Lawrence Maher Wins the 23rd Sunfish North American Championship

Sunfish North American competitors, one and all.

Reported by John Focke

The 23rd Sunfish North American Championship was held at the Houston Yacht Club in conjunction with the HYC Solo National Championship, June 24-29. One hundred and two sailors participated in the 6-day event sailed on upper Galveston Bay in light to moderate winds.

Racing began on Sunday with the Solo National Championship. The 2-race event served as a tune-up series for visiting sailors to learn more about local conditions on the bay. Following racing the sailors relaxed to the sounds of a Jamaican steel drum band, and enjoyed dinner on the lawn and time to renew friendships and meet new sailors.

The Junior Championship and Senior Qualification Series began the next day with 32 juniors competing in the 6-race series. The trophy presentation was attended by all the racers to express their support and appreciation for the excellent sailing in this growing junior division of the Sunfish fleet. The top five juniors (Willie Salminen, 1984 Junior Champion; Will Martin, 2nd; John Focke, 3rd; Matt Romberg, 4th; and John Townsend, 5th) moved up to the senior fleet for the Championship Series.

The Founders Cup, a consolation series for those who didn't qualify for the Championship Series, began on Wednesday with 42 sailors competing in light to moderate winds. The HYC Ragnots dominated the series with Tim Sparks, 15, winning the series in the last race on Friday, followed closely by Marcus Maher in second place, and Mindy Maher finishing in third place.

Ragnots Mitch Brindley and Thatcher Focke, finishing 7th and 8th respectively, brought the total to 5 Ragnot Juniors finishing in the top 10 in the Founders Cup, which delighted the host club members. Marylinda Ramos from New York and Elizabeth Cosby (HYC) were two of the top women competitors, while Mike Refakis from Corpus Christi Yacht Club and Derrick Johnson from Lakewood Yacht Club were two of the Continued on page 2
Lawrence Maher Wins

Continued from page 1

most tenacious and aggressive young sailors competing for the first time in a national regatta.

On Wednesday, 58 boats lined up to start the Championship Series including three prior champions — Derrick Fries, Joel Furman, and Leonard Ruby.

In the first day of racing, Derrick again demonstrated his uncanny abilities to sail through the fleet in moderate to light conditions, while Lawrence Maher and Chris Lowrie challenged Derrick with first place finishes in the second and third races, respectively.

The fifth race of the series held on Thursday developed into one of the most exciting for the HYC spectator fleet as Ragnot Greg Plunkett established an early lead. While Derrick worked his way up through the fleet to challenge Gregg on the last weather leg to a tacking duel and photo finish with Gregg just two boat lengths behind the '83 champion at the finish gun. Kelly Williams, HYC, and Malcomb Jones, Seabrook Sailing Club, sailed to first and second place finishes on Thursday in excellent sailing conditions.

Going into the third and final day of the Championship Series, a tense, expectant air prevailed in the top of the fleet. Lawrence Maher and Derrick Fries were tied for first place on points with Lawrence in the top position on the tie-breaker, while Clark Thompson, a former HYC Ragnot, and Gregg Rearden were tied for third with Clark ahead on the tie-breaker.

Friday morning brought thunder storms, lightning, and light to no air, while the fleet had lunch and discussed the coming races. In early afternoon the seabreeze filled in from the southeast. However, the first race of the afternoon was abandoned after a 50-degree wind shift.

As the 5-10 knot breeze settled in from the southeast the 7th race was begun with a near perfect start. Lawrence established an early lead on the first weather leg and defended his position to the finish with Derrick finishing eighth.

The eighth and final race was begun late in the afternoon as the spectator fleet gathered at the weather mark for what promised to be the most exciting race of the series.

The final race was begun with another near perfect start. Derrick Fries established an early lead followed closely by Lawrence Maher, Tom Donahue, and Clark Thompson. The lead never changed in the ensuing tacking duels. Derrick finished with a clear lead but without enough points to beat Lawrence Maher. Greg Rearden and Clark Thompson remained tied on points after eight races with Clark ahead on the tie-breaker.

In addition to these very fine sailors at the top of the fleet, the first year senior sailors who turned sixteen this year fared well in the senior division. Lars Guck, '83 Junior Champion, finish 7th overall while Greg Plunkett finished 15th.
And the winners are (l to r): Greg Reardon, Clark Thompson, Kelly Williams, Lars Guck, Todd Gay, winner Lawrence Maher (seated), Ken Krawchek, Derrick Fries, and Tom Donahue. Photo by Lee Parks

Derrick Fries demonstrates the Jens Hookanson rig for a group of sailors at the Sunfish North Americans in Houston. Photo by Lee Parks

Lawrence Maher Wins Continued from page 2

The five juniors racing in the senior division clearly showed they had the tactical skills and the competitive drive for big fleet racing with Matt Romberg, Austin Yacht Club in 30th; Will Salminen, in 33rd; John Focke, Jr. in 42nd; and John Townsend in 46th. All of these young sailors competing in the Junior Championship, the Founders Cup and the Senior Championship are the future champions of the Sunfish fleet and hold promise for years of highly competitive racing.

The HYC Women’s Sailing Association hosted a cocktail party for the women sailors, wives, and guests and provided free soft drinks on the water to all sailors after every race to help the tired sailors combat the combined effects of the Texas sun and the Gulf Coast humidity.

Other highlights of the championship regatta included an excellent junior seminar by Derrick Fries on heavy weather Sunfish rigging, and local television coverage on the water. The competitors had the benefit of instant and accurate race results each evening thanks to the marvelous computer scoring system developed for the championship regatta by HYC member, Bill Thogersen.

The final awards banquet was well attended by the racers and their friends and family members. The regatta brought together many old friendships and spawned many new friendships and created a strong and lasting bond between the Houston Yacht Club and this marvelous fleet of racers. John Focke was regatta chairman for this unforgettable Sunfish North Americans. He is also a key promoter of the HYC Ragnot junior program.

1985 Sunfish NAC

A date has been set for the 1985 Sunfish North American championship to be held in Brant Beach, NJ. July 27 through August 2 has been set aside, so mark it on your calendars. Regatta organizers please bear this date in mind when choosing your regatta dates for next year.

Channel 13 covered the event, and interviewing the fleet on the water. Photo by Dave Caverley

A Sunfish business meeting... Photo by Lee Parks

Lars Guck models the latest (and coolest) of Houston fashion. Photo by Lee Parks
**JUNIOR CHAMPIONSHIP DIVISION**

31 Boats

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**FOUNDER'S CUP DIVISION**

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Chris Lowrie, Don Bergman and Lars Guck talking strategy . . .

Photo by Lee Parks

Kelly Williams (60065) and Lawrence Maher (51722) viaing for first.

Photo by Dave Caverley

Founder's Cup Champions (l to r): Marylinda Ramos, Thatcher Focke, Al Barsa, McDavid Stilwell, Marcus Maher, Tim Sparks, Mindy Maher, Peter MacGovern and Bill Salminen.

Photo by Lee Parks

Derrick . . . Where is the rest of the fleet?

Photo by Dave Caverley
Winning In One-Designs

Sailing entrepreneur, Dave Perry, who has written a column in Yacht Racing & Cruising Magazine for many years, has finally combined his works into a book. Winning in One-Designs includes the best of his past articles. In the first of a continuing series, Dave shares a chapter with us entitled 'The "If Only" Blues.'

"If a frog had wings, it wouldn't spend all its time hopping around on the ground."
—Overheard at a party of Tufts sailors

"How many times have you been struck down by the "if only" blues? You shoot the finish line to miss winning by a boat-length; you wind up a series in fourth, but only a narrow three points out of first; you tie for third overall in your district, where three teams go to the nationals and you lose on a tie-breaker. All of a sudden, the blues hit you—first in the stomach with that sort of sickening feeling you get when the finish line to miss winning by a boat-length; you wind up a series in fourth, but only a narrow three points out of first; you tie for third overall in your district, where three teams go to the nationals and you lose on a tie-breaker. All of a sudden, the blues hit you—first in the stomach with that sort of sickening feeling you get when the finish line to miss winning by a boat-length; you wind up a series in fourth, but only a narrow three points out of first; you tie for third overall in your district, where three teams go to the nationals and you lose on a tie-breaker. All of a sudden, the blues hit you—first in the stomach with that sort of sickening feeling you get when the finish line to miss winning by a boat-length; you wind up a series in fourth, but only a narrow three points out of first; you tie for third overall in your district, where three teams go to the nationals and you lose on a tie-breaker. All of a sudden, the blues hit you—first in the stomach with that sort of sickening feeling you get when the finish line to miss winning by a boat-length; you wind up a series in fourth, but only a narrow three points out of first; you tie for third overall in your district, where three teams go to the nationals and you lose on a tie-breaker. All of a sudden, the blues hit you—first in the stomach with that sort of sickening feeling you get when"

"If a frog had wings, it wouldn't spend all its time hopping around on the ground."
—Overheard at a party of Tufts sailors

"As for myself, I could fill a songbook of blues from my past. "If only we had sailed our own last beat, rather than trying to cover three boats in the last race of the Olympic Trials, we could have qualified for Kiel Week . . . . If I hadn't gone for the leeward end line boat, I wouldn't have capsized rerounding it . . . . If we hadn't measured in just our heavy air sails at the Soling Worlds, we would have done much better."

"Even worse are the pure and simple mistakes that could have been easily avoided with a little more care and forethought. For instance: "If I hadn't uncleeted the jib by mistake at the start of the last race of the Lightning Southern Circuit, we would have won in Miami . . . . If I hadn't capsized twice at the Pan American Trials, I could have qualified for the U.S. Team . . . . If only my traveler line hadn't broken at the Laser Worlds, I wouldn't have had to stop halfway through the race to fix it." Nothing will haunt you more than thinking you could have done better if only you had done something different. But when it's all said and done, the only thing that goes into the history books is the final score. So, knowing how miserable it can feel, I'd like to propose some cures to ridding yourself of the "if only" blues.

"It's true that sailboat races are lost, not won, and that the competitors who make the fewest mistakes will wind up on top. But you can't just keep on racing year after year and expect the mistakes to go away on their own. The game is too complex, and improving at it just doesn't come that easily. And I see so many people who love racing and have invested tremendous amounts of money, time, and energy in the sport, making the same mistakes over and over. If racing well means something to you, be smart and do it right. Don't be passive about your learning—get psyched and attack it actively."

"The most costly trouble on the race course can be traced to one of seven big bummer's:

- being over the starting line early
- being caught in the fourth row at the start, when the fleet is only two rows deep
- overstanding the windward mark
- hitting a mark
- fouling another boat
- capsizing
- having something on your boat break"

"As we've all heard so much about these devil's traps on the course, it's easy to take them for granted and not think about them. But at least one of these seven will always lie behind a DNF, DSQ, or an unnecessary fifteenth on the scorecard. However, all of these are things over which we have total control. At the root of 99 percent of our mistakes are carelessness and greed. So, next time you race, concentrate hard on not being careless or greedy and you'll carry an inward smile from ear to ear as you watch some other guy trying to reround the jibe mark with his spinnaker still up."

