Alan Beckwith Takes Sunfish North American Championship

Though he never took a first throughout the eight-race Sunfish North American Championship series, Alan Beckwith of Wayland, MA, consistently finished in the top numbers and ended up with the only first that really mattered — that of first overall. Beckwith claimed the championship title at the August 5-10 competition on Springfield Lake in Springfield, IL. In second place was Hanna Clinton, a 16 year old high school student from Cohasset, MA, relatively unknown on the National Sunfish circuit.

One hundred competitors from approximately 20 states participated in the week-long regatta, which included the championship series, a Junior Championship Division and the Founders Cup Division. The top 55 boats earned the right to race in the championship division by scoring among the top 50 in the two-day elimination series, or being among the top five in the Junior Championship. Winner of the Junior Championship Division was Scott Harrison of Yorktown Heights, NY. Randy Saint of Normal, IL, took first place in the Founders Cup Division.

With winds averaging five knots and gusting to 15 in one race, Beckwith used conservative “up-the-middle” tactics to take the Championship with finishes of 9-(12)-2-4-9-2-5.

Clinton, the first woman to place in the top 10 at any Sunfish North American Championship, is a relative newcomer to national Sunfish regattas.

Third place finisher Keith Robine of Croton-on-Hudson, NY, is a veteran Northeastern Sunfish sailor. This past May he sailed his Sunfish 126 miles down the Hudson River — a trip he claims made him feel much more comfortable on his boat. Since then he finds he fares much better at local regattas, and a third place at the North Americans supports his claim.

Noticeably absent from the competition was current Sunfish World Champion Dave Chapin of Springfield, IL, who was en route to the Snipe World Championship in Nova Scotia following his victory at the Snipe Nationals earlier this summer.

The top 11 finishers automatically qualify for the 11th World Sunfish Championship April 26-May 4 in Aruba.

Swan Takes Force 5 North Americans

Native son Randall Swan, Jr., of Charleston, SC, edged out 63 competitors to win the 1979 Force 5 North American Championship held August 1-4 on the Beaufort River. Joe Waters of Orangeburg took second and Will...
Sunfish North American Championship

continued from page 1

After years of trying, Alan Beckwith waves the symbol of his triumph and tucks the Sunfish North Americans perpetual trophy under his arm . . . friends and competitors take this as a challenge, and treat Alan to the traditional ceremonial ducking . . .

Chapin Named Top Sailor

Dave Chapin, 19-year-old winner of the 1979 Sunfish World Championship, has been chosen the top U.S. One-Design Dinghy Sailor of 1979 by Yacht Racing/Cruising magazine.

Chapin was selected because of his wins in two major world championships, the Sunfish Worlds in Medemblik, Holland, in which he competed against a fleet of 88 participants, and the Snipe class World Championship in Nova Scotia. He had a clean sweep in Snipe, winning the National and North American events as well.

Chapin, who hails from Springfield, IL, has previously won the O'Day Cup, emblematic of the National Single-Handed Championship. Encouraged by his wins in these two classes, his plans include a campaign to qualify for the 1980 Olympics in the International 470 class.

Ehman Named USYRU Director

Thomas F. Ehman, Jr., 26, former Junior Sunfish North American Champion and a member of the Sunfish Advisory Board, was appointed USYRU Director for One-Design Racing in April, and in December was named Executive Director.

Ehman, who hails from Ann Arbor, MI, was three times a bridesmaid at the Sunfish North Americans, finishing behind Carl Knight twice and behind Joel Furman in the last try. He has done a little better in other classes — Flying Scot North American Champion in 1973, 1974 and 1976, and the USYRU Champions of Champions title in 1976. He has also had racing experience in Lasers, Tasars, El Toros, Enterprises, Fireballs, Rebels, Thistles, Interlakes, Lightnings and Sol Catamarans.

