Linton Wins His Fourth NA Championship!!

Jeff Linton won only one race at the North Americans but never finished higher than 5, and that turned out to be his throwout! It appears consistency is Jeff's middle name and as he has shown in past championships, it was what was needed to win this year's regatta. The competition had trouble staying at the top for all races and most had more than one "throwout". In talking with Jeff later, I tried to find out how he continues to be the best!

To prepare for the NA's, he said, "I sailed all the Sunfish regattas I could. Florida Regionals, (first place), Pixie Circuit, and Gulf Coast Regional (first place). I also sailed a lot on bigger boats and spent a few hours in my lightning."

I asked him about training. "The early forecast for the regatta was fairly light air. The Gulf Coast boys were pretty sure that wind would be around 8-12 knots. I knew I should strive for a weight around 165 lbs. to hang with the smaller competitors and also be heavy enough in case of stronger winds. My routine was set with a goal of losing 6-8 lbs. My average weight is 170-172. I wanted to be 163-164 when I showed up. I try to run and bike about 20 miles a week. Mike Gable and I play one on one basketball every Mon.-Wed.-Fri. and whoever gets to 10 first wins. Time-wise this is always different, typically due to strong defenses and weak offenses. This workout is followed by weight lifting. Mike, Amy (Jeff's wife) and I try to bike around the island after work."

Talking about preparing his boat, Jeff said, "I sailed a 1997 boat that weighed 122 lbs. The boat was new for the Midwinters and I finished fourth in breezy conditions. I don't think the boat has lost a regatta since. (Knock wood). The sail I used was a blue tape '95 sail. The sail was used for only a few regattas and is always kept folded and stored in the air conditioning."

"The sail was set with 1/16" spectra on the luff and 1/8" spectra on the foot. This particular sail had a very good shape and all the luff ties are tied the same length. Likewise the foot ties are also the same length. I used Team McLube to lubricate the boom to make the sail move easier with theouthaul. I also used it on the hull for a better water flow."

"I sailed with a new upper spar and boom. I replaced the pintel in the rudder. I think these parts are the most vulnerable to breakage."

"What I think is the secret to success as far as a fast boat is concerned, is to do the following ritual every day of the regatta: 1. Soft scrub the hull. 2. Woolite the hull and leave on."

cont'd on page 2
3. McLube the lower spar.
4. Jump in the water and sponge
   clean the hull. The reason for this is
   simply to give yourself the piece of
   mind that your hull is as fast as it can be - that you didn't pick up any scum
   going out of the harbor that will
   increase friction."

In preparing specifically for this
regatta, Jeff told me, "Rod (Koch) and
I got a chance to drive to Gulfport a
week early and sail in the Gulf Coast
Regionals hosted by the same club and
race committee that we would see a
week later. Wind conditions were
atypical of course, but we got in 3
races and got a good look at the
conditions. We got out early and did
some practicing with the tough Gulf
folks. The wind was pretty weird, but I
had some good speed and starts and
finished with a 1-1-4. This was a good
practice for the both of us. We left the
boats at the club and flew home. We
flew back the 4th of July and slept in
the van and were woken up at about
4a.m. by Gulfport police and were
politely asked to leave. So we had
breakfast at Denny's and waited till
morning to set the boats up. Saturday
was measurement, clean the boats, put
sails on the spars and just test
everything. Sunday was the practice
race which started in light air and with
the help of a black cloud, the wind
picked up to 20-25 halfway up the first
beat. The race was called and we all
headed in.

"Day #1 saw plenty of good racing,
with the leaders very close. I had a
couple points lead on Nancy
Haberland and David Loring. The
second day was the big shakeup.
In the fourth race David started at
the pin. Nancy was not far away and I
started just right of them. I saw both
tack out toward the west. I tacked to
port to stay on top of the fleet. I was
staying with Joe Blouin (a former local
who I thought knew exactly what he
was doing). We crossed all the way
across the fleet. Joe tacked early and
rounded in the twenties. I tacked
slightly later and rounded 4th. David
and Nancy were not in the top twenty.
After a very frustrating race, I finished
2nd. But David and Nancy had not
been so lucky.

"Race #5 was very fluky, with an
extremely port favored line. The
whole fleet was heading down the line
to start. I worked down close to the
pin and was in good shape. Nancy
was in better shape in the middle and
looked very good. I tacked toward the
north and picked up a nice puff and
rounded first by 200 yards. Still
another frustrating race, I was able to
win my first NA race since '93. Nancy
finished third and David finished in
the back 20's.

"Race #6 showed a nice breeze
blowing about 12-14. David and I
started near the pin and blasted out
1-2 for the entire race. I never saw
Nancy which was a good thing.

"After two days of racing, I had a
confident feeling for the regatta
because I had not finished any race
out of the top 4 and everyone else had
more than 1 throwout.

"Race #7. It's a very nice feeling
knowing that you have to only get in
the top 20 one out of two races. Knowing
that, I started to leeward of
Nancy and stayed with her until she
rounded and ran off to win the race. I
sailed very conservatively and finished
5th to wrap up my 4th NA title."

Jeff gave credit for his win to
training with "Team Florida" sailors
who attended all the Pixie races and
the Florida Regional - Rod Koch, Joe
Blouin, Chris Friend, Steve Honor,
Mindy Katz and Paul Strauley.
"Without great competitors within
one's own local fleet, you can't rise to
the level it takes to win. I also have to
thank my friends from around the
country and my wife Amy, for keeping
me calm and collected throughout the
week. Amy also fed me beers and
gave me back rubs, while sailing in
just as many races as I did.

Congratulations to her and all the
Founder's Fleet participants."

Jeff added, "Having equipment that
worked well was important as was
remembering to switch gears when
conditions changed. Wind direction
at the regatta saw everything on the
compass, nothing was predictable, and
patience was a virtue. The breeze
came when the afternoon thunder
showers showed up and unfortunately
the racers were heading in."

He concluded, "My hat goes off to
Gulfport YC and its members for
hosting the regatta. The race
committee did a good job in less than
perfect conditions. And I must say
that it was very hard to stay at target
weight. The food was fabulous. We
ate like hogs every night at dinner!"

Cindy Clifton

---

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**windward leg**

Editor: Cindy Clifton

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The United States Sunfish Class Association
P.O. Box 300128
Drayton Plains, MI 48330-1028

Articles of interest, features, photos, and all
regatta results are welcome. For results,
include in finish order: sail number, name,
hometown, race-by-race finishes, final score and
a wrap up including weather conditions and
social aspects. Please clearly identify the content
of photos and to whom credit should be given.

Send articles to:
Cindy Clifton/Windward Leg
329 Central Avenue
Sarasota, FL 34236

Submission deadlines for 1997-98 are:
Fall/Winter: November 13
Spring: February 13
Summer: August 15
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North American Championship Results (Top Seven Qualify for Worlds)

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1. Anton Speaker 1-1-1-1-1 6
2. David Blouin 2-8-4-1-1-3-5 18
3. Malcolm Jones 13-4-2-10-5-6-4 31
4. Brad Soule 3-5-22-12-4-3-5 32
5. Dale Dunston 6-3-12-2-3-9-10 33
6. Cory Thompson 4-2-3-5-19-5-17 36
7. Brad Downen 15-17-9-7-6-2-9 48
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10. Jim Uroda 9-16-21-9-12-12-8 66
11. Victor Manning 8-14-3-14-18-15 75
12. Amy Smith Linton 7-20-16-10-11-11 75
15. Vicki Palmer 22-12-5-14-17-13-19 80
16. Marcus Eagan 1-1-1-1-1 3
17. Henne Morales 7-2-5-2 9
18. Van der Wall 6-4-2-12 12
19. Alex Conway 8-3-9-3 14
20. Aldo Salvadori 5-6-7-4 15
21. Nathan Nussbaum 14-5-4-8 17
22. David Blouin 3-7-11-DNF 21
23. Michael Quinn 4-14-13-6 23
24. Brad Downen 9-12-3-15 24
25. Patrick Wilson 19-8-10-10 28
26. Chris Evans 12-9-14-9 30
27. Steven Horde 10-19-6-16 32
28. Ryan Thorvaldsen 13-16-18-5 34
29. Brad Richardson 17-11-16-7 34
30. Brad Soule 15-15-8-11 34
31. Michael McLeod 11-17-12-14 37
32. Hal Frampton 20-10-17-13 40
33. Sam Waller 2-20-21-DNF 43
34. Rush Galloway 16-13-20-DNF 49
35. H. Hewes 18-DNF-15-DNF 55

Pam Briere’s Sunfish says it all!

North American Junior and Midget Champs

Marcus Eagan won all four races to claim the Junior NA Championship in Gulfport. Second was Henne Morales with two seconds, followed closely by Van der Well, Alex Conway and Aldo Salvadori. Congratulations to all the juniors and midgets who competed.

Junior & Midget Results

1. Marcus Eagan 1-1-1-1-1 3
2. Henne Morales 7-2-5-2 9
3. Van der Wall 6-4-2-12 12
4. Alex Conway 8-3-9-3 14
5. Aldo Salvadori 5-6-7-4 15
6. Nathan Nussbaum 14-5-4-8 17
7. David Blouin 3-7-11-DNF 21
8. Michael Quinn 4-14-13-6 23
9. Brad Downen 9-12-3-15 24
10. Patrick Wilson 19-8-10-10 28
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13. Ryan Thorvaldsen 13-16-18-5 34
14. Brad Richardson 17-11-16-7 34
15. Brad Soule 15-15-8-11 34
16. Michael McLeod 11-17-12-14 37
17. Hal Frampton 20-10-17-13 40
18. Sam Waller 2-20-21-DNF 43

USSCA Board of Directors and Committee Appointments and Elections

At the Board of Directors Meeting at the North Americans, all of the incumbent committee chairmen were appointed to continue for another year. The Class Measurer was appointed by the Board of Directors for a three year term and this position will be held by Todd Edwards of Prairieville, Louisiana. The Florida Peninsula Regional Representative, Cindy Clifton, has become our new Windward Leg editor, and Paul Strauley of Dunedin, Florida will carry on as that regional rep.