"Once you've eliminated these completely from your repertoire of ways to lose the race, there is a longer list of slightly smaller bummers (although bummers, nonetheless) waiting for you along the race course. They include:

- not knowing the course (especially when leading the race)

Continued on page 26

SALES • RENTALS • PARTS • ACCESSORIES • REPAIRS

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<td>Fits Sunfish, Phantom, Force 5 &amp; Laser</td>
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<tr>
<td>It floats</td>
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Needle Loft
180 West Main Street • Clinton, CT 06413 • 203/669-8085

Price List

Sunfish # S 162 $135.00
Force 5 # F 164 $155.00

Parts — Shipped Anywhere
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New Sunfish Organization

After 30 years, the SUNFISH has joined the ranks of an elite number of sailboats with official International Status. The SUNFISH—225,000 strong, boasting over 500 fleets worldwide—now comes under the canopy of the INTERNATIONAL SUNFISH CLASS ASSOCIATION.

ISCA Members enjoy:

- Life-time boat registration with the class, including sail numbers
- This Annual Regatta Schedule bursting with events
- The quarterly newsletter, WINDWARD LEG, packed with Sunfish tidbits on how to get the most enjoyment from your Sunfish and, of course, the latest regatta results
- The official Class Constitution and Bylaws, including the Class Measurement Rules
- And much more!

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For more information write or call:

INTERNATIONAL SUNFISH CLASS ASSOCIATION
P.O. Box 1345
Waterbury, CT 06725 USA
(203) 756-7091

Whether you race, or are thinking about it, or just enjoy your Sunfish for a lazy afternoon sail, your support of the ISCA will be of benefit to you and the thousands of other one-design sailors.

Make a contribution to the sport of one-design sailing. Join the INTERNATIONAL SUNFISH CLASS today!

---

New Regatta Requirement

Now that the Sunfish is an official International Class, some new rules will take effect. The rule that will affect most sailors is the requirement that all competitors in sanctioned Sunfish events must be current members of the ISCA. Sanctioned events include the World, North American, and all Regional Championships. Regatta organizers for these events have been instructed to require proof of membership, so don't forget to bring your current Charter Membership Card to each major Sunfish event that you attend. Sailors who cannot produce a current card will be asked to join ISCA before they go out to the first race. To save time, simply fill out the form below and send it with a check to the ISCA office. You will receive all your membership material within a couple of weeks.

International Sunfish Class Association Registration and Membership Form

First Name ___________________________ M.I. ___________________________ Last Name ___________________________
Address ___________________________ ___________________________ ___________________________
City ___________________________ State ___________________________ Zip or Postal Code ___________________________
Country ___________________________
Home Phone ___________________________ Business Phone ___________________________ Extension ___________________________
Sunfish Fleet No. ___________________________ Location ___________________________
Date Sunfish Purchased: ______/____/____  Hull No. __________ A __________ M __________ F __________ M __________
Do you plan to sail outside your local fleet? Y or N ___________________________

☐ I'm a new owner. Please register my Sunfish and enter my membership in the ISCA. Fee: $20.00 ☐ I'm already registered. Please renew my membership in the ISCA. Dues: $10.00/year
Indicate sail number below. $5.00 per set. My sail number is: ___________________________

☐ I need replacement sail numbers. $5.00 per set. Indicate sail number below. ___________________________

Amount Enclosed $ ___________________________

Return to:
INTERNATIONAL SUNFISH CLASS ASSOCIATION
P.O. Box 1345
Waterbury, CT 06725 USA

Make check or money order payable to ISCA. (U.S. Dollars).
USSCA Meeting Summary

The United States Sunfish Class Association met in Houston on June 28th. The topics discussed are summarized below.

1. Todd Gay of Springfield, IL was elected the new Midwest Regional Representative. (Charlie Berry has moved to California.)
2. Will White's proposed rule change on daggerboards (see WINDWARD LEG issue #17) was discussed and the USSCA came to the same conclusions that the World Council did: that the change was good, in spirit, but a clearer definition of a new daggerboard was needed. The Advisory Council has been assigned to that task.
3. USSCA World Qualification was discussed. As of 1986, the Super Sunfish Champion will no longer qualify for the Worlds. Instead, another Sunfish qualifier will be taken from the Sunfish North Americans.

Don Bergman's chronological qualification system was approved. For definition: once a sailor qualifies for the Worlds at a sanctioned regatta, he can no longer qualify at any subsequent regattas for that World Championship, regardless of his finish. Only the top ten at a Regional or Midwinter Championship are eligible to qualify. If it becomes necessary to go beyond tenth place, qualifiers will be taken from the North American Championship. This rule will be included in the next Class Notice and go into effect for the 1986 Worlds.

4. John Focke, Southwest Regional Rep., explained the benefits of the ISCA becoming a non-profit corporation and attaining tax exempt status. The members agreed that this was the way to go. A committee is being appointed to pursue this.
5. In order to build a financial base for the World Council, President, David Frith (Bermuda), proposed a system of Class sanctioned events. Each sanctioned regatta would be required to pay a fee ($1 to $2 per entrant) to the Class. This met with the approval of the members. With Al-cort's approval, this will go into effect for the 1985 season.

Add Some Fun To Your Regatta

Want to add a little excitement to your regatta? Rent a video camera! Mike Mullenberg of Mainsail in Omaha, NE tells us that anyone can rent the necessary equipment to video tape and play back your regatta action. Not only can you entertain the competitors while you finish scoring, but the video camera can be a useful tool for the race committee as well, especially on the starting line. Video-taped action combined with colorful race commentary will brighten up any regatta!

Sunfish World Council Meeting

The first World Council meeting was held on June 12th in Kingston, Ontario during the World Championship. Six members attended representing 5 Sunfish nations. Here is a summary of the major events:

1. The first World Council officers were elected. Congratulations to: Ernie Kervel (Aruba), World Council President; James Stewart (Bermuda), World Council Vice President; Lee Parks, Executive Secretary and Chief Measurer.
2. Proposed rule changes were voted on. Will White's proposal to standardize daggerboards was approved in spirit. The Advisory Council has been asked to define a new Sunfish daggerboard for the Class.
3. The present World qualification system was discussed. A general tightening up of the rules as listed in the Class Notice will take place. Entries will qualify in a country according to their citizenship as in the Olympics. Passports or birth certificates will be sufficient proof of citizenship.

A pre-World qualifying regatta met with the group's approval. The regatta would be held just ahead of the Worlds to help fill the available spots at the Championship.

The next World Council meeting will be scheduled in conjunction with the next World Championship.
Andy Pimental Wins 15th Sunfish Worlds

Sunfish frostbiter, Andy Pimental of Las Vegas, Nevada, handled the 15th Sunfish World Championship held in Kingston, Ontario, June 10-16. With 3 firsts in 8 races and an overall score of 39.25, Pimental topped his closest competitor by more than 20 points. Great Britain representative, Mark May who resides in Os¬sining, New York was second with 60 points. One point behind May, in third place was the 1982 North American Sunfish Champion, Leonard Ruby of S. Brook¬line, Massachusetts.

Rounding out the top five were Jeroen Mustert of Curacao with 64 points in fourth and Don Brennan of Mobile, Alabama with 65.5 points in fifth.

Nine countries were represented at the 15th annual competition. Kingston, Ontario site of the 1976 Olympic sailing events, was an appropriate setting for the premiere regatta of the Sunfish Class in its first year as a recognized International Class. Kingston Sailing Services was the chief organizer of the event. Ross Cam¬eron provided superb race management while Bud Gormley managed the shore activities.

Eighty degree days and 50°F water set up perfect conditions for the regatta. The Lake Ontario winds kept the competitors guessing for the entire week and the traditional “go left in Kingston” did not pay off for the first half of the 8-race, one throw¬out series held in shifty 8-10 knot winds. In fact, the reliable thermal did not arrive in Kingston until the final race when sail¬ors finally enjoyed a nice 18 to 20 southwesterly, the strongest winds of the week. Full Olympic courses approximately 8 miles in length were the stand¬ard, taking anywhere from 50 minutes to 2 hours to complete. The rigorous 4-day, 3-race-a-day schedule was enough to tire most competitors. Waidron Towers and Kingston Yacht Club provided a relaxing atmosphere after racing as did many of the numerous pubs and restaurants in downtown Kingston. A great time was had by all!!

Fourty-two sailors from 9 countries gathered in Kingston, Ontario last June for the 15th Sunfish World Championship.

Photos by Lee Parks

The west coast “dynamic duo” of the Sunfish Worlds, Charlie and Cindy Clifton.
Andre Christiaan of Aruba concentrates on a crucial tiller adjustment.

Andy Pimental (1549), a custom sailboard builder from Newport, Rhode Island used conservative consistency to win the World Championship. Andy perfects his Sunfish skills in the icy waters off of Barrington, RI during the Barrington Frostbite Series.

Steve Barnes, a transplanted Canadian from Boston, finished a miraculous 37-2-28-3 combination in the first four races to win the inconsistency award.

Collegiate sailor, Nancy Haberland of Northbrook, Illinois arrived at the last minute, rigged her boat in less than an hour and sailed to an amazing 14th in the first race. Nancy was the top women finisher at the Worlds, finishing 22nd overall.

The search is on for qualified sites to hold the Sunfish World Championships. At press time, the 1985 Worlds site, Lima, Peru, was in jeopardy. With guerrilla bombings nearby and a presidential election slated for April 14, 1985, the probability of having the Worlds in that country is very slim.

The Sunfish Class is reaching out to all its members who might know the perfect spot for the next World Championship. Please send qualified bids to:

INTERNATIONAL SUNFISH CLASS ASSOCIATION
P.O. Box 1345
Waterbury, CT 06725
or call Lee Parks at (203) 756-7091.

Mickey Berkeley has trouble trying to do two things at once: righting his boat and pulling up his "drawers".

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Sunfish $29.95 ___________________
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Zip ____________________________

Money back if not satisfied. Free information upon request. Price includes UPS shipping. Check or Money Order. N.J. residents add 6% tax. Subject to change without notice.
Martinborough Makes it Three in a Row in Bermuda

Sunfish World Champion, Donnie Martinborough of Nassau, made it three straight by winning the Sunfish competition in Bermuda International Race Week, held April 29 - May 5. The Bahamian's finishes of 1-1-2-1-(3)-1, totaling 5 points, was less than half the total points of his nearest competitor. Alan Scharfe placed second behind Martinborough with 10.75 points. Rusty after a long winter lay-off, Scharfe gradually found boat speed equal to Martinborough's, but not until it was too late. In the crucial fourth race, Martinborough and Scharfe battled around the entire 6-mile, full Olympic course, overlapped at each mark with the lead changing no less than 5 times. Scharfe was heard to say "It was the most challenging race of my life." Martinborough took line honors by less than a boat length, and the rest of the series was history.

A three-way battle for third went down to the final race. Malcolm Smith, Don Bergman and Leonard Ruby each had a shot. RC Chairman Sam Wharton lengthened the full Olympic course in the 15 knot SW breeze for one last exciting race. Ruby had an unfortunate accident, breaking his mast before the race really got started. Smith nailed the start and followed Martinborough around the course to a second place finish, while Bergman was back in the pack, finishing seventh. Smith finished third overall with 20.75 points, Bergman fourth with 22 points and Ruby was fifth with 24 points. The first female finished sixth; Leslie Weatherly from Gulfport, Mississippi, with 31 total points.