SUNFISH NORTH AMERICAN CHAMPIONSHIP
Island Bay Yacht Club
Springfield, IL
August 5-10 100 Boats

Total Points
1. Alan Beckwith Wayland, MA 9-(12)-2-2-4-9-2-5 33
2. Hanna Clinton Cohasset, MA 2-(25)-4-10-6-4-11-20 53½
3. Keith Robine Croton-on-Hudson, NY 7-10-4-(36)-2-17-14-14 54½
4. John Krebs Springfield, IL 12-¼-(37)-7-¼-10-24 55½
5. Bill Draheim Toledo, OH ¼-(28)-13-8-14-7-20-2 64½
6. Mark Spicknall Haslett, MI (42)-2-3-6-11-12-8-26 66
7. Don Bergman Hubbard Woods, IL 3-8-(42)-5-7-32-4-17 76
9. Jim Sporka Arlington Heights, IL 4-14-5-(57)-29-3-5-25 85

Ehman Named USYRU Director

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Ehman, who hails from Ann Arbor, MI, was three times a bridesmaid at the Sunfish North Americans, finishing behind Carl Knight twice and behind Joel Furman in the last try. He has done a little better in other classes — Flying Scot North American Champion in 1973, 1974 and 1976, and the USYRU Champions of Champions title in 1976. He has also had racing experience in Lasers, Tasars, El Toros, Enterprises, Fireballs, Rebels, Thistles, Interlakes, Lightnings and Sol Catamarans.
## SUNFISH INLAND LAKES REGIONALS
Lake Nokomis Sailing Club
Minnesota
July 21, 1979 16 boats

<table>
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<th>Finish</th>
<th>Name</th>
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<tr>
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<td>Jim Spoors</td>
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<tr>
<td>2</td>
<td>Lou Hunt</td>
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<td>Yandel Reardon</td>
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<td>4</td>
<td>Dorsey Kesey</td>
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<tr>
<td>5</td>
<td>Don Gleason</td>
<td>33</td>
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<td>6</td>
<td>Lee Jackson</td>
<td>34</td>
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<tr>
<td>7</td>
<td>Bill Spoors</td>
<td>38</td>
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<tr>
<td>8</td>
<td>Mike Helland</td>
<td>44</td>
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<tr>
<td>9</td>
<td>Lewis McGonagle</td>
<td>51</td>
</tr>
<tr>
<td>10</td>
<td>Anthony Boppe</td>
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## SUNFISH MID-ATLANTIC REGIONALS
Barrington Yacht Club
Barrington, RI
June 2-3, 1979 59 Boats

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<tr>
<td>2</td>
<td>Terry Kingley</td>
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<td>3</td>
<td>Alan Beckwith</td>
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<tr>
<td>4</td>
<td>Peter McComb</td>
<td>30</td>
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<td>5</td>
<td>Sam Philbrick</td>
<td>35</td>
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<tr>
<td>6</td>
<td>B. Young</td>
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<td>7</td>
<td>Paul Osgood</td>
<td>38</td>
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<td>8</td>
<td>Bob Perry</td>
<td>40</td>
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<td>Alan Scharte</td>
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<td>10</td>
<td>H. Peter</td>
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## SUNFISH SOUTHWEST REGIONALS
Seabrook Sailing Club
Seabrook, TX
August 11-12, 1979 38 boats

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<th>Name</th>
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<tr>
<td>1</td>
<td>Gary Ross</td>
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<td>4</td>
<td>Chris кож</td>
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<tr>
<td>5</td>
<td>Scott Shirley</td>
<td>22</td>
</tr>
<tr>
<td>6</td>
<td>Paul Vogel</td>
<td>22</td>
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<tr>
<td>7</td>
<td>John Strader</td>
<td>22</td>
</tr>
<tr>
<td>8</td>
<td>Garold Parratt</td>
<td>22</td>
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<tr>
<td>9</td>
<td>Muffin Allford</td>
<td>23</td>
</tr>
<tr>
<td>10</td>
<td>Michele A. Jones</td>
<td>30</td>
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## SUNFISH MID-ATLANTIC REGIONALS
Union Lake Sailing & Tennis Club
Millville, NJ
August 18-19, 1979 43 boats

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<tr>
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<td>Mike Catalano</td>
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</tr>
<tr>
<td>2</td>
<td>Mike Kermer</td>
<td>14</td>
</tr>
<tr>
<td>3</td>
<td>Will White</td>
<td>23</td>
</tr>
<tr>
<td>4</td>
<td>James Morse</td>
<td>24</td>
</tr>
<tr>
<td>5</td>
<td>Paco Calvet</td>
<td>27</td>
</tr>
<tr>
<td>6</td>
<td>Stuart Smith</td>
<td>34</td>
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<tr>
<td>7</td>
<td>Calvin Obara</td>
<td>34</td>
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<tr>
<td>8</td>
<td>Eric Erickson</td>
<td>40</td>
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<tr>
<td>9</td>
<td>Steve Perry</td>
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<td>10</td>
<td>Mark Fisher</td>
<td>52</td>
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## SUNFISH NATIONAL TEAM RACE CHAMPIONSHIP
Bristol, RI
September 15-16, 1979