At the USSCA Class meeting, Joe Richardson of the Inland Lakes Region, Tom Katterheinrich from the Midwest Region, Robert Cronin from the Western region and Pat Manning from the Southwest Region were nominated by the Nominating Committee Chairman. There were no nominations from the floor, so we will again have these representatives for another 2 year term.

Clinton Edwards was nominated from the floor and is our new Gulf Coast Regional Representative.

For the ISCA Advisory Council Representative, incumbent Dan Feldman was nominated by the Nominating Committee Chairman. Paul-Jon Patin, Chris Friend and Jerry Parlee were nominated from the floor. The election was held by secret ballot with the top two vote getters becoming our ISCA Advisory Council representatives. They were Paul-Jon Patin and Chris Friend.

Submitted by
Tom Katterheinrich, Nominating Committee Chairman

To contact your new representatives, check page 27 for their phone # and address.
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Thanks To All Who Run The Show...

by Brian Weeks

Too often we forget to thank all those who help run the Sunfish Class and make it great. I would like to take the opportunity to thank all the individuals who have worked so hard over the last couple of years for the sake of our class.

Each winter a number of us take time out of our busy schedules to try to collect all the regattas for the upcoming season. It is actually a great deal of work, since most regatta organizers aren't even thinking about the sailing season yet. We twist arms, make threatening phone calls and often end up telling people when they'll host their event. Kind of like thinking about the sailing season yet. We and often end up telling people when

Chairpersons. Their job is to twist the arms of the regional reps. My thanks to all our reps and special committee people

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Chairpersons. Their job is to twist the arms of the regional reps. My thanks to all our reps and special committee people

Over the past decade or more, two people must be recognized as doing tremendous feats for our class. They nurture it, feed it, and help it to grow each and every day as a part of their life. They saw their children grow up with the sunfish and they love being involved and following the tradition of the boat and its activities. Managing the class and its duties on a national and international level is an important and time consuming job. I hope they will continue to work for us and keep us afloat for years to come. Those two people are Peg and Terry Beadle. Without them, we would not be here today. I have enjoyed working with them over the past years. They are wonderful people as are all the people, it seems, that are involved with the Sunfish.

Over the past few years, as controversial as he is, Joel Furman has done an excellent job as our class measurer. He is responsible for making sure the rules are tight and that the principles of one design sailing are upheld in the Sunfish Class. It is a thankless job, but Joel has taken the heat well.

Many of our foreign dignitaries have been dynamic in continuing the strength of our class overseas. Alex Roose, Hector Duval, Andres Santana and an endless list of others have only continued our class growth as officers and leaders.

Bishop Steiffel and Charlie Clifton have been instrumental in bringing our class into the 21st century by setting up and maintaining computer internet sites. They have donated a tremendous amount of time to our class and its cause.

If there is anyone who I have missed, I am so sorry. There are so many people that keep our class moving and growing each day. Getting involved in the operational routines of our class is a very rewarding experience. I highly recommend it as a life experience. It is also a great way to meet so many wonderful people.

Peg Beadle, Alex Roose and Brian Weeks take a breather at the DR Sunfish Worlds.

Over the past few years, as controversial as he is, Joel Furman has done an excellent job as our class measurer. He is responsible for making sure the rules are tight and that the principles of one design sailing are upheld in the Sunfish Class. It is a thankless job, but Joel has taken the heat well.

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Just the other day, someone asked me, "You race Sunfish? Isn't that just like a small toy boat?" "No," I replied, "It rates as one of the best racing classes in the world. The people involved are some of the best you can know."

My thanks to everyone. I speak for myself, my wife and my family when I say that racing Sunfish is such a great thing, and the people we have met over the past 18 years are very important to us.
Dear Sunfish Friends,

Big Changes! Let me tell you a little bit about what's been happening since March.

I'm sure most of you have already heard that Vanguard Sailboats, Inc. with Chip Johns as its president, has bought the Sunfish, Laser, Zuma, 49er and the Optimist Dinghy. They have moved into the former Sunfish Laser factory in Portsmouth, RI and are now turning out our favorite boat. In addition to the new lines, they are continuing to build their existing lines which include the Vanguard Pram, the Winner Optimist, the Club 420, the Club Junior, the Vanguard 15 and the Olympic 470. This lineup has made Vanguard Sailboats the largest sailboat manufacturer in North America. We look forward to working with you!

Sunfish Laser has been dissolved and Peter Johnstone has formed Escape Sailboat Corp. and will continue to focus on its new Escape and Expedition lines which are successfully enlarging the entry-level recreational sailing market. Peter has moved the company into their new rotational molding factory adjoining the Vanguard facility in Portsmouth. The Class thanks him for all he has done to further Sunfish sailing and we wish him well in the new business.

Erik Sayre is the class contact at Vanguard. He has been very helpful in keeping us up to date on what's going on. He came down to the NA's in Gulfport and told everyone at the class meeting about the company. He also listened to what some of our racers had to say and took back some good ideas for Vanguard to think about. Erik has been a part of the Sunfish Class in the past and we are very glad to have him back working with us.

Colombia is working hard getting ready for the World Championships to held Nov. 30-Dec. 6 in the beautiful old city of Cartegena. The Colombian Navy is buying 50 boats which Vanguard will supply race ready, including a longer hiking stick, a Harken ratchet block and adjustableouthauls with cleats on the boom. There will be a maximum of 100 sailors using the boats in rotation. The plan is to divide the sailors randomly into 2 fleets, race 4 races the first 2 days, then split the fleet into gold and silver. The silver fleet will have a free day Wednesday, then race three races on Thursday for the consolation trophies. The gold fleet will sail six races, three on Wednesday, and three on Friday for the finals. This should be a great event. Congratulations and good luck to all who have qualified and are going.

ISCA has asked the ISAF to allow us to change the rule which makes battened hiking pants illegal. This is on the ISAF agenda for the fall meeting. They should be legal for Sunfish racers next March which is when new rules take effect. In the mean time, any regatta can allow them by including it in the race instructions.

It's good to be a part of such an enthusiastic class of sailors. Please continue to help new sailors join the class. Share the fun and you'll have more too. Good sailing to all.

Jean Bergman

A Note to Regatta Organizers & Sailors!

It has been reported to the Sunfish Class Office that a sailor drove to at least two regattas in the WL schedule only to find that the regatta was not being held! If you schedule an event, and cancel, try to get the word out, and if you plan to attend a regatta, call the contact person to make sure it's still a GO!
Wire Bridle Required
by Larry Cochran

At the 1996 World's, ISCA approved a change to Class Rule 3.7.6 which specifies which bridle may be installed. Item 2 will be replaced by:

"2. The wire bridle without a loop in the center supplied by the builder. The effective length of such bridle shall be 31 inches (78.74cm.) plus or minus 1 inch (2.54cm.) measured from eyestrap to eyestrap. The rope bridle, previously supplied by the builder, is prohibited."

This change will become effective March 1, 1998 after which the rope bridle will be illegal. The old wire bridle with the loop in the center will continue to be allowed. New boats are now equipped with the new wire bridle without the loop in the center and with a special block that opens for installation on the bridle. If you like to use a block for attaching the mainsheet to the bridle, you must have this new block because a standard block will not fit over the loop at the end of the bridle. The new bridle and block may be used now.

This is the first time that a rule change does not allow the prior part to continue in use and requires Class members to buy the new part. The Advisory Council realizes this is a hardship; however, the change solves a problem, debated for several years, in a manner that is consistent with the objective of the Class.

Correction

Larry Cochran notes that the original article on "Adjusting Rudder Angle", published in the Winter 1996 issue, contained a typographical error which said: "If your rudder is much over 120 degrees, you must adjust it." It was supposed to say: "If your rudder angle is much over 120 degrees, you may want to consider adjusting it. If it is less than 120 degrees, you must adjust it." This is an important point, because an angle below 120 degrees is illegal and subject to protest; however, an angle above 120 degrees is acceptable but it tends to reduce rudder effectiveness.

SUNFISH IN PAN AM GAMES!!! by Lee Parks

For the first time ever, the Sunfish Class will participate in the XIII Pan American Games. The event will be held July 24-August 8, 1999. The location is Gimli, which is 50 miles north of Winnipeg, Canada, on Lake Winnipeg. The lake is the 13th largest in the world, 25 km wide by 100 km long. Gimli has been host to the 1994 World Boardsailing Championship (380 competitors) and the 1993 Laser North Americans. Other classes competing include: Laser (men), Finn (men), Laser Radial (women), Europe (women), IMCO boards, (men and women), Hobie 16 (open) Lightning (open), and Snipe (open).

One entry per class per country is allowed. Trials will be held in each Pan American country to determine entries. In the US a working party was formed at the North American's, comprised of Tom Donahue (tdonc@aoa.com), Nancy Haberland (haberlan@nadn.navv.mil) and Lee Parks (leeparks@compuserve.com) who will determine the US selection process and regatta site or sights that will run special events to select a US sailor. This is another important step in the international status of our class and should bolster membership too! Please send your ideas to them via E-mail or send a note to Tom at 2600 Revere Rd., Brigantine, NJ 08203-1832.
New Portsmouth Handicap Rating

A few years ago, the Portsmouth Numbers Committee of US Sailing began a review of the ratings for the Sunfish class as listed in the Yardstick for mixed fleet racing. They felt the new racing sail and new daggerboard enhanced the potential performance of the Sunfish. They contacted the builder, at that time Sunfish/Laser, and the sailmaker, North/Fogh, USSCA executives, and local Yardstick fleets for their input. The consensus was that the new equipment should have a considerable effect on the Sunfish’s relative performance.

The committee defined a Race Rigged Sunfish as having both the new sail and daggerboard and a recreational Rigged Sunfish as having any other sail/daggerboard combination.