Six countries were represented in the Sunfish Class out of the 24 competitors in Race Week. Bermuda Sunfish Association President, David Frith was the regatta chairman for this year's Bermuda Race Week. Many of the social activities culminated at the Harrington Sound Sailing and Gliding Club, headquarters for the Sunfish Class during Race Week. Jimbo Stewart and wife Jill, were hosts for the Class party held at their beautiful home overlooking Harrington Sound, where Class members were entertained by Scottish bagpipers and sword dancers.

Bermuda International Race Week is held under the auspices of the Royal Bermuda Yacht Club in Hamilton. Other classes competing this year included J/24s, E22s, Snipes, Cornets and Tornados. A great time was had by all!

We all look forward to next year's International Race Week scheduled for April 28 through May 4, 1985.

LONG DISTANCE RACE - 13 Entries
(17 miles around St. George's Island)
1. Leonard Ruby
2. Don Bergman
3. Charlie Berry
4. Donnie Martinborough

COLUMBUS SHIELD - 12 Entries
(U.S. vs. The Islands Singlehanded Championship)
1. Donnie Martinborough
2. Leonard Ruby
3. Don Bergman
4. Mike Oatley
5. Alex Roose
6. Mike Qualls
7. Kim Verdon
8. Les Requa
9. Albert Fell
10. Jack Faircloth
11. Jim Seagard
12. Pat Moon
13. Bill Johnson
14. Alan Scharfe
15. Bert Gierlinger
16. Michael Oatley
17. Edd Hawkins
18. Eric Erickson
19. Steve Collins
20. Bill Anderson
21. Jill Hillier
22. James Requa
23. Ann Hamaker
24. Lee Parks

Sunfish racers in this year's International Bermuda Race Week represented 6 different countries. The overall winner, Donnie Martinborough, is seated in the front, left.
Leslie Weatherly Takes Her 4th Sunfish Women’s Title

Leslie Weatherly of Gulfport, Mississippi made it four in a row by defending her Women’s Sunfish North American Championship title this past weekend. The event was held at the Beverly Yacht Club in Marion, Massachusetts in conjunction with the Buzzard’s Bay Regatta. Seventeen top sailors from the south, midwest and New England competed in the Championship, including two former title holders and the U.S. Women’s Doublehanded Champion.

Weatherly dominated the series by winning three of the seven races but she was not without mistakes . . . passing by the finish line in the 6th race and eventually finishing 14th in that race. Leslie’s scores of 1-3-1-3-1-14-2 for 12.25 total points under the low point scoring system, were enough to clinch the title. Nancy Haberland, a collegiate sailor from Northbrook, Illinois finished second overall with a very consistent series of races totaling 17 points. Pease Herndon, the current U.S. Women’s Doublehanded Champion was third with 20.75 points. Meredith Adams of Newport, Rhode Island, successful Snipe sailor, was fourth with 24.75 points. Tied for fifth was former Women’s Sunfish Champion, Jean Bergman of Winnetka, Illinois and Lee Parks of Woodbury, Connecticut each with 31 total points.

The first day of racing was curtailed after only two races when thunderstorms moved into Buzzard’s Bay, surrounding the five racing circles with lightning. Everyone from the twelve one-design classes and numerous offshore racing/cruising classes cautiously made their way back into Sippican Harbor without incident.

Saturday brought heavy “pea soup” fog to Marion. At the sound of the harbor gun, boats ventured out to their respective racing areas guided only by compasses and the race committee sound signals. The fog lifted by noon enabling the race committees to get in three races in moderate southwest winds. Sunday was a carbon copy of Saturday. Two races were sailed on the Sunfish course enabling sailors to get in early.

Bob Fontaine of Low Tide Yacht Club headed the race committee for the blue circle (Sunfish Women and Sunfish Open Class). The race committee “surprise” for the last race was a modified Olympic course with a two mile windward leg and 1½ mile reaches! Sailed in 17 knots of wind, this was an endurance race, but the real challenge was finding the 2½ foot marks in the 3 foot sea swells!

A jury headed by Rob MacArthur a Senior USYRU Certified Judge from Boston, kept the sailors honest throughout the weekend. Protests were minimal for this competitive group of women. Barbara Farquhar who was regatta chairperson for the Sunfish events, a certified judge herself, also served on the jury.

Beverly Yacht Club, set in the quaint Cape Cod town of Marion, provided a perfect setting for this seventh annual Women’s event. Next year’s Women’s North Americans will be hosted by the Winnetka Yacht Club on Lake Michigan, just north of Chicago. Leslie Weatherly promised to defend her title once again.

7th WOMEN’S SUNFISH NORTH AMERICAN CHAMPIONSHIP
Beverly Yacht Club, Marion, MA
August 3-5, 1984

<table>
<thead>
<tr>
<th>Finish</th>
<th>Total Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Leslie Weatherly (Gulfport, MS)</td>
<td>15-13-1-4-2</td>
</tr>
<tr>
<td>2. Nancy Haberland (Northbrook, IL)</td>
<td>12-3-4-3-4</td>
</tr>
<tr>
<td>3. Pease Herndon (Marblehead, MA)</td>
<td>4-3-6-7-13</td>
</tr>
<tr>
<td>4. Meredith Adams (Newport, RI)</td>
<td>8-12-7-1-4-1</td>
</tr>
<tr>
<td>5. Jean Bergman (Hubbard Woods, IL)</td>
<td>9-3-7-2-7-7</td>
</tr>
<tr>
<td>6. Lee Parks (Woodbury, CT)</td>
<td>6-7-3-6-5-6</td>
</tr>
<tr>
<td>7. Gwen Scott (Natick, MA)</td>
<td>2-10-9(1)</td>
</tr>
<tr>
<td>8. Joan McVicker (Wayland, MA)</td>
<td>7-10-6-5-8-6</td>
</tr>
<tr>
<td>9. Lois Blodgett (Boca Raton, FL)</td>
<td>5-11-12-8-9-2</td>
</tr>
<tr>
<td>10. Katie Clinton (Hingham, MA)</td>
<td>3-8-4-12(15)-8-12</td>
</tr>
</tbody>
</table>

Mass confusion at the launch site of the Buzzard’s Bay Regatta, where 45 Sunfish, 45 Lasers, 55 J24s, and numerous Widows, Beetle Cams, Bulleyes and others all headed out at the same time.

Photo by Don Stucke
INTER-CLASS SOLOS

by Leeds Mitchell

BARRINGTON, RI — In foul weather which fully measured the dedication and endurance of 10 champion sailors, the 13th annual North American Inter-Class Solo Championship was held in Narragansett Bay and hosted by the Barrington YC. Brodie Cobb, an accomplished Laser sailor from New Orleans, La., won the three-boat, 13-race event.

Planned as a three-day regatta using one of three different boats each day, the series was actually finished on the fourth day due to a layday granted because of cold, rain and high winds.

This year the boats used were Sunfish, Hobie 14 Turbos (the 14 with a jib and trapeze) and the Holder 12. The last was this year's “mystery boat” identified to the contestants only at the skipper's meeting the night preceding the first race.

On the first scheduled day the Sunfish were sailed. Five races were held in light to moderate winds from the northeast under dark skies with heavy rain all day. Cobb demonstrated excellent management of an unfamiliar boat by winning for the day. Bill Draheim, whose 1983 O'Day win was in Sunfish, scored second.

On the second day the rain was still heavy, but the temperature was lower and the wind continued to build all day. However, due to a forecast for moderate winds and sun by noon, the Hobies were selected. Even before the first start this forecast was belied. There were several capsize and pitchpoles in the pre-start winds, which were the lightest of the day at around 14 knots.

After a postponement with the wind building steadily, the remaining boats started in about 18 knots. Only three races were held because the danger to contestants due to capsizes was too apparent. Defending champion Tom Lihan won two races, and Laser sailor Jeff Boyd the third.

After the layday, the final day opened with sunshine and calm. The first race was postponed for lack of wind, but within an hour 5 to 6 knots came in from the south. North American Laser champ Steve Rosenberg showed his command of the unfamiliar boat (Holder 12) by taking the first two races, while the wind increased to 9 to 12 knots. Boyd won the third race, Lihan the fourth. In winds pushing 20, Boyd won the fifth and final race.

Regatta scores put Cobb on top with only three wins but with that essential ingredient: consistency in all three classes. The Lipton Trophy is another feature of this event, awarded to the contestant who most closely exemplifies “Sportsmanship, Dignity, Joy in the Sport of Yacht Racing” as engraved on the trophy. After tabulating the ballots cast by the race committee, the judges and the contestants, the honor went to U.S. Women's Singlehanded champion Lynne Jewell.

1984 NORTH AMERICAN INTER-CLASS SOLO CHAMPIONSHIP
Barrington Yacht Club, Barrington, RI
May 24-27, 1984

Top competitors invited to this year's North American Inter-Class Solo Championship are (l to r): front row: Larry Shedden, Lynne Jewell, Bill Draheim, Dan Darrow; back row: Ross MacDonald, Steve Rosenberg, Tom Lihan, Jeff Boyd and Brodie Cobb.
An Incredible Journey

by Alex Roose

The Netherlands Antilles consists of six islands. Three of them, the Leeward Islands, are situated close to Venezuela. They are Aruba, Curacao and Bonaire. Aruba, the smallest one, is well known to Sunfish sailors because of Ernie Kervel's organization of the Sunfish World Championship in 1974 and, more recently, in 1980. The area is perfect for sailing due to the ever-shining sun and the year round stiff breeze.

Two fanatic Sunfish sailors, Wim van der Gulik and myself, decided recently to take up a challenge of heavy weather conditions by sailing from Curacao to Bonaire, around Bonaire, and back to Curacao. The total sailing distance is about 250 kilometers.

On March 3rd, we set out on our journey, reaching Klein Curacao (Small Curacao) after only 4 hours and 45 minutes of beating into 20 knot winds. The next day, again another day of tacking upwind, we sighted Bonaire after 6 hours and 30 minutes. March 5th was a day of rest and we resumed our trip on the sixth when we rounded the beautiful island of Bonaire, famous for its flamingos and scuba diving. Reaching, beating, reaching, running, reaching and beating; we attain some incredible speeds out in the Caribbean. After 9 hours and 18 minutes of struggling with wind, water, waves and sun on the final day, we crossed the finish line.

The next day was reserved for our attempt to break the current Bonaire to Curacao record (42 nautical miles or 75 kilometers in 6 hours and 5 minutes), set by Don Stewart in 1971. With the help of huge waves and a 20-knot following breeze, we arrived in Curacao in 4 hours, 30 minutes, smashing the old record!

Our Sunfish behaved extremely well in the heavy weather conditions. Although our crash boat was packed with spare rudders, booms, sails and masts, none of them were used. It was a fantastic experience!

