One day of oscillating sea breeze and two days of fickle southerly proved to be a challenge for sailors and Race Committee alike at the 2003 Sunfish Midwinters.

The 6-12 knot westerly sea breeze on Boca Ciega Bay Thursday was to Malcolm Smith's liking. After Larry Suter won the first race and Marcus Eagan the second, Malcolm won the third to take the lead the first day by one point ahead of Joanne Kolius, two points ahead of Marcus.

Four points behind Marcus was Juan Ignacio Maegli, a 14 year old Opti sailor from Guatemala. "Juan", coach Robbie Rogers' latest draft pick, had just recently begun sailing Sunfish in preparation for his graduation from the Opti Class. Although he started out with a 13th, he got faster each race and finished the day with a 5th and then a 3rd.

Naturally the conversation that evening was about hopes for stronger breeze Friday. Juan was in agreement. "I hope it blows tomorrow. I do really well in my Opti when it blows."

Friday, a stronger breeze was not to be found. We were lucky to get one race. In light, shifty winds Juan found high gear and took his first bullet. Malcolm hung in there with a 4th to maintain his lead but Marcus came in 7th, putting the Guatemalitico 4 points behind Malcolm and 2 ahead of Marcus.

Saturday, conditions were no better. There would be wind for only one race. Malcolm needed to keep within 4 boats of Juan to secure 1st place. That was not to be. 14 year old Juan Maegli romped to another bullet to become the youngest Sunfish Midwinter Champion in the history of the class.

By Larry Thorson, Upper Keys Sailing Club

Chris Williams of Philadelphia won the Sunfish International Masters Championship with consistent high finishes against a large field of 69 boats in racing held in fine weather March 7-9 at the Upper Keys Sailing Club in Key Largo, FL.

Williams had two firsts and only one finish worse than seventh to throw out. His total of 37 points gave him a big margin over second-place Dick Tillman, with 62. Tillman, 66, of Merritt Island, Florida, also won two races but had three finishes in the high teens.

"This makes it worth being over 40," Williams, 43, said as he received an engraved decanter as his trophy. His club, the Cooper River YC in New Jersey, sent a trailer of boats to Florida for the Masters.

Third place went to Jean Bergman, of Holland, Michigan, with 83 points, making her the top woman. Her husband, Donald Bergman, 72, was fifth with 113 points.

Jean Bergman is the immediate past president of the International Masters Association, and Tillman is the new president. Tillman said he intended to try to increase international participation in Sunfish Masters racing, by getting Europeans to join.

Continued on page 2

Chris Williams, newest owner of the "White Bathrobe" at left, & Don Bergman-181, Bruce Kennedy-38936 and Dick Tillman-3008 below.
Masters racers must be at least 40, and in addition to the overall standings, trophies were given in four age categories. Among racers aged 40-49, first place went to Chris Williams of Philadelphia, 2nd to Jim Koehler of Amityville, N.Y., and 3rd to Kathleen Remmer, Oakdale, N.Y.

Among racers aged 50-59, Charlie Clifton of Sarasota was first, Bruce Kennedy of Amityville, N.Y., was second, and Ron McHenry of Cortland, Ohio, was third.

In the 60-69 class, Richard Tillman was first, Jean Bergman 2nd and Henry DeWolf Jr. of Palm City, Fl., was 3rd.

The 70-and-over class was won by Donald Bergman, with Gordon Geick of Collinsville, Conn., 2nd, and Charles Branning of Miami 3rd.

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# US Pan Am Trials Results

Sarasota Sailing Squadron
Sarasota, Florida
April 25-27, 2003

<table>
<thead>
<tr>
<th>Place</th>
<th>Name</th>
<th>Scores</th>
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<tr>
<td>1</td>
<td>Jeff Linton</td>
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<tr>
<td>35</td>
<td>Charlotte Sims</td>
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Clockwise from bottom left:
Chris Gates, Kyle Wagner and Dirk Resler head upwind; Kyle Wagner hikes hard just after the start of Race 1; Mindy Strauley keeps her boat flat, and it looks like Paul Strauley might have gone faster if he had brought his boat! Photos Lainie Pardee and Cindy Clifton

Windy conditions on day 1
Linton Will Rep the US at Games

by Rufus T. Firefly

Jeff Linton once again worked his magic to win the US Pan Am Trials in a variety of conditions. Friday morning, 35 sailors, all rigged with 'Jens', left the beach in wind up to 30 knots. Hank Saurage showed his mastery of these conditions by winning the first two races.

Jeff showed his magic in Race 2 when he had to restart and rounded the first windward mark in the back of the pack. Then he skipped the off set mark and headed downwind until a sympathetic sailor informed him of his error. He beat back upwind and rounded the offset mark to salvage a 10.

The wind came down throughout the day and most had shaken out the 'Jens'. Jeff won the 3rd race and Hank posted a 10. Todd Edwards, who had very consistent finishes the first two races, broke his mast.

After Day One, Hank led with Jeff and Marcus Eagan tied two points back.

Day 2 produced a shifty 6-12 knot south westerly. Two bullets and a 2nd gave Linton a comfortable 10 point lead going into the last day.

Sunday morning the wind was from the southeast and backed 270 degrees as the morning went on. Finally, it settled in enough from the south west to get a race off.

With the wind oscillating 20 degrees and varying from 2-8 knots, Dave Olson worked his way out front and led most of the race. On a fitful last downwind leg, Linton caught him at the finish to win the last race by a foot.

The US Olympic Committee sent an observer to report on the event. On the report form, Observer Gary Castro incredulously noted, "This particular racing class is always willing to help each other (athletes) as well as contribute to the development of junior athletes. They were even sharing race strategies before the race began."

The 2003 Pan American Games will take place at Boca Chica, Dominican Republic, August 1-16, 2003.
<table>
<thead>
<tr>
<th>Player Name</th>
<th>Score</th>
<th>Position</th>
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<td>2-1-14-7-5</td>
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<td>16-12-5-5-4</td>
<td>27</td>
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</tbody>
</table>

Top, Jr. Midwinter Sailors: Megan Keating, Alex Steele, Dirk Resler, Sarah Lester, Simon Stampe, Juan Maegli, Juan Delgado, Stevie Evans. Chip Clifton peeks from behind.

Above Juan Delgado, Marguerite Koehler & Raul Aguayo.

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Bay-Waveland Yacht Club, Bay St. Louis, Mississippi

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P.O. Box 367, Bay St. Louis, MS 39520

Notice of Regatta
1 Organizing Authority
1.1 The organizing authority is the Bay-Waveland YC (BWYC) and the United States Sunfish Class Association (USSCA).

2 Rules
2.1 The regatta will be governed by the "rules" as defined in the Racing Rules of Sailing (RRS) and the rules of the International Sunfish Class Association (ISCA).
2.2 This regatta is designated Category C. An advertisement may be added to the sail directly aft of and in line with the window with a size of not greater than 7" x 36".

3 Eligibility and Entry
3.1 All current members of ISCA/USSCA are eligible to sail. Membership to ISCA/USSCA can be completed at registration. USSCA membership forms will be available at the Registration Desk.
3.2 Juniors shall not reach eighteen (18) years of age in the calendar year of regatta. Midgets shall not reach fourteen (14) years of age in the calendar year of the regatta.
3.3 The top seven (7) finishers in the North Americans and the top one (1) finisher from the Junior North Americans will qualify for the 2004 Sunfish World Championship.
3.4 The top sixty percent (60%) of the North American Championship will qualify for the Championship Series. The bottom forty percent (40%) of the North American Championship will qualify for the Alcort Series.
3.5 A completed registration entry form shall be submitted to the Registration Desk.