After comparative analysis of three years worth of actual racing data obtained from local Yardstick fleets, the following are new 1997 Portsmouth Yardstick ratings for each rig:

<table>
<thead>
<tr>
<th>Beaufort Wind Range</th>
<th>D-PN</th>
<th>Rec. Rig</th>
<th>Race Rig</th>
</tr>
</thead>
<tbody>
<tr>
<td>0-1</td>
<td>102.8</td>
<td>102.7</td>
<td>99.0</td>
</tr>
<tr>
<td>2-3</td>
<td>106.5</td>
<td>101.0</td>
<td>97.0</td>
</tr>
<tr>
<td>4</td>
<td>104.9</td>
<td>97.0</td>
<td>93.5</td>
</tr>
<tr>
<td>5-9</td>
<td>100.9</td>
<td>97.4</td>
<td>93.5</td>
</tr>
<tr>
<td></td>
<td></td>
<td>97.4</td>
<td></td>
</tr>
</tbody>
</table>

As the rating numbers demonstrate, there is an observed performance improvement for Sunfish equipped with the "race rig" of approximately 3.5 - 4% which appears to be consistent across the entire Beaufort wind range. Relative performance improvements are significant. Because of this, the PN Committee felt compelled to establish a new, separate listing for the "Race Rigged" Sunfish, when racing in mixed fleet events.

The PN Committee would like to thank the USSCA and its members for their active participation and assistance in this review process. Should any Sunfish Class members have any questions or comments, they are asked to contact the PN Committee at any time. They hope they have demonstrated that they value the members' input and advice!

Kevin D. Kirkpatrick
Centerboard Rep.
2455 Raleigh Dr.
York, PA 17402
(217) 757-3987 H/W
Darlene Hoback
Chairperson
PN Committee
5373 E. 27th St
Tulsa, OK 74114
918-744-8803
Fax 918-744-9760
email: hobackd@aol.com

Hiking Pants:
Allow them in the SI's

In response to a request for an interpretation, the US Sailing Appeals Committee had decided that using "hiking pants" (pants with built in stiffeners) breaks Rule 49.1 The committee has published the decision in American Sailor.

Rule 86.1 permits sailing instructions and class rules to change 49.1 A short statement such as "Rule 49.1 is changed to permit the use of hiking pants" serves the purpose.

The ISCA Advisory Council may consider legalizing hiking pants at their next meeting. Contact your Class Advisory Council members, Paul-Jon Patin or Chris Friend with questions or comments.

Chris Friend (504) 862-5975
Paul-Jon Patin (516) 363-8308

Windward Leg - Summer 1997
Installing and Perfecting Hiking Straps

There are still many older boats in existence that are perfectly able to compete on the Sunfish circuit if they are simply brought up to date. For an investment in some spars, a sail or some new blades, you can be right back in the thick of things. One important thing that boats built before 1989 or so may not have is a hiking strap. I thought it may be of some help to a great many people if I explained the installation process.

On boats built from 1972 on, there is the cockpit cuddy at the stern of the cockpit. This version of the Sunfish makes for a fairly easy strap installation. Sailors with boats older than '72 should follow the directions, except they will have to install an additional dry port in the deck and support block on the rear wall of the cockpit, through the port.

Use a jigsaw or hole saw to cut a hole for an inspection port in front of your daggerboard trunk. This should be just far enough forward of the trunk not to interfere with any interior reinforcement or with the operation of lowering and raising the daggerboard. Draw a pencil line around the port at the correct location. Use a drill bit as a starting point for the jigsaw blade to enter. You may want to put some tape on the bottom of the saw so as not to scratch up the boat. Once the hole is sawn out or drilled out with the hole saw, you should leave the port out until all interior work is done. This is a good time to inspect the interior of the boat and the status of the daggerboard trunk.

Make up a wood or aluminum block about 3" x 5" in size. If it is to be wood, it should be at least 1/2" thick. Lay out two deck straps, vertically, so they are far enough apart so as to not be anywhere near the daggerboard trunk. Predrill the block before it goes inside the boat. You may want to make the holes sloppy a bit, for ease of entry. This is kind of blind work once the block is in place.

Now you must decide where in the boat you want your strap to be located as far as height at the front of the cockpit. I like a high strap location. I feel as many other sailors do, that the strap should be at a height where you can have straight legs. The company installs the straps low in the bilge. I always move them. Many sailors at the Worlds each year jury rig the strap so it imitates a high wall strap, since we are not allowed to drill new holes. Some sailors prefer low straps stating that they want better leverage from the bottom of the cockpit wall. The factory installs them low so they are out of the way for sailors that may not want to use them. For beginners, sheets can get tangled around a high strap.

Once you have decided where to put a strap, you can hold the block you have made up on the cockpit wall and drill through it in the correct spots. Now you are ready to put some silicone on the block and on the deck straps and bolts, and install the forward system. You will need a friend to help unless you are super talented and have long arms. Push the bolts through the deck straps and through the in line holes of the now interior block. Get the washers and nuts on and tighten up all the new fittings. The front of the boat is now done. Now you can install the dry port for good. Make sure it fits properly and use a 9/64" drill bit to drill for the tapping screws. Use silicone to seal the dry port rim and install the port and fasten it to the deck. You may through bolt the dry port if you like.

For the aft end of the cockpit, you must carefully align the deck straps in the cuddy lip so that the bolts will end up being through bolted through the containing page 11
The Work Bench cont'd.

lip without interfering with the drainage or cutting into the cuddy floor. Place each strap on the lip, about an inch away from the drainage center, but in the plane of the lip. Drill through the lip for your bolts at a slight angle, so the nuts, which will go inside the cuddy will be easy to screw on. Use plenty of silicone when installing these two straps with their bolts.

If you have a pre '72 hull, you will have to follow the forward cockpit guidelines, although you may only want one deck strap, and you will probably want the tie off point low in the cockpit.

With all the deck straps installed, it's time to pick a strap. You can use nylon strapping and have someone sew some loops into it. It could then be padded with pipe insulation and tape. You could buy a strap from Vanguard which is aesthetically pleasing as it is practical. Finally, you could order a custom strap, like those made by Fabicraft. These are comfortable and good looking and very effective under sail. You should install your strap by using prestretch line to tie it off at either end properly as taut as you like. Many sailors rig their straps with shock cord, so they can leave it loose, making it hang up in the air for ease of entry into the strap.

Good luck with your hiking strap project. I'm sure you will find it will increase your boat speed and longevity on those long breezy upwind legs.

1998 Yearbook

The Sunfish Class Yearbook was sent out for the first time this spring and is a very handy tool indeed for all of us.

The guide for running a regional regatta is particularly useful for regatta organizers. Listed are the many things one needs to do in preparation for a successful event.

The Yearbook also lists sailors and their addresses so contacting class members for sunfish regattas, business or just for fun is easy. Class rules, the history of the class and the list of past winners and stars is at your fingertips. The new yearbook will come out in early 1997 so be on the lookout for it. If you have any comments about the 1997 book or any suggestions for the next issue, please contact me at my office at (941) 365-5694 or Fax (941) 955-0276 before Dec. 1, 1997. Please contact me at the same number if you do not want your phone number listed.

If you would like to advertise in the Yearbook, please send me ad copy or call me to discuss ad rates. Advertise all year long!

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* Holds Two Persons
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Windward Leg - Summer 1997
North American Sunfish Champion and many time Midwinter's winner, Bob Findlay, has come up with a winning idea that he hopes will allow him to sail as often as he wants. Bob has always been known for his love of sailing, and he realized early on that to continue indulging himself he would have to come up with a way to finance it. After marrying fellow Sunfish sailor Jean Bergman's daughter, Megan, (sunfisher Don Bergman's step-daughter) he thought he had it made. When his wife (and his in-laws) refused to support him, he realized his mistake. As with all entrepreneurs, he soon discovered that it was up to HIM to support himself.

After hearing his wife complain one too many times about how hard it is to watch their three kids at the beach AND get a good tan, Bob decided to do something about it. Putting his engineering skill to use, Bob followed up on his wife's suggestion to make a chair that turns. He did a patent search and discovered that there were no existing patents to cover the idea of a "rotating beach chair." Taking that information in hand, Bob designed the only completely portable (folding) swivel beach chair, trademarked the SUNTRACKER.

Thus he embarked on a new path that would lead him into hours of misery with his wife and his mother designing a prototype in the "family basement." Gone were the days of reclining on the sofa (what sofa? Megan asks) and gone were the days of actually being able to use the basement as a recreation room. Instead, the "family basement" was replaced with an aluminum bender and cutter, a drill press and rivet gun in order to assemble "THE CHAIR".

For many of you who have changed your living spaces into temporary workstations for the car and repair of your boats, please do not even begin to assume that this is the same. Imagine cleaning up slivers of shaved aluminum off the rug so your 1 year old does not eat them. Imagine picking up casings from rivets and various other hardware parts before they are permanently embedded in the wall to wall carpeting or your toddler's intestines.

For the past eleven years, I have put up with the noxious fumes of epoxy and gelcoat that go along with the amateur sailor. Well now I have experienced a whole new scent. I am proud to say it is the scent of determination and success. It is the scent of an idea and of following through. It is the scent of a dream and seeing it through to the end. It is the scent of a husband and wife working together toward a common goal.

After working on this project for almost three years, he has seen several dreams come true. He was awarded two patents; he has sold the chair to the Hammacher Schlemmer catalog company and his wife Megan has not filed for divorce yet. While he would not recommend this route to solvency for just anyone, it has proven to be the perfect fit for Bob.

If you take a moment to really look at the ads in the Windward Leg, you will see how many Sunfish sailors have struck out on their own. Most, if not all the advertisers, are fellow Sunfishers. For all the wonderful Sunfish sailors that "Dream the American Dream," here's to You!

PS Many thanks to Charlie and Cindy Clifton of Sarasota, Florida for their help. Several times in the middle of a Chicago winter, Bob made frantic phone calls to a warmer climate because he needed beach chairs and could not find any in the frozen north. The Clifton's came through, overnight expressing the needed chairs. Cindy has also been doing our screenprinting for us. Thank you Cindy and Charlie!

Editor's note: At UPS, when we declared the contents of our boxes to be beach chairs and requested Overnight delivery to Chicago in January, I have to say we got some very, very strange looks!! Best of luck to Bob & Megan!
Dear Sunfish Sailors,

Six months have passed since Vanguard took over the production of the Sunfish. Our production team has been kept intact and the consistency and quality of Sunfish hulls and parts has not changed one bit. This was our goal when we started last March and I think we met it.

Our marketing team has just started to become familiar with the very friendly sailors who race and recreate on a "fish". The loyal following that the Sunfish has never stops to amaze.

