Fall Senior Olympics winners display their Olympic medals at Weed Beach in Darien, CT. Overall winner Gordon Geick is in center rear holding the perpetual trophy. For people who’ve spent the whole day battling a strong breeze on Long Island Sound, these sailors look pretty relaxed.

GORDON GEICK WINS SUNFISH SENIOR OLYMPICS

Gordon Geick of Collinsville, CT, took top honors in the Ninth Sunfish Senior Olympics held September 19 in Darien, CT. Seventy participants ranging in age from 40 (the minimum age required to attend) to 73 sailed five races in strong, shifty winds and heavy rain. The regatta was hosted by the Darien Sunfish Yacht Racing Association.

For the sailing, the group was divided into ten-year age categories, which gave separate starts for those 40-49, 50-59 and 60 and over. Scores were tallied for five year age categories, i.e. 40-44, 45-49, 50-54, etc. Senior Olympic medals provided by Senior Sports International were awarded to the top three finishers in each five-year age category. Men and women (6 women participated) were scored separately.

The overall prize was awarded to Gordon Geick who topped the largest age category. Geick is a longtime Sunfish sailor who claims that he’s enjoying Sunfish racing more every time he races. He said he thought about stopping several times, “but there’s something so satisfying about small-boat racing. Something interesting happens in almost every race.”

The next Senior Sunfish event is scheduled for early February in Nassau in the Bahamas. The Fifth Inter-American Sunfish Senior Olympics is expected to attract 45 sailors from as many as 10 countries.

9TH SUNFISH SENIOR OLYMPICS
Darien, CT September 19, 1981 73 Sunfish

<table>
<thead>
<tr>
<th>Age Group</th>
<th>Position</th>
<th>Finishes</th>
<th>Total Points</th>
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<tr>
<td>40-44 Men</td>
<td>1. Steve O'Connor, Attleboro Falls, MA</td>
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<td>2. Rich Rudert, Farming, NY</td>
<td>6-2-2-4-4</td>
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<td>3. Court Young, Jr., 2-3-3-3</td>
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<tr>
<td>45-49 Women</td>
<td>1. Ruth Warren, Reading, MA</td>
<td>5-5-6-7-6</td>
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<td>2. Trilby Porino, Riverside, CT</td>
<td>11-7-7-4</td>
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<td>45-49 Men</td>
<td>1. Steve Langford, S. Windsor, CT</td>
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<td>2. Bill Warren, Reading, MA</td>
<td>3-3-3-3</td>
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</tr>
<tr>
<td></td>
<td>3. Bob Boyd, Mountain Lakes, NJ</td>
<td>2-6-2-4</td>
<td>17</td>
</tr>
</tbody>
</table>

50-54 Women | 1. Libby Ives, Sherborn, MA | 15-9-9-13-7 | 52 |
| 50-54 Men | 1. Gordon Geick, Collinsville, CT | 14-4-4-4-2 | 5 |
|           | 2. Jon Freeman, Cos Cob, CT | 3-3-3-3-4 | 124 |
|           | 3. Tom Philbrick, Pittsburgh, PA | 7-2-4-2-3 | 18 |

continued on page 2

Windward Leg is published quarterly by AMF Alcott Sailboats for the information of its sailboat owners, their friends and families. Subscriptions: $8.00 two years ($12.00 overseas airmail); $11.00 three years ($16.00 overseas airmail). Back issues $1.50 postpaid. AMF Alcott Sailboats, P.O. Box 1345, Waterbury, CT 06721 USA.
PAUL ODEGARD COMPARES SAILS

In the article that follows, current North American Champion Paul Odegard responds to a request from reader Charles Rauhauser for an explanation of sail tuning differences between the old Sunfish sail design (known as the Ratsey sail—named after the manufacturer—Ratsey and Lapthorn Sailmakers) and the new sail designed by Hans Fogh and manufactured in his North Sail loft in Toronto.

Sail adjustments and sail clips vs. tie lines have always been controversial subjects among Sunfish sailors. Personal preference is the key: what YOU think looks and feels right is probably the way to tune it. Generally, the following classic adjustments still apply to the Ratsey-made sail and the new Fogh design:

**LUFF**

Under all wind conditions, adjust the headouthaul so that no pockets (not enough tension) or stretch creases (too much tension) exist along the full length of the luff. Consider replacing the sail set adjacent to the halyard with line to avoid interference and the resulting crease.

**FOOT**

In a drifter, adjust clewouthaul about the same as above (not too tight, not too loose) but favor the tight side.

In light-to-medium air (especially with a chop) ease theouthaul slightly to develop maximum power and a nicely cambered full sail. Remember that the amount of camber or draft (pocket) in a sail can affect the aerodynamic driving force by nearly 50%. Both sails seem to benefit in shape by replacing the forward two or three sail clips with tie line (maximum two inches off boom).