Entry To Junior North Americans
Fee $55.00
Entry To Junior North Americans & North Americans
Fee $180.00
Entry To North Americans
Fee $125.00

3.6 For entries postmarked after June 16, 2003, a $20.00 fee will be added the entry fee. Guest packages will be available for $50.00.
3.7 Competing members of USSA will receive $5.00 discount at each event.

4 Sailing Instructions
4.1 The Sailing Instructions will be available at the Registration Desk and on the BWYC Web Site.

5 Courses/Number of Races
5.1 Courses will be Windward/Leeward, Triangle, or a combination, as described in the Sailing Instructions.
5.2 Junior North Americans will have six (6) scheduled races.
5.3 North Americans will have eleven (11) scheduled races.

6 Scoring
6.1 The Low Point Scoring System, RRS Appendix A, Rule A2, shall apply.
6.2 Junior North Americans: if six (6) races are completed, then one (1) throw-out will be awarded.
6.3 North Americans: if eight (8) or more races or more are completed, then one (1) throw-out will be awarded.

6.4 One (1) race will constitute a series in the Junior North Americans and North Americans.

7 Measurement
7.1 All boats will be measured against the Class rules prior to the regatta.
7.2 A signed measurement certificate must be submitted to the Registration Desk for registration to be complete. Forms will be available at the Registration Desk.

8 Prizes
8.1 Prizes will be awarded to the Top Ten in the Junior North Americans and North Americans. Top Midget and Top Opposite Gender of the Winner in the Junior North Americans will be awarded. Top Master, Top Junior, and Top Opposite Gender of the Winner in the North Americans will be awarded. The Top Ten of the Alcort Series will be awarded. Additional prizes may be awarded at the discretion of the organizing authority.

9 Safety
9.1 USCG approved life jackets must be worn from the time they leave the dock until return to the dock.

10 Housing

11 Schedule
* Sunday: July 6th
  o 15:30 - Practice Race Warning Signal
  o 17:30 - 19:30: Registration
* Monday: July 7th
  o 10:00 - 11:30: Registration
  o 12:00: Junior North American Competitors’ Meeting
  o 13:00: First Race Warning Signal of Junior North Americans
  o 19:00: Social Event
* Tuesday: July 8th
  o 10:00: First Race Warning Signal of Junior North Americans
  o 17:00 - 18:30: Registration
  o 19:00: Junior North Americans Awards Ceremony
* Wednesday: July 9th
  o 10:00 - 11:30: Registration
  o 12:00: North Americans Competitors’ Meeting
  o 13:00: First Race Warning Signal of North Americans
  o 19:00: Social Event - Wed. Night Race (Beer Can) around the Bay!
* Thursday: July 10th
  o 08:30: Breakfast Buffet
  o 09:00: USSCA Exe. Committee Mtg (see Official Board for location)
  o 13:00: First Race Warning Signal of North Americans
  o 19:00: Social Event
* Friday: July 11th
  o 08:30: Breakfast Buffet
  o 09:00: USSCA Annual Meeting (Dining Room)
  o 13:00: First Race Warning Signal of North Americans
  o 19:00: Social Event
* Saturday: July 12th
  o 13:00: First Race Warning Signal of North Americans
  o 19:00: North Americans Awards Ceremony

12 Further Information
12.1 Please contact Ann or Clinton Edwards (228.463.9871 or) or visit the BWYC web site.

For directions go to www.bwyc.org
Registration Form on page 25
Spring and summer sailing is upon us. In Florida, we have already had some wonderful winter events, bringing many Sunfish sailors from within as well as outside the US. These events are reported on in this issue. Coming up, the South American and Caribbean Championship will be in Martinique in June, the North American Junior and Senior Championships will be at Bay St. Louis, Mississippi, in July, and the 33rd Sunfish World Championship will be in St. Maarten in October. The NOR for all these events is on the Sunfish web page, GOTOBUTTON BM_1 www.sunfishclass.org. Members of National Sunfish Class Associations (NSCA's) are reminded that May 1 was the deadline for joining the class for those wanting to compete in these events. If you have yet to join, contact Terry Beadle immediately.

Of special interest this year, are the Pan American Games, organized by our own Andres Santana. They are August 1-17 in the Dominican Republic. Ten countries have qualified to compete in the Sunfish Class. Besides Sunfish, sailing competition will include the Laser (full and radial), Mistral sailboards, J/24, Snipe and Hobie 16. More information can be seen at GOTOBUTTON BM_2 www.ussailing.org.

Dick’s Challenge - Do not follow where the path may lead, go instead where there is no path and leave a trail.

All of these events are opportunities to bring new sailors, and new countries, into the Sunfish Class. In membership, we number among the largest racing classes. We are blessed with an active organization, and we enjoy a fun boat to sail and race, so each of us should constantly encourage new members and spread the word to those wanting to get into sailing but who are unsure of what boat to sail. Please keep success stories of class growth coming to me. I make a special challenge* to the European and Asian countries to organize, for the first time, Sunfish Championships in Europe and Asia. After all, it is the International Sunfish Class.

For the rest of us, the majority who sail and race locally on lakes, rivers, and bays, enjoy the warm friendly winds of the summer!
NOTICE OF RACE
Women's North American's Sunfish Championship
James Island Yacht Club, Charleston, SC, September 6-7, 2003

1. Rules - The regatta will be governed by the Racing Rules of Sailing (2001-2004), the prescriptions of the United States Sailing Association, the rules of the United States Sunfish Class and by the sailing instructions. This regatta is a qualifier for the 2004 Sunfish World Championship.

2. Advertising - This event shall be Category A in accordance with Appendix 1, Regulation 20 - ISAF Advertising Code.

3. Eligibility and Entry - This event is open to all women who are members of the International Sunfish Class or USSCA. Membership cards will be checked and membership applications will be available at on-site check-in. Entry forms available on site or standard registration forms are available in the Windward Leg. Completed forms, together with appropriate entry fee made out to James Island Yacht Club, should be sent to JIYC Box 12840 Charleston, SC 29422.

4. Schedule of Events
   - Friday, Sept 5
     1500 Practice Races
     1700-1900 Check-in and late registration
     1900 Superb southern supper at JIYC for $5.00
   - Saturday, Sept 6
     0900-1030 On-site Check-in and late registration
     1030 Competitor's Meeting
     Build your own lunch
     1200 First Start, races back to back. Four races scheduled
     1800-1900 Snacks, sodas, beer, door prizes
   - Sunday, Sept 7
     0800 Doughnuts, bagels and coffee
     1000 First Start, races back to back. Three races scheduled

Awards as soon as possible after racing. Sandwich buffet.

5. Fees - The entry fee (checks should be made payable to the James Island Yacht Club) for each skipper is $55 with a $10 late fee after August 15, 2003. US Sailing members may deduct $5. Included in the entry fee are: two lunches, doughnuts and coffee, beer, soft drinks, and trophies.

6. Sailing Instructions - The sailing instructions will be available at the time of on-site check-in.

7. Regatta Site - The regatta site is the James Island Yacht Club located on the southern shore of Charleston Harbor. The address is 734 Wampler Drive, Charleston, SC 29412, phone: (843)795-6060 and web: http://www.jiyc.org.

8. Racing Area - The racing area is Charleston Harbor.

9. Courses - The courses will be selected from a variety of windward/leeeward and triangle courses. Copies of the NOAA chart of the sailing area will be provided.

10. Scoring - The Low Point Scoring System of Appendix A of the RRS will apply. Seven (7) races are scheduled, of which one shall be completed to constitute a regatta. Each boat's series score will be the total of her race scores, excluding her worst score if five (5) or more races are completed.