Looking forward, we have taken some significant steps to add to the growth of the Sunfish Class. We have introduced two new color combinations for the 1998 model year boats, Kahuna Red in a surfboard style graphic and Storm Blue stripes in a more conservative look. We have not changed our prices. Finally, as an incentive to buy new boats this fall we are offering a FREE GEAR incentive plan to buy new 1998 boats before the end of the year. (Vanguard will give you, the buyer, a new dolly, or a race sail, or a cover set if you buy a new 1998 boat before the end of the year.)

Vanguard has also been working with the regatta organizers in Cartegena, Colombia to ensure that enough boats are on hand to run a great World Championship this year. We are also very excited about the 1998 Worlds to be held in Great South Bay. You can count on Vanguard to continue our support of this wonderful event on an ongoing basis.

Vanguard is a company founded and run by dinghy sailors who have a passion for the sport. We also have a long tradition of working with One Design Classes to build great boats and assist in growing the class. We are looking forward to working with the Sunfish Class to do the same thing.

Regards,
Chip Johns

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USSCA is soliciting bids to host the 1998 North American Championship. Hosting such an event is challenging and requires tons of volunteers, but it’s still a very worthwhile undertaking. An additional benefit is that host clubs inevitably see a boost in their Sunfish program after hosting a major championship.

A very important objective of USSCA in selecting a host for these events is the host club’s willingness to work closely and cooperatively with USSCA on all aspects of the regatta. It is important that the championship be held during the summer months and does not conflict with the Sunfish World Championship.

Please contact Tom Donahue, USSCA National Regatta Chairman for further details. His address is:
2600 Revere Blvd., Brigantine, NJ 08203.
(609)-266-8437 (H) (609)-266-6516 (W), email - tdoncpa@aol.com

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Remember - Class membership entitles you to race at the following World qualifying events:
- All Regionals (16 yearly)
- The Master's National Championship (age over 40)
- The North American Championship
- The National Midwinter Championship
- The Women's North American Championship
- The Junior North American Championship

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Regional Results

Paul-Jon takes New York Regional!

Francis Graham

Congratulations to Paul-Jon Patin of the Sayville Yacht Club who won every race in the 1997 New York Regional Championship for Sunfish held at the Westhampton Yacht Squadron on Saturday and Sunday, August 2-3! There were seven races altogether, four on Saturday in stiff winds and choppy water and three on Sunday in lighter breezes. Thanks to the organizational abilities of Tom Fenner, Chairman of the Regatta, and with the assistance of many members and staff, the event proceeded smoothly. Tom also raced and was top scorer for the Westhampton Yacht Squadron. Scoring was done for the first time at the club by computer, thanks to the efforts of Ron Marwood, Andy McIntyre and Tom McGinnis.

Commodore Vincent Sweeney presented the trophies to the winners. There were 49 Sunfish competing in the championship from various clubs in New York state and New Jersey. Ten of these competitors were Juniors, 16 years old or under. First place in the Junior Class was awarded to Matt Johnson of the Sayville Yacht Club who had 13th place overall. In second place was Andrew Zimmer of Old Cove Yacht Club in Cutchogue; third place was captured by Michael DiSario of the Westhampton Yacht Squadron; in fourth place was Duffy Markham of Old Cove Yacht Club.

In addition to winning the championship, Paul Jon Patin was presented with the Frank M. Weeks Memorial Trophy by Brian Weeks, for having the best score of those competitors from the Great South Bay Yacht Racing Association. The following were presented with their overall standing: second place, Ken Mockridge, Jr. of Moriches Yacht Club; third, John Condon, Mattituck Yacht Club; fourth Derek Jackson of Mountain Lakes Yacht Club, New Jersey; fifth, Brian Weeks, Sayville Yacht Club; sixth, Jim Koehler, Narrasketuck Yacht Club; seventh, Todd Klinger, Narraketuck Yacht Club.

New York Regional just after a start

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Todd Edwards Tops SW!

Sponsored by the Houston Yacht Club, this two day event was sailed in Galveston Bay. The conditions were light to medium both days with some light chop from motor boat wakes.

Southwest Regional
Houston Yacht Club
September 6-7, 1997

1. Todd Edwards, Prairieville, LA 3-4-4-3-1 13
2. Ash Beatty, League City, TX 1-2-2-3-7-6 14
3. Joanne Weberlein, Austin, TX 1-2-5-1-14-2 20
4. Eric Faust, Austin, TX 2-1-3-5-12-12 23
5. Gerald Coleman, Galveston, TX 11-7-7-6-1 25
6. Shannon Bush, Refugio, TX 9-12-1-7-2-14 31
7. Hank Saurage, Baaton Rouge, LA 14-3-6-10-11-3 33
8. Paul Vogel, Aledo, TX 4-1-9-8-13-7 41
10. Malcolm Jones, Kemah, TX 6-10-8-15-10-15 49
11. Pat Manning, Austin, TX 20-16-17-4-5-11 53
12. Steve Gay, Austin, TX 10-21-13-9-10 55
13. Logan Osie, Houston, TX 13-11-10-6-20 56
14. Chris Buchanan, Houston, TX 5-6-21-17-14-6 57
15. Robert Braum, Houston, TX 25-19-14-17-8 72

16. Vic Manning, Austin, TX 23-6-22-9-19-17 73
17. Mike Nelson, Aingleton, TX 15-7-24-24-8-9 73
18. Mark Tremayne, Austin, TX 8-23-15-11-16-23 73
19. Larry Hill, Austin, TX 19-15-32-18-13 84
20. Jim Uroda, Lake Jackson, TX 18-18-16-12-22-22 86
21. Bonnie Cordelle, Austin, TX 24-13-12-21-21-25 91
22. Ken Womack, Houston, TX 16-20-20-19-20 93
23. Ray Plepys, Lake Jackson, TX 21-26-23-23-23-21 108
25. Tom Boren, Copperas Cove, TX 22-25-20-24-24 115
26. Mike Hulsey, Bellaire, TX 26-24-18-26-26 119

Doing well in a Regional may qualify you for a World's, as pictured above in the DR in '96

Windward Leg - Summer 1997

14
Paul Fendler Takes All 7!

Hot, humid weather finally gave way to nice, dry-air for the weekend for this annual event that drew 36 sailors from New England and beyond. Saturday opened with choppy, NE to NW winds 10-15 knots and a line of clouds that caused unsettled conditions. The RC only got off one race before lunch due to the winds trying to shift to E-SE. After lunch the winds never did shift around but were steady enough from the N-NE at 15-18 knots to race. Three races were run under cloudy, cool conditions with winds reaching 20 knots.

Sunday dawned more NE winds with whitecaps at 8-9 a.m. By 10:30 the winds were down to 5-10 in major shifts and puffs. Three more races were run to complete the seven race, one throwout regatta.

World Champion (1976) Paul Fendler, now a member of WLYC, won the regatta with an amazing display of sailing. Despite the rest of the fleet’s efforts, no one could catch him. Paul won all seven races! By 2:45 Sunday, the results were posted and awards handed out.

Don Stucke, RC Chairman

New England Regional at Wequaquet Lake YC
July 19-20, 1997

1. Paul Fendler, Centerville, MA 1-1-1-1-1-1-1 6
2. Len Ruby, Chestnut Hill, MA 4-2-2-3-3-11-28 25
3. Bill Brangiforte, N.Weymouth,MA 3-5-3-4-6-6-13 27
4. Matthew Cottrell, Lewes, DE 7-7-6-6-5-5-12 31
5. Dan Karnovsky, Brookline, MA 13-6-5-2-14-9-10 44
6. Tom Philbrick, Centerville, MA 39-8-9-7-10-13-3 49
7. Allan Buttner, Plymouth, MA 19-4-4-8-9-9-17 51
8. Drew Stanier, Sudbury, MA 2-9-7-9-21-14-12 53
9. Jack Willy, Weymouth, MA 9-3-7-3-7-4-4 59
10. Janese Willy, Hanson, MA 6-16-2-5-15-17-6 59
12. Alex Conway, Islip, NY 16-11-15-13-7-12-11 68
13. Gerhart Meznel, Simsbury, CT 15-15-13-2-7-7-22 68
15. Russell Chase, Weymouth, MA 20-14-14-17-8-3-16 72
16. Rapid Buttner, Plymouth, MA 12-13-2-14-12-16-14 81
17. Larry Cochran, Manchester, CT 22-27-9-11-12-21-8 83
18. Gordon Geick, Collinsville, CT 10-10-4-16-12-10-23 91
20. Peter Beckwith, Wayland, MA 8-23-9-12-26-18-21 111
21. Sarah Parker, Centerville, MA 18-20-16-19-30-20-20 113
22. Mary Charles, Manchester, CT 21-22-22-29-18-25-17 125
24. Don Stucke, Corking, MA 24-17-12-10-37-37-37 137
25. Denis Futterlieb, Meriden, CT 28-19-25-21-25-24-25 139
27. Diane Miller, Centerville, MA 23-25-21-28-27-31-32 155
28. Craig Fillet, Centerville, MA 31-24-29-20-33-22-30 156
30. Paul Borse, Southington, CT 30-29-31-26-23-20-30 164
32. Andrew Magnus, Centerville, MA 29-31-26-27-31-29-24 166
34. Paul Fenta, Marston Mills,MA 33-30-30-34-34-34-31 188
35. James Canby, Marion, MA 35-34-33-32-42-32-34 189

New England Regional at Barrington YC
July 19-20, 1997

Doug Kaukeinen dominated the New England Barrington Regionals with no finishes higher than 3rd in nine races! 24 boats sailed in the early NE qualifier for the 1998 World's.