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<td>GANDALF</td>
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<tr>
<td>2</td>
<td>Chris deMauras</td>
<td>2-4</td>
</tr>
<tr>
<td>3</td>
<td>Alin Scharte</td>
<td>2-5</td>
</tr>
<tr>
<td>4</td>
<td>John Robinson</td>
<td>2-6</td>
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<tr>
<td>5</td>
<td>Bob Perry</td>
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<td>6</td>
<td>Dave Darling</td>
<td>2-8</td>
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<td>7</td>
<td>Phil Kindler</td>
<td>2-9</td>
</tr>
<tr>
<td>8</td>
<td>Brian deMauras</td>
<td>2-10</td>
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## SUNFISH WESTERN REGIONALS
Island Sailing Club, CA
September 22-23, 1979 13 Boats

<table>
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<tr>
<td>1</td>
<td>George Wilson</td>
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<tr>
<td>2</td>
<td>Steve Pexton</td>
<td>5</td>
</tr>
<tr>
<td>3</td>
<td>Leighton Quon</td>
<td>6</td>
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</table>

### Awards
- **Gandalf Wins Sunfish National Team Race Championship Again**
- **SUNFISH NATIONAL TEAM RACE CHAMPIONSHIP**
- **Nan Walton Trophy**
- **British Universities — 5/1**
- **Master Boaters — 5/1**
- **Sharky Yacht Club — 3/3**
- **River Port Yacht Club — 3/3**
- **Hingham Sunfish Sailing — 2/4**
- **Mattieuck Yacht Club — 2/4**
- **Coastal #2 — 1/5**
Bergman Wins
Women’s North Americans

Jean Bergman of Hubbard Woods, IL, mother of 10, edged out 17 women to win the second Women’s Sunfish North American Championship held August 1-3 at the Island Bay Yacht Club in Springfield, IL. Peasie Herndon of Springfield took second and Shirley Anderson of Barrington, IL, took third in the six-race, one-throw-out series sailed on Lake Springfield in light and fluky winds.

Bergman, a veteran sailor, has raced Sunfish for 10 years. She finished 51st in heavy air at the 1979 Sunfish Worlds in Holland and has participated in several North American Championships as well as regional and local regattas.

Hosted by the Island Bay Yacht Club, competitors were treated to a welcoming party in a private home Friday and awards ceremony at the Club on Sunday. All competitors agreed that the Island Bay Yacht Club did its typically excellent job of organizing the event.

**WOMEN’S SUNFISH NORTH AMERICANS**

Island Bay Yacht Club
Springfield, IL
August 1-3, 1979  17 Boats

1. Jean Bergman  Hubbard Woods, IL  3-2-3-3-4-(7-12)  8
2. Peasie Herndon  Springfield, IL  2-3-4-3-3-5  10
3. Shirley Anderson  Barrington. IL  (6)-6-3-4-4-3  20
4. Trilly Poring  Winnetka, IL  5-3-7-(7)-2-5  22
5. Ginny Brewer  Springfield, IL  4-5-4-6-(10)-7  22
6. Adele Poring  Winnetka, IL  4-14-9-2-4-15  22
7. Lerinda Saint  Normal, IL  9-8-2-(9)-8-4  31
8. Susan Donah  Springfield, IL  11-(13)-6-5-6-9  37
9. Nancy Peterson  Springfield, IL  (14)-9-11-8-3-8  39
10. Sandra Seliga  Hinsdale, IL  7-(11)-10-10-9-6  42