11. Awards - The number of awards will be based on registrations postmarked by August 15, 2003. Juniors (as recognized by the Sunfish Class Rules) awards will be based on number of registrations.

12. Further Information - For further information, please see www.sunfishclass.org, www.jiyc.org, or contact Rose Rowland at (843)762-4856(H), (843)442-7673(Cell) or RHRowland@aol.com or Meta Frasch at (843)795-9667(H), (843)693-2593(Cell), (843)795-5288(Fax) or mfrasch@juno.com.

13. Camping - Available with no electric hook ups. Limited housing available.

14. Loaner Boats - Limited number of boats available (If needed please contact Rose Rowland).

15. Lodging - A few of the many housing options are listed below.
   - Hampton Inn 843-556-5200
   - Residence Inn 843-571-7979
   - Comfort Inn 843-577-2224
   - Best Western 843-571-7979
   - Beach Rentals at Folly Beach 843-588-3800
   - Courtyard by Marriott 843-722-7221
   - Cottages or Camping at James Island County Park 843-795-9884

Registration form on page 25

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Windward Leg - 2003 No. 2
Class News

2003 USSCA ELECTION BALLOT

USSCA Officers & Regional Representatives Ballot (via email or US Mail) must be in USSCA Secretary's hands by July 1, 2003 or handed in at the Annual Membership meeting. You may fill out this form (or make copy) & send it to: Betsy Schmidt 25 E. Issacs Dr. Rehobeth Beach, DE 19971 or email: betsy19742@aol.com Include your membership(sail) number ______ your Region ______ The voting for these candidates and additional nominations from the floor will take place at the Class Membership Meeting (tentative July 11) to be held at the Sunfish North American Championship at Bay-Waveland Yacht Club, Bay St. Louis, Mississippi.

USSCA Positions
USSCA Secretary (vote for one)
Gail Turluck
Write in Candidate

USSCA Nominee to ISCA Advisory Council Rep. (vote for two)
Paul-Jon Patin ______
Dan Feldman ______
Write in Candidate

Regional Representatives:
vote for only ONE representative!!
(You must be from that Region to vote for that representative)
Midwest (OH, IL, IN, MI, KY, MO, WI)
Tom Katterheinrich ______
Write in Candidate ______

Gulf Coast (LA, MS, AL, AR, FL pan.)
Tom Whitehurst ______
Write in Candidate ______

Southwest (TX, OK, KS, CO, NM)
Ash Beatty ______
Pat Manning ______
Write in Candidate ______

Inland Lakes (WI, IA, MN, SD, ND, NE, WY, MT)
Joe Richardson ______
Write in Candidate ______

Western (WA, CA, OR, NV, ID, UT, AZ, HI, AK)
Robert Cronin ______
Write in Candidate ______

Ballot provided by Nominating Committee Chairman,
Tom Katterheinrich
Mail this ballot or make copy or email!

Needed: Editor for the Windward Leg!
If interested, call or email Vic Manning,
vicmanning@att.net or 512-266-7255
Requires experience in publishing, accounting, graphic design, and knowledge of the Sunfish Class and sailing. The next issue is scheduled to go out in September, 2003. Questions, call Cindy Clifton at 941-365-5694 or windwardleg@aol.com
Hello all. Hope you are enjoying another great sailing season, by now you should have received your local and National Race schedule and your season is well underway. Each year the Class has the same problem in trying to get the National Race Schedule out early to the Class members, so at last years NA’s the Officers and Class Representative tried to work out a better schedule to meet a March 1st deadline to finalize the schedule. So why is it late to you? Club scheduling is the biggest problem. Most Clubs organize their schedules right after Christmas and vote to approve their calendar at their Board Meetings in January or February, which means the Class cannot officially publish until approved and received from the local representatives. Then it must be consolidated, reviewed, printed and mailed; taking an additional 45 to 60 days. What have we done to solve the problem? Three things: 1st we set a hard date of March 1st to consolidate the calendar with or without regional input, so if your events are not published, sorry about that. 2nd, we have approved publishing the calendar without it being an insert in the Windward Leg, because the spring edition usually is not completed until the end of April. 3rd, to help get the word out earlier, the schedule is now being posted on the Web Site immediately after it is approved by the Class Office and before going to the printers. Can that date be improved? No & Yes.... No, as long as we have to wait for Clubs to approve a schedule (since there is a lot of shuffling of dates until a final vote). Yes, if hard dates can be confirmed early and we are sure they will not change. How can you help the Class get it out early? Well, especially on National level events (NA’s, Master’s & Women’s) and hopefully for regional events; if you can get your Club to agree to a date the year prior, set and keep that date, it would help. The Class is trying to get all the National events scheduled by June the year prior so events can be announced at the NA’s, publishing in at least two or three W/L’s and allow plenty of time for planning by club organizers. Another thing that would help is if Class representatives could meet at the NA’s or via e-mail to work out non-conflicting dates with National events and start working with their clubs schedulers in August or September to get those dates locked in and published in the W/L or on the Web Site in December. If you have other suggestions, please send your recommendations to Connie Miller (National Regatta Chairman) or myself by June 1st so we can discuss at the NA’s.

Another area that the Class needs your help is as volunteers. If you interested in being a regional representative or working in any of the Class positions (listed in the back of the Windward Leg), please let us know. You can contact your regional representative, any Class Officer or Tom Katterheinrich who is the Nominating Committee for the Class, and tell him the positions you are interested in, if not now, maybe for the future. The organization is run by volunteers and it’s only as good as those who want to help. We encourage any one who might want an opportunity to participate, to step forward and be counted. By the same token, it’s also important for you to vote for the person you want representing the Class. If you cannot attend the NA’s you should fill out the voter ballot in the W/L and send it in to Betsy Schmidt by the closing date so your vote can be counted.

On another note, I would like to address a comment I received from one of our Class Members stating that he felt like he was not being represented as a Class member in the Windward Leg since all the articles are about racing. First let me state, without you, there is no Class Association. What is being put into the Windward Leg is what is submitted by the members. Race results are required to be published so Regional Representatives are submitting articles on regional and national regattas. If you want to see articles in the W/L about cruising or social events, we need you to send in articles. Examples of events that have not been written up in the last couple years or sent in are the annual Connecticut River Race, or a group that goes to the Islands and cruises each year, or the Fiesta Regatta in San Antonio. It’s up to individuals and event organizers to let us know what is going on in your region. A lot of us would like to hear about your activities. In addition to the cruising and racing events, the Class has been working on getting some new articles on boat repairs, however again it comes from volunteers and we are still waiting. The current US Class Membership is 1500 people and of that only about 50 are hard core racers that travel across the country to race. There are another 100 that are active racers that travel within a 500 mile area and then there are probably 10 or so in each club who are very active. So out of the 1500 there are about 300 very active racers. The rest are people who like some racing and a lot who just enjoy their Sunfish. The Class is interested in all levels of Sunfish sailors; from the beginners; the juniors; the weekenders; the causal sailors to the hard core racer, so if you have some input, I would like to hear your concerns, comments or arguments on this subject.

In another comment regarding the List Serve; there have been some comments on censorship. I hope that is not the case; however I do know that when a subject has been beaten to death, some comments are being dropped if the same questions are being asked over and over. In cases like that individuals should be directed to the Web Site, instead of just being dropped. There are excellent articles written by a lot of experts in the Class on numerous subjects that might answer your questions. However, please, do not hesitate to ask questions, we only ask that you look at the information already available. We want people to have information on the Class, about the boat and what’s happening in the various areas.

