Linton Back Home in Alabama!

Jeff Linton Recaptures Crown in Fairhope by Charlie Clifton

Jeff Linton won an unprecedented 5th North American Sunfish Championship on Mobile Bay June 19-23. Runner-up Malcolm Smith of Bermuda led the regatta after every race but the last. The Mobile Bay seabreeze provided perfect conditions in front of the Fairhope YC four of five days.

The qualification system was waived allowing 73 sailors to race together. Monday and Tuesday were designated practice days for the adults as the Junior and Midget Championships were sailed.

The sea breeze filled quickly Wednesday building to 18 knots by the end of the day. Todd Edwards took the first race before the wind peaked. Mike Gable took the second but neither could match speed with Smith in the third when it really started puffing up the bay. Smith's consistency the first day left him four points ahead of Mike Gable as Linton and Edwards both posted double-digit finishes the third race.

On Thursday, the breeze filled more slowly. Nancy Haberland took advantage of the light air fourth race to post the first of her three bullets. Linton liked the conditions as well. He finished third behind Nancy and then won the fifth race. A double-digit finish by Smith in the fourth race left him one point ahead of Linton after the fifth.

By five o'clock Thursday the sea breeze was well organized for the start of the sixth race. Todd Edwards posted his second bullet followed by Smith and Gable.

The discard became applicable after the sixth race. Smith's lead increased to five points after Thursday by virtue of a bigger discard and Linton's sixth race finish, three places behind Smith.

Everyone expected the northerly to die Friday. The trusty Mobile Bay sea breeze had been filling like clockwork all week long. It was not to be. A three to six knot northerly oscillated down Mobile Bay throughout both of the last two races.

The conditions were no problem for Nancy Haberland as she calmly sailed to two more firsts. Four women finished in the top five the seventh race. Linton, finishing second, was the only male in that select group. Smith's seventh made the series neck and neck.

Going into the last race, Smith and Linton were tied in points. Malcolm was ahead by virtue of the tiebreaker. Gable trailed by seven.

Between Smith and Linton, whoever beat the other would win the regatta provided that Smith did not finish twelfth or worse. A finish above 12 for Malcolm would give Jeff the regatta regardless of where Jeff finished. One other prospect was looming in the background. In the event Smith and Linton finished worse than twelfth and eleventh respectively, and Mike Gable finished third or better, Gable would win.

Continued on page 2

Joanne Weberlein Wins in Austin!

Windward Leg - Summer 2000
Linton explained his rationale for what subsequently took place. "I figured that my chances were twice as good to win if I tried to keep Malcolm in the back of the pack. I would win if we both finished deep. I could also win if we both climbed back up to the front as long as I finished ahead of him. I wasn't that worried about Gable. Mike was fast in the breeze but the girls were flying in that light air. Nancy came from 100 yards behind me to win the first race that day. In that last race, my problem was Malcolm, not Mike."

At the start of the final race, Linton lee-bowed Smith before the start. He took him head to wind and trapped him. As the rest of fleet sailed off toward the first mark, the two contenders were dead in the water. Neither one could catch enough boats to place above twelfth. Jeff was in first place for the first time in the regatta. Malcolm moved to second and Mike Gable clinched third.

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**AlCort TROPHY**

(formerly The Founders' Cup)

It was just a matter of time before it finally happened. After 24 years of clandestinely being referred to as the Flounder's Cup, the trophies appeared bearing the name of the esteemed flatfish. In order to properly honor the patriarchs of the Sunfish, Al Bryan and Cort Heyniger, the class voted to change the name to the AlCort Trophy.

If Jeff Linton had any trouble figuring the math to win the Championship Division, Jonathan Bean deserves a doctorate for calculating the last race finish necessary to win the AlCort Trophy. Chris Evans had been in the running but blasted himself out of contention by rocketing to his best finish of the regatta.

Jonathan started the race two points ahead of Connie Miller. Connie and Jonathan finished in the midst of Jonathan's sparring partners, the Hassinger brothers. Finishing behind Peyton but in front of Connie and Stanley while not passing any more boats (which would have put Chris Evans back in) assured Bean possession of the first AlCort Trophy. The Hassinger brothers, incidentally, tied in the Championship series.

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**The 2000 NA's**

Left, Mike Gable (3rd) and Ray Long discuss the race and below.
Katy Lovell shines up her board.
Sam Waller, below left, at the FYC.

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Below, from left, AlCort Trophy winners, Bill Betts, 6th; Tom Katterheinrich, 7th; Connie Miller, 2nd; Bill "Mr. Mardi Gras" Haberland, 3rd; & Jonathan Bean. Missing: Larry Hill 4th.

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**Windward Leg - Summer 2000**
## North American CHAMPIONSHIP Results

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**Beachside at Fairhope YC**

Commodore Tony Chavers and his Fairhope YC volunteers were tireless in making sure everything went smoothly for all the sailors. The regatta was a great success. Delicious dinners, entertaining music, cold beer and typical Southern hospitality were the norm and everyone went out of their way to make the sailors welcome at the 2000 North Americans. The weather was perfect and the usual festivities of trying out the local restaurants and bars proved worthwhile. A trip to Judge Roy Bean's Bar, which looked like the set from the Popeye movie without the water, started out the week. Pool and ping pong (in the dark) and a great band made the evening entertainment memorable.

David Connolly of Bozeman, MT made sure Jeff Olson of Sarasota celebrated his 21st birthday in style the second night, and fortunately for Jeff, the Championship series did not begin that next morning. A trip to LuLu's Jimmy Buffet's sister) and an afternoon spent in the famous Colony, and ping pong (in the dark) and a great band made the evening entertainment memorable.

Everyone appreciated the efforts of Race Committee, who set up and ran great races and posted prompt results. Fairhope YC members housed most of us and did double duty as volunteers at the Club. Thanks particularly to Carolyn & Gene Booth who put the Hassingers, Jonathan Bean and us up at their home in the "Colony", and to Trin and Ellis Ollinger who arranged housing for everyone. The area is beautiful and I hope Fairhope will offer to host us again for a major event!

Cindy, Clifton
Two points separated the top two juniors battling it out for the 2000 Junior Championship. Peyton Hassinger of Oriental, NC gave Karl Kleinschrodt from Mobile a scare but Karl came out on top at the end of the two day, six race series. Karl took two of the last three races to clinch, and threw out his last race, a fourth. The 10-15 knot seabreeze both days provided the juniors and midgets with perfect sailing. Jonathon Bean (third) from Oriental and Sam Waller, (fourth) Gulfport, Mississippi kept up the pace as well, with Sam winning the last race. Only two points separated their finishes as well. Laura Turluck of Chelsea, Michigan was first female with Katya Riese of Ponchartrain, Louisiana taking the second female spot.

Two midget crews sailed also, one a double handed crew. Ryan Hamilton of Covington, Louisiana came out on top with double handed skipper, Alex Boudreaux from Diamondhead, Mississippi finishing second. Winds were a little heavy for the midgets but they sailed all the races!

Kleinschrodt, Waller and Hassinger did well in the Championship Fleet, finishing 17, 21 and 25.

Junior/Midget North American Championship
June 18-20, 2000

Fairhope YC, Fairhope, AL

1 Karl Kleinschrodt, Mobile, AL 1-3-2-1-1-4 8
2 Peyton Hassinger, Oriental, NC 5-1-1-2-4-2 10
3 Jonathan Bean, Oriental, NC 4-5-3-5-3-3 18
4 Sam Waller, Gulfport, MS 6-4-4-6-5-1 20
5 Bill Betts, Kinelon, NJ 7-2-5-7-2-5 21
6 David Blouin, Southern YC 2-6-6-4-6-6 24
7 Ryan Hamilton, Cov'gton, LA 3-7-7-3-7-7 27 Midget
8 Laura Turluck, Chelsea, MI 8-9-8-8-8-8 40 Female
9 Katya Riese, Mandeville, LA 10-10-9-9-9-9 46 Female
10 Alex Boudreaux, D'Ibion, MS 9-8-10-11-11-10 48 (Midget-doublehanded)
11 Nicholas Wilson, Cor.Ch., TX 11 Dnf-D-10-10-D 57
12 Neal Turluck, Chelsea, MI 12-D- D-D- D-D 64

Photos CC

SUNSET SAILBOAT COMPANY
AUTHORIZED SUNFISH DEALER
HUGE Parts Inventory
We Also Stock Laser & Hobie Parts
We Ship UPS
-973-663-1242-
VISA - MASTERCARD ACCEPTED
335 Espanong Road
Lake Hopatcong, NJ 07849
Women’s NA’s - Joanne Weberlein Takes Honors

Put Austinite Joanne Weberlein on any body of water in a Sunfish and expect a world class challenge. Put Joanne on her home court, and she’s unbeatable. She came out one point ahead of Kathie Remmer of Sayville, NY and set a great example for some of the best women sailors in the country. They came from as far away as the Rhode Island, New York, Michigan, Indiana, Pennsylvania, Delaware, Washington DC, Florida, Oklahoma, Washington and North Carolina. Only five “locals” dared challenge the best of the best. Several “Sunfish Beach sailors” themselves, traveled with their better halves, to cheer them on and help with the regatta.