Alex Roose and Wim van der Gulik are very active Sunfish racers who have participated in numerous World Championships as well as Bermuda Race Week. They are also the originators of the Curacao Sunfish Association. Not all members who join the Association will be required to go through this initiation!
NORTHEAST SUNFISH REGIONAL CHAMPIONSHIP
Barrington Yacht Club, Barrington, RI
June 9-10, 1984 53 Boats

1. Meredith Adams
   Newport, RI
   Finish: 1-1-1-1
   Points: 1.75

2. Mark May
   Osining, NY
   Finish: 2-2-3-4
   Points: 3.75

3. Scott Greenbaum
   Greenwich, CT
   Finish: 3-3-2-1
   Points: 5.75

4. Peter B. Young
   Medway, MA
   Finish: 4-4-1-1
   Points: 7.75

5. Sam Philbrick
   Boston, MA
   Finish: 5-5-4-4
   Points: 9.75

6. Michael Ryan
   Framingham, MA
   Finish: 6-6-5-3
   Points: 11.75

7. Chris Friend
   Southold, NY
   Finish: 7-7-6-2
   Points: 13.75


INLAND LAKES SUNFISH REGIONAL CHAMPIONSHIP
Big Sands Lake, Phelps, WI
July 7-8, 1984

1. Don Bergman
   Hubbard Woods, IL
   Finish: 1-1-1-1
   Points: 1.75

2. Jean Bergman
   Hubbard Woods, IL
   Finish: 2-2-2-3
   Points: 3.75

3. Martin Nelson
   Lancaster, WI
   Finish: 3-3-3-3
   Points: 5.75

4. Laura Bergman
   Hubbard Woods, IL
   Finish: 4-4-4-4
   Points: 7.75

5. Wendell Burris
   Chicago, IL
   Finish: 5-5-5-5
   Points: 9.75

6. Charley Requa
   Phelps, WI
   Finish: 6-6-6-6
   Points: 11.75


BIG SANDS LAKE SUNFISH CHAMPIONSHIP
Big Sands Lake, Phelps, WI
July 7-8, 1984

1. Nick Dempsey
   Phelps, WI
   Finish: 1-1-1-1
   Points: 1.75

2. Sue Omdahl
   Phelps, WI
   Finish: 2-2-2-2
   Points: 3.75

3. Bob Largay
   Phelps, WI
   Finish: 3-3-3-3
   Points: 5.75


PECTONIC BAY MIDGET & JUNIOR SUNFISH CHAMPIONSHIP
Southold Yacht Club, NY
August 4, 1984

JUNIORS 22 Boats

1. Shane Sullivan
   Southold, NY
   Finish: 1-1-1-1
   Points: 1.75

2. Tim Rozansky
   Mattituck YC
   Finish: 2-2-2-2
   Points: 3.75

3. Chris Glander
   Mattituck YC
   Finish: 3-3-3-3
   Points: 5.75

4. Susan Reive
   Southold YC
   Finish: 4-4-4-4
   Points: 7.75

5. Gus Kreuzkamp
   Mattituck YC
   Finish: 5-5-5-5
   Points: 9.75


MIDGETS 6 Boats

1. Brook Pascoe
   Ty interests
   Finish: 1-2-1-1
   Points: 2.75

2. Scott Oliver
   Old Saybrook YC
   Finish: 2-2-2-2
   Points: 3.75

3. Matt Pascoe
   Old Saybrook YC
   Finish: 3-3-3-3
   Points: 5.75


COOPER RIVER SPRING SUNFISH REGATTA
Cooper River Yacht Club, Collingswood, NJ
May 12, 1984 19 Boats

1. Harry Loeb
   Harbertown, PA
   Finish: 1-1-1-1
   Points: 1.75

2. Scott Oliver
   Brigantine, NJ
   Finish: 2-2-2-2
   Points: 3.75

3. Bob Thompson
   Hackensack, NJ
   Finish: 3-3-3-3
   Points: 5.75

4. Frank Ciril
   Sea Isle City, NJ
   Finish: 4-4-4-4
   Points: 7.75

5. B. Klawans
   Westport, CT
   Finish: 5-5-5-5
   Points: 9.75

6. Lally Liczk
   Collingswood, NJ
   Finish: 6-6-6-6
   Points: 11.75

7. Bill Dannenberg
   Cherry Hill, NJ
   Finish: 7-7-7-7
   Points: 13.75


SOUTHWEST SUNFISH REGIONAL CHAMPIONSHIP
Texas Corinthian Yacht Club, Kemah, TX
May 19, 1984 42 Boats

1. Gary Fretz
   New Orleans, LA
   Finish: 1-1-1-1
   Points: 1.75

2. Clark Thompson
   Houston, TX
   Finish: 2-2-2-2
   Points: 3.75

3. Bill Dreisle
   Austin, TX
   Finish: 3-3-3-3
   Points: 5.75

4. Bryan Horner
   San Antonio, TX
   Finish: 4-4-4-4
   Points: 7.75

5. Carl Geroff
   Houston, TX
   Finish: 5-5-5-5
   Points: 9.75

6. Dan Wells
   La Porte, TX
   Finish: 6-6-6-6
   Points: 11.75

7. Malcolm Jones
   La Porte, TX
   Finish: 7-7-7-7
   Points: 13.75

8. Gregg Plewke
   Houston, TX
   Finish: 8-8-8-8
   Points: 15.75

9. Kelly Halder
   Houston, TX
   Finish: 9-9-9-9
   Points: 17.75

10. Paul Vogel
    Seabrook, TX
    Finish: 10-10-10-10
    Points: 20.75


JUNIOR DIVISION 6 Boats

1. John Adams
   Daphne, AL
   Finish: 1-1-1-1
   Points: 1.75

2. Eric Graham
   Biloxi, MS
   Finish: 2-2-2-2
   Points: 3.75

3. Wendell Hambrock
   Long Beach, MS
   Finish: 3-3-3-3
   Points: 5.75

4. Zane Yoder
   Daphne, AL
   Finish: 4-4-4-4
   Points: 7.75


WEST HAMPTON SUNFISH INVITATIONAL
West Hampton Yacht Squadron, West Hampton, NY
June 30, 1984 18 Boats

1. Dave Weeks, Beltport Bay Yacht Club
2. Bob Smith, West Hampton Yacht Squadron
3. Steve Honour, East Norwalk, CT
4. Alfred Fennel, Orienta Yacht Club
5. John Gallacher, West Hampton Yacht Squadron

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**21ST ANNUAL GREATER DETROIT SUNFISH CLUB REGATTA**
Kent Lake, Brighton, MI
June 3, 1984
17 Boats

<table>
<thead>
<tr>
<th>Finisher</th>
<th>Total Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tom Kattelheinrich</td>
<td>1-7-16</td>
</tr>
<tr>
<td>Dick Treptow</td>
<td>1-11</td>
</tr>
<tr>
<td>Kirk Beadle</td>
<td>2-3-1</td>
</tr>
<tr>
<td>Mike Scriber</td>
<td>3-3-3</td>
</tr>
<tr>
<td>Bill Riddle</td>
<td>2-8-2</td>
</tr>
<tr>
<td>Shapoor Guster</td>
<td>5-1-7-5</td>
</tr>
<tr>
<td>Clinton Edwards</td>
<td>4-4-9-2</td>
</tr>
<tr>
<td>Novi, MI</td>
<td>4-4-5-4</td>
</tr>
<tr>
<td>Dayton, OH</td>
<td>4-4-2-1</td>
</tr>
<tr>
<td>Oakville, Ontario</td>
<td>4-4-3-1</td>
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<td>Okemos, MI</td>
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<tr>
<td>Groton Point Park, MI</td>
<td>4-4-1-1</td>
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**16TH BOLTON LAKE REGATTA**
Bolton Lake, CT
May 20, 1984
18 Boats

<table>
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<tr>
<th>Finisher</th>
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<tr>
<td>Scott Greenbaum</td>
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<tr>
<td>Bob Heckman</td>
<td>2-6-3-6-2</td>
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<tr>
<td>Simon Geick</td>
<td>3-5-1-4-4</td>
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<tr>
<td>Lee Parks</td>
<td>4-6-4-5-1</td>
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<tr>
<td>Clay Wilton</td>
<td>5-9-7-2-9</td>
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<tr>
<td>Lynch Coachman</td>
<td>1-6-4-1-4</td>
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<tr>
<td>Tom Pitbeck</td>
<td>4-3-1-1-6</td>
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<tr>
<td>Steve O'Connor</td>
<td>6-1-1-1-6</td>
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<tr>
<td>Marianne Philbrick</td>
<td>7-10-4-1-1</td>
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<tr>
<td>Gerhart Menzel</td>
<td>8-13-1-1-7</td>
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**SOUTHEAST SUNFISH REGIONAL CHAMPIONSHIP**
Ocean Springs Yacht Club, Ocean Springs, MS
June 16-17, 1984
20 Boats

<table>
<thead>
<tr>
<th>Finisher</th>
<th>Total Points</th>
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<tbody>
<tr>
<td>Masami Azuma</td>
<td>1-1-1-(DNF)</td>
</tr>
<tr>
<td>Pensacola, FL</td>
<td>3-3-4-1-1</td>
</tr>
<tr>
<td>Mike Kerman</td>
<td>2-3-1-1</td>
</tr>
<tr>
<td>Atlanta, GA</td>
<td>2-3-1-1</td>
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<tr>
<td>Taylor Dometon</td>
<td>2-3-1-1</td>
</tr>
<tr>
<td>Gulfport, MS</td>
<td>5-3-4-1-1</td>
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<tr>
<td>Steve Collins</td>
<td>4-3-2-1-1</td>
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<tr>
<td>Ocean Springs, MS</td>
<td>5-3-4-2-3</td>
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<tr>
<td>Ned Collins</td>
<td>6-4-5-7-4</td>
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<td>Ocean Springs, MS</td>
<td>7-4-0-0-3</td>
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<tr>
<td>Joe MacDonald</td>
<td>7-4-0-0-3</td>
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**WEQUAQUET LAKE SUNFISH REGATTA**
Wequaped Lake YC, Cape Cod, MA
July 21-22, 1984

<table>
<thead>
<tr>
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<tr>
<td>Leonard Ruby</td>
<td>3-5-3-1-1</td>
</tr>
<tr>
<td>Chris Williams</td>
<td>1-6-1-1-2</td>
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<tr>
<td>Alan Beckwith</td>
<td>2-19-2-2-6</td>
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<tr>
<td>Gordon Geick</td>
<td>8-6-6-6-4</td>
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<tr>
<td>Michael Ryan</td>
<td>9-2-2-17-14</td>
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<tr>
<td>Steve Barnes</td>
<td>26-11-3-3-5</td>
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<tr>
<td>Larry Cochran</td>
<td>22-15-7-6-4</td>
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**DOG DAYS SUNFISH REGATTA**
Battle Lake, MN
August 12, 1984
10 Boats

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<tr>
<td>Louis Hunt</td>
<td>1-2-3</td>
</tr>
<tr>
<td>Bud Narsen</td>
<td>3-1-2</td>
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<tr>
<td>Dick Trevett</td>
<td>2-3-1</td>
</tr>
<tr>
<td>Karl Narsen</td>
<td>4-4-5</td>
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<tr>
<td>Joe Richardson</td>
<td>5-6-4</td>
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**NUCLEAR ENERGY VOLUNTEER POST**
Oakville, ON
August 12, 1984
10 Boats