I look forward to seeing each of you over the next year, so get out enjoy your Sunfish and let us know what’s happening in your area.

Vic Manning
US Sunfish Class President

Editor’s Note: Almost everything that is sent gets published, so please send those stories about your Sunfish events!
The Sunfish has two types of sails available

The Racing Sail is larger cut and all white and includes a window.

The Daysail (standard) is available in colors some listed below. Complete listing on our website www.dinghyshop.com

**Sails for Sunfish**

<table>
<thead>
<tr>
<th>Sail</th>
<th>Colors</th>
<th>Code</th>
<th>Price</th>
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</thead>
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<td>Sunrise-</td>
<td>Blue, Red, Orange, Yellow</td>
<td>21005</td>
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<tr>
<td>Bora Bora-</td>
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<td>Go Navy</td>
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<tr>
<td>Racing</td>
<td>White w/ window, white luff</td>
<td>22063</td>
<td>$370.00</td>
</tr>
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</table>

**Dinghy Shop Padded Hiking Strap**

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**Sunfish Gooseneck Adjuster**

salt water friendly, cam action $19.50

**Sunfish Deck Cleat Kit** $24.95

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Membership News

Membership in ISCA as of the end of April is as follows. The report has been prepared by Terry Beadle, Secretary of ISCA.

<table>
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<th>Current</th>
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<tr>
<td>USVI</td>
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Past Members

| Antigua     | 2001 | 5         |
| Aruba       | 1999 | 27        |
| British VI  | 1994 | 5         |
| Cent. Amer. | 1993 | 15        |
| Chile       | 2002 | 20        |
| Colombia    | 2001 | 20        |
| Ecuador     | 1997 | 20        |
| Ireland     | 2002 | 20        |
| Italia      | 2002 | 20        |
| Martinique  | 2001 | 25        |
| Mexico      | 2001 | 5         |
| Peru        | 2002 | 20        |
| Puerto Rico | 2002 | 20        |
| Venezuela   | 2002 | 20        |

*Pending

Dues are due May 1 for any countries interested in participating in the Worlds in St. Maarten.

Remember...

USSCA 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

The USSCA qualifying races in 2002 qualify one for the 2003 Worlds.

ISCA rules state that you must be an ISCA member to compete in Class sanctioned international events including the World Championships (Rule 10.5).

Windward Leg

Editor: Cindy Clifton

The Windward Leg, the official newsletter of the International Sunfish Class Assoc., is published three times yearly for the information and enjoyment of its members, families, and friends. Subscriptions are available through membership in USSCA or an NSCA. For membership information write:

U.S. Sunfish Class Association
Box 300128
Waterford, MI 48330-1028

Articles of interest, features, photos, and all regatta results are welcomed. For results, include in finish order: 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 to:

Cindy Clifton/Windward Leg
434 Central Avenue, Sarasota, FL 34236
Email: WindwardLeg@aol.com
941-365-5694 Fax 941-955-0276

Submission deadlines for future issues are:
- 2004 - #1: Jan 5, 2004
- 2004 - #2: April 20, 2004

Class News

Seven Time World Champion
Eduardo Cordero
will conduct a
Performance Sunfish Racing Clinic
July 2-3, 2003 at the Dinghy Shop
in Amityville, NY.
Limited to 15 sailors, fee $125/sailor.
Contact the Dinghy Shop 631-264-0005
to reserve your spot!
July 5th and 6th, join us at Babylon YC’s
4th of July Invitational Regatta!

Membership Report

Membership Chairman Mindy Strauley reported at the end of the year that membership was higher in 2002 than in 2001. A summary from her graphs is as follows:

All regions except for the West increased in membership in 2002. The West lost two members but gained a new membership. Inland Lakes remained the same, losing 3 and gaining 3. The Mid-Atlantic gained the most percentage wise, a big 23%. Second was NY with 18% and third was the Midwest with 16%. New England, Florida and the Southwest hover around 10%, the Southeast rose 7%, and the Gulf Coast increased about 4%. Membership is made up of 69% masters, (over 40) with Juniors at 16% and Seniors, (between 18 and 40) at 14%. Females make up about 20% of the class. The class looks very healthy, and with ever increasing attendance at races and other events, the Sunfish Class can look forward to lots of excitement!

Cindy Clifton
"The Special Breed", Super Masters of All Times in the Sunfish

Yes, I can give you more or less a list of super masters, born between 1928 and 1933 or earlier, who all have sailed possibly better than anybody born after these dates. How could this generation be so good and still be so good today? Not that they all won world championships, but they were out-standing. In Dutch, we would say "they had it in their fingers"... As an example I know at least two, who were going so fast that during a worlds they won 5 first places and had two DSQ's, putting them barely in the top ten. Mind you these people were around 50 when the Sunfish Worlds started. They sailed under the rules that if you had an infringement of the rules, you retire from the race. Not so practical anymore, but pretty decent all the same. They were true sailors, they could fix their boat, splice a rope, mend a sail, scull a dinghy, etc.

Below I give you my recommendation of a list of sailors, who definitely deserve to be mentioned. I probably missed some as I do not know all of this special breed, especially the ones from the United States of America.

Don Bergman  Carl Knight  George Bruder
Jack Knights  Bob Bowles  Larry Lewis
Larry Cochran  Serge Maury  Gordon Geick
Paul Oxegaard  Earl Gerloff  Pierre Siegenthaler
Gary Hoyt  Jan Walig  Gerrit Zeestraten
Will White  Erik Erickson

and there are two girls who belong in this group, Peggie Sealy and Adrienne McCauley.

These people have all something in common, they are extremely keen. So, maybe we could institute a hall of fame. I cannot end not giving a suggestion or two for future masters. First, when I sailed in a masters in Miami sometime ago, there they had a wonderful feature, giving the competitor in each age group a different colored burgee to be attached to the gaff. It made the competition much better. At least now you could feel great when you would be in front of a green one (40-50) and you were flying a red one (60-70). Second, since we all grow older and stay fit a bit longer, cancel the 40-50-group and add an 80 over group.

Come down to Aruba and sail with us in strong winds. My phone is 297-582-2690, fax 297-5821729. Ernie Kervel, Aruba

Ed. Note: I believe we do have a Hall of Fame, However I can’t find the list of those honorees. And I would add Ernie to that list as well as Lois Blodgett! CC

Leland Brode on Season Scoring Strategies

As the racing season gets underway, this is an excellent time to review scoring strategies for your summer fleet racing. Providing fair and prompt standings throughout the season will keep your racers interested and involved. A weekend regatta is a straight forward affair: decide how many races make a regatta, and how many throwouts to allow. Seasonal scoring requires a little more thought and fine tuning in order to deal with a long season which includes vacations and mowing the lawn -activities which can get in the way of participating each and every weekend. A system is needed which will reward the winners, encourage participation, but also allow for an occasional absence from the starting line without a severe penalty.

At the Lake BluffYC where we race Sunfish on Lake Michigan every Sunday from Memorial Day through mid-October, we have fine-tuned the Low Point scoring method to meet the above needs. With 40% throwouts you can take a few days off without jeopardizing your standing. We also require that a sailor participate in at least 30% of the races in order to be included in the final standings at the end of the year. This ensures that a few good wins and then a long absence will not walk away with the trophies. The participation percentage is not as important for the Low Point method as with other methods described below, however it provides an additional check and balance in establishing fair standings. We have also broken up the season into a Summer series and a Fall series. This allows a sailor to start over from scratch in a new series without waiting until next season, and improves attendance during the Fall when the weather may otherwise discourage participation.

