Martinborough Takes Second World Title

Donnie Martinborough (center) defeated 69 world-class Sunfish sailors from fourteen countries to win the 1985 Sunfish World Championship in Riccione, Italy on June 14-20. Photo by Lee Parks.

For the second time in four years the Sunfish World Championship was held in Italy; and for the second time in three years Donnie Martinborough of the Bahamas was crowned World Champion. Winning his first title in 1983 in San Andrés, Colombia, Martinborough favors the high seas and heavy winds of his home waters off Nassau. Four out of the five races at the recent World Championship were sailed in just these conditions, where Martinborough’s boat speed was untouchable. Scores of 1-1-1-4-(15) for 8 total points won the Championship easily, without the need to sail the final, light-air race. Twelve points behind Martinborough, using the Olympic Scoring System, was Scott Greenbaum of the United States, followed by Bruce Stuphen of the U.S. in third, with 23 points and last year’s runner-up, Mark May representing England, in fourth with 30 points. Fifth place was taken by Leonard Ruby of the U.S. with 47 total points.

A competitive fleet of 69 sailors representing 14 countries battled the wind and waves off of Riccione, Italy on the Adriatic Coast, June 14-20. High surf prevented sailors from leaving the beach for two days, but the wind direction shifted on the third day, reducing the surf and enabling sailors to get out to the 6-mile Olympic course. The first four races were sailed in 18-22 knot winds with 6-8 foot swells. Martinborough, a 26-year-old real estate salesman from Nassau, felt right at home. Boat speed is the key to his success for this easy-going sailor who almost never gets involved in protests. “Donnie is a joy to sail against, you can never get mad at him”, was the comment from his competition. You would think that weight would be an advantage in the high winds, but at 145 pounds, Donnie is on the light side for a Sunfish sailor. He compensates by wearing a 10-15 pound weight jacket, but says that technique is his real secret weapon.

All the sailors enjoyed the warm hospitality of the town of Riccione and the Club Nautico Riccione. Race sponsors ARCI-UISP lined up an interesting social schedule including a parade of athletes through the town as well as several disco nights. A great time was had by all!

Next year’s Sunfish World Championship is planned for next August in Aruba.

Results and photos on page 2.
Surf's up! The high surf conditions in Riccione prevented the World Championship sailors from leaving the beach for two days. Mark May, pictured here, volunteered to test the conditions for the jury. The result was a bent mast; racing was postponed for the day. Photos by James Stewart.

The 1985 Sunfish World Championship award winners, first row (l. to r.): Peter Barclay, Peru, Marco Polo Award; Juan Carlos Martinez, Colombia, 10th; Scott Greenbaum, USA, 2nd; World Champion Donnie Martinborough of the Bahamas; Bruce Sutphen, USA, 3rd; Mark May, Great Britain, 4th; (kneeling) Lois Blodgett, USA, 2nd Ladies; Jean Bergman, USA, 1st Ladies; Malcolm Smith, Bermuda, 6th; Joan McVicker, USA, 3rd Ladies. Back row (l. to r.): Kirk Beadle, USA, 8th; Joel Furman, USA, 12th; Don Bergman, USA, 9th; Wim Van Der Gulik, Curacao, 7th; Robert Van Noort, Curacao, 11th; Hans Van Der Gulik, Curacao, 13th. Photo by Lee Parks.

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Light, shifty winds prevailed on Lake Michigan as the top women Sunfish sailors competed in an 8-race series, August 16-18. Nancy Haberland of Northbrook, IL sailed fast and smart, dominating the racing with six firsts to take the title easily. Nancy’s series of 1-1-1-3-1-(3)-1-1 for 7.5 total points was enough to take the series without having to sail in the final race.

A close battle for second ensued between Lee Parks, Jean Bergman and Gwen Scott. Despite her light air expertise and local knowledge, regatta chairman Jean Bergman relinquished second place to Lee Parks v.rho scored 20.75 points, winning one race. Jean placed third with 25 total points, a commendable finish considering all the planning and organizing she put into the event. Gwen Scott, newly transplanted in Bloomington Hills, IL, finished just behind Jean in fourth with 25.75 points. Rounding out the top five was local favorite, Michelle Millin of Winnetka, IL with 35 total points.

A site is needed for next year’s Women’s North American Championship. If your club is interested in hosting this event, alone or along with another Sunfish regatta, please contact your regional representative by November 1 (for the 1986 season). A site outside of the Midwest Region is desirable.

WOMEN’S SUNFISH NORTH AMERICAN CHAMPIONSHIP
Winnetka, IL
August 16-18, 1985

<table>
<thead>
<tr>
<th>Finisher</th>
<th>Northbrook, IL</th>
<th>Petoskey, MI</th>
<th>Bloomington Hills, IL</th>
<th>Winnetka, IL</th>
<th>Bloomington Hills, IL</th>
<th>Miskin Woods, IL</th>
<th>Bloomington Hills, IL</th>
<th>Normal, IL</th>
<th>Blankton, IL</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>Nancy Haberland</td>
<td>1-1-1-3-1-(3)-1-1</td>
<td>7.5</td>
<td>Northbrook, IL</td>
<td>20.75</td>
<td>Lee Parks</td>
<td>25</td>
<td>Michelle Millin</td>
<td>25</td>
</tr>
<tr>
<td>2.</td>
<td>Lee Parks</td>
<td>4-2-1-(2)-4-1-2-4</td>
<td>20.75</td>
<td>Cinnaminson, MA</td>
<td>25</td>
<td>Jean Bergman</td>
<td>25</td>
<td>Lee Parks</td>
<td>35</td>
</tr>
<tr>
<td>3.</td>
<td>Jean Bergman</td>
<td>3-4-3-5-2-4-5-3</td>
<td>25</td>
<td>Hubbard Woods, IL</td>
<td>25.75</td>
<td>Jean Bergman</td>
<td>35</td>
<td>Michelle Millin</td>
<td>35</td>
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<tr>
<td>4.</td>
<td>Gwen Scott</td>
<td>5-3-1-3-5-3-1-3-7</td>
<td>25.75</td>
<td>Bloomington Hills, IL</td>
<td>25</td>
<td>Lee Parks</td>
<td>35</td>
<td>Lee Parks</td>
<td>35</td>
</tr>
<tr>
<td>5.</td>
<td>Michelle Millin</td>
<td>6-4-5-2-5-3-4-5</td>
<td>35</td>
<td>Hubbard Woods, IL</td>
<td>35</td>
<td>Lee Parks</td>
<td>35</td>
<td>Michelle Millin</td>
<td>35</td>
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<tr>
<td>6.</td>
<td>Lois Blodgett</td>
<td>7-6-4-2-6-5-6-4-7</td>
<td>40</td>
<td>Boca Raton, FL</td>
<td>30</td>
<td>Lee Parks</td>
<td>35</td>
<td>Lee Parks</td>
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<tr>
<td>7.</td>
<td>Laura Bergman</td>
<td>8-7-8-5-6-5-6-7-8</td>
<td>41</td>
<td>Hubbard Woods, IL</td>
<td>25</td>
<td>Lee Parks</td>
<td>35</td>
<td>Lee Parks</td>
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<tr>
<td>8.</td>
<td>Edie Ramsdell</td>
<td>9-6-4-1-0-5-0-6-8</td>
<td>42</td>
<td>Winnetka, IL</td>
<td>25</td>
<td>Lee Parks</td>
<td>35</td>
<td>Lee Parks</td>
<td>35</td>
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<tr>
<td>9.</td>
<td>Nancy Saint</td>
<td>10-10-10-10-10-10-10-10-10</td>
<td>42</td>
<td>Normal, IL</td>
<td>59</td>
<td>Lee Parks</td>
<td>35</td>
<td>Lee Parks</td>
<td>35</td>
</tr>
<tr>
<td>10.</td>
<td>Shirley Anderson</td>
<td>11-10-11-11-11-11-11-11-11</td>
<td>49</td>
<td>Barrington, IL</td>
<td>99</td>
<td>Lee Parks</td>
<td>35</td>
<td>Lee Parks</td>
<td>35</td>
</tr>
</tbody>
</table>