In heavy wind, flatten the sail by tensioning theouthaul and don't worry about the appearance of the sail. The name of the game is to reduce sail power to minimize leeway.

Since the Ratsey sails were cut relatively flat, they required a very loose clewouthaul to obtain full draft for maximum driving force. Unfortunately, a looseouthaul also resulted in ugly scallops along the foot. The substitution of different length tie lines in place of sail sets gave the experimenter some flexibility within the two-inch limit to accomplish the loose-foot effect (a la Force 5) along the boom. The Fogh sail has already been cut generously (full) along the foot and I feel that tie lines for this purpose are an overkill. I have, however, seen several Fogh sails rigged with tie lines on the last 4-to-6 grommets with pleasing results to leech and foot shape.

One trick used by some skippers to further flatten the sail is to tie a knot in the sheet between the bridle and the aft boomblock in a location such that the boom can only be pulled in to a close-hauled position. Any further tensioning of the sheet will result in pure bending of the boom accompanied by sail flattening due to the knot hitting the boom block.

**GOOSENECK**

As far as gooseneck positioning is concerned, the trend seems to be to keep it further aft on the boom to compensate for the draft being further aft in the Fogh sail. Again, I have seen it plus or minus from the factory setting depending on preference. The goal in all gooseneck tweaking (fine tuning) is to have near neutral or slight weather helm to reduce rudder drag. I would suggest on-the-water tuning because the wind conditions do change quickly.

**VANG**

The easiest and most popular vang arrangement is to tie the gooseneck down with the halyard. An alternate method involves tying the halyard aft on the boom in a more conventional vang position. This subject is addressed in Larry Lewis’ book, “Sail it Flat.” Look for Will White’s new book to be published this spring. Just remember that all the sail tweaking and custom go-fasts are for zip if you miss just one windshift.
1982 WORLDS

Of the twelve prior Sunfish World Championships, only one has been held on the U.S. mainland and that was in Miami back in 1975. The Worlds is coming back to the U.S. for 1982 and will be sailed on the west coast August 6-13. The Coyote Point Yacht Club in San Mateo, California, near San Francisco, will be host to the expected 105 sailors from over twenty countries.

Coyote Point Yacht Club is located in Coyote Point Park, a beautiful public recreation area just south of San Francisco Airport. Racing will be in Coyote Point, California, near Coyote Point Park, August 6-13. The event by AMF Alcort Sailboats to ensure that the boat will be evenly matched.

Ten sailors are eligible to compete from each country, except the U.S. which, as host and with its huge Sunfish population, is allowed 30 entrants. Also, all former World Champions and the top five finishers at last year's Worlds in Sardinia, Italy, are eligible in addition to their country quotas.

Most of the U.S. positions have already been filled, but one slot remains. The winner of the Southeast Sunfish Regional Championship to be held in Key West, Florida on March 27th will get the last U.S. Invitation. Other U.S. positions were allotted at the 1981 North American Championship in Charleston, South Carolina, the 1981 Sunfish Midwinters in Orlando, Florida, the Women's Sunfish North American Championship held in Mattituck, New York and the various regional championships around the country.

The current Sunfish World Champion is Dave Chapin from Springfield, Illinois. Dave is one of the top sailors on the University of Texas sailing team; he recently placed third in the U.S.Y.R.U. Championship of Champions Regatta sailed in St. Petersburg. Dave plans to defend his Sunfish World Championship title in California this summer.

HOKKANSON EXPLAINS HOKKANSON

Jens Hookanson, former Sunfish North American Champion and inventor of the Hookanson rig, presents his explanation as to how to tie the original version of the rig. Jens is now a student at Tulane University in New Orleans and is looking forward to competing in the Sunfish Midwinters to be sailed at the Southern Yacht Club in New Orleans April 8-10, 1982.

Step 1. Tilt boat on its side with rig as shown. Tie the halyard to the upper spar about 12-to-15 inches lower than the usual position.

Steps 2 and 3. Put halyard up and through top of the mast and bring end back down. Do not pull the clove hitch on the upper spar snug against the mast. Instead, leave the same 12-to-15 inch clearance.

SUNFISH SELECTED FOR THE 1982 C OF C

The USYRU has selected the Sunfish to be used in the 1982 Championship of Champions to be sailed October 15-21 at the Rush Creek Yacht Club in Dallas, TX. The regatta is open to winners of national, North American and world championships of USYRU member classes. Champions must apply to the USYRU and up to 20 applications are accepted.
WORLDS LARGEST SUNFISH FAMILY

If you've been reading Windward Leg carefully for the past couple of years, you probably think this article will be about the Bergman family from Hubbard Woods, IL. Or perhaps the Maher family from Houston, TX. The Bergman family had six boats racing in the 1981 North Americans and the Maher family had five.