Tsunami-sized kudos go to the Austin YC members, staff and visiting volunteers who made this a “Princesses for the Weekend” kind of event. Boats and housing were graciously provided by the locals and many members contributed to the food preparation, race committee and clean-up. The “Royal Treatment” included being wined, dined and waited on at every opportunity. Tune-up hints, help with hauling boats and provision of needed parts and gear were also offered. A Saturday night shrimp dinner was to die for, followed by a lesson in Salsa dancing until the wee hours. Living like “common folk” again on May 8 was tough!

Dane Ohe, PRO provided some excellent race management with top notch race committee help, under difficult conditions. The winds on Saturday were dangerously high and with most girls in borrowed boats and some hoping for better conditions to try their hand at competing with the “best”, RC considered canceling for the day after the first race. When it looked as though they were taking too long to make a decision, a line of mutineers, led by Joanne hailed a “we’re going in” and everyone followed. (RC did confess that they were very grateful for help in making that decision.) Races were rescheduled to start earlier on Sunday, to try to get in a few before the predicted winds built.

Sunday morning’s winds were brisk, but not uncomfortable for the first race. Joanne went up the middle to start and then headed for the left to get the lift off the shore. She kept her lead and Jean Bergman held on to second. Winds were building at the end of the race but did not increase to what they had been the day before, and three more races were held in 15-20 knots of shifty breeze. Gail Heausler of Tampa, FL, took the third with a big lead and Joanne came back and took the 4th. Anne Patin improved her finishes every race, winning the fifth just ahead of Kathie Remmer.

Housing arrangements were terrific, with most visitors staying only a minute from the club. Thanks to the Mannings, Vicki Palmer/Tim Flynn, John Bartlett, the Splitters, Bruce Foster, and Vicki Stones. It was an incredible Austin YC community event and Texas hospitality at its best!

No way can we thank Pat “Louise” Manning enough for the blood, sweat and tears she shed to make this event happen. The team of “Thelma” (Vicki Palmer) and Louise came through again. This time Thelma stayed for the whole party (inside “scout” if you remember the last Women’s NA’s in Austin). Louise did everything from budgeting to trophies to arranging food to SI’s, to the NOR to...well, just about EVERYTHING. Thelma arranged housing, boat loans and a birthday party for Lee Parks! The gold, silver and bronze Sunfish earrings and necklace charm trophies were killer, definitely an award to treasure. Dare we to think Pat “Louise” will say yes to the next regatta in Austin?

Now, what about the juicy stuff... Linda Tillman spent the weekend with some guy named Dick. Jean Bergman shared a room with someone named Don...Mindy Strauley drove all the way from Florida with a dude named Paul...and Annie Patin showed up with some hunk named PJ or something like that. With all their fooling around, these gorgeous guys didn’t hurt the ladies’ sailing one bit. The gallons of firewater didn’t hurt either. Or the hot, tangy Texas food. None of the usual tricks worked. These gals are just too good.

But Joanne Kolius... whoops... Weberlein, (the “K” name won’t happen until next year) followed Texas tradition by being faster, tougher, smarter, stronger, and better-all those Texas bragadocio things.

Mention must be made of the angel sailing with Connie Miller. A dear, dear friend Janice Mason, who rarely missed a Women’s Sunfish event and who recently died of cancer, helped keep Connie’s boat flat during the heaviest air. Asked how she made sailing in heavy air look so easy, Connie responded with, “I must have had Janice on my boat with me.”

Sharing our Sunfish spirit of fun, bonding and encouragement with many new lady sailors was a special treat. We hope they will all become part of our Sunfish family. A very special thanks again to everyone at AYC who performed above and beyond to make this the grandest event of all!

by Vicki “Thelma” Palmer & Cindy Clifton

Master biscuit-maker, Bruce Foster, kept the kitchen going at the Women’s NA’s!

Below, AYC RC stands by in windy weather.

Women’s NA Championship
Austin YC, Austin, Texas
May 5-7, 2000

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Windward Leg - Summer 2000
USSCA Annual General Membership Meeting
June 21, 2000, Fairhope YC, Fairhope, Alabama

I. CALL TO ORDER
The general membership meeting of the USSCA was called to order by Pres. Victor Manning at 8:21 PM on the deck of the Fairhope Yacht Club.

II. SECRETARY'S REPORT
A motion was made, seconded and carried to accept the minutes of June 24, 1999 as submitted by Secretary Betsy Schmidt and printed in Volume XXVIII, No. 3 of the Windward Leg.

III. TREASURER'S REPORT
A motion was made, seconded and carried to accept the report as submitted by Treasurer Mike Scrivener.

IV. PRESIDENT'S REPORT
(see page 7)

V. COMMITTEE REPORTS
Nominations and Election Committee Chairman Tom Katterheinrich presented the nominations for officers as well as selected Regional Representatives. These nominations had also been printed in the Windward Leg, Volume XXIX, No. 2 along with a mail-in ballot. Ballots were distributed to attending members, collected and counted along with all verifiable mail-in and e-mail ballots. Results of the election are as follows:

VI. OLD BUSINESS
In our discussion of North American format options, the membership decided (by previous vote) to use Option 3 at this year’s NAs. Pres. Manning indicated that the use of different colored chevrons (a topic of last year’s meeting) was now a dead issue. Pres. Manning wrote an article concerning the chevron colors for the Windward Leg and got no significant response. The trial period of age change for Masters has ended. The age of 40 will remain as in the past (see Masters Report). Pres. Manning congratulated David Van Cleef for representing us well and coming in 3rd at the Pan Am Games held in Canada last summer. Rod Koch spoke about how well the Pan Am trials were run in Rochester, NY. Pres. Manning announced that the next Pan Am Games will take place in the Dominican Republic. Pres. Manning indicated that the changes to our Bylaws have now been put in print and will be put on our Web page.

VII. NEW BUSINESS
The Sarasota Sailing Squadron graciously stepped in to host this year’s Worlds (Nov. 12-18) when Bonaire was unable to fulfill their bid. Next year’s Worlds will be held in Italy (Sicily).

Chip Johns of Vanguard reported that 1100 Sunfish have been built over the last year. This makes Sunfish the single most popular boat sold in North America right now. This coming September 8-9, Sunfish will be celebrating its 50th Anniversary by having a party in Newport, RI. Chip would like to see Narragansett Bay crowded with Sunfish. There will also be special celebrations at Regional, North American and World regattas. Rod Koch suggested that this might be an excellent opportunity to come out with a classic color scheme for the 2001 Sunfish.

Chip addressed the following three specific areas of Sunfish construction:

Spars: Although he has received reports of spars having more bend than in previous years, Vanguard has been careful not to change the materials or equipment.

Foam: Vanguard is going to experiment with a slightly wider foam to improve its strength and reliability. This will hopefully address previous problems of foam separating and jeopardizing the integrity of the boat. Chip indicated that he would like feedback on the boats with wider foam.

Rudder: Chip pointed out that each of the three possible rudder materials has its advantages and disadvantages. Although the wood blade is the cheapest, it warps and is difficult to repair. It is also getting more difficult to acquire the same high quality of mahogany. The fiberglass blade would function well but would cost five times as much as the wood blade. Chip would not recommend this option. He feels that the injected foam rudder would have the proper quality and would cost between two to three times the cost of the wood rudder. Vanguard is presently making some experimental injected foam rudders.

Chief Measurer Todd Edwards mentioned that all rudders are now meeting specifications. We appreciate the work that Vanguard has done in this area. Rod Koch congratulated Vanguard for all of the work that the factory is doing to assure quality boats.

President Manning encouraged the membership to report any equipment failure to the dealer. If, however, the problem is inherent in the manner of failure, please report these specifics to the Advisory Council members.

Charlie Clifton introduced discussion on using boom blocks of our choice. He made a motion to have our Advisory Council present this proposal to the World Council and for our USSCA reps to vote in favor of it. The motion was seconded and carried.

