Regatta Schedule, and the Windward Leg, published three times a year. What a bargain! Bring in a new member this summer. See membership form on page 27.

BUILDER'S CORNER

DAGGERBOARD RUMOR CONTROL

Peter Johnstone, Pres., Sunfish Laser Inc.

Since the new daggerboard's introduction, we have had twelve daggerboards returned and replaced due to broken tips. In every case that we know, the daggerboard has either been dropped or run aground against a solid object. Up to five inches of the tip may break off if impacted with a solid object. What may be perceived as a design flaw to some sailors is actually a benefit. It's better to break the daggerboard tip than to have a trunk failure.

The damage rate to date is less than .25% of total production, which is an astronomically low number versus typical first year marine defect and failure rates of 5%. To date, these damaged boards have been warranted by Sunfish Laser. None have shown any defect in manufacture, and the damage does not pose any threat to safety on the water. From this point forward, the new daggerboards will only be warranted if there is a demonstrable defect in manufacture.

We have made the new daggerboard as reliable and structurally sound as can be within the design parameter presented to us by the ISCA. The new daggerboard is not designed to be dropped on your driveway. With a little TLC it should be a very reliable and durable piece of equipment.

I look forward to seeing you on the water at the Bermuda Worlds.
ANNUAL MEETING MINUTES
UNITED STATES SUNFISH CLASS ASSOCIATION
JUNE 29, 1994
Charleston Yacht Club, Charleston, SC

1. USSCA President Brian Weeks called the official Class meeting to order on Wednesday evening, June 29, 1994, in conjunction with the North American Championship held at the Charleston Yacht Club. The minutes of the 1993 meeting were approved as printed in the Windward Leg with one correction. Paul Odegard completed his term as US delegate to the Advisory Council, he did not step down as indicated in the original minutes.

2. Treasurer's Report: by Mike Scriber

Balance on hand 1/1/93 $1,298.79
Total Revenue 41,932.00
Total Expenditures 36,850.38
Balance on hand 12/31/93 5,097.11

Balance on hand 1/1/94 $5,097.11
Total Revenue 36,850.38
Total Expenditures 36,850.38
Balance on hand 5/31/94 5,097.11

3. Old Business: Format of North American Championship. Response from the questionnaire in the Leg was good, but there was no consensus. A committee was formed including Chris Houston, Connie Miller, Cindy Clifton and Vic Manning to come up with a proposal to be voted upon by the board.

4. New Business:
   4.1 The USSCA board voted to change the qualification for the World Championship. The qualifiers will now be:
      - Top junior from Junior NA's
      - Top woman from the Women's NAs
      - Top master from the U.S. Masters
      - Top finishers from 2 Regional Championships in each region
      - 6 top finishers from the North Americans
      - 5 top finishers from the Mid-Winters.
   All remaining spots will be chosen from the North Americans.
   Wild card spots are now filled by requesting that your name be included in the drawing for those spots.

   4.2 There have been some failures of the new daggerboards due to the fact that the metal reinforcement stops about 2 1/2 inches from the bottom of the board. SSLI has indicated that they will warrant those which have snapped off due to only slight pressure, such as running aground lightly in sand. If the board breaks, it may be epoxied and glassed locally at the break. New boards may not be fiberglassed or epoxied over all.

   4.3 There are six rule change proposals the USSCA Board will take to the ISCA World Council in November:
   a. Allow boom blocks and eye straps of the sailor's choice, placing them wherever competitor chooses.
   b. Allow anti-chafing material on the tiller.
   c. Remove the limit on bridie measurement since it is unenforceable.
   d. Eliminate the rule that says a competitor can use only one set of equipment in a regatta.
   e. Allow outhiss to be led through small ties or main sheet hangers in order to prevent blowing out the sail clips. No internal outhiss at this time.
   f. Allow any diameter halyard.

Paul Odegard suggested doing a questionnaire on these rule changes so the representatives could go to the World Council with some numbers to indicate support from U.S. competitors. There was some discussion on allowing more sail for a regatta. Rod Koch explained that the Board felt it was fairer for light weight people; some felt they could not sail in very heavy weather with the larger racing sail but could go out if allowed to use the smaller sail. In a show of hands, most people present preferred to allow more than one sail per regatta.

It was moved, seconded and approved that the President add ISCA representatives take a strong recommendation to the World Council to rescind Rule 4.3, and to take a motion from the class meeting to add to the Board recommendation.

5. Committee Reports:
   5.1 SLLI - No report. Brian Weeks expressed general class satisfaction with the boats. There are no SLLI plans for a new rudder; however, private parties are testing different shapes.
   5.2 Membership: Jim Koehler reports he is looking into the possibility of a subscription deal with Sailing World for new members. As of June, 1994, USSCA membership was 1549, down slightly from last year. A few more memberships should come in during July and August.

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Registrations in Florida are down. It was suggested the class make an effort to contact old fleets and everyone should make a personal effort to get people interested again. Another suggestion was to coordinate with SSLI an effort to advertise the racing quality of the class. SSLI has prepared some new advertising about racing Sunfish which should be cut soon.

5.3 Historian: Bob Butner says the Hall of Fame needs updating.

5.4 Masters: Vic Manning suggests Masters regatta sites should move to different regions around the country. He welcomes any suggestions or contacts.

5.5 Women's: Gail Heausler reported 28 boats competed in the Women's NA's in Austin, TX. The regatta will go East next year. Gail also will try to move the regatta sight to different regions each year.

5.6 Juniors: Connie Miller suggest Jr. Regional Regattas with perpetual regional trophies in those areas with strong junior participation. If regional reps could arrange a clinic for these junior regattas, it would be great. Connie would also like to have regattas between various Yacht Club junior training schools. Establishing a top Junior Women's trophy for the Junior NA's is another idea. A perpetual Junior Midwinter trophy should be ready soon and given to this year's winner (under 14). It was suggested the class send a delegate to the US Sailing Symposium in Mystic, CT in October. It was suggested the Midgets and Juniors be scored within their own classes but an overall score for the regatta should also be printed.

5.7 Regattas: Lois Blodgett reports Davis Island will host the 1994 Mid-Winters, March 18-19. Sarasota will host the Masters. There will be team racing on the Thursday before the Mid-Winters, with 4 per team. The committee is trying for Hyannis Yacht Club, Cape Cod, as the 1995 NA's site, in July or August. If this does not work out, Lewes, Delaware is a strong possibility. Lois is looking for a mid-west site for 1996; she has one proposal from Minnesota.

5.8 Nominating: Tom Katterer Heinrich presented a slate of nominees for the three board positions to be filled this year:
   USSCA President - Brian Weeks 
   Treasurer - Michael Scriber 
   Secretary - Jean Bergman.

It was moved and seconded that the nominees be accepted by acclamation. The slate was approved.