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<td>Matt Caniff</td>
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<tr>
<td>Terry Martosan</td>
<td>4-4-5-3-3</td>
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<tr>
<td>Sean Spalding/Lijra</td>
<td>7-4-5-5</td>
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<tr>
<td>Jen Grady/Kristin</td>
<td>2-6-3-5</td>
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**NORTH EAST SUNFISH REGIONAL CHAMPIONSHIP**
Niagara Sailing Club, Grand Island, NY
August 11-12, 1984
23 Boats

<table>
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<tr>
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<tbody>
<tr>
<td>Alan Beckwith</td>
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<td>Doug Kaukeisen</td>
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<td>Shapoor Guzder</td>
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<tr>
<td>Gary Schmidt</td>
<td>4-3-5-5</td>
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<tr>
<td>Robert Starck</td>
<td>4-4-8-4</td>
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<tr>
<td>David Starck</td>
<td>4-6-12-2</td>
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<tr>
<td>Willie Sabinshine</td>
<td>10-12-5-2</td>
</tr>
<tr>
<td>Stephen Eckert</td>
<td>15-6-6-6</td>
</tr>
<tr>
<td>Gail White</td>
<td>7-7-17-1</td>
</tr>
<tr>
<td>Peter Ray</td>
<td>8-16-7-1</td>
</tr>
</tbody>
</table>

**1984 DERRICK FRIES REGATTA**
Watkins Lake, Pontiac, MI
June 2, 1984
22 boats

<table>
<thead>
<tr>
<th>Finisher</th>
<th>Total Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dave Green</td>
<td>1-1-2-1-2-1</td>
</tr>
<tr>
<td>Don Norton</td>
<td>3-1-4-5-1</td>
</tr>
<tr>
<td>Jim Owen</td>
<td>2-3-4-5-1</td>
</tr>
<tr>
<td>Jon Pool</td>
<td>3-4-5-1-1</td>
</tr>
</tbody>
</table>

**BIZZARD'S BAY REGATTA**
Beverly Yacht Club, Marion, MA
August 5, 1984
32 Boats

<table>
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<th>Total Points</th>
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<tbody>
<tr>
<td>Leonard Ruby</td>
<td>1-1-1-1-1</td>
</tr>
<tr>
<td>Chris Williams</td>
<td>3-1-4-1-1-1</td>
</tr>
<tr>
<td>Alan Beckwith</td>
<td>2-3-4-5-5-5</td>
</tr>
<tr>
<td>Michael Ryan</td>
<td>2-1-1-5-2-1</td>
</tr>
<tr>
<td>Gordon Geick</td>
<td>4-5-1-4-4</td>
</tr>
<tr>
<td>Tom Pitbeck</td>
<td>4-5-7-7-7-7</td>
</tr>
<tr>
<td>Boyzey Zega</td>
<td>9-10-12-4-4</td>
</tr>
<tr>
<td>Joel Furman</td>
<td>14-10-16-3-8</td>
</tr>
<tr>
<td>Steve Barnes</td>
<td>5-9-7-9-11-3</td>
</tr>
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**JUNIOR SINGLES DIVISION**
11 Boats

<table>
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<tbody>
<tr>
<td>Peter MacGover</td>
<td>1-1-1-2-1</td>
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<tr>
<td>Mike Zenn</td>
<td>3-2-3-1-2</td>
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<tr>
<td>Mike Caniff</td>
<td>4-3-3-7-1</td>
</tr>
<tr>
<td>Sean Grady</td>
<td>3-5-9-7</td>
</tr>
<tr>
<td>Geoff Stack</td>
<td>5-4-6-4-10</td>
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**JUNIOR DOUBLES DIVISION**
10 Boats

<table>
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<tbody>
<tr>
<td>Matt Caniff/Rich Cazualt</td>
<td>10-3-1-1-1</td>
</tr>
<tr>
<td>Terry Martosan/Carolindr Flynn</td>
<td>4-4-5-3-3</td>
</tr>
<tr>
<td>Sean Spalding/Lijra</td>
<td>7-4-5-5</td>
</tr>
<tr>
<td>Jen Grady/Kristin Terkelsen</td>
<td>2-6-3-5</td>
</tr>
</tbody>
</table>

**SECRET WEAPON.**
Learning to sail, or sailing to win...
It's the same when you have TRACK-N-TACK™ tactical wind tracking device. When the wind shifts, you tack to avoid headers, or hold tack to gain with every luff. Others fall behind while your sailboat or sailboard is fine-tuned to each shift of the wind. With a little practice, a novice or one-design racing skipper can tame the wind! But don't tell how it's done, and how easy it is to install and use TRACK-N-TACK. Stash it in your sailbag before anyone catches on (it's only 5.9 oz and 4" or 100mm dia.). We'll never let your secret out of the bag! See TRACK-N-TACK No. 125 at your Aqua Meter dealer or send for full information.

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sunfish dateline

Sept. 8 2ND ANNUAL LINLEY TROPHY SUNFISH REGATTA, Lake Ontario, Oicott Yacht Club, Oicott, NY; Contact: James Whitlock, 527 Auburn Ave., Buffalo, NY 14222, (716) 885-9452 or (716) 831-3555

Sept. 8 INTERNATIONAL SUNFISH SENIOR OLYMPICS (Skippers age 40 and over), Weed Beach, Darien, CT; Contact: Les Steffens, 212 Tokeneke Rd., Darien, CT 06820, (203) 655-4956

Sept. 9 NEW ENGLAND SUNFISH CHAMPIONSHIP REGATTA, Madison Yacht Club, Madison, CT; Contact: Frank Rinaldi, 34 Windward Ln., Madison, CT 06427, (203) 245-8182 or (203) 245-8175

Sept. 15-16 5TH ANNUAL ‘ROUND CAPE ANN REGATTA, Gloucester-Rockport-Essex, MA; Contact: Lee Parks, AMF Alcort Sailboats, P.O. Box 1345, Waterbury, CT 06725, (203) 756-7091

Sept. 22-23 SUNFISH TEAM RACE NATIONALS, Barrington Yacht Club, Barrington, RI; Contact: Ray Medley, 30 Hawthorne Ave., Barrington, RI 02806, (401) 245-7652

Date Change: WESTERN SUNFISH REGIONAL CHAMPIONSHIP, Lake Washington, Sept. 22-23 Seattle, WA; Contact: Marty Blanchard, 2400 Westlake Ave. N., Suite 3, Seattle, WA 98109, (206) 782-0494 or (206) 285-6506


Nov. 17 “S.N.O.W.” SAINT NICHOLAS OPEN WINTER REGATTA, Ft. Schuyler, Bronx, NY; Contact: LCDR Richard Cheesborough, Director of Waterfront Activities, S.U.N.Y. Maritime College, Bronx, NY 10465, (212) 409-7470 or (212) 409-7460

Nov. 17-18 FALL HARVEST REGATTA, Miami Yacht Club, Miami, FL; Contact: Miami Yacht Club, 1001 MacArthur Causeway, Miami, FL 33132, (305) 377-9877

Nov. 24-25 DAVIS ISLAND YACHT CLUB REGATTA, Tampa Bay, FL; Contact: Davis Island Yacht Club, Tampa, FL

Date Change: SOUTHEAST SUNFISH REGIONAL CHAMPIONSHIP, Miami Yacht Club

Dec. 8-9 Club, Miami, FL; Contact: Miami Yacht Club, 1001 MacArthur Causeway, Miami, FL 33132, (305) 377-9877

MID-ATLANTIC SUNFISH REGIONAL CHAMPIONSHIP
Peace Valley Yacht Club, New Britian, PA May 5-6, 1984 37 Boats

<table>
<thead>
<tr>
<th>Finish</th>
<th>Team</th>
<th>Total Points</th>
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<tbody>
<tr>
<td>1</td>
<td>Steve Manson</td>
<td>70</td>
</tr>
<tr>
<td>2</td>
<td>Chris Williams</td>
<td>99</td>
</tr>
<tr>
<td>3</td>
<td>Bill Price</td>
<td>107</td>
</tr>
</tbody>
</table>

Sunfish enthusiast, Lee Herbert, 87, of Caseville, Michigan is pictured above with his 1957-vintage Sunfish. Built from a kit, this antique features pine spars, a mahogany hull and a cotton sail. The kit sold for $258.

Senior Olympic Site Announced

The Miami Yacht Club in Florida has agreed to host the 1985 Inter-American Sunfish Senior Olympics. A tentative date has been set for March 26-31. Racing will take place on Biscayne Bay on the Miramar Course.

The Miami Yacht Club is not new to the Senior Olympics as they were hosts for this event in 1978 which drew 85 competitors. They promise a full and exciting schedule. Anyone age 40 and over is eligible to sail. Some charter boats will be available.

To receive more details on this event, contact Mike Catalano at:
Miamic Yacht Club
1001 MacArthur Causeway
Miami, FL 33132

Sunfish race in the Arabian Gulf in the Half Moon Yacht Association Regatta held in May, 1984. The photo was provided by Ahmad Lughod, an enthusiastic world competitor from Saudi Arabia.
The Lake Wickaboag Boat Club members took seriously a question asked in jest by Rev. Thomas J. Sullivan of Winchester. "Did they have a ceremony whereby sailboats were blessed prior to the opening of their racing season?"

On Sunday, June 10th, in his vestments, Rev. Sullivan arrived at the home of Sunfish Fleet #13. He performed a ritual which is similar to that performed for the Gloucester and Provincetown fishing fleets. Rev. Sullivan lead the group in prayer, sang "America, the Beautiful", and recited the "Lord's Prayer." The lake, the sailboats and the sailors were all blessed with Holy Water. Rev. Sullivan made one comment about Commodore Trask's choice of boat name, "Idle Vice", and completed the ceremony.

The members of Fleet #13 look forward to a season of safe boating thanks to Rev. Sullivan.

RULE QUIZ

Rule 42.1(d) permits an outside leeward yacht with luffing rights to take an inside windward yacht to the wrong side of the mark, providing she does three things. What are the three requirements?

Reverend Thomas J. Sullivan is assisted by Tracy O'Neil for the blessing of Sunfish Fleet #13, the Lake Wickaboag Boat Club located in West Brookfield, Massachusetts. Photo by Pete O'Neil

Sunfisher Appointed to USYRU Position

Blake Middleton of Minnetonka, Minnesota has accepted the new position of Assistant One-Design Director of the USYRU. Middleton will assist One-Design Director, Jonathan Harley in providing services to small boat sailors.

Middleton, 25, is a former Sunfish champion having won the Sunfish Midwest Regionals in 1982. His strong background in one-design racing and coaching will well equip him for his new duties.

Some long time Sunfish sailors may remember another fellow racer now residing at the USYRU office. Tom Ehman, Executive Director of USYRU, was runner-up at the Sunfish North Americans more times than he cares to remember!