Much discussion was held on the Wild Card selection for the Worlds with many motions being made, withdrawn, amended, seconded and rejected. After much heated debate, a successful motion was made by Ash Beatty. Ash has graciously agreed to put his final motion in writing for the Windward Leg with explanation (pg 10) for the benefit of the entire membership. The motion was seconded and carried.

The change will be printed in the Windward Leg.

President Manning introduced changing the name of the Founders Fleet to the Alcort Fleet. After some discussion, Nancy Haberland made a motion to change the name of the Founders Fleet (and Trophies) to the Alcort Fleet (and Trophies). The motion was seconded and carried.

Florida Rep. Paul Strauley reported that next year’s Midwinters will be hosted by the Clearwater Yacht Club March 1-4, and the International Masters will be held in Punta Gorda March 9-11. Information for these events will be available on our Web page. President Manning announced that next year’s NAs will be held in Chicago using Option 3 of the NA format. Clinton Edwards announced that the next Masters Championship will be held at Bay Waveland Yacht Club October 7-8.

VIII. ADJOURNMENT
The meeting was adjourned at 9:53 PM. Respectfully submitted, Betsy Schmidt, Secretary

Windward Leg - Summer 2000
I would like to extend a big Thank You to the Fairhope Yacht Club for doing an outstanding job for this year's North Americans. You have a wonderful Club with fantastic members willing to jump in and help where needed. I was impressed with the Race Committee's adjustment to the Class's change in format at the last minute. The various committees provided assistance with almost any request; the Chef prepared some wonderful dinners and even the bartender stayed open after closing time to allow the bun dart game to continue. Even when a problem was discovered in trophies, the club jumped into action and made adjustments quickly. To Tony Chavers, Commodore, Chris Chrisnas Principal Race Officer, your staff and members, THANK YOU from the Sunfish Class.

At this year's NA's, the Option 3 format was used instead of the published Option 1, with a runoff to determine fleet assignments. At the end of the skippers meeting someone asked how many participants would be sailing? The answer was 72. As we started out for the practice race, a number of people started talking about racing together instead of having two small fleets. After the race a meeting was called and after lots of discussion, a unanimous vote was taken to change to Option 3. The Race Committee graciously changed the format for Wednesday through Friday and everyone raced together. I want to highlight two different issues: 1. If you are hosting a NA's and are not sure what the turn out might be, be flexible. If you need to change to a different Option, do so in a way not to conflict with the published Option (i.e. in this case Option 1 was published so to change to Option 3, only practice races could be run on Monday and Tuesday. These were called Pre-Championship Races), or leave yourself options in the Notice of Regatta. 2. Using Option 3 opens up a number of possibilities and may allow more clubs to be willing to host a NA's regatta by using a compressed schedule or if they only have limited equipment and manpower. We are in the process of rewriting the Regatta Manual to include Option 3, along with some of the advantages and the requirements. By the first of the year I hope to also have an Intro letter that can be sent to Club outlining what is needed to hold a North American Championship, the suggested committees and expectations of the Class. This will allow Clubs to review what the Class requires, and then put a bid in to host the NAs. Option 3 will be the format used at next year's NA's in Chicago.

I want to publicly thank Mike Scriver for his service to the Class as Treasurer for the past eight years. Mike continues as International Class Treasurer. Thank you also to Dale Dunston as Membership Committee Chairman who served for the past eight years, to James Koehler as Junior Committee Chairman and to Vicki Palmer as National Regatta Chairperson who jumped in and filled those positions for the past two years. I appreciate the jobs all of you have done for the Class.

It's important to remember that the Class is run by volunteers and the Class needs your support to make it function. If you would like to hold a Class position, please write a note to Tom Katterheinrich so he can include your name when the Executive Committee is selecting people for the Standing Committees or for election to other positions. This year we had a number of changes at the last minute with volunteers who graciously came forth to accept positions as Chairs of standing committees. You can find the list of new Committee Chairs and Class Officers elsewhere in this issue. Another area where you can volunteer is to help your Regional Representatives in locating sites to host events and assisting with the registration to insure only Class Members participate in World's qualifying regattas. Remember it is important to only allow Class Members to sail in World Qualifying events. If sailors are allowed to compete without being Class Members, it defeats the purpose of having a Class, shows a lack of concern for the Class sailors and can change the standing, possibly removing someone from going to the worlds. Check Those Cards!

Please review the issues discussed in the minutes of this year's NA's. There are a number of issues where motions were made and seconded to change the By-laws and Class procedures. All changes to the By-Laws must be ratified by the Class, so each of you has a chance to vote For or Against the motions made. Copies of the By-Laws can be found on the Sunfish web page or by contacting the Class Office or me. Please find the ballot, on page 10, make a copy, and send in your vote.

Hope to see a lot of you at the Sunfish 50th Anniversary Celebration in Newport, RI, Sept. 8-9. Come join in the celebration and race with us if you can!
The Sunfish is turning 50. Time to party.

Join Vanguard for a bash in honor of the most popular sailboat in history.

Friday Night & Saturday
September 8-9, 2000
Fort Adams,
Newport,
Rhode Island

Friday
3:00 p.m. - 5:00 p.m.
Factory Tour & Yard Sale

Friday
6:00 p.m. - 9:00 p.m.
Registration & reception at Fort Adams

Saturday
9:00 a.m. - 11:00 a.m.
Registration, coffee, & donuts at Fort Adams

Saturday
11:30 a.m. - 4:00 p.m.
Sunfish sailing with picnic lunch on Rose Island

Saturday
6:00 p.m. - 10:00 p.m.
Saturday Celebration: cocktails, dinner, live music, and lots of Fish Stories.

$25.00/person $50.00/family of four
$10.00 for each additional person 18 & under

Preregister today and save.

Come celebrate the 50th Anniversary of the most successful sailboat in history.

Call 1-800-966-SAIL to register
or go to www.teamvanguard.com for online registration.
The Sunfish Celebrates 50 Years!

1946 - Alexander Bryan and Cortland Heydinger - the Al and Cort of Alcort - start Alcort Inc. in Waterbury, CT. The company’s first jobs are iceboats, rowboats and furniture accessories.

1947 - The local chapter of the Red Cross asks Alcort to build a surfboard. Upon hearing the estimate, the Red Cross opts not to have the surfboard built. Alcort, however, decides to build it anyway. They add a sail, rudder and a daggerboard. After testing and redesigns, Alcort begins selling the Sailfish, the parent boat of the Sunfish.

1949 - The Sailfish makes the cover of Life magazine. Sales are brisk and revenues begin to climb.

1951 - Bryan’s wife, then pregnant with their first child complains that there is no place to put her feet. Alcort employee Carl Meinelt sketches the basic lines for a new boat in sawdust on the workshop floor. He makes the boat a foot wider than the Sailfish and adds a footwell. They build the boat, and after judging the boat to be fat and round, Alcort calls it the Sunfish. The logo is created when Heyniger traces a circle with a nickel and adds fins, tail and an eye.

1952 - The sawdust drawing is developed into printed plans and Sunfish production begins. Length: 113 ft. 7 in. Beam: 47 ½ in. Sail area: 7.5 ft. Weight: 130 lbs.


1966 - single-handed Sunfish racing is added to US National Championships. Double-handed racing is added 2 years later.

1969 - Alcort is sold to American Machine and Foundry company to become AMF Alcort. Bryan and Heydinger retire while Meinelt stays on as quality manager. Despite the company’s attempts to introduce new small sailboats, the Sunfish remains the most popular model.

1974 - Sunfish production reaches an all-time high water mark of 15,000 boats sold.

1977 - Fortune magazine names the Sunfish one of the 25 best designed contemporary products, along with the Trimline Touchtone phone, the Porsche 911 S Targa and Adidas running shoes.

1982 - The Sunfish tops 200,000 boats sold worldwide.

1985 - AMF is put on the auction block in September after being acquired by Minstar, Inc. of Minneapolis. Irwin Jacobs, president of Minstar, sells Alcort and 11 other AMF divisions to help finance the $552 million acquisition.

1986 - AMF Alcort is taken over by David Loveless and Jerry DeGarmo, who had made the Boston Whaler a success. The company becomes AMF Alcort Sailboats, Inc.

1987 - Alcort Sailboats, Inc. purchases a 50% interest in Aquasport, Inc., a company that manufactures 17-30 foot power boats.