Kaukeinen Dominates

New England Regional
at Barrington YC
July 19-20, 1997

1. Doug Kaukeinen, Rochester, NY 2-1-1-1-2-3-1-2-1 9.75
2. Drew Buttner, Plymouth, MA 3-5-4-14-1-3-9-7 33.75
3. Bill Brangiforte, Weymouth, MA 4-6-12-2-4-20-2-1-8 38.75
4. John Condon, Mattituck, NY 8-3-6-3-5-4-13-10-4 44
5. Len Ruby, Brookline, MA 1-1-4-7-9-4-7-OCS-12 54.75
6. Ken Mockridge, C. Moriches, NY 6-18-9-8-1-17-4-5-9 54.75
7. Mike Forman, Webster, NY 11-14-7-3-3-6-6-16-10 62
8. Jim Gilling, Rochester, NY 9-9-3-9-12-13-11-2 64
9. Dan Karnovsky, Brookline, MA 14-10-11-1-1-2-17-4-5 68
10. Gordon Geick, Collinsville, CT 5-4-10-12017-9-8-6-16 70
11. Matthew Cottrell, Lewes, DE 7-5-8-6-18-14-16-12 74
12. Lee Parks, Newport, RI 10-8-6-16-7-8-14-15-18 80
13. Anne Bucella, Quincy MA 18-12-18-10-13-10-12-7-3 85
14. Larry Cochran, Manchester, CT 12-17-15-21-19-10-19-3-14 102
20. Pete Beckwith, Wayland, MA 20-16-21-22-DNS-15-8-17 141

Regional Results

Waiting for the Horn at the NE Regional are (l to r) Drew Stanier, Bill Brangiforte, Len Ruby, Denis Futterlieb, Don Stucke, Gordon Geick and Alex Conway

Kaukeinen Photo

Anne Stucke Photo
Regional Results

48 Sail in Mid-Atlantic Regional
by Ellen Rowen

Spring at the Jersey Shore was hardly promising. May winds felt like New Jersey shore for an escape from suddenly March and June didn't improve . . . until the week before the regatta. Suddenly April and June didn't improve . . . until the week before the regatta. This sent many "sunfishers" to the New Jersey shore for an escape from the blistering mainland. The result was a record turnout for a Sunfish Regional! 48 sailors participated and we would have gone well over the 50 mark if I had not received cancellations from early registrants such as a disappointed Colleen Bidus from Wilmington, Delaware and Ed Wagman and family who had their van break down on the PA turnpike near Harrisburg.

Skippers and their craft began arriving on Friday. Tom Donahue made the journey by the ICW using a Boston Whaler to tow his Sunfish. Registration was festive. Old friends were coming together after the winter. We even squeezed in a Champagne birthday party for my husband. Everyone was off to their bed early. The club was dark by 9:30 p.m. as far as I know, no one had to pay the ample luncheon buffet.

Saturday was sunny and active from 7:30 a.m. breakfast until the flag lowering ceremony. The race committee held 5 gruelling races with winds gusting to 25 knots. The "Iron Men" and the "powerhouse persistent" women (such as Connie, Susan, Posy, Christine and Lisa) loved the tight starting lines and the challenge of current and tidal change. The sou'westerly winds were fairly consistent. The "chop" bounced the little dinghies ocean-like even though the course was set well out and away from channels and the skittery winds caused by the small islands that dot the bay. The course setters were kept VERY occupied and the RP boats had hands and painters full. Sailors bobbled about eating their box lunches. The power boat brigade had to be very clever with gaffs etc. to attempt successful lunch delivery. I suspect some yummy munchies landed in the drink.

Did I say anything about eelgrass and shallows?

As the afternoon wore on, there was "carnage" mostly of boat, not of body! Numerous skippers made desperate trips to the mainland for parts and repairs. Tows homeward by the RP "saviors" were the order of the day. A lot of white sunfish bellies glistened in the sun and chop.

If Chris Houston had returned on Sunday, he might have given Smeyulders some trouble. The two were trading first and second finishes in the late afternoon winds.

The evening's cookout was a sellout! Even an impromptu jazz band showed up after sundown. Tired skippers missed some of the fun.

Sunday morning winds were lighter with a delightfully sailor-friendly flat bay. Skippers' meeting was cancelled and the fleet was off before the press arrived to photograph. Race #6 was the longest of the series. (1 hr. 20 min. for first finisher and approximately 2 hours to completion.) The wind began to pick up at noon and race #7 was shortened to a simple triangle. I got breathtaking views of those mostly white triangles tacking against each other or marching like happy paraders on a reach from my usual rearmost vantage point. By 1:00 p.m. the sailors were more than ready for the ample luncheon buffet.

We had run a series of 7 races with no throwouts. The courses were Olympic or modified Olympic.

Anyone who managed to sail all 7 races deserved a trophy.

Trophies were carved and crafted by Jim Uroda of Galveston. They went to the top 6 finishers, top master (over 50), top woman, top junior, the youngest, the oldest and a special sportsmanship award to a 13 year old fellow who was racing his sunfish for the first time . . . and in a major regatta at that! Undaunted by the heavy winds, he had a serious breakdown early in the game but could hardly wait for a repair and was back on the course Sunday morning.

This is so typical of the Sunfish Class. The rawest novices are welcomed into the same competition with former world, national and regional champions. I was also heartened to see so many of our class officials present. In addition, we're pleased to bring over 12 new members into the USSCA!

Door prizes were also given. Thank you gifts from "Starving Artists" of Brant Beach, N.J. (who printed our bright yellow T-shirts) and the Beadles of the Sunfish office. Some of our coveted day-glo caps (designed especially for our club's water and land crew) went to lucky sailors.

My co-chairman, Patti Herrmann, was a super force, efficiency personified. Without her tireless help and the help of many other club members, this regatta would not have happened!

TOP MASTER
William McLaughlin

TOP WOMAN
Posy Seifert

TOP JUNIOR
Pete Campana

YOUNGEST
Katie Laird

MOST SEASONED
George Cripps

SPORTSMANSHIP
Darrin Markoski

Windward Leg - Summer 1997
Dear Members of the Sunfish Regatta Committee,

I would like to express my appreciation to all members of the Regatta Committee and to all the other members of the Spray Beach YC for being such gracious hosts of the Mid-Atlantic Championship this past weekend. I truly enjoyed your beautiful club and the exciting waters of Little Egg Harbor.

I know it took a great deal of work and organization to put the Regatta together and to host so many people. You all did a magnificent job. The races went well and were efficiently run and I know all of the racers appreciated the presence of the rescue boats and rescue personnel who towed in damaged boats.

The refreshments (I liked the cakes and cookies!) and meals definitely were sustaining and the centerpieces at the Saturday cookout were a nice treat. Every detail was well thought out and showed the concern you had for the racers.

Best of all was the friendly atmosphere and genuine warm people of the club itself that made this a memorable Regatta for myself and all the other participants. So thank you for your friendship and kindness and I hope our wakes cross again in the future.

Best, Tom Iacono, #77488

Above left, Stephen Smeulders accepts First Place and below, fiancé Posy Siefert accepts the First Woman Trophy

Ellen presents George Cripps (SBYC Past Commodore) trophy for "most seasoned"
James Liebl Wins Both Midwest Regionals!

Kentucky Lake Sail Club hosted the Sunfish Midwest Regional Championship on May 10-11, 1997. The event was also the club's Annual Governor's Cup Regatta. This year marked the first year for Sunfish Fleet 687 of Kentucky Lake, which is located on a lake that stretches across the whole width of Kentucky and well into Tennessee.

Dan Feldman and Liam Cavanaugh drove down from Chicago on Friday to give a sailing clinic.

Saturday arrived with a beautiful blue sky due to a large high pressure system crossing the area, which would create all kinds of wind shifts and wind speed changes. After three races were sailed we were able to start the first race at 10:15 a.m.

On Sunday, we awoke to brisk winds and were able to get three races in. James Liebl is once again champion.

John McLaren organized this event and we were treated to the best weather the Midwest would receive this spring!

Tom Katterheinrich
Midwest Regional
Kentucky Lake Sailing Club
Grand Rivers, Kentucky
May 10-11, 1997

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Winds were 15 knots on Saturday and zero on Sunday!


Gulf Coast Regional
Crown To Jeff!
Gulf Coast Regional
Gulfport, Mississippi
June 28-29, 1997

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Windward Leg - Summer 1997

Want to be a Winner?
Then come to the most successful clinic in the U.S.
Apr 12 - 17, 1998
At Rick's Place in the Florida Keys
Clinic, room, meals, tax, tips : ONLY $745

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**Linton Wins Florida Regional**

Laser Class Secretary/Newsletter Editor and Sunfish RC, Allan Broadribb got 8 races off in 2 days of beautiful weather May 24-25 to determine Florida's Regional Champ. Wind on both days was a southwest sea breeze of 10-18 knots. Temperatures were lower than normal for May, hitting only about 80 degrees both days. Thirty-one sailors did their darnest to keep up with Jeff, but he was unbeatable. My son, Chip, sailed my boat on Sunday, bringing me from 27th to 15th. With a few more races he might have qualified me for first master and first woman! Just kidding.

Barbecued chicken, potato salad, green salad, brownies and a keg of beer topped the evening off as the sun set over Sarasota Bay. Those still walking were seen shooting pool until the wee hours at La Luna in North Sarasota.

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**Regional Results**

**Florida Regional**

**Sarasota Sailing Squadron**

**May 24-25, 1997**

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<td>Mindy Katz</td>
<td>183</td>
<td></td>
</tr>
</tbody>
</table>

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- Boots, Gloves, Gear
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- Wind Indicators
- Compasses
Regatta Updates

Sailfest Cancelled

(Orlando, FL) The Sailfest Executive Committee has decided to cancel this year's regatta originally scheduled for December 5-7, 1997 on Lake Monroe in Sanford, Fl. They plan to use the hiatus to make improvements for Sailfest starting in 1998.

"For years, our participants have consistently told us that the lack of a safe and convenient launching area is the biggest problem we have, and we agree," said Executive Director Bob Roth. "Over the last few years, we've tried to work with the city to have improvements made, with very minimal success. So, this year we decided to cancel the event and focus all our time and efforts on solving the problem and on making some additions to the event that we've envisioned for a while now."

The problems with the beachfront were created several years ago when the city dumped large pieces of concrete along the waterfront in an attempt to prevent a serious beach erosion problem.

According to Roth, the hiatus will be put to good use, either resolving the Lake Monroe problem or finding another suitable location for the regatta. "This is a world-class event with a quarter century of tradition," he said. "Naturally, we'd like to keep Sailfest where it is, but we've also had offers from other quality venues..."

Sailfest is the world's largest inland regatta, with a record of 754 one-design boats competing in 1994. The event is famous for its celebrity draw, with appearances from Olympic and America's Cup sailors.

The Sunfish fleet traditionally has 30-40 entrants in the regatta making it one of the best attended. Watch for any updates.