The women's championship is a qualifier for the World Championship. Lee Parks has qualified for the 1986 Sunfish Worlds in Aruba, since Nancy Haberland qualified the previous week by winning the Midwest Regionals in Springfield, IL.

The race committee was flawlessly managed by Sunfish Champion, Don Bergman who had to contend with Lake Michigan's baffling winds. The Olympic course was set about 1/2 mile off the Winnetka Yacht Club. Winds ranged from NW to SE, and everything in between. The breeze stayed light throughout the weekend, 3-5 mph, until the final race when racers were able to get out of their cockpits and hike.

The sailors were entertained each evening by various members of the Winnetka Yacht Club. The awards were presented at a barbecue held at the Bergman home on Sunday afternoon. Beautiful designer porcelain as well as plaques were awarded to each of the winners.

Defending champion Leslie Weatherly could not attend because of a sailing conflict.

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Derrick Fries Adds Sunfish North Americans To His List

Twice Sunfish World Champion, Derrick Fries of Pontiac, MI beat 143 sailors, including several former North American and World Champions, to take his first Sunfish North American Championship title. The Brant Beach Yacht Club on Long Beach Island, New Jersey hosted the popular week-long championship running July 29–August 2. After placing second in last year’s NAs in Houston, TX, Derrick came on strong with superior boatspeed, even with the tricky eel grass, to beat a very competitive fleet of champions. Decisive scores of (12)-1-1-1-1-2-2 for 7.75 total points was sufficient to beat all others by almost 20 points. Going into the final day of racing, second place was up for grabs. Doug Kaukeinen of Rochester, NY pulled it all together with 27 total points to capture second place. Recent World Championship runner-up, Scott Greenbaum of Springdale, CT held on to third place with 32 points. Qualification Series winner was Bob Findlay of Northfield, IL in fourth place with 38.75 total points. Chris Friend of Newport, RI jumped up to fifth place overall with two aces on the final day (heaviest winds of the series) to score 50.5 points.

Tradition for the Sunfish NAC has dictated a rigorous 5-day racing schedule. While seniors battled in the 2-day, 6-race qualification series, Sunfish juniors (under 16) raced for the Junior North American Championship. This year’s winner was Jeff Whiteway of Millville, NJ with scores of (15)-3-5-4-1-5-2 for 20.5 total points. Junior-Sunfish veteran, John Townsend of Charleston, SC was second overall with 13.75 points. Brant Beach YC’s own Peter Coward took third with 22.5 points.

After the first two days of racing, the top fifty seniors and the top five juniors go on to race in the Championship Series. The remaining sailors, both seniors and juniors, are eligible to compete for the Founder’s Cup, named for Alcort’s founders, Alex Bryant and Cortland Heyniger. All slates are wiped clean as the social schedule for sailors all week long. Headed by Regatta Chairman Foster Sanford, volunteers sprung into action and made the Sunfish visitors feel right at home on their beautiful resort island, welcoming them into their homes as well as their club. To top things off, Race Chairman Joe Serrill orchestrated a team of experts to provide exceptional racing throughout the week. A great time was had by all!

Rumors of serious eel grass proved to be true as sailors surveyed the bay between Long Beach Island and the mainland. Daggerboard handles were a must, as was a super re-enforced daggerboard top. Champion Fries counted 71 clearings on his first weather leg alone! Clearing techniques varied from sailor to sailor, and, as the wind gradually increased from 8 to 10 mph on opening day to 20–25 mph on the final day, so did the required clearings. Most sailors were able to come in from their hiking position, lift the board quickly and then resume hiking in less than 2 seconds. But some sailors, like Chris Lowrie of Lake Bluff, IL, were forced to flip their boats over in order to clear the weeds when their daggerboard handles had fallen off! The eel grass was an interesting added dimension to this year’s Sunfish NAs.

The racers had as much fun on land as they did on the water. The Brant Beach Yacht Club provided a full and exciting social schedule for sailors all week long. Headed by Regatta Chairman Foster Sanford, volunteers sprung into action and made the Sunfish visitors feel right at home on their beautiful resort island, welcoming them into their homes as well as their club. To top things off, Race Chairman Joe Serrill orchestrated a team of experts to provide exceptional racing throughout the week. A great time was had by all!