1988 - Loveless and DeGarmo sell the company to Pearson Yachts of Portsmouth, RI which also buys the US manufacturing rights to the Laser, one of the most popular racing sailboats. In 1991, Pearson files for bankruptcy protection.

1991 - SunfishLaser, Inc. is formed from the small boat assets of Pearson Yachts to concentrate on the small boat market. Primary funding comes from North Marine Group, parent company of North Sails.

1995-97 - Sunfish sales decline from a post-1970’s high of 1,100 per year to less than 700 per year in 1997.

1997 - Vanguard Sailboats, led by Steve Clark and Chip Johns, acquires the Sunfish and other products from SunfishLaser, Inc. Vanguard, known for building Olympic and one-design sailboats begins to revitalize the Sunfish.

1999 - As a result of a renewed commitment to the Sunfish brand, Sunfish sales begin to rise again, reaching historic post-1970’s volume.

2001 - The Sunfish, with more than 300,000 boats sold worldwide, turns 50 years old.
At the North Americans on June 21, the following issue was proposed, a motion was made and seconded, to be voted on by the General Membership, for a change in the By-laws and Class procedures. In accordance to Article 12.2 Amendment Procedure of the by-laws, Proposals for alteration, amendment, repeal of the Bylaws, or adoption of new Bylaws must be published by the Secretary. Voting for or against such changes in or of the Bylaws shall be by mailed vote of members in good standing, to the Secretary. The polls shall be closed sixty (60) days after the date of publication of the proposed changes. A majority of members voting for or against such changes in or of the Bylaws shall constitute approval or rejection of amendments, alterations, repeal of the Bylaws or adoption of new Bylaws. You, the membership have the opportunity to vote on the proposed change.

Please copy this ballot, vote, and send it to Betsy Schmidt for tabulation at 25 E. Isaacs Dr., Rehoboth Beach, DE 19971.

ISSUE:

1. By-Laws Change: To change Article 4.4.2 Election Schedule for the Secretary position to read: Secretary to be elected in Odd Years (effective 2003)

Reason: To separate Class Officers from all being elected in the same year, thus leaving some continuity in the Board of Directors.

Effect: The current Secretary would serve a one time term of three years before the position would be voted on again.

For Against

The results will be posted in the next issue of the WL and on the Web page.

The Wild Card System for the 2001 Worlds:

Automatic qualifying positions will remain as they are currently, except that no qualifying position will be taken from the North American's if it becomes necessary to go below 30th place. If all positions are not filled, alternates will be selected from a Wild Card list based on a sailor's finish in a qualifying event. A list of alternates will be made using those sailors finishing in the top ten at a Regional, Midwinter, Women's or Masters and not previously receiving a Worlds bid, and those finishing below 30th in the NA's weighted by their finish in a qualifying event, (i.e. a 3rd place finisher in a regional will be given a weighting of 3, and a 45th place finisher in the NA's will be given a 45.) Alternates will be selected from this list in the order determined by their weighting. If all remaining US spots are not filled from this list of alternates, an at large wild card drawing will be made. Proposed by Ash Beatty and approved at the GM Meeting 2000.

Putting Stuff in the Leg...

To get articles in the Windward Leg, you may:

- email to: WindwardLeg@aol.com
- fax them to 941-955-0276
- send them to me at:
  929 Central Ave., Sarasota, FL 34236
- call me at 941-365-5694.

Remember that most readers like to see hometown and per race results as well as a synopsis of the race conditions or antidotes about the regatta. Pictures are great to add to the story, please include the photographer's name so he or she may be credited. If you put the results on the listserve they may not reach my attention so please send them to me as well so I know you want them to be included in the Leg. If you email your information, it really helps me to have a print out of your story, in case the information gets lost in cyberspace. Thanks for all the great news and results!

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padded, divided, with mesh pouch for drying lines (tiller extends beyond pouch)

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79044 Interlocking eyebolts-$5.06

43106 Boom cap-$5.80

79042-Gudgeon bracket-$17.60

66677 Daggerboard ass'y plastic-$175.00

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43007-Trim-10ft(aluminum)$31.50

79334-Trim-10ft(aluminum)$17.60

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79457-Drain plug ass'y pre '90(black)-$4.84

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9459-Drain plug male (pr)(white)-$5.50

79464-Tension Spring (2)$5.50

79458-Drain plug male (pr)(white)-$5.50

79467-Tension Spring (2)$5.50

79046-Pintle & spring kit-$11.00

68617-Rudder cheek ass'y-$52.50

66620-Complete Rudder Assembly-$190.00

79500-Plastic washer (2)-$2.00

79200-Retaining ring (5pk)-$8.80

79042-Gudgeon bracket-$17.60

79047-Rudder pivot bolt-$2.75

79501-Spring post (1)-$7.70

79464-Tension Spring (2)$5.50

64111-Rudder Blade-$119.00

79047-Rudder pivot bolt-$2.75

68617-Rudder cheek ass'y-$52.50

64195-Wood tiller only(92 & prev)-$65.00

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Masters Report

by Gail Tarluck, USSCA Masters Chairman

After a year of many questions, decisions and plans have been made to provide strong direction for Sunfish Masters sailors for the future. To all who took the time to attend masters’ events, complete surveys, make phone calls, write letters and e-mails, or otherwise express your thoughts, THANK YOU! A comprehensive report was presented to the USSCA Board at the NA’s Championship in Fairhope, Alabama.

The Class has made a goal of having the venue for the subsequent championship identified before the current year’s event is sailed, so that the following year’s location and date can be announced at the conclusion of the current year’s regatta. For this to occur for the Masters International and US Masters National Championships, then, clubs and organizers who are interested in hosting these events need to contact the Masters Chairman to indicate their willingness at least one and one-half years in advance. Now is the time for potential hosts for 2002 events to write or call. A draft version of "Guidelines and Procedures for Running a Sunfish Masters Championship" is now available from the Masters Chairman by request. We strive to move the events around geographically as much as possible to provide opportunity for all Masters sailors to participate.

We are encouraging each Region to establish a Masters Championship. New England will be having one this year thanks to Paul Odegaard and Sprite Island YC. The Class has made a goal of having the Masters event led to the idea for these new championships. They will be for braggings rights with no World’s berths available, but will provide opportunity for Masters to gather more frequently and get in a little extra practice. The site can remain the same or it can rotate amongst clubs within a Region. The Guidelines will be useful to clubs who consider hosting one of these events, as well. Coordinate with both the Masters Chairman and your USSCA Regional Representative for setting the date for your Region’s Masters Championship.

At the 1999 NA’s it was voted to have the '99 US Masters National Championship and the 2000 Masters International Championship run with weighted scoring as an experiment. At the conclusion of each of those events the participants were polled and their feedback has been used to determine the best interests of the Class and its sailors.

Results of the Masters International Championship survey -74% of participants had sailed in a previous Masters event. 94% preferred standard age grouping. Only 12% had the World’s berth as a major consideration for their attendance (at the Masters International the World’s berth is dedicated to the winner; it does not pass down). 59% wanted weighted scoring discontinued. 85% are willing to accept having the same individual serve as ISCA and USSCA Masters Chairman.

The Board at this year’s USSCA meeting, voted to establish the following as policy:

• The minimum age for Masters is 40.
• Masters events will be run with 10-year increment age groups as standard (40-49, 50-59, 60-69, 70+).
• Overall awards will be given to the Top 5 finishers overall and the Top 3 finishers in each age group.
• There will be no handicapping, weighted scoring, or scoring adjustments at Sunfish Class Masters events.
• USSCA will recommend that ISCA establish a Masters Chairman.

Because the Masters events are experiencing a high level of participation (far higher than many Regional Championships), USSCA will examine how it assigns its berth allotments for the Worlds Championship in hope that a second berth will be assigned to the US Masters National Championship. The intention is for one berth to go to the highest age 40-59 finisher and the other berth to the highest age 60-70+ finisher. It is also intended that these berths would pass down through the top 10 in each of those groupings.

If you would like further information about Masters events, please feel free to contact me.

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Notice of Regatta
United States Sunfish Masters
Bay-Waveland Yacht Club, Bay St. Louis, Mississippi
October 6th, 7th, and 8th, 2000

Rules: The regatta will be governed by the current Racing Rules of Sailing (RRS), the prescriptions of the US Sailing Association, the rules of the International Sunfish Class, (except as any of these are altered by the Sailing Instructions) and by the Sailing Instructions. The regatta is classified as a Category "A" event in accordance with RRS 79, Event Classification: Advertising, and Appendix G.

Eligibility: The event is open to all current members of USSCA and who are of the age of forty (40) by October 7, 2000. Competitors must present current USSCA membership cards.