Both are outstanding Sunfish families, but we have recently located the ultimate, the Robert B. Baird clan from Quogue, Long Island. In total, they have 15 Sunfish: one for each of the 13 Baird children and clan patron Robert B. owns two, 'Orange Carpet' and 'Orange Carpet II.'

Although most of the Baird clan no longer lives at home, 16-year old Andy is carrying on the family tradition by winning almost every Sunfish race he enters. Andy and some of his other siblings have dominated the Sunfish racing at the Shinnecock Yacht Club for years.

Andy Baird proudly displays the Sunfish which has carried him to so many victories.

The Baird children are now spread all across the country, but they do get together once a year for the annual 'Baird Trophy' regatta. Only Robert B. Baird, his wife, and direct descendants may compete. And they have a ball!

If any of our readers know of a larger or more dedicated Sunfish family, we'd like to hear about them.

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Now, 35 years and 200,000 Sunfish later the story reads like the attainment of a sailor’s impossible dream. And it is. Because to know the history of this sleek, simple-to-sail board boat, is to understand the history of modern sailing itself.

Dagger Board Ingenuity

A center spread article in Life Magazine molded the birth and ingenuity of Alex Bryan and Cortlandt Heyniger’s (The “Al and Cort” of Alcort) first design, the Sailfish. This wooden trend setter established three major criteria to which every future competitors look alike would forever be bound. Small size, easy transportability and low cost.

As the race for this ever increasing small boat market intensified, the need for class design and top quality construction grew paramount.

Alcort answered the call of craftsmanship again in the 1950’s with the introduction of a new model made from a new material, polyester resin. Commonly known as fiberglass. The Sunfish had been spawned and it brought yet another era to our evolving breed of sailors. Its wider beam with footwell cockpit enhanced an already broad appeal. Increased maneuverability and greater stability opened yet more doors.

Best of all, the Alcort Sunfish made sailing easy for people of every age while fiberglass construction nearly totally eliminated the need for maintenance. In combination, the package was perfect.

Synonomous with Daysailing

Since its inception, the Sunfish is virtually unchanged, often copied, it is the one most recognized by beachcombers, lake lovers, vacation sailors and serious racers around the world. To these sun-loving enthusiasts, Sunfish simplicity has been the ideal solution for “carry-along” fun and excitement on any sized body of water.

But to AMF Alcort, the revolution caused by this “everyman’s” boat breakthrough has meant much more. As a new form of enjoyment added to the sailor art, the Sunfish legend represents the fulfillment of a fantasy that established the tradition for face-to-the-wind dreams yet to come.

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Address __________________________
City _____________________________ State ______ Zip ______
New member’s signature ____________

AMF Alcort Sailboats
WILL WHITE WRITES SUNFISH BOOK

During his twenty-year association with the Sunfish class, Will White has always been among the best and best-known Sunfish sailors on the circuit. Will has won the Sunfish North Americans twice and the Sunfish River Race five times. He has also been a member of the winning team in the National Sunfish Team Race Championship five times.

Will is currently writing THE SUNFISH BOOK to be published in the spring by SAIL Books, Inc. Will says that he has gathered enough information to fill an encyclopedia; he is now condensing the information into an appropriate size.

The book will take you from your first race all the way through advanced Sunfish techniques. The book will also have sections on tuning, rules, fitness, tactics, River Racing, rigging and almost any other topic you can think of dealing with sailing and racing a Sunfish sailboat.

Look for THE SUNFISH BOOK at your local sailboat dealership or marine bookstore this spring.

WOMEN’S TO BE IN GULFPORT

The 1982 Women’s Sunfish North American Championship will be sailed at the Gulfport Yacht Club in Gulfport, MS from May 28-30.

Gulfport Yacht Club hosted a superb Sunfish North Americans in 1980 and we expect them to do the same for this regatta.

The winner of the Women’s North Americans automatically qualifies for the 1983 Sunfish World Championship which we expect will be sailed in the Caribbean. For more information, write to Wm. Weatherly, c/o Gulfport Yacht Club, P.O. Box 34, Gulfport, MS 39501. Or contact the class office.

DAVE CHAPIN PLACES THIRD IN C OF C

Current Sunfish World Champion Dave Chapin from Springfield, IL and Austin, TX placed third in the 1981 USYRU Championship of Champions. The six-race, one throwout series was sailed in J/24s at the St. Petersburg Yacht Club October 13-16, 1981.

The 20 invited skippers were all current national, North American or world title holders in USYRU member one-design classes.