**SUNFISH SENIOR OLYMPICS**
DARIEN, CT. — 1979

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<tr>
<th>Age</th>
<th>Entrants</th>
<th>Winners</th>
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<td>40-44</td>
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<td></td>
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<tr>
<td>Men</td>
<td>Courtney Young, Jr. Suf ern, N.Y.</td>
<td>4-2-3</td>
<td>5</td>
</tr>
<tr>
<td></td>
<td>Tim Hochuli, Plaistow, NH</td>
<td>5-1-3</td>
<td>14</td>
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<tr>
<td></td>
<td>Bill Warren, Reading, MA</td>
<td>4-3-2-4-5</td>
<td>18</td>
</tr>
<tr>
<td>Women</td>
<td>Ricca Metz, Great Neck, N.Y.</td>
<td>2-7-4-5-2</td>
<td>20</td>
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<tr>
<td></td>
<td>Ruth Warren, Reading, MA</td>
<td>6-6-7-8-6</td>
<td>37</td>
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<tr>
<td>45-49</td>
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<tr>
<td>Men</td>
<td>Peter Hulse, Bellport, N.Y.</td>
<td>3-4-2-2-3</td>
<td>8</td>
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<tr>
<td></td>
<td>Gerhard Menzel, Samsbury, Md.</td>
<td>3-4-5-7-4</td>
<td>15</td>
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<td>Gordon Geick, Collinsville, IL</td>
<td>4-2-DSQ-4-3</td>
<td>20</td>
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<tr>
<td>Women</td>
<td>Libby Hse, Sherborn, MA</td>
<td>6-6-6-6-5</td>
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<td></td>
<td>Ginny Dahl, Sherborn, MA</td>
<td>DNF-DNF-DNF-DNF</td>
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<td>50-54</td>
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<tr>
<td>Men</td>
<td>Tom Philbrick, Pittsburgh, Pa.</td>
<td>1-2-2-4-3</td>
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<td>Rachel Lee, New Canaan, Ct.</td>
<td>3-3-4-3-5</td>
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<td>Steve Falk, Sherborn, MA</td>
<td>2-4-3-2-2</td>
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<tr>
<td>55-59</td>
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<tr>
<td>Men</td>
<td>Norton Hutchinson, Oyster Bay, N.Y.</td>
<td>6-3-2-2-2</td>
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<td>Pierson Keating, Rye, N.Y.</td>
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<td>Dick Husselbee, Sherborn, MA</td>
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<td>Adrienne McCaull, Nantucket, MA</td>
<td>2-3-DNF-DNF</td>
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<tr>
<td>Men</td>
<td>Alex Nimick, Stowe, Vt.</td>
<td>3-3-3-3-4-2</td>
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<tr>
<td></td>
<td>Bob Knapp, Madison, Ct.</td>
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<tr>
<td></td>
<td>Bill Davidson, Mountain Lakes, N.J.</td>
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<tr>
<td>Women</td>
<td>Richard Spear, Litchfield, Ct.</td>
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<td>Dayton Tilton, Cos Cob, Ct.</td>
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<td>George Sayyah, Leonia, N.J.</td>
<td>DNF-DNF</td>
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<td>70-74</td>
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<td>Men</td>
<td>Les Straffens, Danien, Ct.</td>
<td>3-4-3-1-3</td>
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<td>75+</td>
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<td>40-49</td>
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<td>Peter Hulse</td>
<td>2-4-3-4-3</td>
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<td>Gerhard Menzel</td>
<td>4-6-3-1-4-5</td>
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<td>50-59</td>
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<tr>
<td>Men</td>
<td>Tom Philbrick</td>
<td>1-2-2-4-3</td>
<td>6</td>
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<tr>
<td></td>
<td>John Lee</td>
<td>3-3-4-3-6</td>
<td>13</td>
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<tr>
<td></td>
<td>Steve Falk</td>
<td>2-3-3-2-2</td>
<td>14</td>
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<tr>
<td>60+</td>
<td>11</td>
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<tr>
<td>Men</td>
<td>Bob Knapp</td>
<td>4-3-4-2-2-3</td>
<td>9</td>
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<tr>
<td></td>
<td>Alex Nimick</td>
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<tr>
<td></td>
<td>Bill Davidson</td>
<td>2-2-3-3-5</td>
<td>15</td>
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</tbody>
</table>

**Sunfish dateline**


APR. 12-13 ESSEX FROSTBITE REGATTA, Essex Frostbite Assoc. & Mt. Gay Rum, Essex, CT. Contact: Dave Baker (203) 756-7091 or (203) 567-9075. (Maximum 40 Sunfish).