Fees: Regatta fee is $50 and includes Saturday night dinner, Sunday breakfast and regatta favorites. Friday night dinner, Saturday lunch, and Sunday lunch can be ordered at the club bar and are not included in the registration fee. A $5 discount for US Sailing members can be applied.

SCHEDULE

<table>
<thead>
<tr>
<th>Friday, October 6</th>
<th>Saturday, October 7</th>
<th>Sunday, October 8</th>
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<tr>
<td>1500 Hrs Practice Race</td>
<td>1500 Hrs Registration: 900-1100 Hrs</td>
<td>730 Hrs: Pancake Breakfast</td>
</tr>
<tr>
<td>Warning Gun</td>
<td>Skippers Meeting: 1100 Hrs</td>
<td>950 Hrs: Warning Gun, First Race of the Day, subsequent races to follow.</td>
</tr>
<tr>
<td></td>
<td>1200 Hrs: Warning Gun, First Race of the Day, subsequent races to follow.</td>
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</tbody>
</table>

Sailing Instructions: The Sailing Instructions will be available at the registration desk.

Courses: Courses will be included in the Sailing Instructions.

Scoring: The Low Point Scoring System of Appendix A of the racing rules will apply, seven (7) races are scheduled, of which one (1) shall be completed to constitute a regatta, except as modified in the sailing instructions with regards to boats not competing in one or more individual races. Each boat’s series score will be the total of her race scores, discarding her worst score if six (6) or more races are completed, except when prohibited in rule A1.3.

Housing and Charter Boats: Available upon request. First Come First Serve. Contact Clinton Edwards for more information.

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Mail registration to: Clinton Edwards, 405 DeMontluzin Avenue, Bay St. Louis, MS 39520
Make check payable to: BWYC. Please memo/note check to US Masters in the check’s comment section.

2000 United States Masters Registration Form

Name: _____________________________ Sail No: ___________ Age: _____________________________
Division: Male    Female (circle one)
Address: __________________________ City: ___________ State: ______ Zip: ___________
Phone: ___________ Extra Dinner Tickets at $10/person #________ Breakfast Tickets at $7/person #________

I agree to be bound by The Racing Rules of Sailing and by all other rules that govern this event. In consideration for its sponsorship of the event, I hereby release the BWYC, its officers, employees, agents and members from any and all claims for damages for death, any personal injuries or property damage in any manner related to this event or the operation of the BWYC. I hereby acknowledge that it is always the individual responsibility of each skipper to determine whether to start or to continue racing.

Signature: __________________________________ Date: ___________________________
Please include photocopy of ISCA membership card to expedite registration.
Long Ago Sunfisher, New Member...

When I was about nine years old, my parents bought us a Sunfish. We had and still have a camp house on a small bay off the Gulf Coast of Texas, which originally belonged to our grandparents. We were four girls with a lot of energy and we were fortunate to have parents who saw to it that we had what it takes to keep us busy. How many times did we dump that poor boat over learning to sail by trial and error! When Hurricane Carla hit everything was wiped away at our little Port Alto camp house including our wonderful Sunfish! Washing machines and dead cows were everywhere! Lo-and-behold, we found our Sunfish with a hole the size of the county in it, just inside a barbed wire fence on a road about 10 miles from where the house once sat. Dad had it patched, bought new sails, rudder and centerboard for it and it sailed out, well... I can tell you it was like stepping back into time!! Why did we put it off for so long? Each of us have had two children and children or our parents would have known or cared what a halyard was! Sheets were something we straightened on the bed every morning. We learned by the seat of our pants with life jackets firmly belted! I realize now how truly lucky we were to have had that opportunity!

Last weekend after the fireworks were spent, I picked up the Windward Leg, which was included with all the other important stuff we should probably have read before our new Sunfish was christened. I never knew there was such an organization of Sunfish owners! But of course, why not!! There is the ISCA and the NSCA and the USSCA! Being from a cattle raisers family I know that there is the ABBA (American Brangus Breeders Association) and the IBBA (International Brangus Breeders Association) etc and etc!! The important thing for us right now is to continue to receive your wonderful magazine! Who would have guessed that there was a Sunfish race in Austin last May? I would have liked to have seen it. I'm not sure that I'm a "racer", but it would be great fun to learn more about it! Sounds very complicated and not having been reared with all the lingo, I think I'd be somewhat intimidated by it all (but maybe not!).

I must also tell you before closing that I really enjoyed the article by David Wilson. Good for him and the scouting organization he was associated with! Our local 4-H has a sailing program located in Palacios, Texas! I think it's wonderful!! How lucky my huge family has been to have had the opportunity to enjoy just the simple power of the wind!

I'm looking forward to the next newsletter. Please let me know how to become a member of USSCA. Most sincerely, Cornelia Normann-Petersen

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Deadline for Preregistration: Oct. 15, 2000
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This event sponsored by SSIA & Vanguard Sailboats
Cronin and Jordan Battle in West

A small fleet enjoyed gorgeous conditions on the lake, not to mention the funky charms of Garner's Campground and RV Park. The first two races were sailed in unusually steady winds of about 12 mph. In the third race, the wind dropped and returned from a new direction, keeping things interesting. Bob Cronin and Roy Jordan were tied for first after three races on Saturday. Two more races were sailed on Sunday, in lighter, shifter conditions. The final race was especially close, as Bob and Roy crossed tacks up the final weather leg, and Bob won by less than one boat length. The Sunfish Western Regionals were held as part of the Clear Lake Regatta sponsored by the Small Boat Racing Association of Northern California. The Sunfish sailors would like to thank the members of the Snipe fleet who served on the race committee, set out the marks, prepared the barbecue, and generally made sure that everyone had a marvelous time. And now a word to all those members in the Western Region who didn't show up: we had a great time, we almost always do, and please come race with us next year! by Bob Cronin

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Rich Chapman, 847-362-6409, rchapman@glenbrook.k12.il.us

The Sunfish Web Page Address is:
www.datasync.com/~sunfish. You can find race results, regatta notices, bulletin board, and more.

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Windward Leg - Summer 2000
Linton wins with 5 firsts in Florida

Good winds for May gave racers in the Florida Regionals, held at the Sarasota Sailing Squadron, some great sailing. Four races on Saturday and three on Sunday were sailed in a 10-15 mph breeze. Jeff Linton showed he hasn't missed a beat while campaigning his Lightning. Mike Gable stayed close, taking second and John Spray was consistent placing third. Chip Clifton was over early in the last race and ended up fourth. Mindy Strauley was first woman, sailing was consistent placing third. Chip Clifton was over early in the last race and ended up fourth. Mindy Strauley was first woman, sailing well on Sunday. Cindy Clifton, in second during race 6, caused the only mishap, losing her tiller at the leeward mark, spinning out of control and facing five evenly spaced boats bearing down to leeward and preparing to jibe... (Sorry guys... I did a few 720's...)

A barbecue dinner and the usual keg brought spirited conversation to the group Saturday night and half hull trophies made by Dave Noble were given out Sunday after the races. CC

Florida Regional
Sarasota Sailing Squadron
May 26-27, 2000

1. Jeff Linton Tampa, FL 1-2-3-1-1-1 10
2. Mike Gable Tampa, FL 5-4-1-6-3-3 24
3. John Spray Palm Harbor, FL 4-3-7-2-6-6-8 36 M1
4. Chip Clifton Sarasota, FL 7-6-4-3-2-8-10 40
5. Paul Christman Orlando, FL 3-8-2-4-12-10-5 44 M2
6. Tony Elliott Ft Lauderdale, FL 12-6-9-9-4-4 47 M3
7. Rick Pantall Port Charlotte, FL 9-5-9-7-8-7-6 51 M4
8. Jeffrey Olson Sarasota, FL 14-1-5-11-10-9-7 57
9. Mindy Strauley Dunedin, FL 16-7-8-10-15-2-3 61 M5 F1
10. Dale Dunston Red Beach, FL 12-15-16-8-11-5-15 82 M6
11. Rita Steele Sarasota, FL 10-16-11-5-13-12-18 85 M7 F2
12. Fuller Moore Clearwater, FL 15-10-14-17-7-15-9 87 M8
13. Cindy Clifton Sarasota, FL 11-19-17-14-14-16 95 M9 F3
14. Ursula Olson Sarasota, FL 6-17-12-18-16-19-11 99 M10 F4
15. Mark Rother Largo, FL 21-9-13-15-18-16-12 104 M11
16. Shelley Cerf St Pete, FL 8-14-20-12-14-20-20 108 F5
18. Amy Smith Linton Tampa, FL 17-22-19-16-20-11-17-12 72 F7
19. Erik Erickson Sarasota, FL 13-11-10-19-d-6-d 125 M13
20. Paul Christman Orlando, FL 22-23-21-21-5-21-19 132
21. Stan Woodruff Ruskin, FL 19-12-2d-20-17-17-d 133 M14
23. Sharon Woodruff Ruskin, FL 23-21-22-22-d-d-d 160 M16 F8

Evans Earns Spot at Worlds, MacColgain Wins Regatta!