NA Women's in Florida

The North American Women's Championship is scheduled for Friday-Sunday, November 7-9, 1998 at Eau Gallie YC in Indian Harbor Beach, Florida. Excellent racing conditions are expected on the Indian River at this time of year. Eau Gallie YC promises great hospitality, fine facilities and excellent food for the three day event. (Practice race on Friday, races start Saturday.) Travelling there is easy with convenient airports in Melbourne and Orlando. Entry fee is $60.00 and some housing with local sailors is available on a limited basis. Call Linda Tillman for information (407-773-4711 after Oct. 20.).

Upcoming Regattas...

Chowder Bowl - Fair Haven SC  
Date Change: September 27, 1997

Fall Harvest Regatta  
Ford Lake Park, Ypsilanti, MI  
Sunday, October 5, 1997  
Bill Kelly 313-484-0769

Barrington Frostbite Series starts  
Barrington YC, Barrington, RI  
November 2, 1997  
Phil Garland, 401-245-6156

Edgewood Frostbite Series starts  
Edgewood YC, Edgewood, RI  
November 2, 1997  
Theo Aschman 401-467-2234

Thanksgiving Regatta  
Davis Island YC, Tampa, FL  
Jeff Linton, 813-327-5361

World Championship  
Cartagena, Colombia  
Nov. 30-Dec. 6, 1997  
Class Office, 248-673-2750

Midwinters  
March 1998  
Davis Island YC, Tampa, FL  
Jeff Linton, 813-327-5361

International Masters  
March 1998, Coconut Grove SC  
Charlie Branning, 305-661-2322

SUNFISH ON THE INTERNET

The Sunfish E-Mail list, known as a "Mailing List" in computer circles, is over a year old and boasts over 200 subscribers. People from all over the Western Hemisphere are signed up. They range from champions to neophytes. Subjects such as regatta notices, results, tuning tips, rule changes, and boats or trailers for sale are posted.

Peter Beckwith has been terrific at keeping everyone abreast of what is going on in New England. Mindy Katz sends in regular results from Florida. Postings also come in from Kansas, California and Colombia. Andres Santana kept everyone up to date about arrangements leading up to the Worlds in the Dominican Republic last year. Colin Cornwall sent info on Sunfish sailing in Alaska.

If you would like to join, send Email to LISTSERV@CNSIBM.ALBANY.EDU
In the body of the message, state only:
sub SUNFISH yourfirstname yourlastname yoursailnumber

You will then receive instructions on how to post messages, etc. Please remember that this is a machine you are talking to. Consequently, if you send something like, "I want to join that mailing list I saw in the Windward Leg but I forgot how to do it, so sign me up, OK!", probably not much will happen. Print, read, and save the instructions and you should have no trouble mastering it quickly.

The next Windward Leg will have some tips on advanced use of the mailing list.

Charlie Clifton
sail59115@aol.com
CSSA Summer Regatta, Lake Hefner
Oklahoma City - July 19-20, 1997

Saturday started out looking a bit "iffy", as torrential rains accompanied by a 65 mph wind swept through during registration. The wind overturned several boats in the dry storage area, but the registration tent stayed up through it all, assisted at some points by about 20 sailors holding on to the frame for dear life. It was rather exciting to see lightning hit nearby, then watch 40 hands simultaneously release and then regrip the aluminum framing of the structure.

Racing was delayed for about 1 1/2 hours to allow the storms to pass out of the area, and then two fairly long races were completed in steady ESE wind.

That evening, COSA provided the traditional free BBQ brisket dinner, accompanied by some Cajun sausage that was a bit spicier than some are used to, removing any concerns about having beer or pop left over.

There were Races sailed Sunday morning in moderate but shifting winds, with the last boat finishing the last race shortly after noon. Trophies were awarded at 1:20 p.m., followed by a drawing for some really "different" door prizes (a bribe to get everyone to stay and vote). Hats off to Joel Heyne for organizing the event.

In "A" fleet, Steve Elliot, WCSC was first! Joe Blouin sailed consistently and took second. Jeff Linton had three bullets but had to come from behind to win each race! In the "B" fleet, Herb Swanson was third, Newt Bollinger, second, and a newcomer, Lisa Glaser was first!

Paul Stradley

The Marsh Harbour Sailing Club held the 7th Annual Homer Lowe Memorial Regatta April 25-26, 1997. A total of 12 participants from Nassau and Marsh Harbour competed in the six race series. Races were held on the Sea of Abaco near the Mermaids Reed and Pond Bay beach. In attendance was three time world champion, Donnie Martinborough, as well as Jimmie Lowe, who placed 5th overall in the '95 Worlds held in Abaco.

Rough conditions dawned on Friday, with three races held in a solid 15 knot breeze. Saturday morning saw even heavier winds out of the NE, large seas and fierce competition. First overall winner was Jimmy Lowe (son of the late Homer Lowe) of Nassau with 7.25 points. In second place was Donnie Martinborough of Nassau with 8.25 and Jim Kaighin of Marsh Harbour rounded out the top three with 13 points. Top woman overall was Lori Lowe of Nassau. The entire regatta saw close intervals and fights to the finish for almost every position.

7th Annual Homer Lowe Memorial Regatta
Marsh Harbour Sailing Club

The MHSC would be remiss in not thanking the volunteers who so ably assisted with race committee responsibilities. The Hope Town SC lent their support through Dr. & Ann Gooding and Tom & Ann Maxfield who ran the races on Friday. Joe and Shelagh Sackett, Tom Walker and Robert Key helped on Saturday. The regatta could not have happened without their help.

Regatta Results
Pixie Series - FL West Coast
On April 20, a group of avid Sunfish sailors gathered at Boca Ciega & Gulfport YC in St. Pete., FL. Twelve entered "A" division, five in "B". After a short skippers' meeting, the racers headed out to choppy Boca Ciega Bay. The wind was 8-12 knots, and trying to keep boat speed on the beats was a lesson in futility. The RC did a fantastic job of setting the race courses. Hats off to Joel Heyne for organizing the event.

In "A" fleet, Steve Honour nosed out Paul Strauley in the tie-breaker for third place. Joe Blouin sailed consistently and took second. Jeff Linton had three bullets but had to come from behind to win each race! In the "B" fleet, Herb Swanson was third, Newt Bollinger, second, and a newcomer, Lisa Glaser was first!

Paul Stradley

7th Annual Homer Lowe Regatta
Marsh Harbour Sailing Club
April 25-26, 1997

1. Jimmy Lowe, Nassau 1-1-1-1-1 8
2. D. Martinborough, Nassau 1-1-1-1-1 8
4. George Damianos, Nassau 3-2-3-3-3 13
5. Gavin McKinny, Nassau 3-2-3-3-3 13
6. Richard Farrington, Nassau 3-3-3-3-3 13
7. Van Stratton, M. Harbour 3-2-3-3-3 13
8. Lori Lowe, Nassau 2-3-3-3-3 13
9. Victor Patten, M. Harbour 2-3-3-3-3 13
10. Liann Kaighin, M. Harbour 2-3-3-3-3 13
11. Charles Cooke, M. Harbour 2-3-3-3-3 13
12. No Na Whitehead, Nassau 2-3-3-3-3 13

Richard Farrington, #2593 - Gavin McKinney battle to the finish

Shelagh Sackett photo

Windward Leg - Summer 1997
Regatta Results

Hyannis YC 55th Regatta

The Hyannis Yacht Club’s 55th Annual Regatta was scheduled for July 25-27, 1997. Hurricane Danny had its own schedule however, which preempted the Friday races with winds of 30-40 mph and 2 1/2 inches of rain. Saturday and Sunday were much better with winds in the range of 10-15 knots and partly cloudy skies. The regatta is a multi-class event with 297 boats registered in 9 classes. With only 59 boats being moored, the beach was crowded at launching and beaching times. In the Sunfish class, former world champion, Paul Fendler, continued his dominance of the local regattas with his third straight weekend win in this eight race, no throwout regatta. Several sailors decided not to sail the last race and beat the traffic jams on the beach and highway road home. Pete Beckwith

Hyannis Yacht Club Regatta
July 27-28, 1997

John Condon of Mattituck Captures 27th Annual World's Longest Sunfish Race

22 year old John Condon of Mattituck, NY, forged into the lead with a mile to go to capture first place in the 27th Annual World’s Longest Sunfish Race hosted by Southold YC, Southold, NY on Sunday, July 13.

Circumnavigating Shelter Island clockwise to take advantage of the outgoing and incoming tides, the 31 boat fleet had ideal sailing conditions throughout the entire race. Winds remained a steady 6-10 knots from the northwest and a friendly cloud cover protected the sailors from the heat of the sun. Commodore Peter Young, Race Committee Chairman John Spicer and a crew of dedicated volunteers from the yacht club did an outstanding logistical job to make this nautical marathon of approximately 25 miles a success.

Duffy Markham of Old Cove YC in New Suffolk was the first female in eleventh place, and her name will be engraved on the Peggy Wagner Memorial Plaque, which is maintained at SYC. Fred Pati of Wantagh, kept his record intact as the only sailor who has participated in every race since its inception in 1971. Joe Sullivan of the host club, participated for the 25th time, and three time champion and course record holder, Dick Heinl from Muttontown, NY participated four months after triple bypass surgery. Heinl set the record of 3 hours and 30 minutes in 1989.