26 11TH SUNFISH WORLDS, Aruba. (prequalification required) Contact: Steve Baker (203) 756-7091 or (203) 567-9075.
Sunfish Rules Changes Announced

A number of changes and additions to the Sunfish racing class rules will be in effect for the 1980 Sunfish Midwinter Championship.

The rule designed to state the one-design Sunfish philosophy has been changed to allow for licensee-built boats. Section I now reads, “In the interest of true one-design class racing, it is required that all racing boats be AMF Alcort or licensee-built Sunfish sailboats with standard equipment supplied by the manufacturer. No equipment additions, subtractions, substitutions or alterations are allowed, with the following exceptions:”

The rule on rudders and daggerboards (Section II, D.d.) has been tightened up to read “construction: one-piece solid mahogany or mahogany plywood supplied by AMF Alcort or a licensed builder.” This rule is intended to outlaw custom-made boards. The old rule was somewhat ambiguous.

To clear up a possible ambiguity, a new paragraph P. has been added to Section II: “Equipment may be updated to conform with factory-supplied equipment.”

The life jacket rule (Section III, B.) has been changed to read “Personal flotation devices for all contestants must be carried on board. The Sunfish Racing Class strongly recommends that they be worn at all times when sailing.” Because the Class does not want to imply legal liability on the part of race committees, the phrase “and will be worn at the discretion of the Race Committee” is eliminated.

Although previously reported, the following rules changes have not yet appeared in a class rules edition:

Under Section V — Specific Items Not Allowed, add new paragraph “F. Switching hulls in a regatta without permission from the Race Committee or Inspection Committee.”

Finally, a new paragraph has been added to that section: “G. Use of air pressure in the hull while racing”.

Retaining Device/JC Strap Explained

The Sunfish Class Rules were revised in 1978 to permit a daggerboard retaining device to also act as a JC strap to hold the boom out on a downwind leg. Several sailors have asked for an illustration that shows how this device works.

The illustration at right shows one method of rigging shock cord for the dual purpose.

Increase Your Fleet Through Informal Racing Clinics

Although the majority of Sunfish, Super Sunfish, Force 5 and Apollo fleets are growing well, a few are having difficulty maintaining interest in racing and in attracting new sailors to replace those that leave for one reason or another.

A good solution is a racing clinic that can be run by one or two people on a regular weekend race day. First, print a one-page flyer describing the day’s events. Next, send a brief news release telling who, what, where, when and how people register. Finally, contact the class office to get a list of recent registered owners who may not yet have started racing and send them a copy of the flyer.

Schedule three or more short races for the regulars. During the first race, hold a chalkboard clinic for the newcomers on shore or on a spectator boat, overlooking the course. Explain the course, the sailing instructions or eccentricities of your race management, and a few basic right-of-way rules essential for the first-time racer. Also discuss rigging techniques briefly.

Then, for the second race, have the clinic group sailing about in the vicinity of the start (not so close that they interfere). As soon as the regulars have cleared the line, begin a starting sequence for the novices while you hover to windward of the line in a small chase boat. As time permits, give them two or three practice starts and coach them as to what they are doing right and wrong, using a megaphone or loud hailer. After a few practice starts, have the group practice tacking . . . i.e., tack when they hear a whistle . . . then practice jibes, then 720-degree turns . . . always valuable maneuvers for a novice.

Right after the regulars start the third race, start the novice group and send them around the whole course. For some, this will be their first race. Because they are introduced to racing first on a chalkboard, then with a few practice starts and other exercises, they will not be nearly as apprehensive as if they had gone to a regatta on their own. Coach them all around the course from the chase boat.

If more races are scheduled and the novices are lagging far behind, don’t be afraid to ask them to stop and come back to the starting area so that you can get the next race underway. Start all the remaining races with two divisions — the experienced racers first.

If possible present trophies for both divisions. In the newcomers’ division, give one to the winner and one to the sailor who seemed to improve the most over the day’s activities.

At the end of the award ceremony, thank the newcomers for coming out and invite them to join your club or fleet and then explain how to join.