Siaghal MacColgain of Ireland and New Jersey won 6 races to win the Mid Atlantic Regional held August 21-22, 1999. The worlds spot goes to Stevie Evans though as MacColgain is a member of the Irish Sunfish Class Association.

Mid-Atlantic Regional
Yankee Point YC
August 21-22, 1999 (26 boats)

1. S. MacColgain, NJ 1-1-1-1-1-2-t 8
2. Steve Evans, DE 3-6-2-2-2-4-6-t 25
3. Ray Buchanan, NJ t-7-7-6-3-3-3 32
4. John Meyer, VA 2-12-t-7-4-5-1-2 33
5. Don Echevarria, NJ 4-3-3-3-6-8-6 33
6. Bill Mclaughin, PA t-4-5-4-7-6-5-10 41
7. Tom Hardy, VA 9-2-10-7-t-9-4 51
8. John Branton, NJ 6-4-5-5-5-2-7-t 54
9. Tom Doris, NJ 8-8-15-14-9-8-t 63
10. Connie Miller, DE 5-13-t-16-8-7-7-17 73

These results were sent to me in May, 2000. If you would like to see your results in the Leg, please make sure you send them as quickly as possible, and send conditions and other information about your regatta. Thanks, CC
Edwards Wins New England #1

by Bruce Morris, Regatta Chairman

Registration & skippers meeting were held at BYC and the fleet set up on Barrington Beach around 1.2 miles from the club. This gives skippers an easier access to Barrington Beach around 1.2 miles from the race area and spectators can view the regatta. Race committee was in position for an 11:00 am start, all but two boats checked in for first race. Wind was 12 to 16 knots steady with gusts up to 24 out of the north northwest. Skies were nothing but sunshine, air temperature was 72 with a water temperature on Narragansett bay at 58°.

Three races were run before the lunch break and two after lunch. In the first three, Todd Edwards from Baton Rouge, LA had three bullets. Kenny Mockridge and Bill Brangiforte were in pursuit both days. Scituate, MA skipper, Scott Greenbaum didn’t make it out for the first race because of a broken spar and in the second race he had a broken mast. Derek Jackson experienced the same broken mast fate during the third race. Lee Parks started to get in tune with a 2nd in the second race but fell off until the final two races on Sunday. Both Clintons, Liza & Dad Jim made a fine showing with their new boats and were constantly tuning them with the wind conditions. The race area was semi-flat seas for both days but on Saturday the winds shifted from NW to NE all afternoon making for some tricky starts and runs. The annual Pasta night dinner was served at the yacht club with every one’s favorite Cheese cake and strawberries for dessert (and Phil Brangiforte asking “What time is the bar open till?”).

Sunday we had the sun but the wind conditions were light to variable, 4 to 5 knots from the Southeast. The two final races were run starting at 10:15. Given the lighter wind conditions it made for a change in the finishing order. Anne Buccella made a great run in her final races but the six races hurt her chances for the top spots. Our congratulations go to both Todd Edwards for his first place finish and Kenny Mockridge, finishing 2nd. Jonathan Goff, our local Narragansett Bay top skipper took home fifth place and the Bay Sunfish Award for finishing first in local bay sailors. Bill Betts III of Kinnelon, NJ was our top junior for the event, finishing 11th over all. Our annual Sportsmanship award was given to Pete Beckwith for his undying devotion to the sport of Sunfish racing and making sure we get the races scheduled and run on time.

We look forward to more boats next year and we always promise great wind and challenging conditions.

New England Regional
Barrington Yacht Club
Barrington, RI
June 3-4, 2000

1 Todd Edwards, Baton Rouge, LA 1-1-3-5-2-4 12
2 Ken Mockridge, Ctr Moriches, NY 5-3-2-1-7-4 16
3 Bill Brangiforte, Weymouth, MA 2-6-4-6-7-5 27
4 Anne Buccella, Weymouth, MA 10-8-5-7-1-33 34
5 Jonathan Goff, Swansea, MA 9-5-6-7-8-9 36
6 Scott Greenbaum, Scituate, MA 23-23-3-4-2-1 42
7 Lee Parks, Newport, RI 14-2-8-17-14-3 43
8 Liza Clinton, Nahant, MA 11-4-9-8-5-10 44
9 John Condon , Mattituck, NY 6-7-11-16-9-10 50
10 Paul Odegaard, Glastonbury, CT 13-9-7-5-12-8-6 52
11 Bill Betts III, Kinnelon, NJ 4-11-15-14-3-14 58
12 Derek Jackson, New York, NY 3-12-23-15-10-11 64
13 George Jackson, Mt Lakes, NJ 8-10-14-15-6-15 68
14 Larry Cochran, Manchester, CT 14-10-18-9-11-19 69
16 William Betts, Kinnelon, NJ 16-18-11-13-12-1482
17 Jim Clinton, Nahant, MA 19-13-12-9-19-20 92
18 Gordon Geick, Canton, CT 23-23-12-11-15-1397
19 Pete Colella, Barrington, RI 15-15-17-19-16-20 101
20 Pete Beckwith, Wayland, MA 17-17-16-21-21-17109
21 Joey Copeland, Fall River, MA 18-18-19-20-17-18110
22 Phil Brangiforte, Quincy, MA 23-23-23-23-23-21135
The 2nd Sunfish New England Regional Regatta was held on July 8-9, 2000 at Falmouth Yacht Club (MA). Saturday morning three races were sailed in a drying northwest breeze with the sailors from the South Shore of Massachusetts, Anne Buccella, Bill Brangiforte and Scott Greenbaum demonstrating their light air skills. In the afternoon nary a competitor could beat the infamous Vineyard Sound current to get to the starting area so were sent ashore for an early dinner.

On Sunday four races were held in a freshening southwest breeze and at the end of the day only four points separated the top four skippers. Anne Buccella of Weymouth, MA was first, Bill Brangiforte of Weymouth second, Ken Mockridge of Center Moriches, NY third and Scott Greenbaum of Scituate, MA in fourth. 13 year old Joey Copeland of Fall River, MA was the youngest sailor on the course and appeared undaunted by the level of competition.

Submitted by Kay Leland

New England Regional #2
Falmouth YC
July 8-9, 2000

1 Anne Buccella, Weymouth, MA 1-2-4-5-1-1-8 14
2 Bill Brangiforte, Weymouth, MA 3-1-6-3-4-4-2 16
3 Kenny Mockridge, C. Moriches, NY 5-5-10-1-2-2-1 17
4 Scott Greenbaum, Scituate, MA 4-4-2-4-5-3-1 18
5 Rick Stewart, Dover, MA 2-6-3-7-4-6-3 24
6 Rick Pantall, Port Charlotte, FL 8-5-3-7-5-5 28
7 Lisa Clinton, Nahant, MA 7-8-6-2-6-8-9 37
8 Bill McLaughlin, West Chester, PA 6-11-7-8-10-7-6 43
9 Gerhart Menzel, Simsbury, CT 9-7-11-10-8-9-7 50
10 Ray Buchanan, Chatham, NJ 10-9-9-9-11-11 57
11 Pete Beckwith, Wayland, MA 11-12-8-11-11-12-10 63
12 Joey Copeland, Fall River, MA 12-10-4-12-12-10-12 68

L-r: Lori Lowe, Jimmy Lowe, Andrew Wilhoyte, Donnie Martinborough, Liann Key Kaighin, Charley Cooke, Jim Kaighin, Dave Kaighin, Lewis Key

Homer Lowe Memorial Regatta
Marsh Harbour Sailing Club
July 14-15, 2000

NE Regional Winner
Anne Buccella

1 D. Martinborough 4-1-2-1-1-2 7
2 Jim Kaighin 1-5-3-3-2-1 10
3 Jimmy Lowe 2-2-1-2-4-3 10
4 Dave Kaighin 3-4-5-5-3-4 19
5 Lori Lowe 5-3-4-6-5-5 21
6 Liann Kaighin 6-7-6-6-6-6 31
7 Andrew Wilhoyte 7-6-7-7-7-6 33

Call Jeff Linton for more info or the latest speed tips!
The Barrington YC’s Sunfish Fleet 155 Frostbite season runs practically every Sunday afternoon in Nov. and Dec. and March and April. Racing was stopped in January and February several years ago to accommodate snow skiers and to demonstrate our sanity. Participation has been steadily increasing since making that schedule change. The starting line each Sunday afternoon averages 16 boats. Racers are scored in one of three fleets: High School, A and B. Racers at or below high school age are scored in the High School fleet, and the A and B fleets are the top half and next half of the total finishers, less high school, for the day.