Regional reps from four regions were elected:
   Mid-Atlantic: Chris Houston
   New England: Peter Beckwith
   New York: Joel Furman
   Southeast: Cindy Clifton

Tom reported that John Focke, Southwest Region, wants to step down. Vicki Palmer and Pat Manning have volunteered to fill in the remaining year of his term.

8. Floor Discussion: Brian opened the meeting to discussion from the floor. There was some concern about boom end caps breaking. Brian said he would talk to the manufacturer. Brian also asked for volunteers to work on a yearbook for the class. Anyone wishing to take on this job, please contact Brian Weeks.

9. Adjournment: The meeting adjourned at 10:45 pm.

Respectfully submitted,
Jean Bergman, Secretary

Windward Leg Summer 1994
NEW DAGGERBOARD REPAIRS

Brian Weeks

We have quickly seen that the new racing foil daggerboards are somewhat fragile down near their tips. Although SLI has had very little problem with the boards, some have been broken by going aground. At last year's Worlds, several boards met their fate on the coral reefs off of Virgin Gorda. Other sailors have found that where the old wood boards would simply get scratched or dinged by going aground, the new ones don't fare so well. I have repaired several boards already at the shop, thankfully not my own. One sailor we know borrowed a board and proceeded to find a rock in the Barrington River this spring.

Let's talk first about the construction of the board. The board is made by a process called injection molding. It consists of creating a shape out of high density polyurethane foam in a mold that is then coated with an outer skin of resin or epoxy. I am not sure if a gel coat is used on the Sunfish boards, but I do know that the final finish is some kind of epoxy spray paint. If you look at the underside of the retainer hole, you'll see a bare spot where it was hung to dry. Within the foam core of the board are several steel rods. We saw these last September when we went through the X-ray machines at the airport. I would guess the main rods are 1/4". Down at the bottom of the board the taper makes it narrow, so the rods have to get smaller. There are a number of coat hanger size rods down near the tip.

The fact of the matter is, however, that the new boards must be sailed with care in areas of shallow water. They are fast, but fragile. Let's talk about how you can make a simple repair to the board, and then about a more complex one.

If you drop your board or get a ding from hitting something or from a rough edge on your trunk, you can fill in these spots. I recommend using West System epoxy for all repairs. It is the best epoxy on the market and has been for years. Give me a call if you need to locate a place to purchase it. Most marine stores carry it. Sand the ding or gouge with rough sandpaper, such as #60 grit. Wipe the area with acetone if you have it. Make up a mixture of West System epoxy along with some high density powder and microlight fairing particles (both are West System products). Make a thick peanut butter consistency mixture and apply it to the area of repair. Put a little extra on to build it up. After the repair area is dry, you can sand it fair again with sandpaper. Start with #60 grit but work your way down to a very fine grit like #220. You will find that adhesion is strong and the area of repair will be stronger than the normal material. As you sand, you will probably sand through the white epoxy paint. If you like, you can touch up the board with any type of flat white spray paint.

Let's talk about a more extensive repair. Let's say a large portion of the tip of the board has broken off from hitting a rock near the shore of your lake. Take a friend's board and draw the shape of the board onto a piece of plywood or cardboard. This will be your template. Remove all broken and cracked areas of the board.

If the metal rods are exposed, cut them off with wire cutters or cutting pliers. You will have to purchase some long 10/24 steel machine screws from a hardware store. The bigger the repair, the longer the bolts should be. You can also use small metal rods, but most repairs should not be too large and the machine screws work well since the threads grip the epoxy. Cut the heads off the machine screws with bolt cutters or wire cutters. Drill about three or four different holes at different angles up into the foam at the proper angle so as not to go out the side of the board. They should be about a quarter inch in from any edge. Mix up some West epoxy and coat the bolts. Insert them into the holes as far as needed to keep the specifications of the edges. Mix up a large batch of West epoxy, thickened once again to a peanut butter consistency. This time I recommend a mixture of high density powder and colloidal silica. This makes a very strong mixture. Put the board on top of a piece of wax paper and start piling on your mixture. Don't make it too high, but make sure you extend the mixture past the actual outline of the board. After it hardens you will cut the shape back out by using the template.

After the repair has set up, draw the shape of the board back on to the epoxy. You can cut the shape using a band saw or jig saw. The next step will take some knowledge of fairing. The epoxy repair must be sanded and fairied back to the foil shape that it originally was, using a sanding block or an orbital sander. Again, I recommend starting with #60 or #80 grit and sanding finer and finer up to, say, #220 grit paper. Any leftover air holes or imperfections can be filled with a putty or MarineTex.

If the repair to your board seems like too much of a project or too extensive, I recommend taking it to a professional. Most boat repair shops should have a good fiberglass man who could handle such a job. My advice to everyone, however, from square one, is to treat your board with care and in shallow water, watch out!
Although the weather forecast for the weekend was not very favorable (tornadoes were reported in nearby Buffalo), many sailors decided to brave the elements and travel to Oswego for the New York regional this past June. Many had heard of the fierce conditions that can arise on Lake Ontario at a moment’s notice and were drawn to conquer the six to eight foot waves!! NOT!

Sailors arriving at the Oswego Maritime Foundation’s boating education facility on Saturday, June 25, were greeted with overcast skies and 5 to 10 knots of wind. Twelve competitors traveled from New Jersey, Connecticut, Rochester, Binghamton, Syracuse and Oswego to see what the Port City of central New York had to offer.

Three races were sailed on Saturday, with conditions varying throughout the day. The first was claimed by Malcolm Dickinson, with Nicky Einthoven in a close second. Local Dave Tonkin won the second race. After a nutritious lunch distributed by the RC Foundation’s boating education facility on the water, a recharged Einthoven captured the last race. Unfortunately the wind did not cooperate for more racing, and the committee sent everyone in to enjoy a feast fit for a king.

A few sailors decided to see a little of Oswego’s night life that evening; some went to a movie while others shot a few rounds of darts. All in all, everyone retired fairly early, knowing how close the regatta stood. Sunday dawned a gorgeous day with steady winds at 8 to 12 knots. Dickinson and Gregway each claimed firsts in the four races, while Sunfish newcomer Todd Perrigo dominated Races 2 and 3 to move him into a battle for third with Tonkin going into the last race.

Many thanks to all of the competitors and regatta organizers for a successful and protest-free regatta.