With any luck you’ll add several new members at your first clinic. We urge you to try this and report your results to the class office.
Swan Takes Force 5 North Americans

continued from page 1

Haltiwanger of Columbia took third in the seven-race, one-throw-out series hosted by the Beaufort Yacht and Sailing Club.

With light and shifty winds and tidal currents up to four knots, local sailors had the upper hand. Swan, a well-known top competitor among the Beaufort Club's 200 member families, took three firsts, ending the competition with a 5 1/4 point advantage over Waters. With two firsts in the series, Waters easily edged out Haltiwanger. Paco Calvet of Hialeah, FL, a familiar Floridian, finished fourth and Steve Mehl of Hingham, MA, second place finisher at the First Force 5 Worlds, took fifth.

The Beaufort River played a series of challenging tricks on competitors during the competition. During the third race, sailors reported that the wind shifted 360 degrees, and racing was interrupted by a line squall, the only rain of the series. In a later race, the tides changed just as sailors were starting their windward legs. The Olympic-style courses had to be modified during several races to compensate.

Force 5 Chosen for O'Day Championship

Twenty-five Force 5's will be used next August in the U.S. Single-Handed Sailing Championship sponsored by the USYRU and to be sailed in Mantoloking, NJ.

Qualifications for the event consist of area eliminations throughout the country and also through collegiate and class championships.

Traditionally, the Sunfish and Force 5 North American champions have been invited to compete in this prestigious event. As noted in Sunfish Corner, Dave Chapin won this event in 1977 representing the Sunfish Class.

Calling all Maryland and Delaware Force 5'ers

Force 5 Fleet #68 has moved to Havre deGrace, Maryland, and Fleet Captain Jeff Byrem would like all Force 5 owners interested in joining the fleet to contact him at 716 Brook Dr., Silverbrook, Newark, DE, 19713, (302) 368-8335.

For more Force 5 dateline issues, visit force5corner.com.
**Force 5 Rules Changes**

The following rules changes will be in effect starting with the Force 5 Midwest Championship February 9:

**Under Section III.** — Personal Modifications or Adjustments, the following two rules have been added:

- Paragraph "U. The sail may be reefed vertically by removing the battens, if necessary, wrapping the sail around the mast and using a wire or line pennant from the clew to the outhaul."

- Paragraph "V. The hiking strap may be covered with Neoprene or other padding for comfort."

**Under Section X.** — Specific Items Prohibited. Rule E. has been modified to read as follows:

"E. Any recutting of sails except for the express purpose of adding a window according to Class Rule Section VI and to modify the batten pocket opening for convenience."

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Courtney Young Jr. Wins Super Sunfish North Americans

Court Young, Jr., of Suffern, NY, mini-hiked his way to first place at the Super Sunfish North Americans. Though rather uncomfortable, mini-hiking is a way to watch the sail at all times — an important factor in light winds — not to mention increasing your chances for a well rounded suntan.

Jack Willy of Sparta, NJ, was clearly the fastest man on the course at the Super Sunfish North American Championship, Madison, CT, September 8th and 9th. But he lost the championship to Courtney Young, Jr. of Suffern, NY, in the Protest Committee. At the end of the regatta, he was protested by three other competitors, who questioned whether his daggerboard met class rules. It did not, and he received an additional four points for each of the first two races, when he used the protested board and won both races.

Third was John Magenheimer of Westport, CT, followed by Bill Boll of Glastonbury, CT, last year's Super Sunfish champion and fresh from a sixth place finish at this year's Sunfish Worlds in Medemblik, Holland. Rich Rudert of Fishkill, NY, another former Super Sunfish champion, was fifth.

Conditions were generally light and fluky with northerly winds off the Connecticut shore. There were occasional spurts of hard hiking on the first day, but by and large the wind oscillated from Northwest to Northeast and was full of holes.

The Race Committee was headed by Jack Lombard of Rowayton, CT, with MAR.

Super Sunfish

Super Sunfish to be Used in Inter-Class Solos

The Super Sunfish has been chosen for use in the North American Inter-Class Solo Championships to be sailed in June in Barrington, RI.

Eleven boats will be supplied for the event, which puts 10 of the top single-handed sailors in North America against each other in three intensive days of racing.
The Super Sunfish Racing Class Board of Governors met just before the North Americans at Madison, Connecticut on September 7th. It approved some rules changes and additions, selected the site for the 1980 North Americans, and elected some new members.