5th ANNUAL LAKE WICKABOAG BOAT CLUB SUNFISH REGATTA

W. Brookfield, MA
August 25, 1984

25 Boats

<table>
<thead>
<tr>
<th>Finish</th>
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<tbody>
<tr>
<td>1. Bob Heckman</td>
<td>9.5</td>
</tr>
<tr>
<td>2. Gordon Seck</td>
<td>9.75</td>
</tr>
<tr>
<td>3. John Burr</td>
<td>10.5</td>
</tr>
<tr>
<td>4. Tom Philbrick</td>
<td>13.75</td>
</tr>
<tr>
<td>5. Simon Ray</td>
<td>15</td>
</tr>
<tr>
<td>6. Gerhart Menzel</td>
<td>15.75</td>
</tr>
<tr>
<td>7. Dave Burris</td>
<td>20</td>
</tr>
<tr>
<td>8. Lee Parks</td>
<td>25</td>
</tr>
<tr>
<td>9. Marianne Philbrick</td>
<td>30</td>
</tr>
<tr>
<td>10. Larry Cochran</td>
<td>35</td>
</tr>
</tbody>
</table>

The easiest way ever to get your Sunfish to the water!

Poly-Dolly puts the weight where it belongs -- on oversize, corrosion-proof wheels.

Roll it right into the water. The tube chassis is furniture-grade PVC tubing. The axle and fittings are type 304 stainless steel. The only maintenance you need is an occasional rinse with fresh water.

Never worry about flat tires! Ace-Tuff Industrial wheel assemblies have been tested under load for 100 miles at 3.5 mph -- more than you'll ever push one!

Available fully assembled in Northern New Jersey or on Long Beach Island during the summers. $150 complete.

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Sean Lydie's POLY-DOLLY
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DERRICK FRIES DOES IT AGAIN AT THE FORCE 5 WORLDS

Derrick Fries of Pontiac, Michigan easily captured his fourth Force 5 World title, beating a strong field of 46 competitors. Winning 6 of the 8 races sailed, most by a substantial margin, Fries proved his dominance in the Force 5 Class. His point total for the series including one throwout was 6½, 14 points ahead of his nearest competitor.

The only sailor to beat Fries in a race was Brad Balmert, a local favorite from Lorain. Balmert put together a 2-(12)-9-1-3-2-3-1 series for 20½ points to take second overall. In third was the current North American Champion Mike Catalano of Coconut Grove, Florida who sailed a very consistent 3-2-3-2-(5)-4-4-4 series totaling 22 points. To round out the top five, former North American Champion, Tim Parker of North Ridgeville, Ohio scored 28 total points for fourth and Olympic FD sailor, Shawn Sullivan of Naugatuck, Connecticut took fifth with 36 points.

Fries, 37, is a professional in the field of education. His sailing titles are numerous and varied. In addition to being the only Force 5 World title holder, Derrick has been twice Sunfish World Champion (1975 and 1978) and the Sunfish North American Champion in 1983. Fries was also a collegiate All-American from Michigan State University. A recent author, Fries' Successful Sunfish Racing has enjoyed immediate popularity.

Lake Erie proved to be a challenge to the 46-boat fleet. High winds the previous day, left 6 foot swells for the 13'-10" Force 5 sailboat to contend with on the first day...
of racing. The steadily dying winds mixed with high seas spread seasickness among the sailors thus losing their concentration. Seaworthy Fries and Catalano felt no ill effects, finishing 1-2 for the day. Three more races sailed on the second race day in building northerly winds left Fries and Catalano in control of the regatta. With two races left in the series, it seemed that 1st and 2nd place were all locked-up and a 3-way battle for 3rd was scheduled for Sunday.

The next day Catalano made a decision to "sail his own race" rather than cover his closest competitors to protect his position. This turned out to be a mistake as he watched Brad Balmert chalk up a 3-1 on the last day to overtake Catalano for second place. Catalano hung onto third with a 4-4 and Parker overtook Sullivan for fourth overall.

Competitors were treated extra special by the host club, Lorain Sailing Club. From beer on the dock each afternoon to a Lake Erie perch banquet followed by a "booze cruise" down the Black River; regatta co-chairmen Dan Cook and Tim Parker left nothing out. Bob Balmert's expert race management team contributed greatly by running a flawless series of races.

Added entertainment was provided by an unknown midnight boat relocation service. "El Fango" (owned by Byron Hicks) was found in the pool complete with lawn chair, beach umbrella and skip-
The Force 5 Class introduces referees to sailing! Mary Jo Cook and her team kept a close eye on the starting line as well as the kinetics during the series.

Eastwood Lake, Ohio fleet captain, David Fritts is caught in an embarrassing situation.

The Lorain Sailing Club dock with iron ore piled in the background.

Sean Clare keeps his weight far forward in the light going.

The Force 5 Worlds is held every two years. The next one will be scheduled for sometime in 1986.

The Hunterdon Sailing Club has made a serious bid to host next year's Force 5 North American Championship at Spruce Run Reservoir in Clinton, NJ. More details later.

5th FORCE 5 WORLD CHAMPIONSHIP
Lorain Sailing Club, Lorain, Ohio
July 26-29

<table>
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<tr>
<th>Sail #</th>
<th>Finish</th>
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<tbody>
<tr>
<td>1. Derrick Fries 3062</td>
<td>11-1-1-3-1-1-3</td>
<td>20½</td>
</tr>
<tr>
<td>2. Brad Balmer! 6779</td>
<td>2-(12)-9-1-3-2-3-1</td>
<td>22</td>
</tr>
<tr>
<td>3. Mike Catalano 5</td>
<td>3-2-3-2-0-4-4-4</td>
<td>21</td>
</tr>
<tr>
<td>4. Tim Parker 6596</td>
<td>8-5-2-4-4(15)-3-2</td>
<td>28</td>
</tr>
<tr>
<td>5. N. Ridgeville, OH 6</td>
<td>3-2-3-1-2-3</td>
<td>38</td>
</tr>
<tr>
<td>6. Shown Sullivan 4985</td>
<td>7-3-3-1-3-1-3-1</td>
<td>64</td>
</tr>
<tr>
<td>7. Courtney Young, Jr. 3052</td>
<td>14-11-1-6-8-13-10-6</td>
<td>65</td>
</tr>
<tr>
<td>8. Fred Menc IV Pennington, NJ 7295</td>
<td>12-4-10-10-19-7-13-6</td>
<td>66</td>
</tr>
<tr>
<td>9. Dick Parker Lorain, OH 6101</td>
<td>5-6-10-2(7)-14-11-9</td>
<td>57</td>
</tr>
</tbody>
</table>

Eastwood Lake, Ohio fleet captain, David Fritts is caught in an embarrassing situation.
**Regatta Results**

Would you like to see your regatta results published in the WINDWARD LEG? Simply submit the full name of your event, the regatta site, the date of the event and the total number of boats competing in each division. For each competitor, provide their full name, hometown (including state), finishes in each race and total points. A brief description of the regatta would be helpful but is not necessary, and any photos of the racing action or prize-giving. Black and white photos are preferable, but high-contrast color prints will work.

Send all this to:
Editor, WINDWARD LEG
AMF Alcort Sailboats
P.O. Box 1345
Waterbury, CT 06725

We reserve the right to edit any copy and will publish only those results that include AMF Alcort-made boats.

**force 5 dateline**

<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
<th>Location</th>
<th>Contact Information</th>
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<tbody>
<tr>
<td>Sept.</td>
<td>JOHN BELL INVITATIONAL</td>
<td>Eastwood Lake Sailing Ass’n, Eastwood Lake, Dayton, OH</td>
<td>Contact: David H. Fritts, 112 Beverly Place, Dayton, OH 45419, (513) 299-5366 or (513) 255-2372</td>
</tr>
<tr>
<td>Sept.</td>
<td>5TH ANNUAL ROUND CAPE ANN REGATTA</td>
<td>Gloucester-Rockport-Exeter, MA</td>
<td>Contact: Lee Parks, AMF Alcort Sailboats, P.O. Box 1345, Waterbury, CT 06725, (203) 756-7091</td>
</tr>
<tr>
<td>Sept.</td>
<td>OSYC FALL INVITATIONAL REGATTA</td>
<td>Oconee Sailing &amp; Yacht Club, Lake Sinclair, Milledgeville, GA</td>
<td>Contact: Bill Hunter, 241 Lakeshore Cir. NE, Milledgeville, GA 31061, (912) 452-4070</td>
</tr>
<tr>
<td>Oct.</td>
<td>SPRUCE RUN FALL REGATTA</td>
<td>Hunterdon Sailing Club, Spruce Run Reservoir, Clinton, NJ</td>
<td>Contact: Bernard Himmelsbach, 5 Midland Dr., Morristown, NJ 07960, (201) 540-9845 or (201) 455-4220</td>
</tr>
<tr>
<td>Oct.</td>
<td>NORTHEAST FORCE 5 REGIONAL CHAMPIONSHIP &amp; 7TH ANNUAL HINGHAM FALL CHALLENGE</td>
<td>Hingham Harbor Sailing Club, Hingham Bay, MA</td>
<td>Contact: Bob Bossert, 9 Summit Ave., Quincy, MA 02170, (617) 773-8536 or (617) 423-2323</td>
</tr>
<tr>
<td>Nov.</td>
<td>“S.N.O.W.” SAINT NICHOLAS OPEN WINTER REGATTA</td>
<td>Fort Schuyler, Bronx, NY</td>
<td>Contact: LCDR Richard Cheeseborough, Director of Waterfront Activities, S.U.N.Y. Maritime College, Bronx, NY 10465, (212) 409-7470 or (212) 409-7460</td>
</tr>
<tr>
<td>Nov.</td>
<td>FALL HARVEST REGATTA</td>
<td>Miami Yacht Club, Miami, FL</td>
<td>Contact: Miami Yacht Club, 1001 MacArthur Causeway, Miami, FL 33132, (305) 377-9877</td>
</tr>
</tbody>
</table>

**classifieds**

**SUPER SUNFISH AND FORCE 5 TROPHIES** — A limited supply of Super Sunfish and Force 5 trophies are now available at reduced prices. Top quality pewter bowls and mugs as well as plaques in various sizes. For prices and availability, contact: Lee Parks, AMF Alcort Sailboats, P.O. Box 1345, Waterbury, CT 06725, (203) 756-7091.

**SUCCESSFUL SUNFISH RACING** — Autographed book by Derrick Fries. NA and World Sunfish Champion tells how to place well in racing. Send $13.95 to Margaret Beadle, 3782 Covert, Pontiac, MI 48054 (MI residents add 4% tax).

**TRAILER, SUNFISH/FORCE 5, 3-decker, heavy duty, galvanized, coiled springs and shocks, strictly professional design, construction and appearance. Asking $900. Contact: Jones at (513) 434-7172.

**Force 5 Midwinters to be in Miami**

For the third year in a row, the Miami Yacht Club has invited the Force 5 Class to their club for the Midwinter Championship. A tentative date is set at March 8-10, 1986.

Regatta chairman Mike Catalano says there will be some charter boats available and free housing for those who apply early. Look forward to a super regatta next March!