Following is a review of how these issues are affected by various scoring methods including the Low Point system which we use.

The Low Point scoring method is the most widely used. It awards the winner his place in points -first gets 1 (previous custom awarded 3/4 pts), second gets 2, and so on. Non-participants receive a DNC (Did Not Compete) with a penalty based on the number of boats in the fleet or the number of starters in a race. So participation is obviously encouraged in order to avoid penalty points. However without throwouts, taking a day off could quickly move you down in the fleet standings.

One solution is to talk your nearest competitor into taking off the same day as you. A better approach is to establish ahead of time how many throwouts will be allowed throughout the season. In this way your worst scores, which will include those high scoring DNC's, will be thrown out. As I mentioned above we have found that 40% works well for our fleet.
We have re-scored the fleet with percentages ranging from 25% to 50% and the standings did not change significantly.

The High Point method is my favorite scoring method because on the surface it appears to meet all the requirements mentioned above. However it is not as widely used as Low Point, or as well understood. The method is upside down compared to Low Point. The winner receives the most points, not the least points. Points are based on how many boats you beat, on the theory that it is harder to win a 20 boat race than a 10 boat race. If 10 boats start, then the winner gets 10 points, second place gets 9 and last place gets 0 points. Adjustments can be made to ensure a starter gets more points than a non-starter by adding a Finish Bonus: the winner in the 10 boat race gets 11 and last place gets 1 point. A Finish Bonus of 2 would allow for penalties: a DNF gets 1, DSQ gets 0, DNC gets 0 and so forth. This method definitely rewards doing well and participation. If you race, then you get points. If you don't race, you don't earn points. Setting up a throwout percent won't improve your score by taking away the 0 score for your missed races. This still leads to the fact that if you don't show up you fall further behind the sailor who shows up for every race. Throwouts probably don't make sense for the High Point method since it would reduce, or worsen the score of someone who showed up for every race by taking out some of his races. So in summary the High Point method is appropriate if you are looking for a pure participation and merit system.

The Low Point Average method is a variation of the Low Point method and is the second most widely used. This method calculates scores in the same manner as Low Point, a first gets 1, second gets 2 and so on. The final score is simply the average points earned divided by the number of races started for that sailor. The non-participant is not scored or included in the average. This takes care of the vacation issue since non-starters are not included in the average score. One flaw in this method is that a good sailor can attend one race, win, and obtain an average score of 1. He can stay home the rest of the season confident that his score cannot be beaten. The solution to this problem is to require participation in a certain percentage of races in order to be included in the final standings. While throwouts are not necessary to help the vacation issue (non-participants are not counted), throwouts are still useful if you wish to eliminate a number of the worst finishes. In summary this method takes care of the vacation issue as long as you require a reasonable level of participation.

There are additional scoring methods which deserve mention, however they are variations on the methods described above and do not provide any additional benefit for the participation and vacation issues.

High Point Average: This is similar to the Low Point Average method except that the average is applied to the High Point score. An additional variation on the High Point method is the High Point Fixed method which allows you to establish a fixed number for winning points, and all other finishes count down from there. This number would typically be larger than your expected number of boats for the season. In this way a winner will always receive the same points no matter how big the fleet is on any given day, thereby eliminating the bias of receiving more points in a larger race. The Bonus Point method, formerly called the Olympic Method, is described in the Racing Rules book along with the Low Point System (Appendix A). This method is based on the Low Point method with the following modification. Points for the top six finishers are spread out providing a bonus on the theory that it is more difficult to finish in the top six. The winner receives 0 points, second 3 points, third 5.7 points, fourth 8 points, fifth 10 points, and sixth 11.7 points. The seventh place and above receive 13 points, 14 points and so on. The participation and vacation issue are exactly the same as with the Low Point since this is basically a modified Low Point system. The Bonus method does not make sense unless your fleet is large enough to make placing in the top six a real challenge.

All the above methods and more, such as the "Cox Sprag" method, are described in detail in a now out of print book, "Yacht Race Scoring", by Gregg Bemis. If you run across a copy, grab it. I spent many hours studying this excellent source as I pieced together the Race Log scoring program in order to ensure it's accuracy. This program and many other fine programs handle most of the issues discussed above.


Leland Brode elb@racelog.com

Ed. Note: I used Leland's Race Log program to score the Pan Am Trials, and it worked great. I highly recommend it for fleet racing! Thanks Leland! CC

2003 Texas Circuit News

The format for the 2003 Texas Circuit will be the same as previous years. The best 4 out of 6 regattas will determine each sailor's score. This year, we will be awarding a Junior Circuit Championship. The format for the Junior Circuit will be the best 3 of 6 regattas. Regattas include Corpus Christi, Austin Yacht Club Centerboard Regatta, the SW Regional Champs in Dallas, Galveston Boat Club Annual, the Texas State Championships and Wurstfest.

New fleets are growing and turnout for 2003 is expected to be better than ever. Dallas now has a fleet of over 30 including juniors. Corpus Christi has grown a great fleet with a number of up and coming juniors. Sunfish racing in the Galveston Bay Area has seen several good sailors join the class. The Austin fleet continues to attract lots of racers.

Information on the Texas Sunfish Circuit can be found under the Southwest Regional link on the Sunfish Class homepage at sunfish@datasync.com.

Chris Williams is our new Publicity Chairman!
He will make sure our results get to Sailing World, Sail, Scuttlebutt etc.
Reach him at: chrisIwilliams@yahoo.com or 61 E. Mermaid Lane Philadelphia, Pa 19118
Everything Under the...
The 2003 BVI Rendezvous!

The BVI Gang! The Morris’ and the Bakers are from Barrington, RI. They helped run the Na’s last year as well as our New England Regionals annually. The Moorman’s are E Scow friends of the Tillmans from Indiana. Charlie and Gibby Berry are old Sunfishers from Winneka (now residing in Stowe VT). Dick and Don won our impromptu kayak race. (No surprise there!) Dick also won the Laser Class in the Celebrity Regatta at Bitter End YC. Terry, Don and Charlie were 4th in the Rhodes 19 Class Celebrity Regatta in the dog boat! Lee Parks

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Kaukeinen Mid-Atlantic Winner!

Yankee Point Sunfish Fleet held the first Mid-Atlantic Regional June 1-2, 2002 and what a beautiful weekend to sail. Early on the winds were rather fluky in direction and strength. Boats would leat forward, then find themselves in a lull. After everyone returned to the dock, dinner was served by the folks at Yankee Point YC. Sunday began with a light breeze that built all day. Temperatures were forecast to reach the mid 90's but it stayed cooler. In the end, Doug Kaukeinen took top honors and a World slot, with a final score of 17. Many people helped in making this a great weekend, including Ron Koris, Jack Clayton and Rita Clayton. Doug Lyle

Mid-Atlantic Regional #1
Yankee Point SF
June 1-2, 2002

<table>
<thead>
<tr>
<th>Name</th>
<th>Score</th>
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Saurage Wins 2nd Texas Circuit

After finishing 2nd to Paul Foerster in the first 3 2002 Circuit Regattas, Hank Saurage needed to win the final three regattas to pull even. Starting with a re-scheduled Austin stop, Hank mastered the tricky conditions coming from behind in the final race to edge John Bartlett for the regatta. Hank continued his quest by winning the Southwest Regional Championships, setting up a final regatta showdown between Hank and Paul, a showdown that didn't happen as Paul was unable to attend.

For the 5th year in a row, this year's circuit saw an average of at least 25 boats at every regatta and with almost 80 different sailors competing. New fleets are forming in Dallas and Corpus Christi, with a good group of juniors in Corpus.