23RD SUNFISH NORTH AMERICAN CHAMPIONSHIP
Brant Beach, NJ
July 29–August 2, 1985

<table>
<thead>
<tr>
<th>CHAMPIONSHIP SERIES</th>
<th>62 Boats</th>
<th>Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Derrick Fries</td>
<td>1-1-1-1-1-2</td>
<td>7.75</td>
</tr>
<tr>
<td>2. Doug Kaukeinen</td>
<td>3-6-2-1(DSQ)-4-3-7</td>
<td>27</td>
</tr>
<tr>
<td>3. Scott Greenbaum</td>
<td>2-3(15)-7-2-4-4</td>
<td>32</td>
</tr>
<tr>
<td>5. Chris Friend</td>
<td>4-9-3(1)-3-2-11-1-1</td>
<td>50.5</td>
</tr>
<tr>
<td>6. Bob Heckman</td>
<td>10-5-25-9-3-8-6-3</td>
<td>58</td>
</tr>
<tr>
<td>7. Alan Beckwith</td>
<td>5-8-6-15(25)-4-7-9-5</td>
<td>58</td>
</tr>
<tr>
<td>8. Mark May</td>
<td>(25)-15-19-4-6-7-6-6</td>
<td>63</td>
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<tr>
<td>9. Chris Houston</td>
<td>11-7-5-4-18(22)-13</td>
<td>66</td>
</tr>
<tr>
<td>10. Scott Harrison</td>
<td>17-4-16(22)-5-3-14-10</td>
<td>69</td>
</tr>
<tr>
<td>11. Steve Manson</td>
<td>9-11-10-9-12(16)-12</td>
<td>72</td>
</tr>
<tr>
<td>12. Tom Donahue</td>
<td>8-19-14(DNC)-8-5-11-22</td>
<td>87</td>
</tr>
<tr>
<td>15. Lake Bluff, IL</td>
<td>21-10-17(DNC)-12-30-10-15</td>
<td>115</td>
</tr>
<tr>
<td>16. Randell Swan</td>
<td>13-YMP-(41)-(1)-14-15-31-9-7-17</td>
<td>115</td>
</tr>
<tr>
<td>18. Don Bergman</td>
<td>14-25(49)-35-16-38-5-8</td>
<td>142</td>
</tr>
</tbody>
</table>

Sunfish are lined up three deep at the Brant Beach Yacht Club, 143 Boats, 500 feet of beach and unusually high tides made for tight quarters at the Sunfish North American Championships. Photo by Lee Parks.
**JUNIOR NORTH AMERICAN CHAMPIONSHIP**

| 1. | Jeff Whiteway | Millville, NJ | 1-1-1(DQ)-7-7 | 11.25 |
| 2. | John Townsend | Charleston, SC | (4)-2-4-3-1 | 13.75 |
| 3. | Peter Coward | Brant Beach, NJ | 2-5-3-7-6 | 23 |
| 4. | Andrew Bouldin | Spray Beach, NJ | 7-8-2-16(9) | 23.75 |
| 5. | Marcus Maher | La Porte, TX | (12)-11-6-4-3 | 27 |
| 6. | McDavid | Charleston, SC | 6-6-9-12-5 | 31 |
| 7. | McDavid | Charleston, SC | 6-6-9-12-5 | 31 |
| 8. | Michael Hermann | Brantigine, NJ | 9-7-RET-8-8-8 | 40 |
| 9. | Jonathan Williams | Charleston, SC | 5-RET-7-6-13 | 44 |

**FOUNDER'S CUP**

| 1. | Will Martin | Winnetka, IL | (15)-3-5-4-1 | 20.5 |
| 2. | Joe Kaukenen | Rochester, NY | 9-13-3-4-2 | 28.75 |
| 3. | Chris Brown | Winnetka, IL | 3-30-11-6-3-6-15 | 46 |
| 4. | John Anderson | Allison Park, PA | 2-2-7-7-14-15(23) | 48 |
| 5. | David Burns | Delmar, NY | 28-6-17-7-2-21-6 | 58.75 |
| 7. | Richard Mastrandelo | Findlay, IL | 36-27-10-3-19-3-1 | 65.75 |
| 8. | Bill Salininen | Webster, NY | 5-14-16-20-13-11-6 | 67.75 |
| 9. | McDavid Stillwell | Charleston, SC | 8-7-19-13-6-14-13-12 | 76 |
| 10. | Tom McEachin | Framingham, MA | 13-12-21-10-10-7-17 | 77 |

**RULE QUIZ**

On a modified Olympic course with the finish line in the middle of the windward leg, if a boat accidentally hits the finish mark on its second time up the weather leg, must the boat round the finish mark?

---

**Easy Sunfish Daggerboard Trunk Repair**

by E. Logan Goar of Houston, Texas

The daggerboard trunk in the Sunfish has four contact points which damage the finish on the leading and trailing edges of the daggerboard. These points are fore and aft where the deck and hull join the trunk.

This problem is solved by installing half-round sections of 3/4" plastic pipe (PVC or similar) in the fore and aft ends of the trunk. When this is done, you then have a smooth, tough surface for the edges of the daggerboard to travel in.

To accomplish this:

2. Use a wood rasp to fit the edges of the daggerboard trunk.
3. Cement these pieces into the fore and aft ends of the trunk using an Epoxy compound known as SUPERMEND. This product has many other uses, but lends itself extremely well to this procedure. The compound comes in two parts which you mix in the fore and aft ends of the trunk using an Epoxy compound known as SUPERMEND. This product has many other uses, but lends itself extremely well to this procedure. The compound comes in two parts which you mix in

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**SUNFISH MIDWEST REGIONAL CHAMPIONSHIP**

Sterling State Park, Monroe, MI June 1-2, 1985

| 1. | Scott Kyle | Winnetka, IL | 1-1-1-2 | 71.75 |
| 2. | Bob Findlay | Northfield, IL | 2-3-4-2-4 | 71.75 |
| 3. | Doug Kaukenen | Rochester, NY | 7-4-3-13-2 | 83.75 |
| 4. | Nancy Haberlund | Northbrook, IL | 3-3-5-13-2 | 83.75 |
| 5. | Chris Lowrie | Lake Bluff, IL | 5-4-2-3-6-3 | 83.75 |
| 6. | Jean Bergman | Hubbard Woods, IL | 9-5-14-7-14-2 | 83.75 |
| 7. | Kevin Beadle | Pontiac, IL | 20-5-15-10-5-6 | 83.75 |
| 8. | Don Bergman | Hubbard Woods, IL | 15-9-8-6-11 | 83.75 |
| 9. | Paul Wood | Glenview, IL | 3-4-10-12-4-17-13 | 83.75 |
| 10. | Dan Norton | Adrian, MI | (14)-7-7-11-11-7 | 83.75 |

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Donnie Martinborough, 24, of the Bahamas made it four in a row by successfully defending his Sunfish title during Bermuda International Race Week held April 27 through May 4 in Bermuda. Martinborough dominated the heavy air series with five aces, throwing out a 6th place finish for 3.75 total points. Despite his slight build, Martinborough, a former World Champion, has a special technique for snaking through the waves with incredible boat speed. Once he is off the starting line and breaks through the fleet, he is virtually uncatchable. A real estate broker from Nassau, Martinborough attributes his awesome boat speed to lots and lots of practice.