John Kolius, the current J/24 World Champion from Seabrook, TX, won the event followed by John Aras of Edgewater, MD, the Albacore National Champion.

At the end of the first day, Dave Chapin and his crew Scott Young and Mark Hallman were in seventh place with two sixth place finishes. They made a strong comeback with a first and two seconds in the last three races to put them into third place, just 4/10ths of a point behind John Aras.

EIGHTH PERU/ECUADOR

International Sunfish Championship Club de Regatas Lima December 5, 6, 7

16 Sunfish

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<tr>
<th>Place</th>
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THE CHOWDER CUP

Sherborn Yacht Club, (Lake Pleasant Bay) Orleans, MA

October 3, 1981 28 Sunfish

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<td>2-1-2-7-2-2</td>
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</table>
| 3     | Katie Clinton | 3-6-1-2-2 |}

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16th ANNUAL LAKE GENEVA “INDIAN SUMMER” SUNFISH REGATTA


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SUNFISH RULE CHANGE

Edition 16 of the class rules permits a universal joint to be installed between the standard tiller and the standard tiller extension. As written, the rule did not prohibit someone using an extra long universal joint fitting, thereby increasing the effective length of the tiller extension. To ensure that no one increases the length of the tiller and extension in this way, rule II.J. has been re-written as follows:

II.J. Tiller extension handle measuring not more than 2 inches (5 cm) beyond standard tiller extension or more than 2 inches (5 cm) in width. The standard connection between the tiller and tiller extension may be replaced with a universal joint of any type, except that the overall length of tiller, tiller extension and tiller extension handle when extended forward, may not be increased.

This change was approved in advance by the majority of the members of the Sunfish Class Advisory Board. This rule will take effect on April 1st, in time for the Sunfish Midwinters in New Orleans.

BILL DALEY WINS SUNFISH CONTEST

The Fall 1981 issue of Windward Leg contained a find-the-Sunfish contest for readers under the age of 16. Entries were received from all across the country — even Hawaii.

The official count of Sunfish words and sail symbols found in the issue was 297. Super Sunfish symbols were not counted. Answers received ranged from 164 to 433 — quite a spread!

Fourteen-year-old Bill Daley had the closest answer — 294 — and wins a $15 gift certificate. Three entries had an answer of 285 and a drawing was held to determine third place. Geoffrey Frey, 11, of Hicksville, NY won the drawing and receives a $10 gift certificate. Cynthia Davis, 7, from Moorestown, NJ and Matthew Fawkes, 15, from East Amherst, NY both had 285 for an answer and, as runners-up, will receive an Alcort Flippie Flyer.

We'd like to thank all those who entered the contest — it was a tough one!

Dena Bilheimer, 15, was next closest with an answer of 287. Dena sails Sunfish #55711 out of Savannah, GA. She wins a $15 gift certificate.

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Individual copies may be purchased, for $4.95 plus $1.00 postage, from the HYC RAGNOTS, P.O. Box 1276, La Porte, Texas 77571. Special fleet and dealer rates are available on request.

Dena Bilheimer, 15, was next closest with an answer of 287. Dena sails Sunfish #55711 out of Savannah, GA. She wins a $15 gift certificate.

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We'd like to thank all those who entered the contest — it was a tough one!
GO-FAST IDEAS

Bill Nuoffer is a Sunfish sailor and Sunfish dealer from Adrian, MI. He sat down one snowy weekend and began to draw up a list of 25 ways to improve speed on a Sunfish. By the time he finished, he had close to 100 ideas. His thoughts follow:

HULL
1. Sand hull fore-to-aft with #600 wet and dry (#400 to remove scratches).
2. Make sure bottom is always clean and smooth.
3. Put non-skid tape on deck so you will not fall off.
4. On a run, in light air, heel to windward (gets sail higher and reduces wetted surface area).
5. Smooth inside of well to save board finish.
6. Put 45 and 135 degree lines on deck to help judge relative position of a competitor on the other tack and to help you judge your performance.
7. Put 90 degree lines on deck to help determine mast abeam and direction you’d be heading on the other tack.
8. Install inspection port in aft deck if you have a leak.
9. Have good center-mounted jam cleat or ratchet block and Clamcleats.
10. Install thick carpet under deck to protect toes or wear non-skid shoes.
11. Mark course on deck.
12. Carry a sponge and a bailer.
13. Drain hull before every race if boat leaks.
14. Eliminate gap around bailer with silicone sealant.
15. Position bailer straight on bottom of hull.
16. Tighten bailer enough so it can’t be kicked open.
17. Position bailer cap so it can’t be kicked open.