For more details, contact Mike at:
Miami Yacht Club
1001 MacArthur Causeway
Miami, FL 33132

**RULE QUIZ ANSWER**

1) She halts her intentions first.
2) She begins to luff before reaching the two boatlength circle.
3) She goes to the wrong side along with her opponent.
Dear Howie

My 1980 Sunfish was “T-boned” in a race last year ... the only damage was a popped rivet holding the aluminum trim. Simple solution, drill out the old rivet and replace with a new one. That did not work as the rivet tore out of the fiberglass lip. Solution ... add 2 rivets on each side of the original break. These held for a short period and they too tore out of the fiberglass lip.

There does not appear to be enough metal trim of sufficient depth to allow drilling a hole through the fiberglass sufficiently deep (or in) to stop it from pulling straight out of the hole leaving as it does a “U”-shaped hole of no further use.

Can you suggest a way I can reattach the metal trim?

John P. Carlson
West Boylston, MA

Dear John,

Remove and install a new piece of aluminum trim. Drill the holes away from your damaged area. Be sure the trim is hammered on all the way before drilling. Rivets should be aluminum or stainless steel and long enough to penetrate the flange.

Dear Howie,

I have found your repairs column in WINDWARD LEG very interesting. Following are two questions which I have that would also be of interest to other readers:

1. When trailering a Sunfish, where should it be supported to avoid damage? Specifically, I have a trailer with two supporting cradles which are perpendicular to the center beam. These cradles support my Sunfish 46” from the bow and 36” from the stern. Is this positioning correct?

2. What are the alternative ways to store a Sunfish in the winter to avoid damage? Specifically, can it be stored outside? Should it be stored upside down with the centerboard trunk covered?

Erwin P. Hoeft
St. Charles, IL

Dear Erwin,

The position of your supporting cradles on your trailer should be sufficient to carry your Sunfish. Be sure the tie-down strap is led across the trunk area and not the footwell. Your boat should probably be stored inside because of the Illinois snow. Too much weight on the hull or deck could result in extensive damage.

---

Dear Howie,

I enjoyed your article “The Overweight Sunfish” in the Spring issue of WINDWARD LEG. As a result, I have some questions that you might be able to answer for me.

I have a 1978 Sunfish which has a leak somewhere as I seem to get quite a bit of water out of the drain hole after the following:

1. sailing for several hours, or
2. if it is in the water during a rainstorm when there is water in the cockpit, or
3. if I drain it after sailing, then store it upside down for a week, then drain it again, I get more water.

I have looked it all over and can't seem...
FOAM BLOCK REPLACEMENT

by Howie Picard

Many people have asked for instructions on foam block replacement in Sunfish. Unless you have experience with fiberglass and access to materials, don’t try this repair.

1. Drill out and remove all aluminum trim.
2. Remove screws from deck plate and bridle.
3. Split bond between hull and deck very carefully all around.
4. Lift rear deck away from foam blocks.
5. Lift forward deck away from foam blocks to mast tube.
6. Scrape out old foam blocks a little at a time. Be sure all expando foam is removed.
7. Turn boat upside down and sand flange on deck to remove old mat and resin used to bond hull and deck.
8. Turn boat right side up again and sand all mat on hull flange.
9. Break time!
10. Now you are ready to insert new foam blocks (pre-cut to correct shapes).
11. Forward blocks — Prop forward part of boat up on keel only to prevent dents in hull. Set brace under mast tube.
12. With forward deck peeled back to the tube, try blocks for good fit.
13. Remove blocks and place masking tape all around top of block leaving ¼” sticking over the top of the blocks.
14. After mixing the expando foam properly, pour on each of the long forward blocks. Set them in place immediately, close deck and clamp. Let cure.
15. Peel deck back again to tube. Now, you will need a cup with a long stick attached to it so you can reach the back of the forward blocks.
16. Fill the cup with expando foam and reach in and pour on the outside of both blocks so it can run under and bond securely to the hull. Set deck down and clamp.
17. Lift deck again to tube and pour in forward hull. Set short forward block in place and hold until cured.
18. Tape around forward block top and pour foam. Immediately set deck down and clamp again until cured.
19. Break time again!
20. Repeat for rear blocks except foam the deck side first.

Good Luck!

---

**SinglHandr BOAT CARRIER**

MODEL SPREADSHEET

<table>
<thead>
<tr>
<th>Model Number</th>
<th>Overall Length</th>
<th>Overall Width</th>
<th>Roof Support Length</th>
<th>Roof Support Width</th>
<th>Cradle Length</th>
<th>Cradle Width</th>
<th>Weight</th>
<th>Carrying Capacity</th>
<th>RAMP LENGTH</th>
<th>PRICE</th>
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<tbody>
<tr>
<td>SBC-1</td>
<td>33 inches</td>
<td>SBC-3, 51 inches</td>
<td>33 inches</td>
<td>SBC-1, SBC-2 39 to 47 inches</td>
<td>Adjustable</td>
<td>Adjustable</td>
<td>32 inches</td>
<td>28 pounds</td>
<td>150 pounds</td>
<td>$189.95</td>
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<tr>
<td>SBC-2</td>
<td>42 to 50 inches</td>
<td>SBC-3, Adjustable</td>
<td>42 to 50 inches</td>
<td>SBC-3, Adjustable</td>
<td>32 inches</td>
<td>32 inches</td>
<td>28 pounds</td>
<td>28 pounds</td>
<td>150 pounds</td>
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<tr>
<td>SBC-3</td>
<td>48 inches</td>
<td>48 inches</td>
<td>48 inches</td>
<td>48 inches</td>
<td>33 inches</td>
<td>33 inches</td>
<td>28 pounds</td>
<td>28 pounds</td>
<td>150 pounds</td>
<td>$189.95</td>
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*Ramps are available in various lengths. Measure the distance “D” of your car as shown below and order the appropriate model shown at the left.*

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Send Check or Money Order for $189.95 to:

**RAV Enterprises**

3006 Persimmon Dr.

St. Charles, Mo. 63301

Dealer Inquiries Invited
TIGA SUPPLIES BOARDS TO CLUB MED RESORTS

The Tiga sailboard is a foot up on the competition in vacationlands around the world.

Club Mediterranea, the resort chain, has chosen the French-made Tiga for its 33 resorts offering watersports and sailing.

Club Med claims to be the biggest boardsailing school in the world. It has some 1,200 sailboards, and in 1983 Club Med vacationers together logged an average 100 hours on each sailboard or 1.2 million hours in all.

"For us," the principal advantage is the exposure from getting that many people on our boards," said Jim Ronshagen, vice president of marketing for AMF's Alcort Sailboat Division, which imports Tigas to the United States.

To be honest, if we could afford it we probably would have given the boards away (to Club Med)."

Tiga didn't give the boards away, but Ronshagen said the board builder gave Club Med a good deal.

Still, the resort chain was also looking for a board that would stand up under a lot of use and that would be good for instruction, he said.

For the past six years, Club Meds around the world have been using Mistral boards to teach their guests boardsailing.

Edwina Arnold, public relations director for Club Med offices in New York City, said Mistral's six-year contract with Club Med came due, and "we decided to try another company . . . That's all."

Boardsailing must compete with some compelling sports — snorkeling, water-skiing, swimming, scuba diving, yoga, horseback riding, aerobics, judo, fishing — for guests' attention at Club Med resorts.

Boardsailing has been a popular sport among guests, Arnold said. Club Meds offer a four-lesson, standardized course of instruction in boardsailing.

"People can learn it and get good at it without too much experience, too much time or effort," she said.

Tiga will be sending Club Med 1,000 of its Tiga All Around boards for beginners, and 200 of its Tiga Funcup boards for more advanced sailors.

1ST ANNUAL "TRAC ATTAC" INVITATIONAL REGATTA
Omaha, NE
July 7-8, 1984

**TRAC 16**

<table>
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<td>1. Dan Brabeck</td>
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</tr>
<tr>
<td>2. Frank Dunham</td>
<td>2-1-3-3-2</td>
</tr>
<tr>
<td>3. Gregg Fettin</td>
<td>4-2-1-5-4-4</td>
</tr>
<tr>
<td>4. Jack Elaw</td>
<td>(DSQ)-DSQ-2-3-3-3</td>
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<tr>
<td>5. Don Spehr</td>
<td>3-5-4-5-5</td>
</tr>
<tr>
<td>6. Sam Berlowsky</td>
<td>5-DNF-DNS-DNS</td>
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<td>7. Joe Mahowald</td>
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**Total Points**

**TRAC 14**

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</tr>
<tr>
<td>2. Dennis Collins</td>
<td>2-2-3-3</td>
</tr>
<tr>
<td>3. Vince Egana</td>
<td>3-3-(DNS)-DNS</td>
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**TRAC 18** (raced with 16s)

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<td>1. Doug Kanaly</td>
<td>(6-6-4-3)</td>
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**WORLD CUP RESULTS**

**Men, Course Racing**

1. Robby Naish .......... Mistral/Gaastra
2. Bjorn Schrader .......... HiFly/Hood
3. Tomas Persson .......... Mistral/Pryde
4. Klaus Simmer ............ Pryde
5. Onno Tellier ............ Tiga/Gaastra

**Men, After Two World Cups**

1. Robby Naish
2. Bjorn Schrader
3. Ken Winner .......... Bic/North
4. Klaus Simmer
5. Tim Agesen .......... Mistral/Pryde

**Women, Course Racing**

1. Jenna de Rosnay .......... Tiga/Pryde
2. Anick Graveline .......... Bic/North
3. Nancy Johnson .......... Mistral/Gaastra
4. Santha Patel .......... North
5. Rhonda Smith .......... Gaastra

**Women, After One World Cup**

1. Jenna de Rosnay
2. Nancy Johnson
3. Anick Graveline
4. Julie deWerd .......... Bic
5. Rhonda Smith

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tiga dateline

**Sept. 8**

**KETTLE COVE INVITATIONAL**, Magnolia Beach, Magnolia, MA; Contact: Mike Parisi, Seaside Cycle & Sailboard (617) 526-1200

**Sept. 15-16**

**U.S.B.S.A. EAST COAST REGIONALS**, Barrington, RI; Contact: Ray Medley, 30 Hawthorne Ave., Barrington, RI 02806, (401) 245-7652

**Sept. 15-16**

**CANADIAN FUNBOARD CHAMPIONSHIP**, Sandbanks Provincial Park, Ontario; Contact: Diane Lanctot (514) 731-6841

**Sept. 22-23**

**GEORGIAN BAY CROSSING**, Collingwood, Ontario; Contact: Ian Whitten (705) 758-2911

**Sept. 29-30**

**THE GREAT MISERY RACE**, West Beach, Beverly Farms, MA; Contact: Mike Parisi, Seaside Cycles & Sailboards (617) 526-1200

**Oct. 6**

**NEWPORT SAILBOARD CLUB REGATTA**, Newport, RI; Contact: Newport Sailboard Club

**Oct. 14**

**2ND ANNUAL UNICEF REGATTA**, Duxbury, MA; Contact: Fletcher Aldredge, The Boardsailing Center, (617) 934-2720

**Nov. 3**

**4TH ANNUAL FESTIVAL OF TURKEYS REGATTA** (alias NOVEMBERFEST), Lake Quassapaug, Middlebury, CT; Contact: Lee Parks, AMF Alcort Sailboats, P.O. Box 1345, Waterbury, CT 06725 (203) 756-7091 or (203) 263-0472

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TIGA Takes Second and Fourth at O’Neill Classic

SAN FRANCISCO, Calif. — Despite having to start dead last due to an infraction, Robby Naish stormed back to win the sixth annual O’Neill Windsurfing Classic.