The big surprise of the week was second place finisher Stevie Dickinson of Bermuda who showed brilliant boat speed despite his lack of experience in a Sunfish. His finishes of 2-8-1-3-2-3 for 10.75 points were just enough to beat Houston sailer, Gary Ross whose scores added up to 12 total points. Dickinson is a former Bermuda Phantom Champion who was recently dethroned by Malcolm Smith two weeks prior to Race Week. Dickinson got his revenge by beating Smith in his own class, Sunfish, during Race Week. After winning the practice race, Malcolm Smith finished a distant fourth with 27 points. A tie for fifth place between Bob Heckman of Glastonbury, CT and Don Esch of Aruba was settled with Heckman winning the tie-breaker.

Twenty sailors from Aruba, Canada, the Bahamas and the United States joined twelve Bermuda sailors to complete the field of thirty-two Sunfish sailors, the strongest showing of any class in Race Week. All the foreign sailors were supplied with new Sunfish sailboats for the Championship. AMF Alcort Sailboats of Waterbury, CT provides the boats for this Championship each year as a convenience to the Bermuda Sunfish Association.

This prestigious sailing event is organized under the auspices of the Royal Bermuda Yacht Club in Hamilton. Eight Classes were invited to participate in this year’s event: Comet, Ludar-16, Etchell 22, International One-Design, J24, Snipe, Sunfish and Tornado. All but the Snipes and Sunfish were raced on the Great Sound. Snipes raced from the Spanish Point Boat Club and the Sunfish Class raced in open waters on the north shore of Bermuda, launching from Shelley Bay.

**Bermuda International Race Week**
Royal Bermuda Yacht Club, Hamilton, Bermuda
April 27-May 4, 1985

<table>
<thead>
<tr>
<th>SUNFISH CLASS</th>
<th>Finish</th>
<th>Total Points</th>
</tr>
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<tr>
<td>1. Donnie Martinborough, Bermuda</td>
<td>1-1-9-1-1</td>
<td>3.75</td>
</tr>
<tr>
<td>2. Stevie Dickinson, Bermuda</td>
<td>2-5-1-3-3</td>
<td>3.75</td>
</tr>
<tr>
<td>3. Gary Ross, Houston, TX</td>
<td>2-3-2-6-2</td>
<td>3.25</td>
</tr>
<tr>
<td>4. Malcolm Smith, Bermuda</td>
<td>6-9-3-5-4</td>
<td>3.25</td>
</tr>
<tr>
<td>5. Bob Heckman, Glastonbury, CT</td>
<td>5-8-5-3-7</td>
<td>3.25</td>
</tr>
<tr>
<td>6. Don Esch, Aruba, Netherlands Antilles</td>
<td>6-1-7-4-7</td>
<td>3.25</td>
</tr>
<tr>
<td>7. Odette Berley, Bermuda</td>
<td>8-1-3-7-5</td>
<td>3.25</td>
</tr>
<tr>
<td>8. Henry Doolittle, Barrington, RI</td>
<td>10-7-10-9-8</td>
<td>3.25</td>
</tr>
<tr>
<td>9. Bill White, W. Hartford, CT</td>
<td>4-4-15-14-19</td>
<td>3.25</td>
</tr>
</tbody>
</table>

**Don Esch (left) and Bob Heckman fight over the sixth place trophy which they tied for during Bermuda International Race Week. Bob Heckman won the official tie-breaker. Photo by Sharon Heckman.**

Veteran Race Committee Chairman, Sam Wharton, provided square lines and fair Olympic courses for the 6-race, 1-throw-out series. Prevailing winds are non-existent in Bermuda as the winds came from a different direction each day of the three days of racing.

The Harrington Sound Sailing and Gilding Club in Flatts Village and the Bermuda Sunfish Association worked together under the guidance of Regatta Chairman David Frith to provide a terrific week of racing and social events for the Sunfish Class.

**Attention:**

**Regatta Sites Sought**

Regatta hosts are needed for many Regional and North American Championships for the 1986 season and beyond. The major events for next season must be nailed down by November 1st so that other events can be scheduled around them.

Specifically, host clubs are needed for all 1986 Sunfish and Force 5 Regional Championships, and, of special importance, is the need for a host for the 1986 Sunfish North Americans.

Because Alcort will no longer organize these events, please send bids to the regional representative in your area. Sunfish and Force 5 representatives are listed in this issue. All other classes may submit bids to AMF Alcort, attention Joanne Girard.

If you would like to learn more about how to run a regional championship, write to Joanne at Alcort and ask her to send you the "Regional Requirements", a package of invaluable regatta information.
Sprinting the Start

Continued from the previous issue, Derrick Fries concludes his chapter on starting from his recently published book, Successful Sunfish Racing.

The Start

After the gun goes off and the race begins, what strategies guarantee further acceleration? In light air, some sailors nervously overtrim or, in heavy air, oversteer through the waves. Neither strategy is good, because energy always should be directed in a productive manner. To succeed, what strategies guarantee further speed increase gained by资本市场?

Right after the start, a Sunfish competition is like a drag race. The vast majority of boats will sail on starboard tack for the first 100 yards. You must have clear air and be ready to tack if you suspect a significant oscillation has occurred. Many times, the ability to tack on the first shift can pull you right away from the fleet. As a general rule of thumb, assume that heading your boat in the right direction is more important than is clear air. This is not to say that you should sail in everyone’s backwind for the first 100 yards. However, in marginal situations heading in the right direction will usually afford the greatest gain. Chances are good that many sailors are not aware of wind oscillations at the start. They will look to other boats for clues about wind direction. This often occurs at the start when an oscillation favors port tack and the left side of the course is favored.

Consolidation and clear air at the start are also important factors. Shortly after the start, you probably will want to tack onto port, especially in a substantial oscillation. Do so, but be careful not to sail too far, or more than 30 boat lengths, from the fleet. Now tack back onto starboard and stay with the fleet on the favored side of the course. This requires a fairly substantial oscillation at the start, favoring the port track.

Inevitably, you will make a wrong decision about the favored end of the starting line. Being buried at the start is difficult, and recovering can be a chore even for the best of sailors. After a poor start, you have to beat the others at their own game. Taking a flyer is not the answer. Learning to ignore the other boats and sailing smart is. Keep your air clean and sail in the proper direction on each of the following legs, maintaining a positive and optimistic mental attitude. Your adrenaline will flow, and you will sail that much harder. The goal is to sail the remainder of the race mistake-free. You may have committed your major mistake of the regatta, but many of your competitors soon will be making mistakes, upon which you can capitalize. If one of the leaders is keeping an eye on your progress, noting the number of boats you are chewing up, you may have an added psychological edge. Your chances of regaining ground increase as the race goes on, especially on upcoming weather legs. Then, the problem of clean air lessens as the fleet spreads out.