RUDDER, TILLER AND DAGGERBOARD
1. Eliminate all play between tiller and rudder.
2. Don’t allow tiller to rub on the deck.
3. Make sure that tiller extension bolt and nut won’t loosen.
4. Move rudder as little as possible while steering.
5. Sand rudder and board as smooth as possible.
6. Paint board and rudder white so they will show weeds.
7. Varnish with numerous coats (smooth as possible) if you don’t use paint.
8. Attach sail ring at end of tiller extension as a handle.
9. Rig a shock cord retention device on daggerboard.
10. Carpet leading and trailing ends of the daggerboard well to reduce chatter.
11. Mark board so you know how much is below bottom of hull.
12. Make or buy a bag to protect board and rudder while stored or traveling.
13. Don’t leave blades in the sun (may warp).
14. Tape tiller where bridle rubs.
15. Be sure you have a stiff daggerboard.

FITTINGS
1. Tape gooseneck to protect sail.
2. Tape eyebolts on booms to protect deck.
3. Tape mast at deck so it is snug.
4. Tape bridle nicos to keep from scratching deck.

SAIL
1. Sail about six inches off deck at tack.
2. Neutral outhaul tension.
3. Rope instead of sail rings for first two grommets on lower boom.
4. Tie tack as close to eyebolts as possible.
5. Don’t iron wrinkles out of sail.
6. Wash sail in bathtub with mild soap (i.e. Lux) in warm water, rinse well.
7. For storage, roll sail on itself, not around booms.
8. Have window in sail (maximum 288 square inches).
9. Attach two telltales: one at mast head and the other at eye level.
10. Attach plastic fairlead between blocks on boom so you don’t get hung up in the mainsheet.
11. Have adjustableouthauls.
12. Mark mainsheet for weather legs.

To be continued in the next issue.
The following article was written by Houston Yacht Club Youth Activity Program Director, John W. Focke. It is being included in Windward Leg to give you and your club some ideas for sparkling more interest in your own junior program. A good junior training system virtually guarantees a strong fleet.

The Ragnots are a part of the Houston Yacht Club youth activity program dedicated to teaching sailing, racing, water sports, water safety, and good sportsmanship. Children become eligible to participate in the Ragnots when they are nine years old, and may stay in the program through high school. For over twenty years the Ragnots have used the Sunfish as the fleet boat in a very active and organized racing program. In fact, we have one Sunfish in the Ragnot fleet, vintage 1960, that is still racing today with the addition of a new sail and shiny new coat of paint.

During the summer months it is not unusual to see 30 to 35 Ragnot Sunfish hitting the line in a very competitive series on Wednesday and Friday afternoons.

Each season the Ragnots kick-off the summer with a five day sailing camp for beginning sailors as well as the old pros. During camp the children and counselors live at the Yacht club to better concentrate their attention on learning water safety, sailing and boat handling skills, with some brushing up on racing rules, strategy and tactics.

During camp in early June, the Ragnots (40-50 children) are organized by age and skills into four groups: beginner and intermediate groups, 9-11 year old; juniors, 12-14 years old; and seniors, 15 years or older. Several of the seniors will act as counselors and several juniors as counselors-in-training. The purpose and focus of the camp is to bring new Ragnots into the racing program and to give the experienced sailor a chance to tune-up for the summer racing which begins immediately following camp.

The sailing instructor begins working with the children, particularly the beginners, during camp. In the week following camp the summer series begins with Wednesday and Friday afternoon racing, usually three races each afternoon. The racing is organized and managed by the sailing instructor, assisted by several adults, the sailing instructor lays out the course for the day, starts, finishes, and scores the races, and if necessary hears protests. With 30 to 35 Sunfish competing, boat discipline on the water is very important for safety and for response to the occasional squalls that can sweep across Galveston Bay with little warning.

The Ragnot Sunfish fleet is divided into three classes by age with separate starts for each class. This provides a more manageable starting sequence and lots of trophies, usually three per class. The Ragnots sail an Olympic triangle with juniors adding a final leeward leg and the seniors adding a leeward and windward leg.

The racing is monitored by several chase boats to keep the course clear and to assist the younger Ragnots who have turned over, but no coaching is allowed. The chase boats, the committee boat, and the harbor master maintain constant radio contact to keep track of all the boats and weather conditions.

Twelve races or four race days constitute a series, so we usually get in 4 or 5 series over the summer. Final trophy presentation takes place at the end of the summer at a formal banquet in the club ballroom with family participation.

The summer sailing program includes an Annual Ragnot Regatta open to other clubs in the Galveston Bay area, and a tri-club series of regattas for club honors between the Houston Yacht Club, the Texas Corinthian Yacht Club, and the Seabrook Sailing Club. This series of regattas gives the Ragnots a chance to visit other clubs and to heat-up their competition with top notch Sunfish skippers from these rival clubs. On race weekend the Ragnots will usually elect to tow their Sunfish the 5 to 7 miles to these clubs rather than use a trailer. It's more fun and
more time on the water. Last summer after one of these long regattas, sailed in light air and 100 degree temperature, the Ragnots sailed the 7 miles home accompanied by their sailing instructor after winning the club's three-club trophy. They had been in their boats ten hours from first gun to the time they sailed into the HYC harbor at sundown to a warm welcome, cheers, and boat horns from club members.