Frostbite racing in Sunfish is a long tradition at Barrington YC in Barrington, RI, south of Providence and on the east side of beautiful Narraganset Bay. The program is in its 39th year (I think).

The courses are either in the immediate Barrington River harbor or south into the Warren River where there is a larger area with more uniform current, wind and obstructions. We average six races on a Sunday afternoon. Scoring for a Sunday is cumulative low point with firsts counting 1 point. Season qualification requires racing at least 51% of the races started. There were 80 races in our 99/00 season. Barrington YC actively supports the Frostbite program with full race committee equipment and boats, and, in Frostbite tradition, one is not required to be a member of the Club to race.

Two new aspects for the 00/01 Season were approved by consensus at the awards banquet: 1.The new Sunfish Class Assoc. approved daggerboard is allowed and can be of any material and must physically conform to the plastic board. This is worthy of note because we’ve been using the “old” boards made of mahogany because hitting an unyielding underwater obstruction results in non catastrophic damage that can easily be repaired by the following Sunday. This is thought not to be the case for the current plastic new daggerboard. However, this practice of staying with the old style board has been regarded as not progressive and not in the best interests of the racers, the Club and the Class. So, we’re going to be using the new design board and it can be made of any material that performs similarly to the current plastic board, especially with regard to form, weight and stiffness.

The second new touch for the 00/01 Season is that one’s races and finishes in the annual Narraganset Bay Yachting Association Frostbite Racing All Classes (FRAC) Regatta in March of 2001 will count in the Season Scoring.

The winners for the 99/00 Season are:  
Breen Sportsmanship Trophy  
Matt Mullan  
Ironperson Award  
Joe Copeland  
HS Fleet, 71 races)  
High School Fleet  
1 Ted Chwalk 5.60  
2 Jarred Duclos 7.83  
3 Joe Copeland 11.83  
A Fleet  
1 John Duclos 2.49  
2 Phil Garland 2.55  
3 Wayne Jurillo 4.49  
4 Rumsey Young 5.77  
5 John Hause 7.46  
B Fleet  
1 Bill Shaw 7.65  
2 Peter Barnes 8.90  
3 Peter Colella 8.92  
4 Matt Mullan 9.42  
5 Scott Walker 11.46

Brangiforte Wins NE Challenge  
The day started with winds 5 mph. The sea breeze filled in to about 10 mph. Five races were held with one throw out. Bill Brangiforte won for the third straight year. Special note: Paul Odegaard was the First Master in the Laser Division.

Windward Lea - Summer 2000

Regatta Results

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Remember: Results can be faxed to the Leg!

Anne Buccella at Bolton Lake  
by Steve Langford

On a cold gray day in May, Anne Buccella bested a fleet of 16 boats by scoring 2 firsts and 2 seconds. The air temperature was in the mid-50’s and winds were light to moderate. Rain threatened to fall momentarily all day, but the entire regatta was conducted from arrival to departure without seeing a single raindrop.

Bolton Lake Regatta  
May 21, 2000

1 Anne Buccella, Quincy, MA6-2-1-2-16  
2 Drew Staniar, Sudbury, MA 1-4-3-12-2  
3 Ken Charles, Manchester, CT 3-1-5-3-3  
4 Steve Langford, S.Windsor, CT 4-11-1-2-19  
5 Lee Parks, Newport, RI 2-5-7-7-6  
6 Gordon Geick, Collinwood, CT 10-3-4-6-8  
7 Larry Cochran, Manchester, CT 5-9-8-4-5  
8 Paul Odegaard, Glastonbury, CT 7-10-10-13-10  
9 Bill Bol, Glastonbury, CT 11-8-11-15-4  
10 Mary Charles, Manchester, CT 8-13-10-10-7  
11 Nick Renzulli, Needham, MA 12-6-13-5-17  
12 Denis Futterfield, Meriden, CT 14-7-12-9-11  
13 Ernie Morris, Willington, CT 16-14-9-8-15  
14 Pete Barnicle, Newington, CT 9-12-15-14-13  
15 Pete Beckwith, Wayland, MA 13-16-11-12-52  
16 Pete Van Dine, Bolton, CT 15-15-14-16-14  
58
Kyle Lyke, the Fleet Captain of Sunfish Fleet 522 at Wolf Lake YC in Jackson, MI suggested that we should get to the Perrysburg Boat Club regatta this year. My wife Shirley and I hadn't been to Perrysburg for about 6 years, so we were happy to go.

We arrived, after a short discussion in Waterville on the accuracy of Yahoo! Maps, in time to get the boats off the trailers and on to the docks that PBC launches from. Perrysburg BC member Ray Steely pointed out a large floating log upriver from the Club. He said that the river, to about that point, was navigable, and controlled by Lake Erie conditions, rather than those of the Maumee River. When the wind blew, the river either rose or fell. It had nothing to do with rainfall or current, or anything. This part of the river is part of the lake! We were also warned about a sandbar that takes up a large portion of the North bank of the river.

We were told that the upwind mark, especially, is difficult to get around when the current is strong. Boy, was this good advice!!

The first race was scheduled at 9:30, and we were actually on the river before 10:00. There was a good wind, blowing from the upriver side of the club. In the first 3 races, the wind was 8 to 12 mph. Those races were completed in 25 to 30 minutes apiece for the Sunfish. Due to the usual desire of parents and other spectators to watch the Sunfish, the course was kept in front of the club.

Other classes were routed farther down river, due to the larger size of the other boats and the depth of the river.

We broke for lunch, with Ray Steely having a 2 point lead over Don Hensen, while Kyle was 2 points behind Don for third place. I was holding down 4th place, with a score of 15 points. The current had gotten me good at the windward mark. All three times I tried to round it, I was sure that I had plenty of room! Two out of those three times, I was wrong!!

During lunch the wind freshened. It was still from the same direction – but a lot stronger. Somebody noticed that the upriver log was 8 inches higher than it had been at the start of the first race. This pretty well meant that a lot of the river had gone east, into the lake, and the universal boats would not have enough room under their keels to complete the course, so they were brought back, and the race was canceled.

The race committee – John Bureau, Ron Satler, and Dick Watkins did an excellent job in communicating the change in wind and water conditions to all who had the need to know. They told me later that the wind in the 5th race was gusting to 40 mph. I know that it was all I could handle, and maybe a bit more than that!

For everyone who stayed to eat, the meal was wonderful, with a choice of barbecued ribs or chicken, a great salad with strawberries (I wouldn't have thought of that!) potatoes, beverage, and choice of dessert. A rain later on drove the band under cover, but didn't dampen the party much at all!

A side note, regarding the sand bar on the north side of the river - Tom Katterheinrich found the exact depth of the bar, at the expense of his daggerboard. It was fortunate indeed that he had a back-up. This might be something for all traveling sailors to include in their traveling inventories!

Perrysburg Boat Club Regatta
Perrysburg, OH
June 10, 2000

1 Ray Steely  2-1-1-2-2  9
2 Brennan Stanford  4-5-2-4-3  18
3 Tom Katterheinrich  5-6-6-1-1  19
4 Kyle Lyke  1-4-4-6-4  19
5 Don Hensen  3-1-3-8-8  23
6 Chuck Butchart  7-3-5-5-7  27
7 Justin Santechi  6-7-8-3-5  29
8 Dick Ritter  8-8-7-6  36
9 Debbie Grosskopf  19-9-9-d-d  48
10 Lyman Spiter  9-10-10-4-9  49
11 Peter Jacobsen  11-d-d-d-5  55
Gulf Coast - Spring Regattas

The Superbowl Regatta is hosted by Bay-Waveland YC on Superbowl Saturday. This year’s regatta was for those living north of 1-10. The conditions were very cold for us Southerners with water temperature around 55, wind speed between 14-18 and wind chill hovering around 30. At halftime, sailors enjoyed burgers and beverages. The second half started off with a bang as the top five boats around the windward mark sail Windward-Leeward, while the course was actually a triangle.