--Continued on page 9--

Perfect for all sailors!

CHAPTERS
The Sail and Rig
Justifying the Jibs
The Daggerboards and Rudders
Reading the Wind on the Water
Sprinting the Start
Upwind
The Reach
Downwind
Lessons Learned
Roll-Tacking and Roll-Jibing
Maintenance and Mothering
The Physical Sunfish Sailor
Garments for Speed
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Successful Sunfish Racing

Derrick Fries is the world’s most successful Sunfish racer. He is the only person to win both the Sunfish North Americans and Sunfish Worlds. This book is written for the Sunfish racer to improve his/her performance. Derrick does this with over 100 photos and detailed text of how to sail faster! Gary Jobson quotes, “Derrick Fries is one of the toughest and consistently most successful dinghy sailors in the world. No one in this country is better qualified to write this volume. In descriptive detail, Derrick shows you how to compete with the Sunfish to make you faster, more knowledgeable and how to make Sunfish sailing more fun!”

For Autographed Copies send check or money order payable to Margaret Beadle c/o Margaret Beadle, Successful Sunfish Racing, 3782 Covert, Pontiac, MI 48054

Name __________________________________________
Address _________________________________________
City ____________________________________________ State ______ Zip _______

The 12th Annual Sunfish Connecticut River Classic was blessed with near perfect conditions on the weekend of June 1-2, 1985. Sixty-seven doublehanded Sunfish sailboats made their way down 45 miles of the Connecticut River, starting in Hartford on Saturday morning and finishing in Essex on Sunday afternoon.

Sailors were split into three divisions for this racing/cruising event: The largest division at 36 entries was the Odd Couples Division, a crew consisting of two members of the same sex, gender and/or part of the human race. Winning the Odd Couples Division was former Sunfish North American Champion (1975) Joel Furman and his nephew, George, both from Bellport, NY. Joel and George were presented with the prestigious Rubby Ducky Award symbolic of trying too hard in this less than serious sailing event. Second place went to Bob and Don Forrest of Bristol, CT, and third was won by Denis Futterlieb of Northfield, CT and James Chittum, Jr. of Woodbury, CT. Last place finishers are always acknowledged for their non-serious approach to the regatta. In the Odd Couples Division, Jonathan Brodeur of Meriden, CT and Paul Rescanski of Trumbull, CT took last place honors by finishing every race and accumulating the most number of points (the low-point scoring system was used). Jonathan and Paul were also presented with little black books to help them find dates for next year's event!

The most competitive division in the Classic was the Mixed Doubles Division. With 27 entries, they took the top four overall positions in the regatta. Taking top honors was river race veterans, Peter Barnes and Liz Johnson of Wellesley, MA. Winning two races and placing in two others was enough to win the 5-race, no-throwout series. Peter and Liz took home the prestigious Lowengard Award. In second place was Olympic aspirant Pease Herndon of Liverpool, NY and Tom "T.K." Kinney, the Kings Point Sailing Coach and FD Olympic training coach. Third place went to the father-daughter team of Ted and Beth Toombs of Glen Head, NY. Ted has won the Odd Couples Division the past two years with his son, Thomas. The Brotherhood Award for last place in the Mixed Doubles was presented to Toshifumi and Margaret Bekku of Green-

Sponsors for the 12th Annual were AMF Alcort Sailboats, makers of the Sunfish; Colonial Bank who donated $.10 per boat per mile to the UConn Children's Cancer Fund; Allied Spirits & Wines USA, distributors of Oilfaint Vodka. The March of Dimes sponsored a Sail-A-Thon in connection with the race and Uniglobe Metropolitan Travel provided an all expense paid Windjammer Cruise in the Caribbean to the winner. The results of the Sail-A-Thon are still being tabulated. Several sponsors competed in a special Sponsor's Division. Tom and Yolanda Trump of Miami, FL, sailing for Uniglobe Travel, won the Hartford Trophy for first place in this division. Tom and Yolanda also won the Marco Polo Award for traveling the furthest distance to the event.

Other special awards that were presented are:

. . . . The youngest sailor, Greg Hicks, age 10.
. . . . The Four-Wheels award for driving the farthest to the event to Tom Williams and Jeff Dreier, both from the Philadelphia area.
. . . . The Pickled Prop award for the most unusual happening of the regatta went to John Tracy of the powerboat squadron for having so much trouble with his motor that he bought a new one by the end of the event!

The river racers were treated to a thoroughly enjoyable racing/cruising/camping weekend. All promised to return next year. The event is scheduled for the same time period in 1986.
Sprinting The Start

Continued from page 7

From a race committee boat, it is possible to observe an entire series of good starts. You'll view the ganmut, from light to heavy air, from aggressive to passive starts. When the fleet is large, you'll be amazed at the scope of mid-line sag and at the strategies the good racers employ to ensure a good start. Keep a note pad handy—there are so many variables it will be impossible to remember them all. Even if you remember only a few of the things you observe, your next start will be much improved.

Autographed copies of Successful Sunfish Racing are available at $13.95 (including shipping and handling). See the ad elsewhere in this issue.

Learn The Racing Rules On Video!

Now for the first time the yacht racing rules are explained on videotape! Learn The Racing Rules is a two-part set narrated by top sailor David Dellenbaugh and produced by SEA-TV, the country's No. 1 sailing-video company. Each 50-minute part uses live sailing demonstrations and animation of boat models to explain the major right-of-way rules and definitions. Over 100 specific rule situations are examined for racing sailors from beginner to advanced.