The plan for the 2003 circuit will be much the same as 2002. The circuit will be a best 4 out of 6 regattas. Regattas will include AYC and GBC in July, Wurstfest in Nov, the SW Regionals in Dallas, the State Championships, hopefully at HYC and to begin the year, we are looking at a regatta in Corpus Christi in late February.

Since there seems to be good junior interest in Corpus and I think Dallas, we will be awarding a Junior Circuit Championship next year. For the juniors, the format will be best 3 of 6 regattas. See you in 2003!! Ash Beatty

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Armada Sailboats

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Futterlieb Edges Davies at Bantam Lake

The Bantam Lake YC hosted the 2002 Connecticut Governor’s Trophy Sunfish Regatta with Denis Futterlieb winning 3 of 5 races sailed. Denis edged out former NA Champ Dave Davies despite not having sailed competitively for several years. Veteran Sunfisher Bernie Spence took third place honors. Winds were light and variable. Paul Borse

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Bantam Lake YC Governor’s Trophy
Morris, CT
August 17, 2002

<table>
<thead>
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<tr>
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<td>Dave Davies</td>
<td>2-2-1-2-1-8</td>
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<td>Bernie Spence</td>
<td>3-6-3-5-4-21</td>
</tr>
<tr>
<td>Mary Charles</td>
<td>7-4-7-4-3-25</td>
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Windward Leg - 2003 No. 2
Yankee Duo 2002

The Yankee Duo was sailed over the weekend of Oct 5, 6 on Town Cove in Orleans, Massachusetts. The very accommodating Orleans YC hosted the event for the second year, providing a skilled Race Committee with plenty of RC and rescue boat volunteers, and the use of their wonderful clubhouse.

The Sherborn YC once more provided the organization and food for the event. After 30 years on the beach in Pleasant Bay, we are still exulting in the luxury of flush toilets, a well equipped kitchen, and even a fresh water hose to rinse your boat off.

Typical of a fall weekend on Cape Cod, we had plenty of wind. I mean plenty. Saturday dawned spitting a little rain and blowing 25+ out of the SW. We managed 3 races before lunch, when the sun began showing through the clouds and the wind blasted more erratically as the front moved out to sea. An excellent lunch of clam chowder and build your own sandwiches was followed by 2 more races. The moderating wind convinced a couple more racers to rig their boats and head out.

Throughout the day, Drew Buttner and Bill Brangiforte battled it out, with Drew holding on to 3 firsts. In the last race of the day, Drew was over the start line early and had to restart. His brother Allen won the race with Drew playing catch up, managing a 3rd place despite his late start. His battles with Bill showed superb tactical maneuvers and were fun to watch, according to the RC.

By tradition, the first 5 finishers received very nice hand made chowder bowls. Gerhart Menzel received the special 'Fantail' award, honoring his effort regardless of finish, and Peter Barnes received the 'Aged and Treacherous' award as the best finisher over the age of 59.

Sunday was a sunny day, cooler after the passage of the front, with the wind now flipping to 15+ kts out of the northeast. According to the Orleans YC regulars, this is the steadiest wind direction to have, coming down the long axis of the cove.

Steady as it was, the shifts were still there for the observant sailor to take advantage of, and Drew and Bill mixed it up more than the previous day with Allen, Malcolm, and Rapid. Drew "just couldn't let his father beat him" in the last race, and delivered 4 firsts with a 2nd for a throwout. Marty Rich and Lee Parks joined us on Sunday, taking advantage of the "separate regatta each day" format. Continued pg 22.

Clockwise: Rapid Buttner hiking hard, Allen Buttner (who flew in from Colorado), & Drew Buttner and Bill Brangiforte in a close duel. Bill led for most of the last leg, but Drew pulled off the win.
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Tom finished third and beat Bishop and winning the first two races, sailing like he boat or something. He was even called over culf
Saurage won the regatta, he would win the second, as long as Hank or Bish didn’t win. If early in race five with the I-flag in fell out of contention and Bishop opened up in the regatta, Bishop would win the circuit going in, but by so little, that if Hank or Bish didn’t win. If
Tom finished third and beat Bishop and Hank, Bishop would win by tie-breaker. If neither of the three finished in the top three in the regatta, Bishop would win the circuit straight up. Now, any of these scenarios were easily possible with the likes of Marcus, Clinton, Zak, Ryan Hamilton, Kippy and Ash Beatty sailing, any of whom could have won the regatta.

Early in the regatta, Hank Saurage fell out of contention and Bishop opened up a good lead on Tom. Clinton sailed almost the entire series inside the top five, slipping late in one race to sixth, while Bishop got off the line clean only once out of the six races, but somehow kept scraping his way back up to the leaders. Tom got back in the regatta Sunday morning in a big way, winning the first two races, sailing like he had a hand-grenade tied to the back of his boat or something. He was even called over early in race five with the I-flag in effect!

The Race Committee informed the fleet that the sixth race would be the last and the fleet knew that if six races were completed, they would be able to drop one. Everyone started trying to do the math.

With a drop, Bishop had ten points, Tom had eleven and Clinton had twelve. The circuit, consisting of the best four of seven regattas, had not only come down to the last regatta, but now it was down to the last race and would eventually come down to the last leeward mark rounding! If Bishop could drag Tom way back in the fleet, he would give the regatta to Clinton, but win the circuit. Now, we all know Bishop’s not that nice a guy.

Race six started with Tom leading the pack at the pin end and Bishop off of Clinton’s hip near mid-line. Bishop bailed out right with Hank and Marcus and sailed a long port tack with not so much as a half degree shift. The left fleet was beginning to come back and sailing a good five degrees higher. When a slight increase in pressure came to the right side, Bishop dug back left, knowing he wouldn’t cross Tom and Clinton, but it was his best chance to stay within reach. Crossing ten or so boat-lengths behind Clinton, Tom and Ash Beatty, Bishop managed a couple of quick shifts and rounded the weather mark fourth, only three boat-lengths behind Ash and Tom, who rounded overlapped two boat-lengths behind Clinton. Marcus and Hank held right too long and rounded deep. Covering Tom everywhere he went downwind, Bishop closed to within a half length of Tom. Ash had already jibed over in an attempt to gain the inside advantage with Clinton, but Clinton had fallen back to fourth when he jibed earlier, sailing out of a breeze line. Bishop slipped by Ash, who got the inside on Tom, who, rounding next to Ash, allowed Clinton to get inside also (whew!).

For three quarters of the last windward, Bishop covered Tom while Ash and Clinton tried to take advantage and the lead. Working the left side of the leg where the pressure was coming from, Bishop managed to maintain a very slight lead over Clinton, while pushing Tom all the way back to sixth or seventh. Realizing then that the circuit was all but in hand, Bishop turned his attention back to the regatta and Clinton who now was only a length or two back. Several hard covers in the last two minutes of the last leg, gave Bishop an eight or so length cushion to go and win the last race, the regatta and the 2002 Circuit!

Clinton Edwards

Yankee Duo Continued

Just Desserts
Oct. 6, 2002

1) Drew Buttner, Somerville, MA 1,1,1,(2),1 4
2) Bill Brangiforte, Weymouth, MA 2,2,2,1,(3) 7
3) Allen Buttner, Plymouth, MA 3,4,3,9,(4) 14
4) Malcolm Dickinson, CT 9,(3),4,3,5 15
5) Rapid Buttner, Plymouth, MA 4,(7),6,4,2 16
6) Marty Rich, So. Orleans, MA 5,6,(7),6,7 24
7) Lee Parks, Newport, RI 7,5,5,7,(8) 24
8) Doug Ambos, Sherborn, MA 6,(8),8,6,8 28
9) Gerhart Menzel, Simsbury, CT 8,(9),9,9,9 35

The first 5 finishers received handmade "dessert bowls" in the shape of a fish with a Sunfish sail on them (and pre-filled with candy). Marty Rich received the "Aged and Treacherous" award on Sunday. Noting his effort yet lack of success, the RC awarded Doug Ambos the "Fantail" award.