1994 NEW YORK REGIONAL
OSWEGO, NY
JUNE 25-26
1. Malcolm Dickinson Pelham 1-2-1-1-2-3 9.5
2. Nicky Einthoven Ewing 2-7-1-2-3-4 14.75
3. Dave Tonkin Oswego 3-1-5-6-4-2 18.75
4. Todd Perrigo Olean 6-5-3-6-1-DNF 21.5
5. Tom Gregway Oswego 5-3-7-7-7-5 27.75
6. Brian Plank Oswego 4-9-9-4-6-6 33
7. Mark Rosenkrantz Chen. Frks 7-4-5-9-10-3 34
8. George Seary Endwell 8-6-10-5-9-10 42
9. Tom Dungey N. Syracuse 11-9-6-DSQ-9-7 48
10. Chip Bayer Rochester 9-10-8-8-10-7 52
11. John Erwin Oswego 10-11-11-10-1 60
12. Michael Lynne Minnetto 12-12-12-DNF-DNF-DNF 60

Jeff Linton scored four firsts and showed his stern to 32 sailors from around the state of Florida in this 1994 Worlds Qualifier. The light to medium conditions were quite a challenge to the competitors and produced some interesting results.

The race with the least wind had three 200 +/- pound-ers in the top six, although one of those was a PMS. In Race 6, thirteen year old Florida State Optimist Pram Champion Danny Pletsch led the fleet around every mark to post his first bullet in a major

Jeff Linton, first to finish and first at the keg.

Sunfish regatta. Chip Clifton (top junior) and Dave Guerdan also put firsts on the scoreboard. This was Dave’s first regatta after a 2 1/2 year layoff recovering from becoming the father of twin, red-headed boys.

Leslie "Wiggle that Stick" Fisher survived a trip to the protest room and took the prize for first woman by a two point margin over Rita Steele.

In second overall, Charlie Clifton earned the qualifying berth for the Bermuda Worlds since Linton had previously qualified with a second place finish at the 1994 Midwinters.

1994 SE REGIONAL CHAMPIONSHIP SARASOTA SAILING SQUADRON MAY 28-29
1. Jeff Linton 1-1-1-4-4-2-1 9
2. Charlie Clifton 3-2-2-12-2-3-2 14
3. Chip Clifton 2-8-4-1-3-5-4 18.75
4. Dave Guerdan 5-6-6-1-33-3 26.75
5. Mark Taylor 33-4-9-2-6-6-7 36
6. Jim Kaghin 6-5-5-7-9-12-19 44
7. Daniel Pletsch 13-11-3-14-16-1-9 57.75
8. Bill Haberland 33-10-11-3-11-18-9 62
9. Leslie Fisher 7-12-19-28-17-15-8 69
10. Jeff Olson 13-14-9-39-7-15 69
11. Rita Steele 9-21-15-18-12-6-11 71
12. Al Thompson 23-13-7-22-5-13-12 72
13. Bill Wingrove 4-3-39-17-7-11-33 75
Rogers, one of the juniors, sneaked in a second in Race 2, as did Stan Woodruff in Race 1. Stan won the Marco Polo Award, having stopped to spend the weekend with us as he made his way from Florida to Michigan.

On Sunday, the wind shifted just as we were about to begin the first race, and filled in from the southeast at 12-15 knots for the remainder of the day. The heavier air obviously appealed to Tom, who finished the regatta with two firsts, followed by Doug and Chris in each of the two races.

Doug captured the overall championship with 11 1/2 points. Janice "J.J." Mason, in fourth place overall, also took home first Woman and first Master trophies. Steve Evans was first Junior and Andy Miller, first Midget (under 14).

1994 MID-ATLANTIC REGIONAL

Connie Miller

Winds were constant for the Mid-Atlantic Regional Championship held at Lewes Yacht Club, June 4-5. Although the turnout was less than expected, the participants were able to enjoy sailing instead of the frequent sitting around waiting for wind that plagues many events as summer nears.

While the locals dominated the special awards, Doug Kaukeinen of Lakeville, NY, Tom Donahue, of Brigantine, NJ, and Chris Houston, of Amber, PA, gave us sailing lessons all weekend. The three had a good time trading around the first three places.

On Saturday, a light breeze and an incoming tide allowed one of the locals to take Tom to the Dairy Queen, a nice way of saying, "Boy, did we overstand!" Tom caught on, though, and wouldn't follow me anywhere the rest of the weekend. Doug got off to a good start with two bullets out of three races sailed. The other two muskeeters, Chris and Tom, were not far behind. Dylan

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1994 MID-ATLANTIC REGIONAL LEWES YACHT CLUB, LEWES, DE JUNE 4-5

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<td>14</td>
<td>Andy Miller</td>
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Mid-Atlantic winners circle, from left, back row: Tom Donahue, Steve Evans, Janice Mason, Rob Davis; front row: Chris Houston, Andy Miller and Doug Kaukeinen.

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**REGATTA REPORTS**

*Icebreaker award winners, from left: Rich Chapman, Dan Feldman, Todd Gay’s trophy and hat (he had already left for home), Don Bergman, and Bob Findlay.*

**FINDLAY WINS JOHNSON SLOUGH ICEBREAKER**  
*Tom Katterheinrich*

The Icebreaker Regatta at Johnson Slough Yacht Club is the first Sunfish regatta for the season in the Midwest. The Johnson Slough is an L-shaped lake covering 60 acres, located in Golfview Hills, a subdivision of Hinsdale just west of Chicago’s outer belt. As usual, this famous regatta drew some of the best talent in the region. This year the weather was beautiful and the wind ranged from 3 to 20 mph, with fast planing conditions every time you sailed past the Willow tree. Johnson Slough Yacht Club will host the Great Pumpkin Regatta on October 29. Plan now to attend.

**ICEBREAKER REGATTA JOHNSON SLOUGH YACHT CLUB APRIL 23, 1994**

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**SANJL REGATTA NO. 1 BRINGS OUT 41**  
*Malcolm Dickinson*

The first SANJL regatta this year was held at a new location: Sunset Yachts on the east shore of Lake Hopatcong. It was a day of very little wind and a big turnout of boats from all over NJ and NY. Several sailors drove five and a half hours from Oswego, NY, on the shore of Lake Ontario, to get in some of the world’s best pond sailing and to tell everyone about their upcoming regional championship in June. Three races were sailed in light-to-no-air, with college sailor Derek Jackson turning in the most consistent performance to win overall.

**SANJL REGATTA #1 SUNSET YACHTS, LAKE HOPATCONG, NJ APRIL 30, 1994**

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**CHALLENGING RACING AT NEW YORK CENTRALS**

The Central New York Yacht Racing Association Championship was held July 9-10 at Ithaca Yacht Club on Lake Cayuga, Ulysses, NY. Fair weather and light winds were the rule this year. Ithaca Y.C. put on a good show with a giant barbecue and live music on Saturday night and lots of pennants for the race winners on Sunday. This championship is held at a different inland lake location each year and always has a good Sunfish turnout. This year we welcomed Pat Kendee to her first Sunfish regatta and saw some strong finishes by junior sailor Max Weider, who had just returned from the Jr. NA’s in Charleston. Max led the three boat Rochester contingent at this regatta. George Seary was particularly strong on Saturday, taking two bullets in a row in his new green hull. Karen Kubinski was the highest placing Ithaca sailor; she will be a senior at Cornell in the fall.