The Mardi Gras Regatta was the first stop on the 2000 Gulf Coast Sunfish Racing Circuit. By the end of Saturday’s racing, the wind had come from all points on the compass. Light to medium air on Saturday was not to be repeated on Sunday, with the last race finishing in 25+. Hank Saurage finished right before the puff, but Todd Edwards, Ash Beatty and Zane Yoder all flipped over, allowing Bishop Stieffel to finish second. Hank takes the early lead in the GCSRC.

Superbowl Results

Photos from The SANJL Series, #2
Spruce Run Reservoir, Hunterdon Sailing Club

Caribbean Bareboat Flotilla Cruise

Tired of drooling over those sexy Caribbean charter ads in the back of sailing magazines? Have you always dreamed of cruising the islands in a “Big Boat”, stopping over in private harbors to snorkel, windsurf and party with your friends? Well, we’re not getting any younger, LET’S DO IT next winter! How about a Sunfish Virgin Islands bareboat flotilla cruise on stable luxurious catamarans (the more boats, the more fun) with point-to-point races and maybe a few around the buoys dinghy races?

Vanguard announces that retail customers purchasing a Vanguard sailboat between Sept. 1 and Dec. 31 will receive a free Sestec dolly, Thule roof rack or extra sail, and if purchased before Oct. 31, will also receive a padded bag for their rudder/centerboard.

Contact your dealer or Andy Sauer at 203-469-6900 or andy@mascola.com for details.

Regatta Results

Photos from The SANJL Series, #2
Spruce Run Reservoir, Hunterdon Sailing Club

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Windward Leg - Summer 2000
Regatta Results

Glenn Cliborne Wins Smith Mountain Lake Invitational

The Blackwater Yacht Racing Assoc's 5th Annual Sunfish Invitational Regatta was held on June 24-25 on Smith Mountain Lake. Winds were light on Saturday and we were only to complete one race. There was a steak dinner Saturday night with plenty of beverages available to cure dehydration caused by the hot weather. Sunday brought light to moderate winds and four races were completed. Many thanks to our sponsor, Century 21-Anchor Realty, the race committee, the Rear Commodore for an outstanding meal and to the Pelican Point YC for the use of their facilities.

BYRA Sunfish Invitational Pelican Point YC Smith Mountain Lake June 24-25, 2000

1 Glenn Cliborne 4-1-1-2 9
2 John Meyer 3-2-3-1-2 11
3 Tom Hardy 2-3-4-5-4 18
4 Kirk McGuire 1-6-6-4-5 22
5 Robin Giles 7-9-2-3-3 24
6 John Breckenridge 5-4-7-9-6 31
7 Bob Crogan 8-5-10-7-8 38
8 Mike Litz 10-7-9-6-9 41
9 Kurt Lindquist 11-8-8-7 42
10 Charlie Manning 9-11-11-10-10 51
11 Joe Farthing 12-12-12-11-11 58
12 Bill Cox 6-10-5-12-d 58

L-R:
John Meyer, Lively, VA;
Glenn Cliborne,
Smith Mt. Lake, VA;
Tom Hardy,
Smith Mt. Lake, VA.

It's Nancy Haberland at Mt. Dora, Florida

This regatta, held on Lake Dora April 15-16, proved to be a test of patience for twenty-five Sunfish sailors. No wind to very little wind, rain, thunder, lightening, and hail (ouch).

This two day event yielded two races (one on Saturday and one on Sunday). Consistency paid off for Nancy Haberland and Mindy Strauley as they finished first and second, respectively, for the regatta. The fight for third was more interesting with a three way tie between Erik Erickson, Gail Heausler and John Spray. by Mindy Strauley

48th Annual Mt. Dora Regatta
Mt. Dora, Florida
April 15-16, 2000

1. Nancy Haberland 1-1 2
2. Mindy Strauley 2-2 4
3. Erik Erickson 3-7 10
4. Gail Heausler 4-6 10
5. John Spray 5-5 10
6. Chris King 9-3 12
7. Paul Strauley 8-4 12
8. John Fletcher 10-8 18
9. Lois Blandett 12-10 22
10. Barbara Meyer 19-9 28
11. Jerry Callahan 6-26 32
12. Bill Haberland 7-26 33
13. Bob Forbes 23-11 34
14. Marianne DeCosta 8-26 34
15. Marty Williamson 11-26 37
16. Lisa Glaser 13-26 39
17. Cheryl Twining 14-26 40
18. SarahBeth Reeves 15-26 41
19. Theresa Schweiger 16-26 42
20. Gail Allen 17-26 43
21. Norman Castle 18-26 44
22. Amy Streeves 20-26 46
23. John Cole 21-26 47
24. Sharon Williams 22-26 48
25. Michelle Rager 24-26 50

Remember that if you are not a member of the Sunfish class, you cannot be awarded a spot in the Worlds of the following year. The Class Office is solely supported by class membership dues and provides services relating to all aspects of sailing and racing Sunfish. Though aided by advertising income, the Windward Leg is published primarily with class membership dues. PLEASE JOIN if you enjoy sailing in the Class!

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Windward Leg - Summer 2000
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The International Sunfish Class Association was granted international status by the International Yacht Racing Union in 1984. 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 US. By joining USSCA, members are automatically members of ISCA.

All US 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 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, the 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 US where there is no Sunfish Class Association, may join the USSCA and receive the Windward Leg by sending the membership application and appropriate fee to the address below.

Join the class and receive regatta information and results, tips, and more!

USSCA MEMBERSHIP APPLICATION

<table>
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<tr>
<th>Name</th>
<th>Sex*</th>
<th>Birth Date*</th>
<th>Sail Number**</th>
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First Member: ____________________________
Additional Family Members:________________________

Address: ________________________________
City: __________________ State: __________ Zip + 4: __________ Country: __________
Phone: Home __________________ Work ______________
Sunfish Fleet Number: __________ Location: __________

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

FEES

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

UNITED STATES Sunfish CLASS ASSOCIATION · P.O. BOX 300128 · Waterford, MI 48330-0128 · (248) 673-2750

Windward Leg - Summer 2000
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Videos for Class promotion or entertainment at a fleet meeting can be rented by writing the Class Office. Just send a $50 deposit check, payable to USSCA with a note specifying what video you want. When the video is returned, the Class Treasurer will refund you $41. Videos available include:

- Sunfish Promotional
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- First & Third Worlds + Sail To Freedom
- 18th (Aruba), 19th (Nassau), 20th (Orlando), 21st (Curaçao) Worlds
- '89, '91, '93 Masters + '91 Mid-Winters
- '90 NA's (Sayville) & '92 Worlds (Houston)

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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 $12.00 (current members) or $15.00 (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.

Call Peg Beadle at 248-673-2750 or email: sunfishoffice@aol.com for information.

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

Highlights include:

- Ideas to Help You Work Your Way Up the Fleet by Scott Kyle, Vol. III, No. 4
- Preventing Breakdowns by Brian Weeks, Vol. III, No. 5
- Consistency on the Race Course by Scott Kyle, Vol. III, No. 6
- How to Rig and Race the Sunfish by Scott Kyle, Part I, Vol. III, No. 10
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- Fairing Your Sunfish Hull, by Brian Weeks, Vol. 27, No. 1

Sunfish . . . Sunfish . . . Sunfish!
The start on Lake Travis at the Women's NA's

Trivia Question:
Who was the sailor, described in Nat Philbrick's book, "Second Wind", who stood up in his boat on the run in the last race of the 1993 Sunfish North American's at Island Bay YC in Springfield, Illinois, and screamed at the top of his lungs, so as to be heard over the whole lake, "I hate this stuff. It's driving me crazy! How are we supposed to sail when there is no wind? I hate this! I hate this! I hate this!"?

Answer in next issue...
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*NB: If your information is incorrect, please let me know! CC

Windward Leg - Summer 2000
Remember... U.S.S.C.A. Class membership entitles you to race at these World qualifying events:

All Regionals (16 spots yearly),
Midwinter Championship,
Master’s National Championship (age over 40),
North American Championship
Women’s NA Championship
Junior NA Championship
(not 18 yrs. old in that year).


Please note: there is a possibility that if you have not joined the class by the time a qualifying regatta starts, you jeopardize your finish in that regatta and can not be invited to participate in the worlds as an USSCA sailor. Please join & support the Sunfish Class! ISCA rules state that you must be an ISCA member to compete in Class sanctioned international events including the World Champs (Rule 10.5).

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