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Learn The Racing Rules Part II: Rules at Marks and Obstructions

MIXED DOUBLES DIVISION

27 Boats

1. Peter Barnes Wellesley, MA 7-1-1-2 13
2. Liz Johnson Wellesley, MA 4-7-2-8-6 27
3. Pace Hendon Liverpool, NY 3-5-5-5-10 32
4. Tom Kinney Kings Point, NY 8-2-9-1-8 38
5. Ted Toombs Glen Head, NY 12-6-11-13-3 43
6. Beth Toombs Glen Head, NY 18-6-11-13-3 43
7. James G. Biondi Brookhaven, NY 15-8-26-14-1 92
8. Vicky Biondi Wellesley, MA 35-26-8-26-17 110
9. Peter Barnes Wellesley, MA 33-26-8-26-17 110

SPONSOR'S DIVISION

4 Boats

1. Uniglobe Travel Miami, FL 1-14-21-15-12 64
2. Tom Trump Miami, FL 22-9-53-24 111
3. Tom Trump Miami, FL 22-9-53-24 111
4. Byron Hicks Newfoundland, NJ 24-18-20-4-40 85
5. Greg Hicks Newfoundland, NJ 24-18-20-4-40 85
6. Forbes Magazine Newfoundland, NJ 24-18-20-4-40 85
7. Forbes Magazine Newfoundland, NJ 24-18-20-4-40 85
8. Mr. & Mrs. John Haywood New York, NY 45-46-39-57-36 225
**Letter from the President, USSCA**

Fellow Sunfishers, we're on our own. Alcort will no longer run things for us. They will no longer foot the bill for Class management, for organizing all our major regattas, for setting the Class organization and measurement rules. The weaning process began when Alcort decided to apply for International status from the IYRU and received it, two years ago.

The arrangements negotiated between Alcort and the United States Sunfish Class Association are spelled out elsewhere in this issue. I think they are fair to both sides, and expect they will continue to be, even though they will surely change from time to time as we gain experience in working together. We need Alcort, and they need us. I don't expect that will change.

The most important thing for us to realize is that we will have to take on a lot of work. We are fortunate indeed that Lee Parks is dedicated to the Sunfish Class, and willing to work out an arrangement to continue to carry the major burden of Class management, even though she is no longer on the Alcort payroll. I am personally delighted that the U.S. Class, its meeting at the North American Championships, voted to double the dues effective January 1, 1986, so that we can put her on our own payroll as a part-time employee. Surely the other National Sunfish Class Associations will follow suit at the next ISCA meeting.

I am grateful that the other U.S. Class officers — those elected for an interim transitional one-year term, as well as those newly elected — have volunteered to take on major responsibilities. My thanks to them all.

Chris Friend volunteered to chair a By-Laws Committee to draw up a new set of rules and procedures for the governance of the Association — rules that we hope will serve as the pattern for the International Sunfish Class Association. He is putting together his committee as you read this, so if you have experience in such things, or legal training, please volunteer. His address and phone number, like those of the other officers, are listed in this issue.

Don Bergman is the Nominating Committee chairman, so if you can help in Class management activities, and would be willing to serve as an officer, let him know. Don is also our World Council representative.

Steve Manson, along with the regional representatives, has taken on the responsibility to organize our major championship regattas — the North Americans, Midwinters, Regionals, Women’s and Team Race. Most of all he needs to hear from yacht and sailing clubs willing to sponsor one or more of these events.

One of the first things we are going to do, now that we are going to run our own championships, is to put together a regatta book, a manual on how to run a major Sunfish regatta. To get us started, we are asking everyone who has attended a major Sunfish event to let us know great ideas and horrible examples from their experience. Did the race committee have a particularly good technique for keeping the starting line square to the wind? Or a particularly effective way to record the finishers to make sure they were all recorded, and in the right order? Were the sailing instructions of one club outstandingly clear or useful? Were there particularly good non-racing family activities, or thoughtful hospitality arrangements? Let us know about negatives on or off the race course, too, so we can help our regatta sponsors avoid pitfalls others have fallen into. We won’t use any names, at least where the negatives are concerned, so don’t be shy, either with posies or brickbats. Please send your comments to Lee or to me.

Thank you for re-electing me to help see us through this transition period. It’s an honor, and I look forward to helping you all make the Sunfish class more than ever the hottest, friendliest, funnest racing sailboat class in the world.

Will White

---

**ISCA/Alcort Agreement**

On July 18, AMF Alcort made a decision to allow all their sailboat classes to manage themselves. Immediately, the Sunfish Class drew up an agreement with AMF Alcort. In essence, Alcort will continue to do the administrative tasks such as collection of dues and registration fees, maintaining the mailing list and processing fleet applications, etc. What has fallen into the hands of the Class members is the organization of regattas, production of the annual regatta schedule and publishing the class newsletter. A very equitable financial agreement has been reached. Details of the agreement follow.

**Memorandum of understanding between the International Sunfish Class Association and AMF Alcort (ISCA and Alcort):**

1. The ISCA becomes an independent organization. Alcort will no longer supply a Class Secretary.
2. AMF will continue to provide paper-work support in the form of:
   A. Maintenance of computerized membership and mailing information, including number of issues of Windward Leg due to each member.
   B. Collection of dues and registration fees.
   C. Mailing (not including postage) of membership cards, class rules, numbers, regatta schedule and Windward Leg.
   D. Labels for club and regional regatta notices.
3. Alcort will donate $4,500 from 1985 dues for production of the summer issue of Windward Leg this year. It will donate in future years one dollar ($1.00) per issue for future Windward Legs for which it has received dues or subscription payments as of September 1, 1985.
4. Alcort will pass along to ISCA the annual dues it collects, less three dollars ($3.00) to cover costs of (2) above.
5. Alcort will pass along each registration fee it collects for ISCA, keeping seven dollars ($7.00) to cover costs of boat numbers and handling of registration.
6. Alcort will cooperate in every reasonable way to insure a smooth transition and a viable class organization, and will pay USYRU dues and IYRU fees.

---

**Sunfish Dateline**

**Start:** BARRINGTON FROSTBITE SERIES 1985-86 — (Three 8-Sunday Series, Fall, Winter, Spring) from October 27, 1985 to April 13, 1986, Barrington, RI; Contact: Steve O’Connor, 72 North Ave., Attleboro Falls, MA 02763, (617) 699-2349

**Nov.** COLD TURKEY REGATTA — Beck Lake, Glenview, IL; No Contact. 30°
7. Alcort will make available to a class officer at dealer cost spare parts for class-sponsored regattas when an Alcort dealer is not present, refundable on return of parts.

8. Alcort will maintain fleet allowance policies for World Championships, and for other championships when mutually agreeable.

9. ISCA will make every reasonable effort to organize itself and elect officers so as to maintain a viable racing class, and work closely with Alcort to that end, maintaining responsibility for class governance.

10. ISCA will continue to publish Windward Leg and the Regatta Schedule at its expense (and may combine with the Force 5 class to issue these jointly), and will pay Alcort postage costs for their distribution.

11. Alcort will continue to issue new fleet charters and maintain existing fleets.

12. This agreement will be in effect until August 30, 1986, as a minimum guarantee, and is subject to review on February 27, 1986, or other mutually agreeable date, and every six months thereafter until modified by mutual agreement.