Despite little or no wind and multiple delays caused by a Laser fleet that couldn’t seem to hold back (a dozen general recalls), the Sunfish fleet had a good time and some challenging racing. Watch the schedule next spring for the Centrals. It’s worth the trip north!

**CENTRAL NEW YORK YRA CHAMPIONSHIP ITHACA Y.C., ULYSSES, NY JULY 9-10, 1994**

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Windward Leg Summer 1994
26TH ANNUAL BOLTON LAKE S.C. REGATTA

It was a typical Bolton Lake day: warm, sunny, and little to no wind from every direction. Beasts turned to reaches and runs to beats, as the wind came and went. Bolton is an ideal training ground for the tricky sailing at Johnson Slough, Swartswood Lake, the ponds of the Pocono Circuit, and New Jersey's SANJL regattas. Dave Davies was the man of the hour, showing his years of pond experience dating back to Wequaquet in '64. He joined another North American Champion, Paul Odegard, as they came from behind in the first race to bang the right corner hard and pass the fleet. When you're hot, you're hot, and Dave was, turning in top quality product! Gordy can appear. Gordy Geick and Ed Guydin were packs as the puffs appeared and disappeared. Gordy Geick and Ed Guydin were looking sharp on the course in their brand new gray and purple boats. SLI sure is turning out a top quality product! Gordy can attest to that, as he attached his sail to the spars at 9:30 am and nearly won the first race an hour later.

At the prize giving, awards were given to Mary Charles, top woman, and Allen Buttner, top junior. Pete Van Dine provided excellent race committee work in very difficult conditions. Call Paul Odegard for more information on Bolton Lake SC’s racing series, at (203) 643-9055.

ANNUAL BOLTON LAKE S.C. REGATTA
BOLTON LAKE, CT
MAY 22, 1994

1. 7509 David Davies 1-2-1-3 6.5
2. 52343 Malcolm Dickinson 5-4-2-5 16
3. 19775 Gordon Gask 3-7-5-9 24

1993/94 PIXIE CIRCUIT
Bill Wingrove and Herb Swanson
Tampa Sailing Squadron, March 6 (No. 6)
Thirty one boats competed in three divisions at Apollo Beach on March 6, 1994. With the help of a few javelin throwers and a gang of catchers, the boats were launched over the seawall. (John Spray’s height and agility finally paid off!) The three races were sailed in 4-8 knot westerly breezes. In the 7 boat “C” Division, consistency was the name of the game, with Scott McKee taking three firsts. In “B” Division, also a 7 boat fleet, the outcome hinged on the last race, with David Billings taking the win and Newt finishing third. With 17 in the “A” Division, it appeared at first to be a rout, with Steve leading the way. In Race 3, however, Steve Honour gave a thorough demonstration of the new 360° penalty for touching a mark, opening the door for Charlie Clifton to pull an upset even though he only finished third. John Spray led, was overtaken, came back, was overtaken again, and finally came back at the finish to win the last race. Perseverance pays! His win broke a tie with Andrew Hayward for third place after two races.

We would like to welcome the TSS Sunfish Fleet to the Pixie Circuit and extend our appreciation for an excellent regatta and warm hospitality to the visiting Sunfish sailors. Extending their regatta an extra day to accommodate the Sunfish Fleet was an extraordinary effort and for that we say, “Thank you and we’ll see you next year!”

ANNUAL BOLTON LAKE S.C. REGATTA
BOLTON LAKE, CT
MAY 22, 1994

1.慈善
2.慈善
3.慈善

1. 10197 Steve Langford 7-5-6-10 26
2. 49312 Dennis Futterbelt 10-1-9-11 30.75
3. 34183 Gerhard Manzel 8-5-3-7 33
4. 50493 John Butine 12-9-11-2 34
5. 27777 Paul Odegard 2-17-14-4 37
6. 60808 Ken Charles, Jr. 11-10-16-1 37.75
7. 91 Rapid Buttnr 4-15-12-7 38
8. 117523 Larry Cook 9-15-4-12 39
9. 28284 Bob Heckman 17-8-7-4 40
10. 30376 Alan Scharfe 6-18-15-6 43
11. 1 James W. Crink 18-11-8-5 52
12. 15250 Allen Buttner 16-6-19-14 55
13. 160680 Mary Charles 14-19-10-13 56
14. 3733 Leigh Scharfe 15-12-18-8 63
15. 16015 Jonathan Burr 15-14-17-20 64
16. 84353 Ed Guydin 19-16-15-16 66

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DONNIE WINS BERMUDA RACE WEEK AGAIN

Lee Parks

Donnie Martinborough, of Nassau, Bahamas, chalked up six bullets to win his 11th Bermuda International Race Week, taking home the Donald P. Martinborough Trophy which he donated to the Royal Bermuda Yacht Club after winning the event six times. Harry League was a strong second, with 16 points in the six-race, one-throwout series. Posy Seifert was a close third with 20 points.

Conditions were not as easy as Martinborough's scores might indicate. The first two days of racing were light—thirteen Sunfish drifted around the Great Sound off Spanish Point in 0 to 2 knots and only two races were completed. A front passed through on Wednesday's layday, leaving 20-25 knots for Thursday's racing, much to Donnie's liking. Halfway through the Olympic course, a squall hit with winds in excess of 35 knots. Many boats finished, others ended up on the rocks. The Sunfish-ers were made up on the spare day, Friday. Breezes were a perfect 18-20, and Donnie was smiling. The Spanish Point Race Committee got the first race off just as a cruise ship pulled into the Sound. As the Sunfish approached the windward mark, the ship passed close to weather, taking our wind. A harmonica could be heard from the ship. Yes, it was our own Joel Furman, arriving slightly late to Race Week aboard the cruise ship.

Donnie easily won this and the next two races in near perfect conditions for the Bahamian. The tougher battle was for second and third. Harry League hung on to second and David Frith challenged for third but Posy held him off, tying for points, with Posy winning the tie-breaker. A rose for Posy!

The Sunfish-ers enjoyed the many great parties put on by Royal Bermuda Yacht Club, the Spanish Point Boat Club, and an especially good time was had at the Class party held at Michael and Michelle DeSousa's house. All visiting sailors were hosted in private homes arranged by Cherry Oatley. The hospitality was pure Bermudian. The final dinner was held on the verandah of the Waterloo House overlooking the harbor on a beautiful moonlit night.

Plans for the Worlds were progressing smoothly and the Bermudians are looking forward to the competitors' arrival in November.