Will White was elected Chairman, giving John Black Lee a well-deserved rest. John was almost single-handedly responsible for the birth and development of the Class, and has carried most of the load ever since. John also retired from the Board, and was replaced by Donald Lovelace. John Lee is not dropping out of sight; he will continue to race the Supers, and will be available as a consultant on rules and regattas. Also retiring from the Board was Paul Odegard, who was replaced by Bill Boll.

Rich Rudert volunteered to serve as Chairman of the Regatta Committee, which will include his wife Linda, Bobbie Knapp (in charge of the Grand Prix schedule), Court Young, John Lee and Will White.

On December 8, there was a subsequent meeting of the Board of Governors which approved additional rules changes. A complete set of the new rules has been mailed to all registered owners. (See drawings)

Now Permitted on Super Sunfish:
Double lead on the vang (maximum total purchase 8:1), blocks or padeyes on deck or ring for outhaul and Cunningham, block on Cunningham cringle.

The rule on life jackets was changed under Specific Items Required. The phrase "and worn at the discretion of the Race Committee" was deleted to remove from race committees a threat of legal liability. The rule on sail numbers was also relaxed somewhat, with the location instructions advisory rather than mandatory.

The most important change in the rules was to clarify the dimensions of the daggerboard, following the unhappy protest of Jack Willy at the North Americans. While the dimensions where not changed, they were clarified. Owners who have built their own boards, or modified Formula S or Super Sunfish boards, should check them carefully against the detailed drawing in the new rules.

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Moose McClintock Wins Second Apollo Class North Americans Championship

David "Moose" McClintock and Laurie Puleston of the Newport Yacht Club won the second Apollo Class North American Championship here in a two-day, six-race series. The margin of victory (low-point scoring) was the 1.4 breakdown points awarded to McClintock in the last race, giving him a total of 6.9 to Hans Fogh's and Eric Skemp's 7¼. Fogh is the designer and manufacturer of the Apollo sails.

In third was former collegiate all-American Ed Adams and women's single-handed champion Meredith O'Dowd, with 12¼ points. They were followed by the Eiffert brothers, Greg and Eric, from the Rochester Canoe Club, with 16 points, and Bruce and Kelly Kirby with 23. Bruce Kirby designed the Apollo for AMF Alcort.

The series was hosted by the Newport Yacht Club, and was held off the Rhode Island State Sailing Center at Fort Adams State Park. Winds were in the 12 to 15 knot range, leading to a few capsizes and some marginally successful experiments with reefing.

This new class, now more than 600 strong, continues to draw top-caliber competition. Last year's champion was Gary Jobson, who was only able to sail in two of the races this year. A number of fleets have been formed, with the expectation that next year's North American Championship will be held either in Houston or Chicago.

Apollo Fleets Forming

Apollo sailors have begun to form organized fleets in several cities across the country.

Apollo Fleet #1 has been organized in Lake Hopatcong, NJ, and Chicagoland Fleet #2 will be sailing in Chicago, IL.

Other cities that have potential for fleets include Houston, TX, Rochester, NY and Sherborn, MA.
AMF 2100 Scores Well

The initial signals are encouraging: The new AMF 2100 is a huge success! As this issue went to press, boats could not be built fast enough, and customers are lining up for boats for the 1980 sailing season from as far as Europe and Australia. One Swedish buyer informs us the 2100 is the “perfect trailerable sailboat because it offers performance while being functional.”

Fleet interest is developing in Connecticut, Massachusetts and the Great Lakes, and the 2100, from at least one account, seems to be faring well on the racing circuit. A recent Boston Globe article describing The Chowder Race held at Marblehead included an amusing reference to the new boat. The paper reported that the race, run in three divisions, produced only two identifiable winners. In the Cruising Boat Division, the paper said, “All we know is that she’s an AMF and her number is 2100 and she goes like a scared rabbit, ‘Ritt said. ‘But we don’t know her and never saw her before, but if the skipper will show up and identify himself he’ll get his prize.’”

See the January issue of Yachting for a three-page, full color article by Tony Gibbs. Tony, the publication’s senior editor, liked the 2100 so much he bought one for himself.