Naish has won all four of the events he has entered here, with Ken Winner taking the other two in his absence. Naish’s winning time of 1:26.4 was 43 seconds faster than second place finisher Alex Aguera. Naish wins for Mistral while Aguera races for Tiga.

Many of the competitors used the race as a tune-up for the Hang Ten World Cup held June 24-July 4. The June 23 race which took sailors across the Bay from San Francisco to Berkeley, had 98 entries.

At first it appeared that winds would be light, so the racers used big sails, with 70 square feet the average. On the other side of the Bay, the wind picked up and half of the competitors were unable to finish the race. Some racers were disqualified for missing marks, and an event organizer said it became very difficult to tell who actually had sailed the correct course.

In winning, Naish shaved five minutes off the course record he had set previously. Third place would have gone to Bic sailor Winner, but he was disqualified for an early start.

Organized by Pacific Surf Sails and sponsored by O’Neill, the event attracted many European and U.S. sailors. Third was taken by Tomas Persson of Sweden who sails for Mistral. Onno Tellier, sailing for Tiga was fourth, and Bic sailor Pierre Jeangirard was fifth.

JENNA TOP WOMAN

SAN FRANCISCO, Calif. — Mother Nature can be extreme. And the result, when trying to hold a multi-event regatta, is often an all or nothing situation. Unfortunately, such was the case at the recent World Cup, second in the Cup circuit for the 1984 season.

The course racing, when it finally began, had everything. The San Francisco Bay gave its all. Held over a period of three days, five races were sailed in winds ranging anywhere from 15 to 40 knots. Other class Bay notorieties of cold, fog, currents, and a diverse array of boat traffic made for some challenging conditions. A submarine even went through one race, while equipment failures and last minute sail changes beset some racers as the wind picked up.

Proving his consistency in such variable conditions was Robby Naish, winning the overall course racing. Bjorn Schrader took second while Tomas Persson placed third.

This was also the first World Cup where there was an official women’s class, hence a total of 16 women were allowed to compete, although there were more that were definitely ready to do so if given the chance. Jenna de Rosnay, racing for Tiga and Pryde, showed endurance and style to take first place. Newcomers Anick Graveline and Nancy Johnson placed second and third respectively. With such a strong turn-out for the women’s class, hopefully more amendments will be made for them in the future.

Boardsailors: Division I Becomes Class B (Division II-B)

USBSA has decided, on a trial basis for 1984, to change the name “USBSA Division I” to “Class B” or Division II-B. The change is being made in order to avoid confusion with the IYRU Division I Rules, which have been in a state of flux for the past three years and seem headed in the direction of continuing to exclude all of what are currently known as “Division I” boards in the U.S. Most of the Measurement Rules remain the same except that custom boards are not allowed in the class. The provisional list is much the same as the 1983 Division I list. However, it will be reviewed periodically by the Technical Committee and the list representing a group of boards of reasonably comparable performance, will eventually replace any measurement rules for the class.

The name “II-B” puts this class in its proper perspective and correctly describes what it actually is in relation to current IYRU Division I and II rules. The class consists of stock boards that fit within the Division I limits but are not optimized to be competitive within Division II and do not fit within the Division I limits.

The only significant changes in Class B from the 1983 Division I rules consist of allowing stock boards equipped with footstraps and mylar sails (as long as the mylar sails measure in.)

There are no major changes in the IYRU/IBSA Division II for 1984. However, there will be significant changes for 1985. Footstraps, mylar sails and exotic materials will be allowed.

For a complete copy of the 1984 USBSA Measurement Rules, interpretations and list, plus the IYRU Division I and II Rules, please send $10 to the USBSA office, P.O. Box 206, Oyster Bay, NY 11771, (516) 922-1047.
Winning in One-Designs  Continued from page 5

- not knowing the current
- shooting a corner on the first beat
- being trapped outside of other boats at the jibe and leeward mark
- being just short of a very crowded starboard tack layline
- bad boathandling, resulting from never having practiced other than in a race

"Again, these are careless mistakes and not the kind of things you'd like to admit to after the race is over; yet they are extremely costly to your finishing position and cause tremendous frustration among everyone involved."

"There are several ways to overcome these needless pitfalls and to put it all together. And they all begin with the premise that you want to improve your racing ability and that you realize it will take energy and work to do so. A person's learning curve is plateau-like; it rises sharply until the person stops trying, then it levels out. Once renewed effort is applied, the curve rises again. The common occurrence is for people to try hard to improve, see themselves getting better, and then sit back and say, "Hey, I'm getting to be pretty good." At that point, they usually let up, expecting their improvement to keep climbing. But it won't. In fact, it may even slip back a bit, causing them some frustration, and perhaps even causing them to doubt the same techniques that got them there in the first place. At any rate, their learning cycle will level out. Thus, you have people who have been racing for years who just don't seem to get any better and those who've just recently started who are improving like gangbusters. It's all a matter of attitude, and it is directly proportional to the amount of effort you put into it."

"The first step is to identify your strengths and weaknesses, examining which mistakes you seem to continually make. Grab a notebook and get together with the people you sail with. List all things you do well on the course and all areas you feel are holding you back. Then, think back on the last few regattas you attended and list as many of the mistakes you made as you can remember. Keep these on separate pages."

"From then on, after every race or series you sail, add or subtract from these lists. If, realizing you were weak on spinnaker work, you went out and practiced a couple of evenings and now you're blowing them away on the sets, change spinnaker sets from the weak list to the strength list and briefly jot down how you accomplished the change. If you can think of other mistakes you made, add them to the mistake list. Also jot down wind and sea conditions of each race so you can not only see what mistakes you made, but in what conditions they occurred. If you don't have time to write all of this information down, try using a cassette tape recorder, making your lists as you drive home from the regatta, while everything is still fresh and everyone's talking about it anyway."

"Once you have a good feeling for what most of your mistakes are, here are some ideas on how to reduce them. With so much to continually think about in a race, it's impossible to remember it all, so make lists of areas you have the most trouble remembering and write them on your boat. For example, though I've had very little Star boat crewing experience, I was invited to sail in the 1980 Star World Championship, where it blew a steady fifteen to eighteen knots for the entire series. Coming into the leeward mark, on a screaming plane with other Stars close by, it was all I could do to think about getting the jib in and hiking, much less trying to remember to retighten the upper and lower backstay, put on the cunningham andouthaul, readjust the jib cloth tension, move the jib leads back inboard, open the automatic bailers, reset the ram, stow the pole under my hiking straps, and slacken the forestay. Quickly realizing this after a disastrous leeward mark rounding in the practice race, I thought out all the things that had to happen at the rounding and what seemed to be the optimal order in which to do them. Then I wrote the entire list on the deck by the mast, and we never had a problem after that."

"Indeed, there is absolutely nothing wrong about writing messages to yourself on your boat. On their booms, various people have written "Compass," "Check in," "Weeds" (on the port side), "Easy main when ducking starboard tackers" and "Flat is fast." Around compasses you'll see "Port header higher," reminding

Continued on next page
Winning in One-Designs Continued from page 26

that as the numbers read higher on port tack, they are getting headed. Around the boat you'll find messages like, "Stay with the fleet and grind," or "More starboard upwind, more port down." A great Finn sailor who had blazing speed but hit a lot of corners wrote the simple question, "Tacked recently?" These messages are very helpful and result in less energy spent trying to remember them and more spent doing them right."

"Before the start, there's a tremendous amount of research and preparation to be done, and a list can help you avoid the mistake of not doing it all. The list should include:

- spinnaker hooked up properly
- tanks bailed dry, everything tied in
- sails set properly for first beat (check others' sails)
- favored end, line sight, current
- what the wind's doing
- watch wind"

"All of these lists and comments can be worked out ahead of time in your notebook and, after races, the lists should be augmented or changed as better ways are found."

"Once on the course, your state of mind is very important in minimizing the number of mistakes you make. Mike Loeb, winner of the 1980 U.S. Olympic Trials in FDs, sums up three very important attributes to success in his CCA rule: concentration, common sense and anticipation. Even when you know all the mistakes not to make, it takes thinking about them continually not to make them. It's when your mind gets distracted by something else that trouble strikes."

"Keeping your concentration up through an entire race takes a lot of energy on your part. Every time you feel your mind slipping away from thinking about what's happening and what mistakes you could make next, you have to push it back. External distractions, such as an unmotivated crew, or internal distractions, such as fear of heavy air, detract tremendously from your depth of concentration and result in many more mistakes."

"Common sense is another critical area. It very rarely pays to take an unnecessary chance in sailing, yet people do it all the time. Sticking your bow in for an overlap when it's very close to the two boatlength circle, trying to cross a close port tack, or going for the leeward end start usually all wind up in disaster. Given a choice of several alternatives in a situation, let your common sense be your guide. Don't take chances unless you're 100 percent sure you'll get away with it. Unnecessary greed is the cause of most big mistakes."

"And finally, anticipation—the ability to think ahead to what's going to happen next—is crucial to avoiding your own mistakes and avoiding advantage of other people's mistakes. You know that as you approach a windward mark on port a big mistake will be to end up to leeward of

Continued on next page
Winning in One-Designs

Continued from page 27

the starboard tack layline, forcing you to tack back to port to lay the mark. Yet, again, people do it all the time. As you come into the mark, look ahead and imagine what's going to happen. If there are starboard tackers close to the layline, tack on their lee-bows only if you are sure you can make the mark. It's always better to duck a few transoms and get around the mark safely. Often, there will be a slight header, an accumulation of bad air, or a little extra windswept current, and the guys whose transoms you ducked won't make the mark themselves. By being conservative and anticipating the trouble, you'll round the mark safely and possibly pick up a few boats in the process."

"As you sail down the reaches and runs, think back on the previous beats and determine a strategy for the next one. Based on what you know and have seen, try to anticipate what's going to happen on the next beat. It's always better to have a plan that goes wrong than to have no plan at all, as then you can analyze your mistakes and correct them for the future. Remember, in theory, there's always a reason for everything that happens."

"If you go into a situation with other boats and come out on the short end of the stick, immediately (then or shortly after the race) reail the incident in your mind and discuss it with the people involved. Try to figure out why you lost out and what you should do differently the next time you encounter the same situation. Your goal should be to get to the point where, if you don't do well, at least you'll be able to know why and identify the mistakes you made."

"There's nothing more frustrating than to do poorly and know that you've made some big mistakes. Yet, very few people go beyond feeling bad to eliminating their mistakes in the future. Whether you're skipper or crew, take the time to write down all the mistakes you make in a race, and while racing, try hard to concentrate on eliminating your mistakes by continually asking yourself, "What's going to happen next?" and by avoiding carelessness and greed. It's almost impossible to completely eliminate the "if only" blues, but then again, there's no better feeling than when you put it all together and win."