Many Ragnots and ex-Ragnots have expanded their sailing to include participation in national, regional, and world competition. This year we have initiated a Youth Activity Fund to offer travel grants to Ragnots competing in these events. This fund is supported by Ragnot projects including their recent publication, The Sunfish Machine, A Primer for Beginning Racers.

Not all Ragnot racing is taken seriously. Throughout the summer there are fun races which might involve starting at the club pool, swimming two laps, racing to the Sunfish dock, sailing out of the harbor to pick up greased watermelons bobbing in the bay, and back to the Sunfish dock to finish and eat hot dogs and iced watermelon.

article and drawings by John Focke to be continued in the next issue

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**sunfish dateline**

**MARCH**

| 13-14 | ALL-CLASS MIDWINTERS AT MIAMI YACHT CLUB — Contact: Miami Yacht Club, 1001 MacArthur Causeway, Miami, FL 33132. (305) 377-9877 |


| 27-28 | 1981 SOUTHEAST SUNFISH REGIONAL CHAMPIONSHIP — (27th only) qualifies one sailor for the 1982 World(s) and 7th Annual Round Key West Regatta (28th only); Contact: Jack Woehrle, Surf & Sail Sports Center, 2318 N. Roosevelt Blvd., Key West, FL 33040 (305) 294-1365 |

| 3-4 | 28TH ANNUAL MT. DORA SAILING REGATTA — Sunfish and open |

| 4 | APRIL FOOLS REGATTA, SUNFISH ONLY — Sea Cliff Yacht Club, Sea Cliff, Li, NY. Contact: Jack Williams, 25 Orchard Street, Glen Head, NY 11545, (516) 759-0732 |

| 8-10 | APRIL 1982 SUNFISH NATIONAL MIDWINTER CHAMPIONSHIP — Southern Yacht Club, New Orleans, LA. Contact: Steve Baker, AMF Alcroft Sailboats, Box 1345, Waterbury, CT 06721. (203) 567-9075 (home); (203) 766-7091 |

| 17-18 | APRIL ESSEX SPRING FROSTBITE REGATTA — Sunfish, Contact: Essex Frostbite Regatta, P.O. Box 787, Essex, CT 06426. Call Tim Sprigg: (203) 767-2273 (home), (203) 767-1418 (office) |

| 17-18 | APRIL TENNESSEAN OPEN REGATTA — Harbor Island Yacht Club. Old Hickory Lake, Nashville, TN. Sunfish and open (5 boats for class, others Portsmouth). Contact: Jack Caldwell, 918 Chancery Lane, Nashville, TN 37205 (615) 385-2154 or (615) 244-0993 |

| 17-18 | APRIL CENTRAL FLORIDA OPEN REGATTA — Orlando Yacht Club. All monohull classes. Contact: Orlando Yacht Club, Box 2621, Orlando, FL 32802. (305) 851-2185 |

| 1-2 | MAY 1982 FLORIDA STATE SUNFISH CHAMPIONSHIP (Jr. and Sr.) and SOUTHEAST SUNFISH REGIONAL CHAMPIONSHIP — Coconut Grove Sailing Club, Biscayne Bay at McFarlane Rd., Miami, FL. Contact: Hal S. Lobree, 11500 SW 60th Ave., Miami, FL 33156. Qualifies one sailor for the 1983 Sunfish Worlds. Not limited to Floridian sailors |

| 2 | MAY SAILS AHOY "MAY-DAY" REGATTA — Lake Wright Patman, Texarkana, TX. Contact: Ken or Duane Johnson, Sails Ahoy, Box 1126, Texarkana, TX 75504. (214) 794-4790, (214) 792-5741, (214) 794-3356 |

| 8-9 | MAY ANNUAL FLORIDA SAILING ASSOCIATION REGATTA — Davis Island Yacht Club, Tampa, FL. All monohull one-designs. Contact: Pat Talbot, 1941 Arrowhead Dr. NE, St. Petersburg, FL 33703. (813) 526-0810 |

| 15 | MAY SOUTH JERSEY SPRING SUNFISH CHAMPIONSHIP — Cooper River Yacht Club, Collingswood, New Jersey. Contact: Karen J. Raffensperger, 340 Norton Avenue, West Berlin, NJ 08091 (609) 767-2173 |

| 15-16 | MAY 10TH ANNUAL KAHLUA SUNFISH RIVER CLASSIC — Hartford-Essex, CT. Sunfish only — must be pre-registered. Contact: Steve Baker, Sunfish Class Association, P.O. Box 1345, Waterbury, CT 06721 (203) 567-9075 (home), (203) 756-7091 (Office) |

| 28-30 | MAY 5TH WOMEN'S SUNFISH NORTH AMERICAN CHAMPIONSHIP — Gulfport Yacht Club, Gulfport, MS. Contact: Wm. Weatherly, Gulfport Yacht Club, P.O. Box 34, Gulfport, MS 39501. (601) 883-4835 |
JOHN SHERRY TAKES REGIONALS