2100 Film Available

Interested in finding out more about the new AMF 2100? You or your fleet can now view a new eight-minute film by the 2100’s designer, Ted Hood. Three copies of the 16mm film are available. To borrow one, simply send a $50 deposit check, which will be refunded upon the film’s return. Call Jan LaPointe, AMF Alcott Sailboats, (203) 756-7091.

Three AMF 2100’s, the new Ted Hood designed versatile and trailerable weekender, in perfect symmetry on a spinnaker run.
How to Race Your First Race Without Getting Skunked Too Badly

It doesn't take long to learn how to sail. And if you understand the basic aerodynamic principles, you can probably learn to sail quite well in a relatively short time. On the other hand, your first race can be a mighty humbling experience.

The first step in trying to avoid being thrashed is to make sure your boat is tuned properly. There are not too many things you can do to a Sunfish to make it go faster, but some are quite important. Almost any good sailor would be more than happy to show these to you. Don't be afraid to ask.

First, your sails should be set quite low to the deck. (If you want to know why, look up "end-plate effect" in your favorite aerodynamics text.) That means you will need a window, if you want to stay out of trouble. You will probably also want to move the gooseneck forward on the boom two or three inches from the "factory" position.

Mount some telltales, so you will know when the wind shifts. The wind always shifts back and forth during a race. Make sure the edges of your daggerboard and rudder are smooth — splinters and "feathers" have a remarkable braking effect. Set your sails loosely on the spars, depending on the sail, is usually best.

Then there are some simple rules about weight placement. On a Sunfish, you almost always want to be at the forward edge of the cockpit. Sit sideways, and use the tiller extension. Use the sheet hook at the forward edge of the cockpit, or a block mounted on deck just forward of it, or the sail will not set properly. On most legs of the course, you want to keep the boat as flat as possible. When the wind blows, hike out — hook your toes under the leeward deck, and get your bottom out over the water.

Off the wind, heel the boat to windward. In very light air, heel to leeward on all legs of the course. This reduces wetted surface and keeps the sail setting in its proper shape. A good basic rule for boat speed is to let the sail out as far as it will go without luffing. Going to windward, start with the boom over the corner of the transom, and experiment with it from there. You will seldom want it in tighter than that; it may want to go out 2 or 3 inches beyond that. It's always a compromise between sailing off the wind and picking up speed, or pinching closer to the wind and sailing closer to the mark. Keep the wind to the optimum angle and steer to the wind — it's always shifting slightly. There are a lot of exceptions, but a good basic rule is to tack when you are headed — that is, when the wind pushes you away from the windward mark.

Downwind, sit still and steer straight unless there are waves. In waves, concentrate on steering downhill — it's possible to keep the boat on the forward face of the waves most of the time. Learn to get the boat planing, if the wind is strong enough, and keep it planing. Then you can learn how to ooch and pump and rock, (which is sometimes legal and sometimes not. So don't worry about that at first.)

You cannot expect to race successfully without knowing the rules, and anyway, it's not fair to the other competitors. The basic rules are quite simple; the exceptions are quite numerous; the nuances are infinite. Learn the basic ones, and stay out of the way if you are not sure of your ground, at least at first.

The start is very important. You want to be on the line, going fast, with no one else too close, when the flag goes up (or the gun goes off, or the horn blows). Much of the time, the safest way is to sail slowly along the line on starboard tack, so that you are about in the middle of the line when the starting signal is given. The crowds are usually at either end. If you sheet in 3 or 4 seconds before that signal, you should be sailing at full speed when it goes off — the Sunfish accelerates quite rapidly. After you have a few successful starts under your belt, you can start to worry about whether the windward or leeward end is favored, whether to approach the line on port or starboard tack, and so on. Most starts, by the way, are to windward.

Pay attention at the skippers' meeting, or ask someone to explain the starting sequence and the course to you. You have to know when to start and where to go.

If you remember each of these tips, you have a decent chance of finishing better than last. Then you can spend hours and hours learning how to make your boat go just a little bit faster, and learning how to sniff out the wind, and learning how to use tactics. Ask questions of the good sailors and keep asking. The more answers you get, the more smart questions you will learn to ask. Take a course, or attend a racing clinic. Read everything you can get your hands on. Then get out and practice what you learned. If you can learn to improve your speed around the course by as little as 1%, chances are you will be leading the parade as often as not!