INTERNATIONAL RACE WEEK* BERMUDA MAY 1-6, 1994

1. Donny Martinborough 1-1-1-1-1-1 3.75
2. Harry League 3-5-3-3-7-2 16
3. Posy Seifert 2-2-6-4-6-6 20
4. David Frith 6-10-4-5-2-3 20
5. Shannon Simmons 15-8-2-2-4-5 21
6. Michael Oatley 10-3-5-7-5-8 28
7. Lee Parks 5-4-0-6-8-9 31
8. Gordon Gieck 4-5-16-8-9-7 34
9. Howard Lee 15-15-5-6-3-4 42
10. Michael Butterfield 7-7-8-15-15-15 52

*one throwout

COOPER RIVER YACHT CLUB HOSTS MAYRA REGATTA

Twenty-four boats gathered on a gray Sunday in June at Cooper River, at Collingswood, NJ, to sail in light and shifty winds. The Masters started each race first, with the Seniors and Juniors following at five minute intervals. The CRYC Race Committee sits on top of the clubhouse on shore and sights down a line which is permanently set in front of the clubhouse. Starting signals are given by a stoplight mounted on the roof!

Cooper River is similar to Johnson's Slough in Illinois, in that it is very narrow and winds are unpredictable. Courses are combinations of permanent marks that may take you from one end of the river basin to the other and back. A good fleet and keen competition made this a very successful regatta. Its location near Philadelphia draws sailors from the Marsh Creek and Peace Valley fleets in Pennsylvania, all the fleets of the South Jersey Shore, and several from northern New Jersey. Cooper River holds two Sunfish regattas each year, the next being the Fall Regatta on October 1. Thanks to Crystal Passauer for providing the results.

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On Saturday morning, June 4, the fleet gathers at Riverside Park and prepares to begin the two day journey. Alan Scharfe, left, has their gear bag well strapped to the deck.

OLD SAYBROOK LIONS CLUB HOSTS FOURTH CONNECTICUT RIVER CLASSIC

A healthy fleet of 25 boats turned out for the 1994 Connecticut River Classic held June 4-5, 1994. It might also be called, “The World’s Longest Sunfish Regatta.” Although the race now ends in Deep River instead of Essex, the total distance is over 35 miles downstream from Hartford’s Riverside Park. Each boat has a crew of two and carries tent and sleeping bags for camping overnight along the river at Hurst State Park.


Saturday dawned bright and clear, the beginning of a fine weekend. There was just enough wind to make things interesting as all of the boats headed out, heavily laden, to the start under the big stone bridge. Although the wind lightened gradually during the morning, leaving time for only three races instead of four, it freshened in the afternoon.

The finish of the first race was particularly close, with the Dickinson/Einthoven boat in the lead until the last moment, when they couldn’t beat the current to get over to the east side of the river. The Scharfe, Campbell and McNamara teams crossed the finish line close together. The third race saw the fleet beating downstream in ever increasing winds, with Alan and Christopher Scharfe in the lead. The fleet split around an island and those who went right ended up in the lead, even if their daggerboards gained a few more nicks in the process!

Saturday night was cool and clear, and featured an all-out Lions and Leos-cooked dinner with appetizers, barbecued chicken, burgers and hot dogs, salad and lots of dessert. A campfire followed, and a few Leos decided it was nice enough to sleep out around the fire.

Sunday found all 25 boats beating downstream for two races in fresher winds. The last race was a long beat in heavy air, with spray soaking everyone to the skin as we passed the Goodspeed Opera House and headed for Deep River Marina. There the tired crew found showers, a sunny lawn, and an extravagant picnic lunch prepared by the Leos.

Prizes were awarded to the top three teams in each division, with the Rubber Ducky award going to Einthoven and Dickinson for the best overall score. In addition, a special recognition award, donated by Sunfish Laser Inc., was awarded to Russ Jessop and Peggy Wagner, participants and survivors of decades of river races in spite of all types of adversity.

See you next year for the most unique weekend in Sunfish sailing! No knowledge of the rules is required to join us in a two day downstream pursuit of the Rubber Duck!

1994 CONNECTICUT RIVER CLASSIC JUNE 4-5, 1994

Mixed Doubles (top 3)
1. Malcolm Dickinson, Pelham NY, and Nicky Einthoven, Ewing NJ.
2. Richard and Lisa Campbell, Mountain Lakes, NJ.
3. Russ Jessop and Peggy Wagner, Spotswood, NJ.

Odd Couples (top 3)
1. Alan and Christopher Scharfe, Manchester, MA.
2. Jay & Patrick McNamara, East Hartford, CT.
3. Steve Koons and Jeff Williams, Mountaintop, PA.
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FELDSTOCK WINS FUN-IN-THE-SUN(FISH) REGATTA

Tom Katteherich

The annual Fun-in-the-Sun(fish) Regatta was held June 18-19, 1994, at Indian Lake, Russell's Point, Ohio. Indian Lake is 80 miles northwest of Columbus and is where Joel Furman won the North American Championship in 1975.

The Indian Lake Yacht Club ran a fine regatta, with perfect starting lines. Winds were 8-14 mph, with temperatures near 70 degrees. In each race Dan Feldman and Tom Katteherich got off to large leads and proceeded to have aggressive tacking duels that were usually won by Dan. Twice, Danny White, a fast and coming junior sailor who elected to race with the seniors, got in the middle of the action at the finish line. The juniors started five minutes ahead of the seniors, and usually stayed ahead of most of the senior fleet. Bridge Creek dominated the action, while Lauren Tomascek and Laura Turluck battled it out for second and third. Laura celebrated her eleventh birthday on the second day of racing.

JAMES LIEBL IS CHAMP AT FLORIDA STATES

Rufus T. Firefly

Twenty nine sailors showed up for this year's Florida State Sunfish Championship held at Sarasota Sailing Squadron, April 30-May 1. As the tradition goes, Champ James Liebl, of Norcross, GA, won the privilege of choosing next year's site.

In the closely contested 7 race series, first place race finishes were posted by James Liebl, Rod Koch, Chip Clifton (also first Junior overall), Gail Heasler (also First Person, Opposite Gender of Winner) and Joe Blouin (First Master). The Kahiins were the "First Family", with five entrants.

Shish Kabobs and drinks were served after Saturday's races, on the grounds overlooking Sarasota Bay.