Winners and their hardware (left to right): Larry Buck (6th), Pat Lawler (4th), John Sherry (champion), Paco Calvet (2nd), Tom Trump (3rd) and Jack Schuh (5th). Photo by Fleet Captain Bob Henshaw.

A fleet of 20 boats turned out for the Force 5 Southeast Regionals at the Miami Yacht Club over the weekend of November 14-15. The two day Race schedule was plagued by light and fluky winds veering from the North through the Northeast during the series.

Long time Force 5 sailor John Sherry of Coral Gables copped first place in 4 of the 5 races and captured fleet honors for the event. With one exception, Sherry found the flat waters and light shifty winds of Biscayne Bay to his liking and outdistanced the balance of the racers throughout the Regatta.

Fleet 50 perennial Paco Calvet hung onto Sherry's transom and managed a creditable 2nd. Past Fleet Captain from Kendall, Tom Trump demonstrated his usual consistent proficiency garnering a solid 3rd place. Newlywed Pat Lawler grabbed a 4th, Jack Schuh (Miami Yacht Club Commodore) managed a 5th and Larry Buck from Boca Raton took a 6th.

The combination of dedicated sailors, free flowing beer and pleasant weather made for a great fun event over the two day outing. — submitted by Fleet Captain Bob Henshaw.

FORCE 5 SOUTHEAST REGIONALS
Miami Yacht Club, Miami, FL
Nov. 14-15, 1981 20 Force 5's

<table>
<thead>
<tr>
<th>Position</th>
<th>Name</th>
<th>Club</th>
<th>Scores</th>
<th>Points</th>
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<tr>
<td>1</td>
<td>John Sherry</td>
<td>Coral Gables</td>
<td>1-1-2-1-1</td>
<td>5</td>
</tr>
<tr>
<td>2</td>
<td>Paco Calvet</td>
<td>Hialeah</td>
<td>2-5-1-2-2</td>
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<tr>
<td>3</td>
<td>Tom Trump</td>
<td>Miami</td>
<td>4-6-6-4-4</td>
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<td>Sunrise</td>
<td>5-2-5-5-12</td>
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<tr>
<td>5</td>
<td>Jack Schuh</td>
<td>Miami</td>
<td>7-3-9-10-3</td>
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<tr>
<td>6</td>
<td>Larry Buck</td>
<td>Boca Raton</td>
<td>10-7-3-7-7</td>
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<tr>
<td>7</td>
<td>Charlie Huber</td>
<td>Ft. Lauderdale</td>
<td>9-10-8-6-10</td>
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<tr>
<td>8</td>
<td>Bob Bigham</td>
<td>Riviera</td>
<td>8-8-13-3-14</td>
<td>46</td>
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<tr>
<td>9</td>
<td>Charlie Belcher</td>
<td>Miami</td>
<td>15-12-4-9-6</td>
<td>46</td>
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<tr>
<td>10</td>
<td>Monroe Williams</td>
<td>Jupiter</td>
<td>6-15-7-13-11</td>
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</tr>
</tbody>
</table>

FORCE 5 RULE CHANGE DENIED

Byron Hicks of Green Pond, New Jersey asked that the Force 5 Advisory Board change the rules to allow a tell-tale window to be installed in the sail in the fourth panel from the bottom near the luff.

The Advisory Board felt that although such a window was not needed, if such a rule were added, many sailors would feel forced to make the modification in order to remain competitive. Thus the change will not be permitted.

MIDWINTERS TO BE IN MIAMI

The Miami Yacht Club will host the 1982 Force 5 National Midwinter Championship on Biscayne Bay over the weekend of March 13-14 in conjunction with the Miami Yacht Club All-Class Midwinters.

Club facilities include a restaurant and lounge, showers and on-site camping. For information on the camping, contact Ursula Wickham at the club (305) 377-9877.

The launch site is ideal and the area near the club is beautiful for daysailing. So come early and stay late and enjoy the Miami Yacht Club hospitality.