World’s Longest Sunfish Race
Around Shelter Island
July 13, 1997

<table>
<thead>
<tr>
<th>Boat Name</th>
<th>Finish Time</th>
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<td>John Condon, Mattituck, NY</td>
<td>4:27</td>
</tr>
<tr>
<td>Dick Abbenoe, Oyster Bay, NY</td>
<td>4:39</td>
</tr>
<tr>
<td>John McGrane, Bayville, NY</td>
<td>4:30</td>
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<tr>
<td>Rip Fisher, Scarsdale, MA</td>
<td>4:32</td>
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<tr>
<td>Paul Nannig, New Suffolk, NY</td>
<td>4:32</td>
</tr>
<tr>
<td>Joe Sullivan, Southold, NY</td>
<td>4:33</td>
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<tr>
<td>Jon Suter, Conchogue, NY</td>
<td>4:34</td>
</tr>
<tr>
<td>Rick Zimmer, Conchogue, NY</td>
<td>4:38</td>
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<td>Mark Hutchinson, Syosset, NY</td>
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<td>Dick Heinl, Muttontown, NY</td>
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<tr>
<td>Duffy Markham, New Suffolk, NY</td>
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<tr>
<td>Barbel Polansky, Oyster Bay, NY</td>
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<td>Jack Spicer, Conchogue, NY</td>
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<td>Keith Lyman, East Marion, NY</td>
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<td>Dave Daily, Pelham, NY</td>
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<td>Peter Young, Southold, NY</td>
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<td>Eden Savino, New York, NY</td>
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<td>Greg Spicer, Conchogue, NY</td>
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<td>Bart Hale, Southold, NY</td>
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<td>Norton Hutchinson, Oyster Bay, NY</td>
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<td>Grail Moore, East Norwich, NY</td>
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<tr>
<td>Jack Hutchinson, Oyster Bay, NY</td>
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<td>John Buzz, Bolton Lake, CT</td>
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<td>Ivo Lechik, Southold, NY</td>
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<tr>
<td>Scott Heinl, Muttontown, NY</td>
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<tr>
<td>Gordon Heins, Mattituck, NY</td>
<td>4:41</td>
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<tr>
<td>Ned Edwards, Unionville, CT</td>
<td>4:41</td>
</tr>
<tr>
<td>David Miller, Easthampton, NY</td>
<td>4:41</td>
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<tr>
<td>Pam &amp; Robe Zimjewski, East Haddam, CT</td>
<td>4:41</td>
</tr>
<tr>
<td>Fred Pati, Wantagh, NY</td>
<td>4:41</td>
</tr>
<tr>
<td>John Landi, Sag Harbor, NY</td>
<td>4:41</td>
</tr>
</tbody>
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Southold Midget & Junior Regatta

Southold YC held its 22nd running of the Peconic Bay Midget & Junior Sunfish Championships, also known as the Carol Smith Regatta, on Sunday, July 27, 1997. A strong and steady offshore wind, freshening in the afternoon, provided challenging conditions which tested the courage and strength of all the young participants. 28 sailors competed with three boats sailing doubles, (skipper & crew) in the Midget Division, (ages 8-11) and 21 boats in the Junior Division (ages 12-15) with 4 sailing doubles and 17 singles. The two divisions raced on separate courses, each sailing 2 races in the morning and 3 races after lunch. An awards ceremony followed the last race with trophies for the Midget skippers and crew, trophies for the ten Junior finishers and participation certificates for every sailor.

SYC Junior & Midget Champ.

Southold, NY
July 27, 1997

Midgets:
1. Ryan Flaxley, Joey Flotteron, Southold YC 1-1-1-1-1
2. James Spicer/Greg Rothman, Southold YC 3-1-3-2-1
3. Alyssa Simon/Courtney Hall, Southold YC 2-2-2-3-3

Juniors:
1. Dan Markham, Old Cove YC 1-1-2-1-1
2. Allison Suter, Old Cove YC 3-2-1-2-5
3. Bart Hale, Southold YC 2-4-3-4-2
4. Bill Beza, Kinnelon, NJ 4-8-4-3-4
5. Mike Claps, Southold YC 6-7-6-6-3
6. Pat Kenny, Southold, YC 7-6-5-7-3
7. Andrew Greg, Southold YC 8-3-7-10-38
10. Mike Spicer, Southold YC 9-10-11-7-DNF
11. James Caro, Southold YC 11-13-12-23-6
12. Abby Gannon/Melissa Niciocc
   Old Cove YC 12-6-8-13-7
13. Daniel Ae/Angeles/Ryan Clarke
   Old Cove YC 14-15-20-11-8
14. Rory Flaxley, Southold YC 19-14-9-12-14
15. Chris Young, Southold YC 20-18-10-8-15
16. Oren Friedman, Southold YC 16-12-16-19-13
17. Peter Gregg, Southold YC 15-20-15-16-12
18. Jonathon Keenmor, Southold YC 17-17-14-15-16
20. Jane Nork/Jan/Julia Flotteron
   Southold YC 18-19-18-18-22
21. Sarah Markham/Erin Markham
   Southold YC 21-21-19-22-100

Windward Leg - Summer 1997
Drew Buttner Takes Bolton Lake Regatta

The 29th Annual Bolton Lake Sailing Club Regatta was held on Sunday, May 18, 1997. Winds were moderate in bright sunshine. As sometimes happens at Bolton Lake, the winds varied in direction 180 degrees of the compass. Drew Buttner edged out Dave Davies for first place overall.

Bolton Lake Sunfish Regatta
Bolton Connecticut
May 18, 1997

1. Drew Buttner, Plymouth, MA 20-6-1-2-1 9.5
2. Dave Davies, Middletown, NY 2-1-3-4-6 9.75
3. Malcolm Dickinson, Pelham, NY 5-12-2-1-4 11.75
4. Steve Langford, S. Windsor, CT 1-7-5-8-7 19.75
5. John Butine, Torrington, CT 11-9-6-3-2 20
6. Gary Geick, Colliruville, CT 4-2-9-11-8 23
7. Lee Parks, Newport, RI 20-3-10-6-3 22
8. Rapid Butler, Plymouth, MA 20-4-12-5-5 26
9. Bern Spence, Newington, CT 6-3-11-9-7 23
10. Peter Beckwith, Wayland, MA 7-11-16-10-12 40
11. Dan Godard, Bolton, CT 20-5-14-12-4 45
12. Peter Van Dine, Bolton, CT 3-13-15-16-5 46
13. Mary Charles, Manchester, CT 8-16-15-10 49
14. Peter Barnes, Wellesley, MA 12-14-13-13 51
15. Ed Guydan, N. Milford, CT 14-18-4-17-20 53
16. Ric Shaw, Willington, CT 15-19-19-18 71

Editor's Note:
Regatta organizers and Regional Reps - please make sure the names and addresses of each participant are included in the race results sent to the Windward Leg and the USSCA office. Most readers like to know where sailors are from, and the office needs the results to compile the list of world qualifiers.

Send us the right information!
Dear Windward Leg,

We thought we would share some of our good fortune with you folks. Enclosed are pictures of our Lake Tarpon Boat Club Sunfish Fleet 664 and their annual boat club party. It's obvious there are more boat club members than Sunfish sailors.

Lake Tarpon Mobile Home Village in Palm Harbor, FL is an adult community, located on beautiful Lake Tarpon about 25 miles north of St. Pete. It has the additional advantage of being a fresh water lake. In the past, they sailed PHRF without a dominant one design class. When the Sprays, Frank, Marge and son John, moved into the community, Frank was the first Sunfish sailor. That was 13 years ago. As you can see from the picture, the Sprays have built a great Sunfish fleet. They hosted their first regatta last year and had 22 boats.

Nine of the people in the fleet picture live in the Village and the balance are guests. A big asset of this Fleet and area is most of the members are retired so practice races are held any day the weather is pleasant. Often we have practice races 5 days a week with 5 to 7 boats. Saturday is our regular racing day and we have 15 to 20 boats.

We wanted to share our good fortune with everyone.

The Lake Tarpon Sunfish fleet.

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The Lake Tarpon Sunfish fleet.

Labor Day at SSS

The 51st Labor Day Regatta at Sarasota Sailing Squadron brought 20 sailors from around Florida to vie for four trophies. After two races on Saturday, the RC sent everyone in due to a thunderstorm settling over their area of the bay. Gail Heausler and Joe Blouin, both from Tampa, were tied for first. Sunday's races were in fluky light air and firsts were taken by Tim Hochuli and Paul Strauley. In the end, Diggs Vann edged Joe out for fourth, and Gail took top honors for the regatta. It was great to see another Gail, Gail Rosenke, back from her trip around the world, and to welcome newcomers to the class, including 13 year old Michael Brain who finished 10th overall!

Labor Day Regatta
Sarasota Sailing Squadron
Aug. 30-31, 1997
(20 boats)

1. Gail Heausler, Tampa, FL 3-1-4-5 13
2. Tim Hochuli, Bradenton, FL 1-7-1-7 16
3. Paul Strauley, Dunedin, FL 4-5-8-1 18
4. Diggs Vann, Tampa, FL 8-3-6-2 19
5. Joe Blouin, Tampa, FL 2-2-11-6 21
6. Dale Dunston, Redington Bch, FL 6-6-15-3 30
7. Mindy Katz, Dunedin, FL 12-4-7-11 34
8. Eric Erickson, Sarasota, FL 5-10-7-4 36
9. Stan Woodruff, Ruskin, FL 9-11-2-16 38
10. Michael Brain, Sarasota, FL 7-8-10-13 38
11. Carol LeBreque, Sarasota, FL 11-9-5-14 39
12. Lois Bielgart, Boynton Bch, FL 15-13-3-9 40
13. Dave Kaighin, Sarasota, FL 13-12-9-10 44
14. Ursula Olson, Sarasota, FL 10-21-12-8 51
15. Gail Rosenke, St. Pete, FL 14-15-13-12 54
17. Sharon Woodruff, Ruskin, FL 16-17-16-17 66
18. Tim Roman, Plant City, FL 19-16-14-18 67
20. Sherrie McMillen, Crystal Bch, FL 216-19-20-216 81
"First Ever" Regatta on Lake Arlington

You have heard of many LAST RACES of the season, however this one was different. It was the FIRST REGATTA at Lake Arlington, in Arlington Heights in Illinois, held on August 23. Thanks go to the outstanding efforts of Sandi Spray Youngman, Dan Feldman, and Park Lake Supervisor, Eric Bangston. I guess it runs in the family, Frank and Marge Spray, Sandi's parents, are responsible for the Lake Tarpon Fleet 664 in Florida.

We had great weather, wind about 8-10 knots. We had 3 races before lunch and 4 after lunch. It's nice when you have the whole lake to yourself for the races. Eric Bangston ran the races and did an excellent job.

Sandi and Eric worked very hard getting this first regatta organized and they have plans to make it an annual event. Sandi's son Frank, was the Junior sailor in the race. She has two younger daughters taking sailing lessons with the Arlington Heights Park District. She can form her own fleet in a few years!

Joe Creaney

Bill Nelson accepts third

Jim Murphy is first

Dan Feldman accepts his trophy

Eric Bangston presents the awards


At the start on Lake Arlington

We've got you covered!