This agreement was whole-heartedly accepted by the U.S. Sunfish Class Association in August. Now we ask each National Sunfish Association to approve the agreement as well. The sooner we do this, the sooner we can get on with the promotion of sailboat racing. Class leaders agree that this is a step in the right direction and can only benefit the Sunfish Class in the long run.
Hiking Straps on Sunfish?

It's true! At least for one year. And, unlimited tiller extensions, too.

At the recent ISCA Class Meeting held at the World Championship in Italy, the Danish Sunfish Association proposed that a hiking strap be added to the Sunfish. They felt this would make the boat more marketable in the racing-oriented countries around Europe where Sunfish is just being introduced. The Italian contingent concurred. Mixed opinions were felt more of fish countries around Europe where Sunfish is just being introduced. The Italian contingent concurred. Mixed opinions were received from the longer-established Sunfish countries. Ernie Kervel of Aruba, who sailed in 30 knots the year round, felt there was no need for a hiking strap, but sympathized with those who did.

The freedom to let sailors choose seemed to be an amiable solution, so the attending ISCA members voted in favor of allowing hiking straps and tiller extensions for a one year trial period. This period began July 15, 1985 and will run until the beginning of the 1986 World Championship. Please note that because the rule is experimental, it is not in effect for any international or continental championships, including the World Championship.

Experiments are asked to submit their findings, pro and con, to the ISCA Class office by July 1, 1986. The reports will be reviewed by the ISCA Advisory Council prior to its meeting next August.

According to the ISCA By-Laws, a proposal must receive the majority vote of the World Council to become a new Class Rule. Each World Council Representative should have a good idea of how his country feels on this subject before next year's Annual Meeting.

USSCA Position: There was much discussion at the USSCA Annual Meeting about the new hiking strap rule. The short people immediately expressed their praise for this long-awaited addition. All those except Alan Beckwith, who felt that hiking off the cockpit lip was more than adequate and that a longer tiller extension would just get in the way. A vote was taken and a two-thirds majority felt that after 15 years without a hiking strap, why now? Only one-third of the sailors at the North American Championship were in favor of the change.

Proposed New Rule: Our USSCA Rules Committee headed by Paul Odegard has come up with proposed wording for the new rules. Although there is no limit to experimentation, Paul has set up some guidelines to follow.

The following wording is proposed to replace ISCA Class Measurement Rules 3.4, 3.4.1 and 3.4.2 regarding the tiller and tiller extension:

3.4 The tiller ("and tiller extension" omitted) shall only be supplied by the builder and shall be made of wood or other material approved by AMF and the IYRU.

3.4.1 The tiller extension may be of any length, diameter or size, either fixed or telescoping, attached in any manner including a universal joint provided it is used solely as an extension of the tiller.

For you do-it-yourselfers, an economical extension can be fabricated from golf club shafts, ski poles or even hockey sticks. If you want to go first class, there are several extensions on the market including convenient telescoping models with nice grips.

The following is the proposed wording for the hiking strap rule:

3.1.6 A hiking strap may be installed provided it is attached in only two(2) locations, and the watertight and structural integrity of the hull are preserved. The strap may be padded for comfort with any material, and shockcords may be used in the attachment system.

This proposed rule is loose enough to permit experimenting and can be modified in the future as workable configurations surface. Class members are encouraged to comment on these proposed rules and mounting hardware configurations. Select letters will be published in future issues of the Windward Leg.

New Sunfish Sails

Last fall, sailmaker Hans Fogh recommended to Alcort and the Sunfish Class that the present sailcloth(3.0 oz.) be upgraded to 3.9 oz. sailcloth. His reasons for the change were that 3.0 oz. cloth was becoming harder and harder to get, and the price was rising.

Over the past winter, the Barrington Frostbite sailors tested various types of sailcloth, eventually agreeing on a pre-fatigued 3.9 oz. sailcloth, which feels very Continued on next page
New Sails  Continued

much like the present Sunfish sailcloth. According to Fogh, there are many sources for this type of material which is used primarily for sailboard sails. Howe & Bainbridge of Boston is expected to be the main supplier. Also, prices for 3.9 oz. cloth is comparable to our present sailcloth. No sail design changes are planned. Hans Fogh will give its backing at the recent USSCA class meeting. The IYRU is expected to give its approval this November, which will finalize the change.

The Class Rules will allow sailors to use any of the previously class legal Sunfish sails including the 3.0 oz. Fogh and Ratsy sails. The 3.9 oz. Sunfish sail will be identified by a "new "Class Approved" sail patch.

North Sails/Fogh Ltd. of Toronto, exclusive sailmakers for the Sunfish sail, will begin production of the new sails in September. Alcort will not offer an exchange program this time, although the new sails will be available from all AMF Alcort dealers later this fall. The suggested retail price is expected to remain the same.

Sunfish Dues Notice

The annual dues for the Sunfish Class will be $20.00 per year ($30 for new members) starting in 1986. The U.S. Sunfish Class voted in favor of the increase at the recent annual meeting. All other National Sunfish Associations are expected to follow suit.

The main reason for the increase is the need for a part-time Class Secretary to administer the Class. AMF Alcort will no longer pay the salary for a class secretary, although Joanne Girard will remain at Alcort to do some administrative tasks such as membership and registrations, sail numbers and fleet correspondences. A part-time Class Secretary is needed to write the class newsletter, put the Annual Regatta Schedule together, to organize all the major regattas and to keep communication lines open between class officers, committees and members.

For your dues, you will receive an annual ISCA membership card, the Class Rules, the Annual Regatta Schedule and the class newsletter, Windward Leg. It is anticipated that the newsletter will increase in frequency next year!

Sign up now for 1986! Help us to save postage money when sending renewal notices. Don't miss a thing while the Class goes through a crucial transition period!
Thirty-six Force 5 sailors fought for three days in ten races before coming up with a 1985 North American Champion. John Barrere of Rowayton, CT proved to be the most consistent sailor and took the title with 42 total points. What impressed the fleet the most was that Barrere used his only first place finish (a premature start) as his throwout! His winning numbers were: 8-3-4-6(DNS)-3-2-4.

Tied with Barrere after nine races was former Force 5 North American Champion, Courtney Young, Jr. of Monroe, NY. Young squeaked in just behind Barrere in the final race to score 43 total points, capturing second overall. Shawn Sullivan of Naugatuck, CT protected a third place finish overall for the duration of the event, scoring 48.75 total points. The 1983 North American Champion, Bob Cullen of Colchester, CT was fourth with 52.75 total points and David Kahn of Mamaroneck, NY was fifth with 58.5 points.