1994 FLORIDA STATE CHAMPIONSHIP SARASOTA SAILING SQUADRON APRIL 30-MAY 1 (top 10 of 29)

1. James Liebl Norcross, GA 1-1-2-1-1-1-1-1-1-1 3.75
2. Joe Blouin Tampa 2-2-2-2-2-2-2-2-2-2 3.75
3. David Vann Tampa 1-3-3-3-3-3-3-3-3-3 3.75
4. Chip Clifton Sarasota 3-1-1-1-1-1-1-1-1-1 3.75
5. Gail Heasler Sarasota 2-1-1-1-1-1-1-1-1-1 3.75
6. Jim Kaighin Sarasota 3-1-1-1-1-1-1-1-1-1 3.75
7. Bill Wingrove St. Petersburg 4-1-1-1-1-1-1-1-1-1 3.75
8. Dale Dunston Redington Beach 6-1-1-1-1-1-1-1-1-1 3.75
9. Will White Sarasota 1-1-1-1-1-1-1-1-1-1 3.75
10. Rod Koch St. Pete 3-1-1-1-1-1-1-1-1-1 3.75

**18 SUNFISH AT 41ST MOUNT DORA REGATTA**

Linda Tillman

Eighteen Sunfish sailors gathered in picturesque Mount Dora, in central Florida, to compete in the 1994 Mount Dora Regatta. A multitude of boats including Optimist Dinghies, Snipes, a variety of catamarans, Catalina 22s, etc. competed for launch space on Gilbert Park’s grassy area on the shore of Lake Dora. Though thunderstorms hovered nearby, hardly a drop of rain fell on the lake as the Sunfish sailed three races on Saturday afternoon, on a course shared with the Optimists. Winds building throughout the afternoon to 12-15 knots made the races of short duration, allowing plenty of time to regroup for the dinner held at Mount Dora Yacht Club that evening. Sunday morning, two more races were sailed on a short modified Olympic course, in lighter air dotted with occasional good gusts. Awards were presented and competitors were on their way in time to frequent some of the town's quaint restaurants and antique shops.

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**18TH ANNUAL DETROIT METROPOLITAN OPEN**

Tom Katterheinrich

This annual one day, multi-class regatta was hosted by the Detroit Metropolitan Sailing Association, at Stoney Creek Park. The sailing was challenging, as the wind was a light and shifty 0-4 knots on this small lake north of Detroit. Each of the sailors was ahead at some point in every race, with Kirk Beadle winning all three.

The Sunfish fleet attracted the attention of several sailors in other classes, who were impressed with the quality of the Sunfish sailors' competitive starts and close racing. Some said they had Sunfish, but hadn't kept up with the new sail and daggerboard. We were able to meet many new sailors and give them information about racing in the Sunfish Class. Hopefully we will see some of these new friends racing with us soon.

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**1994 MOUNT DORA REGATTA MOUNT DORA, FLORIDA APRIL 23-24**

1. 76186 James Liebl Norcross, GA 2-1-1-1-1 5
2. 76258 Linda Tillman Merritt Is. 4-2-2-2-3 16
3. 76333 Dick Tillman Merritt Is. 3-3-2-3-9 20
4. 60576 Jerry Callahan Lake Worth 9-5-4-6-5 26
5. 18203 Sharon Crockett Ft. Lauderdale 1-7-9-10-2 29
6. 2252 Eric Erickson Enterprise 6-8-7-4-4 29
7. 2692 Charles Branning Miami 8-6-6-5-8 33
8. 88 Bill Hubel Satelite Bch. 7-4-3-7-13 34
9. 77020 Stan Woodruff New Baltimore, MI 5-9-10-8-6 38
10. 76995 Ed Kraft New Baltimore, MI 11-10-15-13-7 56
11. 76117 Joanne Salvador Ft. Lauderdale 12-12-11-12-15 52
13. 77 John Hult Not known 15-15-13-11-10 64
14. 56888 Tim Hochuli Sr. Winter Park 10-11-8-18-18 65
15. 512 Norman Castle Lake Worth 14-13-12-15-5 66
16. 76767 Cheri Shepard Miami 17-16-14-14-75 75
17. 2 Chris Cullars Not known 18-14-15-17-71 81
18. 1 Kim Cullars Not known 16-19-16-16 88

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**1994 DETROIT METROPOLITAN OPEN**

**STONEY CREEK METROPARK, MI JUNE 4**

1. Kirk Beadle Lakeland, MI 1-1-1 2.25
2. Mike Scriver Waterford, MI 2-3-4 9
3. Stu Paetitt Grosse Pointe, MI 3-2-5 10
4. Tom Katterheinrich New Knoxville, OH 4-5-2 11
5. Bruce Hubel Davisburg, MI 5-4-3 12

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Windward Leg Summer 1994

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**Charlie Branning, Eric Erickson, and Cheri Shepard get out the tool box to tune up for the Mount Dora races held April 23-24.**
The fleet stands behind the winners at the Memorial Day Regatta at Hunterdon Sailing Club.

HUNTERDON HOSTS 28TH MEMORIAL DAY REGATTA

Nicky Einthoven

The Memorial Day Regatta at Spruce Run Reservoir in northern New Jersey is an annual, open regatta. This year it was advertised and was a big success, with five well-run races in conditions ranging from light to windy. The local experts made a strong showing, along with some traveling Sunfish sailors who came for the day.

Dave Davies, hot off his big win at the Bolton Lake Regatta, won the first race, with Nicky Einthoven, regatta chairman, about a half boatlength behind. The wind was the same as the previous two days, so Nicky, who ran a regatta on Saturday and ran the HSC series races on Sunday, had an advantage in predicting the shifts. With consistent top five finishes, she won the regatta.

Second was Ray Buchanan, who spent the entire winter in his retirement-Winnebago, except this year. He ran the series races on Sunday, had an advantage in predicting the shifts. With consistent top five finishes, he won the regatta.

So Nicky, who ran a regatta on Saturday and returned, and then ran the HSC series races on Sunday, had an advantage in predicting the shifts. With consistent top five finishes, she won the regatta.

Second was Ray Buchanan, who spent the entire winter in his retirement-Winnebago, except this year. He ran the series races on Sunday, had an advantage in predicting the shifts. With consistent top five finishes, he won the regatta.

Nicky Einthoven at HUNTERDON SAILING CLUB

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MEMORIAL DAY REGATTA

HUNTERDON SAILING CLUB

MAY 30, 1994

1. 33066 Nicky Einthoven 2-2-2-2-3 11
2. 62043 Ray Buchanan 3-7-5-1 22.75
3. 52943 Malcolm Dickinson 18-1-1-1-5 25.25
4. 7509 Dave Davies 1-4-wf-3-2 29.75
5. 24240 Charlie Engler 12-10-3-4-4 33
6. 26407 Courtney Young 6-3-6-6-12 33
7. 59010 Don Esch 8-6-7-9 34
8. 7 Jim McCrea* 4-1-8-8-8 39
9. 55478 Walt Holfinger 13-8-5-13-10 49
10. 34105 Brian Mohan* 10-16-12-9-6 53
11. 6 Joe Boltward 7-5-16-11-15 54
12. 26809 Rich Baumann 14-9-11-14-7 55
13. 77055 Don Seifert 11-13-12-11 56
14. 41144 Abu Seifert 5-12-10-10-dns 57
15. 49899 Art Roswell 9-14-14-17-14 68
17. X Ed Ashton 17-17-17-15-13 79
18. 61458 Walter Leggato* 16-18-13-16-17 80

* used wood board

14 ENTER PERRYsburg BOAT CLUB INVITATIONAL

Tom Katterheinrich

The weather was good for the 1994 Perrysburg Boat Club Invitational held June 11-12. The boat club is situated on the Maumee River, which flows east to Lake Erie at Toledo, Ohio. Several Sunfishers traveled to this regatta for practice on the moving water to be encountered at the '94 North Americans in Charleston, South Carolina. Winds were 8-15 knots, providing lots of action and good racing for the 14 boat fleet.