Many thanks to Pat Cassell and Deb Barnet for the trophies, former RC chair Doug Cassell, now enjoying himself in a rescue boat, Roger Demler for organization, Barbara Ambos for the food, and many other Sherborn YC members for their help and participation.

And of course a big thanks to our hosts at the Orleans YC, especially Charlie Thompson and commodore Arnie Henson for their hospitality and a well run race committee. Next year’s regatta is already being planned for the last weekend in September, and we hope to get a return of the 25 -30 boats that we were used to getting in Pleasant Bay. Next year, come on down and enjoy this great location.

Doug Ambos, Photos Pat Cassell
Hanselman Wins Pumpkin Regatta

Johnson Slough YC did their traditional outstanding job of hosting the Great Pumpkin Regatta. This cloudy Saturday had morning winds NW 2-9, and afternoon winds W 2-7. The temperatures were in the low 40's and the sun peeked out twice. There was a huge tent with a table laden with coffee and donuts waiting for the sailors in Zimmerman Park on the north side of the Slough. The first race went to Gail Turluck, who ended up one out of the awards for at least the 8th time, though she defended as "Slough Queen." The second race was a battle to the finish, with Fritz Hanselman pulling it out. The third race featured a re-start after a General Recall which would have really hurt Rich Chapman who was already turning back to round the pin when the horn sounded. The race was claimed by Don Bergman who jumped out early and broke away. The first three races featured courses that included the dog-leg white mark, making tactical choices going in and coming out quite important. At the lunch break, the fleet was so jumbled everyone was ready for a break! Jim and Cheryl McCarthy's house was the yacht club for the weekend, and they served a delicious hot lunch of Bacardi black bean soup, hot pork loin sandwiches, vegetable soup, tomato-garlic tart, artichoke dip, crackers and cheese dip, and loads of cold beverages of choice. The fleet ventured back out into the cold and a fourth winner was added to the mix, defending Slough King and new US Masters Champion Rich Chapman. The fourth and fifth races had the dog-leg removed, to the relief of the sailors, making the courses as close to Windward-Leeward as you can get at the Slough. In the fifth race, Fritz Hanselman squeaked it out over Rich Chapman, with Junior sailor Erik Hanselman placing third. Going into the last race, only three points separated Fritz and Rich. The course was changed to add the dog-leg back, keeping JSYC's crazy-last-race tradition alive. Fritz hit the line at the gun and was moving, while Rich was buried. Fritz got a puff and took off, leading the whole way around, scoring the bullet that caused him to become the newest King of the Slough! The racing was very tight, with 5-boat-deep roundings, hails for water, and penalty turns more frequent that usual. After racing the "yacht club" served up yummy apple cake with warm rum sauce, snacks, and beverages of choice. Race Committee Andy Green, Herb Melin and George Bonertz did a fantastic job setting starting lines, adjusting and mixing up the courses, and keeping things progressing smoothly. The top Junior was Erik Hanselman and second place Junior was Woody Heidler. The Pumpkin went to Doug Warren for perseverance. The great turnout made for a fine season ending with folks promising to return for the Icebreaker in the spring. Gail M. Turluck

Patience is a Virtue,
The West FL Sunfish Circuit
by Mindy Strauley

On Sunday December 10, 2002 fourteen Sunfish sailors participated in the Sarasota West FL Sunfish Circuit event. The day before, I attended the winter series on Lake Tarpon. My sailing was less than par at times evident by some sailors whistleing their way from behind to pass me by, downwind to the finish. I couldn't understand what was wrong. I concentrated on the wind, my sail trim, etc. but nothing seemed to work. I thought it was the "their whistling while they sailed" just throwing off my concentration. I thought about it on Saturday night, asking myself "What are they doing that I am not doing." Was it their whistling? By my 5th drink in a pub that night I concluded that their advantage was their patience, relaxation, and total enjoyment of sailing. On the contrary, I was focused on winning, a good thing but perhaps too nerve-racking.

Okay, so I went to sleep that night thinking I named every Sunfish I have had "Patience" partly after the Guns and Roses song and partly because of my lack of Patience (to always remind me that Patience is a prevailing quality). Saturday this was forgotten but I promised myself that Sunday it would not be.

Sunday arrived. By 9:30 Paul and I had already completed a days worth of work. Rushing around gathering the circuit paperwork, shopping for circuit snacks and refreshments, and an off the path trip to Tackle Shack to pick up a sail to be delivered to Sarasota. No bother, "patience, patience, patience," I kept repeating to myself. We arrived in Sarasota (first as usual but always last to pack-up and leave). The gate was locked. We tried every combination to no avail. Okay, 15 minutes later, we walked the beach to the clubhouse to find out the combination. We are in! Where is everyone? It is close to 11 am, quite cool and windy---- will anyone show up? No worry, patience, patience, patience! By 11:30, sailors start to arrive. Here comes Carol, Erik, Charlie and the Blouin-mobile. Is it Conner, Papa Joe or both? Could this be the day of the Blouin-playoff? No, its only Papa-Joe.

By 12:30 we gathered for a skippers' meeting. All sailors arrived and the race committee was ready to go. We planned on a 1:30 start just past the moored boats. No sailing over the sand bar to the start line, just a quick sail out to the causeway bridge.

On the beach I was thinking should I jens, where should my gooseneck be, how many layers of clothes should I wear, etc. A little voice filled my head and said, "don't over think it, just go out and have fun!" So, off I went without another thought, other than to be patient and have fun.

The winds started at 12-15mph with an overcast of clouds. As the afternoon progressed the winds dropped to 10 then 6-8mph and as the sun started to break through it warmed up to mid 70 degrees.

First race it was Paul Strauley all the way in A fleet. I over-stood the windward mark by a long shot on port tack, thinking this is definitely not a good thing. With a lot of ground to cover on the 2 reaches that lay ahead, I tried to whistle but I can't so I hummed the song "Patience" by GNR and was determined to just enjoy the moment. To my surprise I started to pass sailors on the reach. Patience is a virtue! Catching and passing Papa-Joe working my way to Charlie Clifton on the long windward leg I sailed, only to be squeezed out by Papa-Joe at the continued on page 24

Windward Leg - 2003 No. 2

2002 Great Pumpkin Regatta
Johnson Slough, Hinsdale, IL
Oct. 26, 2002

1 Fritz Hanselman, Libertyville, IL 4-1-5-3-1-1 10 M
2 Rich Chapman, Libertyville, IL 2-3-4-1-2-2 (d) 12 M
3 Don Bergman, Holland, MI 5-4-4-12-4-3 17 M
4 Bill Nelson, Prospect Heights IL 3-13-3-4-11-2 23 M
5 Dave Haufe, Golfview Hills, IL 7-2-10-13-3-3 31 M
6 Gail Turluck, Chicago, IL 1-7-15-14-6-8 33 M,F
7 John Huebner, Chicago, IL 6-5-11-10-5-7 33 S
8 Erik Hanselman, Libertyville, IL 8-10-6-9-3-3 36 J
9 Tom Katterheinrich, New Kn.OH 9-8-7-6-7-14 37 M
10 David Michals, Libertyville, IL 12-9-8-14-6 40 S
11 Bill Bergman, Brookfield, IL 16-11-2-7-10-6 46 S
12 David Anderson, Golfview Hills, IL 14-12-9-8-12-5 46 M
13 Leland Brode, Lake Bluff, IL 10-14-13-2-13-9 47 S,F
14 Jill Feldman, Highland Park, IL 13-12-14-15-10-5 55 S,F
15 Skip Heidler, Hinsdale, IL 11-16-11-2-13 61 S
16 Woody Heidler, Hinsdale, IL 15-15-16-16-17-117 63 S,F
17 Doug Warren, Lake Bluff, IL 17-17-17-17-16-13 80 M

Looks like the Slough sailors are enjoying that Rum sauce...
WFSC continued

finish. In the B fleet, Dottie Schell led the first race, followed by Mike Mierswa Sr in second and Fran Mericle in third.