Consistency and clean sailing was the key to this predominantly light air regatta. In the first race, winds peaked at 2 mph for the traditional drifting match. A rogue puff which hit the parking lot of boats just 25 yards from a downwind finish started the event off with great excitement. No less than 7 protests were filed for the finish line antics, but all were disallowed by Jury Chairman, Bill Wagner.

Day 2 and 3 brought more likeable 8-10 knot winds to complete the final 9 races.

Spruce Run Reservoir in Clinton, NJ is the home waters of the hosts, Hunterdon Sailing Club and Force 5 Fleet #36. Regatta Chairman, Courtney Young and Fleet Captain, Byron Hicks had a full schedule planned for the sailors from Ohio, Georgia, South Carolina, Connecticut, New York, New Jersey, Delaware, Virginia and Colorado. A great time was had by all!

Next year's Force 5 North American Championship will be held in Georgia.

Force 5 Southwestern Regional Championship
Seabreeze Sailing Center, Seabrook, TX
July 14, 1985

<table>
<thead>
<tr>
<th>Finisher</th>
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<tr>
<td>Fred Meno, Jr.</td>
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<tr>
<td>Colin Gibb</td>
<td>1-2-4</td>
</tr>
<tr>
<td>John Dimock</td>
<td>2-2-4</td>
</tr>
<tr>
<td>Brad Clark</td>
<td>6-3-3</td>
</tr>
<tr>
<td>Danny McLean</td>
<td>4-11-5</td>
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<tr>
<td>Dick Grove</td>
<td>6-16-6-5</td>
</tr>
<tr>
<td>Bill Koch</td>
<td>1-11-1(DNS)</td>
</tr>
<tr>
<td>Posey Seifert</td>
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Force 5

1. Byron Hicks, Newfoundland, NJ 3.75
2. Jeff Horn, Rocky Hill, CT 10
3. Rob Sisak, Essex, MA 18
Letter from the President

As you may have heard by now, the Force 5 Class, your class, needs your support. Supporting a sailing class means supporting racing and all that's involved: rule changes, regatta schedules, class newsletter, and major championships. The benefits for the racing enthusiasts are obvious, but there are also benefits for the beginner and occasional racer. Equipment refinements, such as the new sheeting system and the new vang system, make the boat easy to sail. Club racing provides boat handling experience, a higher achievement plateau to aspire to, and fellow sailors who provide helpful instruction. The best way to learn to sail is to race in small boats. There is much truth in the old saying that small boat sailors can move up into bigger boats competently, but that those who have learned in big boats cannot handle small boats well.

The preceding remarks are intended to supply you with some ammunition because I am asking each of you to set two *simple goals* for the coming season.

**GOAL #1:** Establish regular clinics in your fleet and encourage beginners to come out and try (and later buy) a Force 5. Have you ever tried boardsailing? Note how hard it is to master and yet how many will spend hours at it. And, the number of instructors is phenomenal! Times have changed folks! What do you do in your club to encourage potential sailors to buy and learn to race a Force 5? Drop me a line so your experience can be shared with the class.

**GOAL #2:** Plan with your club to send at least one representative to the North American Championship next summer. The club rep might be nominated to serve on a committee or elected to office. You might even consider giving that person some financial support. If each fleet met that goal for '86, we'd have a pretty impressive turnout at the 1986 NAs planned for Georgia.

Two simple goals — how about it?

Courtney D. Young, Jr.
Force 5 Class President

---

**1985-1986 FORCE 5 CLASS OFFICERS**

<table>
<thead>
<tr>
<th>Position</th>
<th>Name</th>
<th>Address</th>
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<tbody>
<tr>
<td>President</td>
<td>Courtney D. Young, Jr.</td>
<td>11 Schunnemunk Street Munroe, NY 10950</td>
</tr>
<tr>
<td>Vice President</td>
<td>Byron Hicks</td>
<td>P.O. Box 481 Convent Station, NJ 07961</td>
</tr>
<tr>
<td>Secretary/Treasurer</td>
<td>Lee Parks</td>
<td>9 Durham Drive Lynnfield, MA 01940</td>
</tr>
<tr>
<td>Northeast Rep.</td>
<td>John Barrere</td>
<td>26 Burchard Lane Rowayton, CT 06853</td>
</tr>
<tr>
<td>Mid-Atlantic Rep.</td>
<td>Tom Oryniak</td>
<td>14 Shelly Drive Somerset, NJ 08873</td>
</tr>
<tr>
<td>Southeast Rep.</td>
<td>Bill Hunter</td>
<td>241 Lakeshore Circle NE Millidgeville, GA 31061</td>
</tr>
<tr>
<td>Midwest Rep.</td>
<td>Bill Koch</td>
<td>133 Lonsdale Avenue Dayton, OH 45419</td>
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<tr>
<td>1</td>
<td>Cat-Top MAST-CADDIE (TRAC-14 + $34.00)</td>
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<td>MAST-CADDIE SAILBOAT</td>
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<td>3</td>
<td>MAST-CADDIE (sail only) SAILBOAT</td>
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<td>4</td>
<td>LITTLE LAUNCHER</td>
<td>$65.00</td>
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<td>5</td>
<td>AQUA-CADDIE (fits COOLERS LRG &amp; SM, NOT INC'D)</td>
<td>$34.95</td>
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<tr>
<td>6</td>
<td>CAT-BOAT MAST-CADDIE (TRAC-14 + $34.00)</td>
<td>$39.95</td>
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<td>7</td>
<td>TRAC 14 BOOM-CADDIE</td>
<td>$19.00 each</td>
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Total $  

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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, 3872 Covert, Pontiac, MI 48054 (MI residents add 4% tax).

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RULE QUIZ ANSWER

Yes. According to revised Rule 52.1, a boat which touches a finish mark at any time must reround the mark.

Pan-Am Update

Despite extensive lobbying efforts by the Sunfish Class, the USYRU will recommend the Laser as the only single-handed sailboat for the 1987 Pan-Am Games to be held in Indianapolis. This comes as a great disappointment to the Sunfish Class after being invited to participate by the Ecuadorian Sailing Federation in 1984.

Over a year ago, Ecuador realized they could not finance the Pan-Am Games. The United States stepped in and made an offer to host the Games in 1987, which was gratefully accepted by the Pan-Am Committee.

As the national authority on yachting in the U.S., the USYRU will be the guiding force behind the yachting events. At last spring’s mid-year meetings, the USYRU Board of Directors voted in favor of the Laser as the singlehanded yacht for the Games. This recommendation will be passed on to the Pan-Am Committee later this year. Other boats recommended for competition are: Snipe, Laser II (for women only), Star, Lightning, J24 and a sailboard division for both men and women.