On Saturday night the club hosted a barbecue and country line dance, and a good time was had by all.

1994 PERRYsburg INVITATIONAL

JUNE 11-12

1. Tom Katterheinrich N. Knoxville, OH 4-1-3 7.75
2. Ray Steely Maumee, OH 5-3-1 8.75
3. Bill Riddle Sylvania, OH 9-2-2 13
4. Justin Santichi Perrysburg, OH 6-6-4 15
5. Ken Alexander Maumee, OH 8-4-5 17
6. Don Hiengen Maumee, OH 7-6-6 19
7. Adam Carr Perrysburg, OH 10-8-7 22
8. Dick Ritter Perrysburg, OH 11-7-8 26
9. Gail Turlock Chelsea, MI 1-DS-DS 28.75
10. Denny White Highland Park, IL 2-DS-DS 30
11. Dan Feldman Highland Park, IL 3-DS-DS 31
12. Rick Northrup Toledo, OH 12-DS-DS 40
13. Debi Grosskoph Perrysburg, OH 13-DS-DS 41
14. Don Woodward Perrysburg, OH 38-DS-DS 42

SPRING JUST FOR FUN REGATTA

Jerry Callahan

Five races were sailed on June 5, 1994, at the Spring Just For Fun Regatta at Hueston Woods State Park near Oxford, Ohio. Winds were light to moderate. Two of the races were won by 70+ year old John Goldman, and one was won by 15 year old Kevin Johnson. Kevin also showed a lot of poise in Race 2 by starting early, returning, and then sailing through the fleet to finish second. Following John Goldman’s first win, his comment was, “That was worth the price of the boat!”

SPRING JUST FOR FUN REGATTA

HUESTON WOODS STATE PARK

OXFORD, OHIO

JUNE 5, 1994

1. Jerry Callahan Trenton, OH 1-1-4-2-2 9.5
2. Kevin Johnson Fairfield, OH 2-2-4-1 10.75
3. Roger Henthorn Delhi, OH 3-4-3-3 17
4. John Goldman Cincinnati, OH 5-5-1-9 20.5
5. Mike Stratton Middletown, OH 6-9-5-3 26
6. Pete Peters Hamilton, OH 4-7-8-6 32
7. Al Nichols Fairfield, OH 8-8-6-5 33
8. Jim Moosman Middletown, OH 6-9-6-15 43
9. George Fecher Fairfield, OH 9-6-10-10 45
10. Scott Berner Enon, OH 10-10-8-7 46
11. Don Fedher Fairfield, OH 11-14-11-8 55
12. Amber Vincent Dayton, OH 10-13-12-11 59
15. Leona King Dayton, OH 15-16-16-16 79

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Windward Leg Summer 1994
THE FIRST GLASS BOARD REGATTA

Eric Johnson

The New Year’s Regatta, held January 1-2, 1994 at Port Washington Yacht Club, was a real test of the durability of the new daggerboards. After some groundings and hitting submerged winter sticks and ice patches, the fleet reported only cosmetic damages. New Year’s Day opened with a strong 12-15 knot SSW wind and ice locking in the launching beach. Undaunted, the fleet carried their boats down the Port Washington YC dock and pushed out to open water.

The first race found the shifts running in a pretty predictable pattern. Eric Johnson worked the right side hard to round the weather mark ahead of Doug Weier and Steve Shepstone, but a bad jibe into a hole parked him while Doug and Steve slid by. These two Senior USS Judges had a tight rounding, with Steve coming out on top to take the first race. The second race ran the same as the first, with Eric rounding first and then being run over by Doug, Steve, and Steve Wright. Steve and Steve led into the leeward mark, but poor communication resulted in them colliding and opening the door for the rest of the fleet. Doug shot into the gap at the mark and sprinted home for the win. In Race 3 Eric finally got a break on the downwind leg, catching a puff that he held onto and won. Races 4 and 5 saw Steve Wright shake off his breakdown and rocky first races to nail back-to-back wins and move into third place. The wind shifted left for Race 6 and Eric jumped out at the gun to port tack the fleet, but he failed to cover and Doug got by and took off for an easy win. Steve Shepstone covered Steve Wright to put himself back into third place. In the last race of the day, Steve Wright sailed hard to put himself back into third place. In the last race of the day, Doug and Steve Wright attempted to port start in the backed and dying wind, but Eric came through in an attempt to slam the door on them. Doug tacked and managed to just clear the Race Committee’s anchor line, then squeezed up to force Eric to tack off. With clear air and on the favored side, Doug took off to horizon job the fleet.

When everyone was ashore, we started comparing notes on the new board. Everybody agreed that the new board is quicker and much more forgiving to bad tacks. When you stalled the old board, you would slide for 10-15 feet before it would grab; the new board cuts that down to 5 feet. This translated into the fleet being much closer together around the course as the imperfect tack didn’t cost as much as it used to. The downside in the higher wind was that the lighter sailors had to work harder going upwind.

The fleet then went over to Manhasset Bay Yacht Club for the annual meeting of the Frostbite Yacht Club and the special achievement awards. Jim Koehler was awarded “The Royal Order of the Bath with Turkey Clusters” for his spectacular capsize at the Turkey Bowl Regatta. Frostbite YC Commodore Doug Weier was presented “The order of the Loon” for his surprising collision with the Port Washington YC dock. The wassail was served and the traditional toast to those who have sailed their last Frostbite Regatta closed the meeting.

January 2 started warm and clear, with a miserably light wind coming in from the NNW. Race 8 looked to be right favored, and Doug nailed a fast start to hit the shift and take off for another horizon job win. Steve Wright and Anne Kochendorfer made great runs from puff to puff to finish second and third. In Race 9, Doug took off, leaving the rest of the fleet to sort it out. Bill Balke and Will Murray hit the right side hard to nail the second and third, making up for missing the first day. The wind started to pick up for Race 10, which let the heavier sailors return to the fray. Doug took his fifth straight win, with Steve Wright second and moving into second place overall. In Race 11 a big puff came in from the left and Doug, Eric, Steve and Steve were right on it to get out ahead of the rest of the fleet when the wind went light again. In Race 12 Doug and Steve played the shifts in perfect sync to do a horizon job on the rest of the fleet. The last race was welcomed by all, as the temperatures had been dropping steadily throughout the day.