"NEW BOARD" BAG
Padded, with handle

RUDDER BAG
Padded

SAIL/SPAR BAG
Acrylic or polyester

POLYESTER HULL COVER
Won't rot or shrink

DECK COVER, full side
Polyester or Acrylic

HIKING STRAP
Padded (15 colors)

DECK COMBO COVER
Works with spars on or off

100% Satisfaction Guarantee on these and all of our other quality products for your "Fish". Call Craig or David for details.

N. Syracuse, NY 315-458-3991

Windward Leg - Summer 1997 25
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A 10% discount applies to repeat display ads.

**Classified Ads:** (Minimum 25 words)

- Personal: $.30 per word ($7.50 min.)
- Commercial: $.50 per word ($12.50 min.)

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Sarasota, FL 34236
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**The Sunfish Bible** by Will White -$28.00.
A 284 page collection of everything significant that has been written about the Sunfish.

**CLASS OFFICE SERVICES**

Please send your change of address to the USSCA office before you move! To save the Sunfish Class the $.50 the Post Office charges for the change of address return card and forwarding of your Windward Leg, keep us apprised!!!

**Mailing Labels** for distribution of regional newsletters or regatta notices, etc. may be ordered for $15.00 plus $.06 per name. Allow two weeks for delivery.

**New Sail Numbers** may be ordered by sending a check for $12 (current members) or $15. (nonmembers) payable to USSCA. These are sticky back, official 10" black cloth numbers. Include your name, address and sail number.

**Membership information** can be obtained from the office or your regional rep.

**Fleet Charters** are available at no charge, whether new or renewed. A minimum of four boats with current membership is required. Fleet captains may obtain a fleet champion black chevron and certificate for their fleet champion by sending a written request to the office.

**Windward Leg Back Issues** can be ordered by sending $3.00 for each issue requested (check payable to USSCA) to the office. Specify issue.

**Some Highlights:**

- **RACING WITH YOUR NEW NORTH SAIL** by Derrick Fries, Vol. III, No. 2
- **IDEAS TO HELP YOU WORK YOUR WAY UP THROUGH THE FLEET** by Scott Kyle, Vol. III, No. 4
- **PREVENTING BREAKDOWNS** (Workshop) by Brian Weeks; ADD A HIKING STRAP (FYI) by Eric and Scott; Vol. III, No. 5
- **CONSISTENCY ON THE RACE COURSE** by Scott Kyle, Vol. III, No. 6
- **CONVERTING TO AN INVERTED TRAILER** by Malcolm Dickinson; **SOLUTIONS FOR RUDDER PROBLEMS** by Larry Cochran; **WINDSHIFTS** by Kirk Beadle; Vol. III, No. 7
- **STARTING TECHNIQUES** by Kirk Beadle, Vol. III, No. 8
- **MAKING THE STOCK BOARD INTO A SPEED BOARD** by Brian Weeks, Vol. III, No. 9 (wood board)
- **FURTHER THOUGHTS ON RACING SAILS** by P.J. Patin, 1992 World Champion; **REPAIRING GELCOAT DAMAGE** by Larry Cochran; Vol. III, No. 12
- **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
- **PRACTICE SAILING WITH EASE** by Derrick Fries; **NEW DAGGERBOARD REPAIRS** by Brian Weeks, Vol. IV, No. 4
- **INSTALLING RUB RAILS** by Brian Weeks, Vol. IV, No. 5
- **WHAT TO EXPECT AT MEASUREMENT TIME** by Brian Weeks, Vol. IV, No. 6
- **OPTIMIZING YOUR BOAT TO YOUR WEIGHT** by Brian Weeks, Vol. IV, No. 7

**Videos for class promotion or entertainment** at a fleet meeting may be rented by calling or writing 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)  
  • 21st Worlds (Curacao)
- 3rd World Championship (Bermuda)  
  • 1989 Masters Regatta (Florida)
- 18th Worlds (Aruba)  
  • Sail to Freedom
- 19th Worlds (Nassau)  
  • Sunfish Promo
- Comber: 1st and 3rd Worlds (St. Thomas and Bermuda)
- US Sailing Video on Rule 54 (Propulsion and Kinetics; explanation by IYRU; 26 minutes)

The USSCA Office can be reached c/o Peg and Terry Beadle,
RO. Box 300128, Drayton Plains, MI 48330. Phone/Fax: (248) 673-2750.
USSCA Board of Directors and Committee Chairmen

**USSCA President**
Brian Weeks
271 Riyer Ave.
Patchogue, NY 11772
H: (516) 447-2166

**ISCA President**
Jean Bergman
4686 Valleywood Ct.
Holland, MI 49423
H: (616) 335-9233

**Treasurer**
Michael Scriver
7010 Tuttle Ct.
Waterford, MI 48329-2764
H: (248) 623-3047

**Secretary Betty Schmidt**
7070 Forward Ave. Apt 902
Pittsburg, PA 15217-2566
H: (412) 421-4669 (summer)

**Regatta Chairman**
Tom Donahue
2600 Revere Blvd.
Brigantine, NJ 08203-8437
H: (609) 266-8437

**Women’s Subcommittee**
Gail Heausler
54 Martineque
Tampa, FL 33606
H: (813) 254-9903

**Master’s Subcommittee**
Vic Manning
5805 Lakeside Trail
Austin, TX 78734
H: (512) 266-7255

**Membership Committee**
Dale Dunston, Chairman
17735 1st St. E.
Redington Shores, FL 33708
H: (813) 391-1089

**Junior Committee**
Connie Miller
346 Pilotown Rd.
Lewes, DE 19958
H: (302) 645-8239

**Class Measure**
Todd Edwards
17169 N. Lake Dr.
Prairieville, LA 70769
H: (504) 673-6177

**Nominating Committee**
Tom Katterheinrich
PO. Box 71
301 W. Bremen St.
New Knoxville, OH 45871-0071
H: (419) 753-2289

**Windward Leg Editor**
Cindy Clifton
329 Central Ave.
Sarasota, FL 34236
W: (941) 365-5694 • FX: (941) 954-6923
H: (941) 954-6923

**REGIONAL REPRESENTATIVES**

**Florida Peninsula**
Paul Strauley
625 Frederica Ln.
Dunedin, FL 34693-5016
H: (813) 734-4108

**Gulf Coast (LA, MS, AL, AR, FL Pan.)**
Clinton Edwards
410 Carroll Ave.
Bay St. Louis, MS 39520
H: (601) 463-9871

**Inland Lakes**
(WI, IA, MN, SD, ND, NE, WY, MT)
Joe Richardson
PO. Box 3112
Fargo, ND 58103
H: (701) 239-4848
B: (800) 369-3090

**Mid-Atlantic (PA, NJ, MD, DE, VA, WV)**
Susan Huffman
55 N. Brighton Ave.
Upper Darby, PA 19082
H: (610) 449-6520

**New York**
Joel Furman
PO. Box 408
Bellport, NY 11713
H: (516) 286-2331

**Southeast (NC, SC, GA, TN)**
John Anderson
1709 Babington Way
Mt. Pleasant, SC 29464-9799
H: (803) 856-0247

**Southwest (TX, OK, KS, CO, NM)**
Pat Manning
5805 Lakeside Trail
Austin, TX 78734
H: (512) 266-7255

**Western**
(WA, CA, OR, NV, ID, UT, AZ, HI, AK)
Robert Cronin
360 Marmona Dr.
Menlo Park, CA 94025
H: (415) 323-3436

**New England (CT, MA, RI, VT, NH, ME)**
Peter Beckwith
5 Juniper Lane
Wayland, MA 01778-3505
H: (508) 358-4574

**Junior Representatives:**
Paige Deiner
2009 Bay Ave.
Lewes, DE 19958
H: (302) 645-5429

Alex Conway
Box 549
Islip, NY 11751
H: (516) 277-1805
Editor's Note by Cindy Clifton

I want to thank the Sunfish Class for the opportunity to edit the Windward Leg and the Yearbook. I am looking forward to hearing from all of you and will make a grand effort at being accessible and putting the Leg out on a regular schedule. The publication dates revolve around the Race Schedule, the National Midwinters, and the International Masters, the North American Championship and the World Championship. Those regattas can change, and so can the publication dates. Planned deadline dates are printed on page 26. If you have articles, results or other matters of interest to the class, please try to get them to me on time. I can be reached by fax, phone, mail (see page 27) or email to sail59115@aol.com. So far, I've enjoyed talking to our advertisers around the country, Mike Zani and Erik Sayre at Vanguard, Peg Beadle in the USSCA office and setting all the articles and pictures in the Leg. It was with sadness, however, that I received the letter from Steve Wright's father Frank which I have reprinted below. Steve raced in regattas with my son Chip, so I was especially sorry to read about Steve's accident. My best to him. I'm sure everyone in the class wishes him well and hopes to see him out there battling again. And to Frank, thanks for the report. I've passed the information on to Vanguard and I'm sure we all hope the problem can be resolved so that this doesn't happen again. Keep us posted on Steve's sailing!

Daggerboard Danger!

Recently, Steve Wright, who previously was an active Sunfish sailor with the Sea Cliff YC (NY) Frostbite Fleet and sailed in a number of National and regional regattas as a junior lost the tip of his finger when the "stops" on a new style daggerboard failed without warning.

Steve was sailing in the Sunfish Championship of the Long Beach Racing Association (Long Beach Island, NJ) and when he pushed the daggerboard down after raising it to clear seaweed, the plastic stops shattered, the board continued down into the centerboard truck effectively guillotining off the middle finger of his right hand, (back to the first knuckle) that was in the plastic grip.

A number of his competitors came to aid, found the piece of finger jammed in the centerboard truck and rushed him to shore. He was taken to the hospital, but the doctors were unable to reattach it to the finger.

Since that accident, we have heard reports of similar failures, (thankfully, without similar injuries) but haven't talked directly with anyone who was directly involved. In any event, Sunfish Sailors might want to consider fashioning some kind of "fail-safe" mechanism to prevent a similar situation.

Although Steve's injury ended his summer sailing, he is doing well and expects to be competing in a Lightning regatta on Long Island in late September.

United States Sunfish Class Association
P.O. Box 300128
Drayton Plains, MI 48330-0128

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