The second race began with Charlie, and Joe reaching the first mark ahead of the fleet. Once again, I over-stood the windward mark on port only to tack too close and foul Rita Steele as I tried to edge into the windward mark. Around and around I performed a 720. Dizzy as I was, I settled into my position at the end of the fleet. It took everything in me not to slam around on my boat or beat my boat with my hiking stick in frustration but instead I kept repeating just have fun, patience, patience, patience. To my amazement, by the time I reached the finish I had whistled my way just past Charlie to third just behind Joe (1st) and Paul (2nd). Dottie once again led the B fleet, followed by Fran in second and Mike in third.

In the third race, my patience took a c*%# (*). Joe once again placed first, followed by Charlie and Rita. B fleet was led by Mike Mierswa, then Fran and Dottie.

We all reached shore just in time to hear the Tampa Bay Buccaneers win another game. All enjoyed snacks and refreshments. The rain held off until we were ready to pull out for our trip back to Clearwater. All in all this was one of the most enjoyable days sailing that I have had in a long time. There definitely is something to be said for trying to relax and enjoy the moment. Win or lose, Patience is a virtue!

No Sweat Regatta
Portage YC, Pinckney, MI
Sept. 28-29, 2002

Wind 0-5 mph
1 Ray Steely, Maumee, OH (2)-1-1-2-1-2-2(6) 18
2 Stu Petritti, Grove Pointe, MI 1-5-3-5-2-2(6) 18
3 Carole Moody, Pinckney, MI 6-3(12)-3-3-7-1 23
4 Tyler Cathy, Pinckney, MI 5(6)-5-1-6-4-4 25
5 Tom Katterheinrich, OH (8)-5-2-7-7-3 30
6 Michael Ehnis, Dexter, MI 12-4-8-4-6-7 37
7 Glenn Gorman, Waterf., MI 9-12(7)-17-5-5 42
8 Charles Aldey, Chelsea, MI 13-10-6-9-4-8-8 45
9 Steve Craft, Washington, MI 7-7-9-8-9-16-16 56
10 Bruce Hubel, Davisonburg, MI 3-2-4-13-16-16-16 57
11 Joe Smyk, Pinkney, MI 4-9-10-6-16-16-16 61
12 Michelle Bloomer, Birmingham, MI 11-15-16-12-10-9-9-6 66
13 Michael Nieni, Ann A. 10-11-11-16-16-16-16 74
14 Gerald Brauer, MI 14-14-13-16-16-16-16 86
15 Peter Every, Livonia, MI 15-13-14-16-16-16-16 90

Wind 5-10 mph
1 Peter Shumaker, Gt. Pointe, MI 2-3-1-4-8 18
2 Ron McHenry, Cortland, OH 8-1-7-2-1 19
3 Mike Scrive, Waterford, MI 7-5-2-3-2 19
4 Fritz Hanelman, Libertyville, IL 3-2-5-5-4 19
5 Shapoor Gudt, Hawth. Wds, IL 1-12-4-1-5 23
6 Leland Brode, Lake Bluff, IL 5-4-6-11-3 29
7 Gail Turluck, Chelsea, MI 9-6-3-9 35
8 Eric Hanelman, Libertyville, IL 14-10-10-6-6 46
9 Jim Irwin, Highland Park, IL 10-8-9-9-11 47
10 Tom Katterheinrich, Nw. Kn,OH 4-14-14-10-14 49
11 Bruce Hubel, Davisonburg, MI 6-9-12-2-7 56
12 Glenn Gorman, Waterford, MI 12-15-8-14-14 63
13 Steve Kraft, Washington, MI 16-11-12-12 67
14 Peter Buckley, Cincinnati, OH 18-7-13-18-16 72
15 Neal Turluck, Chelsea, MI 11-16-15-16-15 73
16 Ted Penalla, Lakeside, OH 17-18-17-13 73
17 Steve Bossert, Hamilton, OH 15-20-17-15-17 84
19 Jorie Hanelman, Libertyville, IL 19-17-22-17-18 93
20 Sherry Wallace, Wawasee, IN 20-19-19-22-100

No Sweat for Steely
The sailing conditions were very tough as the wind came from every direction in every race due to a high pressure area on top of us on Saturday. The clubhouse is really nice and the restaurant had excellent food. Sunday it was raining when we left the dock, but the sun came out at the 5 min. gun. Ray Steely was sailing fantastic all weekend. Tom Katterheinrich

Shumaker Wins Devil's Lake
A crisp Saturday morning greeted the Sunfish faithful for this long standing regatta. The racing was very close and a great Saturday dinner was enjoyed by all. This regatta has been held since the mid 1960's. See you there this fall. Tom Katterheinrich

Devils Lake Sunfish Regatta
Manitou Beach, MI
Sept. 14-15, 2002

Wind 0-5 mph
1 Ray Steely, Maumee, OH (2)-1-1-2-1-2-2(6) 18
2 Stu Petritti, Grove Pointe, MI 1-5-3-5-2-2(6) 18
3 Carole Moody, Pinckney, MI 6-3(12)-3-3-7-1 23
4 Tyler Cathy, Pinckney, MI 5(6)-5-1-6-4-4 25
5 Tom Katterheinrich, OH (8)-5-2-7-7-3 30
6 Michael Ehnis, Dexter, MI 12-4-8-4-6-7 37
7 Glenn Gorman, Waterf., MI 9-12(7)-17-5-5 42
8 Charles Aldey, Chelsea, MI 13-10-6-9-4-8-8 45
9 Steve Craft, Washington, MI 7-7-9-8-9-16-16 56
10 Bruce Hubel, Davisonburg, MI 3-2-4-13-16-16-16 57
11 Joe Smyk, Pinkney, MI 4-9-10-6-16-16-16 61
12 Michelle Bloomer, Birmingham, MI 11-15-16-12-10-9-9-6 66
13 Michael Nieni, Ann A. 10-11-11-16-16-16-16 74
14 Gerald Brauer, MI 14-14-13-16-16-16-16 86
15 Peter Every, Livonia, MI 15-13-14-16-16-16-16 90

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Masters Photos, top left: One of the starts; above, Jean Bergman and left, RC Chairman Dick Prentiss of Upper Keys Sailing Club proclaims "It's a Sunfish Regatta!"

Above: New York Women's Regional Championship Winners, from left, Katie Koehler, 3rd; Megan Keating, 2nd; Trish Kurkiewicz, 1st. The regatta was Sept. 14, 2002 at Wet Pants Sailing Assoc., Sayville, LI.

Left, Ursula Olson heads downwind at the Florida State Women's Sunfish Championship held at the Sarasota Sailing Squadron in May 2003. Ursula won the Regatta.

Far left, strong winds in the five race Women's Regatta at Sarasota.

Photos Paul Strauley.
Story next issue.