NEW YEAR’S REGATTA
JANUARY 1-2, 1994
PORT WASHINGTON YACHT CLUB

| 1. Doug Weier | 2-1-2-3-1-1-1-1-1-1-3 | 19.75  
| 2. Eric Johnson | 3-2-1-4-2-4-5-6-5-3-2 | 44.75  
| 3. Steve Wright | DS-5-5-1-1-3-3-5-2-4-2-2-7 | 47.5  
| 4. Steve Shepstone | 1-6-3-2-6-2-4-6-7-3-3-5-8 | 58.75  
| 5. A. Kochendorfer | 4-3-6-6-5-5-3-6-7-6-7-6 | 74  
| 6. Will Murray | DS-DS-DS-DS-DS-DS-DS-4-3-4-8-7-6-4 | 84  
| 7. Bill Balke | DS-DS-DS-DS-DS-DS-DS-7-2-6-8-4-1 | 84.75  
| 8. J. Williams | 5-4-4-5-4-6-9-9-7-5-9-5 | 87  
| 9. R. Hill | DS-DS-DS-DS-DS-DS-8-8-9-4-9-102 | Wyomissing, PA  

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WLYC vs CLYC TEAM
REGATTA AT CLARK LAKE, MICHIGAN

Reed Lowden

The third annual team race between Wolf Lake Yacht Club and Clark Lake Yacht Club was held Saturday, June 18, 1994, at CLYC. CLYC hosts WLYC in June and WLYC reciprocates in August on convenient Saturdays. We have one race, break for lunch and libation, then run two races in the afternoon. This makes for great camaraderie and encourages the fledgling CLYC fleet to become active in outside events.

The temperature was in the 90's, it was sunny and a drifter. Despite the heat, we had a great time. Eight boats participated, four from each club. True to form, WLYC, led by Andy Ziegler and his son Jeremy, took the traveling trophy back to its home at WL YC. They were backed up by Danny Yamamoto and Chuck Butchart (a tough team). CLYC fielded Jim Widenhofer, Walt Vaclavik, Jim Wallace and me, Reed Lowden, and we made a good run for it. Watch out, WL YC; CLYC is getting closer...

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WOWEN’S SAILING GROUP
ACTIVE AT WAWASEE

In 1992, a women’s sailing group formed at Lake Wawasee in Syracuse, IN, under the auspices of Wawasee Yacht Club, with the purpose of teaching basic sailing and racing skills to women who had expressed a desire to take the helm of their own craft. The Sunfish was deemed the appropriate boat for this purpose, and the group proceeded to personally acquire a number of boats in order to participate in the classes led by Dick and Linda Tillman. A name was selected: WawaShe’s, and Dick subsequently became known as the WawaHe. Weekly sessions of 3-4 hours are devoted to onshore teaching sessions followed by on water drills. The social side has been an important factor in the success of the group. The season begins with a Memorial Day Weekend salad luncheon and planning session, and will conclude this season with an end of summer regatta and party. Midway through the summer, a videotaping session provided the entertainment for an evening review and party for the WawaShe’s and their spouses. Sunfish races are also held on Saturday mornings along with the active Laser fleet, enabling the WawaShe’s to practice their skills in a series of short races. The WawaShe’s hope to develop the expertise and a large enough fleet to host an invitational regatta in the near future.

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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, cloth sail numbers will be sent to the applicant. A sailor who buys a new boat may retain his/her 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, and 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**

<table>
<thead>
<tr>
<th>Name</th>
<th>Sex*</th>
<th>Birth Date</th>
<th>Sail Number**</th>
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<tbody>
<tr>
<td>First Member</td>
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<td>Additional Family Members:</td>
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<td>Country</td>
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<tr>
<td>Phone: Home</td>
<td>Work</td>
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</table>

Sunfish Fleet Number __________________ Location __________________

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

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**FEES**

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<tr>
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<th>U.S.</th>
<th>Non-U.S.</th>
<th>AMT. PAID</th>
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<tbody>
<tr>
<td>Please register me as a new member of USSCA.</td>
<td>$35.00***</td>
<td>$35.00</td>
<td></td>
</tr>
<tr>
<td>Additional Family members (living in same household):</td>
<td>25.00 ea</td>
<td>15.00 ea</td>
<td></td>
</tr>
<tr>
<td>Please register me as a new Junior member of USSCA (not 18 in calendar year).</td>
<td>25.00***</td>
<td>30.00</td>
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<tr>
<td>Please renew my membership in USSCA.</td>
<td>30.00</td>
<td>35.00</td>
<td></td>
</tr>
<tr>
<td>Additional Family members (living in same household; renewal only):</td>
<td>15.00 ea</td>
<td>15.00 ea</td>
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<td>Please renew my Junior membership in USSCA.</td>
<td>20.00</td>
<td>25.00</td>
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<tr>
<td>I need a replacement Sail Number.</td>
<td>12.00</td>
<td>15.00</td>
<td></td>
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<tr>
<td>My sail number is __________________</td>
<td></td>
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<tr>
<td>I am already registered. Please assign me a new sail no. for my new or additional boat.</td>
<td>12.00</td>
<td>15.00</td>
<td></td>
</tr>
</tbody>
</table>

*** Includes sail numbers

**TOTAL ENCLOSED**

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

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WANTED: USED SAILS. Will buy, sell trade any sails, any condition. Call Jeff Linton or Paul Silvernail. Tel (813) 327-5361; fax (813) 327-4275.

IMPROVE YOUR SAILING SKILLS with a copy of Dick Tillman's Laser Sailing for the 1990's. Tactics, techniques, training are applicable to Sunfish racing. Send $17 to Dick Tillman, 11382 S. Tropical Trail, Merritt Island, FL 32952.


HALF HULLS & FULL SAILS - Sunfish trophies, natural wood insignia or half hull with sail, on 6x8 wood plaque with brass plate, $20. Call Dave Noble, (407) 779-8404.

PUT YOUR OLD SPARS AND SAIL TO USE this winter. Enter the fast and Frigid world of iceboating. Inexpensive kits available from Weeks Yacht Yard, (516) 475-1675. Think ice!

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 300128, Drayton Plains, MI 48330-0128. These are sticky back, official 10 inch, black cloth numbers. Be sure to include your name, address and sail number.

PLEASE CHECK YOUR MAILING LABEL. Send any address changes or corrections to the USSCA Office so you don't miss any issues of the Windward Leg. This is important! The class pays to send them out and has to pay when they come back. PAST ISSUES OF THE WINDWARD LEG may be ordered by sending $3.00 (check payable to USSCA) to Peg Beadle, USSCA Office, P.O. Box 300128, Drayton Plains, MI 48330-0128.

WANT TO PLACE AN AD in the Windward Leg? See Ad Rates on page 12.

United States Sunfish Class Association P.O. Box 300128 Drayton Plains, MI 48330-0128 FORWARDING AND ADDRESS CORRECTION REQUESTED

MEMBERSHIP RENEWAL NOTICE Membership is for the 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; or use the form on page 27 in this issue. Enclose it with your check for $30 payable to USSCA and send to: United States Sunfish Class Association, P.O. Box 300128, Drayton Plains, MI 48330-0128. Phone: (810) 673-2750.

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