For additional information, contact Force 5 Fleet Captain Bob Henshaw, 8790 SW 96th Street, Miami, FL 33176. (305) 596-5804 (home); (305) 448-2211.

Flashy new Force 5 color design; the Rainbow edition has multi-colored stripes printed on the sail panel and exciting hull graphics.
FORCE 5 WORLDS PLANS

Race Committee Chairman John Buchheister will have a video tape machine on hand at the Force 5 Worlds in Shady Side, MD next May so that you can see yourself in action. He hopes to tape starts and mark roundings both for your pleasure and also to help resolve any disputes that might arise.

Gary Jobson will be the guest speaker on Friday night, May 21. Gary, the first Force 5 North American Champion and well-known tactician from the America's Cup aboard Courageous, will present a selection of state-of-the-art information on everything from rules and tactics, to predictions for the next America's Cup defense and a look at the awesome Aussie 18-footers.

If you have not already received a regatta flyer for the Worlds, please write to the class office or to John Buchheister, 2806 Willow View Court, Hampstead, MD 21074; (301) 239-3453 evenings. The dates are May 20-23, 1982. We will be based at a summer camp known as the West River Camp. Accommodations are rustic (bring your own linen or sleeping bags), but very reasonable. $50 per person includes 3 nights accommodations (either in the bunkhouses or your own tents or self-contained campers) and 8 meals. Children under 12 are $40 and children under 6 are free.

Eighteen brand new Force 5's will be available for charter at the very reasonable price of $75 for the whole championship (plus a $50 damage deposit). If more than 18 charter requests are received, boats will be allotted based on a slightly subjective system taking into account the date of the request and the distance the sailor will travel to attend. Sailors from outside the U.S. will generally take precedence over U.S. sailors.

Competitors prepare their boats for heavy air at the Force 5 North Americans in Manteo, NC.

MAINTENANCE TIP

It is the opinion of many members of the Advisory Board that gooseneck failure is a result of friction in mast rotation. If the mast can't rotate freely, the pin will bend and eventually fail.

In order to reduce this friction, some sailors use paraffin on the mast base and tube; others use Teflon or silicone spray lubes. Bob Cullen of Colchester, Connecticut uses a sheet of .020" gauge nylon to line the entire mast tube.

Whatever method you use, be sure to keep the mast tube free of dirt and sand.
Dave Schoene Shares His Go-Fast Ideas

Current Force 5 North American Champion Dave Schoene submitted the following tips based on his personal experience with the Force 5. We will try, from time to time, to provide more such “how-to” articles. If you have specific questions you’d like to see answered on these pages in the future, please send in your requests.

As with most modern planing dinghies, the Force 5 is a very exciting boat to sail. This excitement can be further increased by learning how to sail fast and efficiently. The best way to accomplish this is through practice and by being prepared. There is no substitute for practice, so any chance to go sailing should be used. Boat preparation helps to produce a boat which is fast and trouble-free. This also helps me to gain the correct mental attitude.

Since the Force 5 is a one-design class, personal modifications are limited. However, I have found that proper preparation helps to obtain a boat which has a minimum of breakdowns, works smoothly and is fast. Here are a few ways to maximize the performance of your boat.

The first area of attention should be the hull. The first thing I do is to sand the hull lightly using 600 wet and dry sandpaper. I find that this takes off all the oil and dirt from long car transportation. Care should be taken to sand only lightly and to use some sort of a long flexible sanding block. This will minimize the amount of gelcoat taken off so as to preserve hull stiffness. Using a good soap is also effective to clean the hull prior to a day’s race.

The blades are next. When I receive a new rudder or daggerboard, I immediately go to work with sandpaper. Here again, the shape should not be changed, but the surface should be made smooth to add to the efficiency of these items. Since I often sail in an area with many weeds, I find that painting the blades white often helps me see if anything is clinging to them causing a loss of speed. Paint also tends to give a harder and longer-lasting finish than varnish. Once again, 600 wet and dry is used for the finished surface.

Now on to the last area of attention, the rig and associated fittings. The three sections of the mast should all fit together snugly. My top section tends to be a little loose, so I wrap the collar with duct tape, which solves the problem very well.

Theouthaul system can be improved by lubricating both the rod that theouthaul rides on and the sheaves that the wire runs over. This helps to minimize any friction thereby making theouthaul usable on any point of sail. A silicone-based spray works well for this purpose.

I also located the Cunningham,outhaul and vang cleats outboard on the splash rail so that they can easily be adjusted while hiking.

When the boat preparation steps have been accomplished to my satisfaction, I am ready to go racing. Finishing in the top of the fleet is a result of good boat speed and the ability to maneuver without interference from other competitors in the fleet. When another sailor is able to control your movement, it is very difficult to pick out wind shifts, be the inside boat at mark roundings and thus be able to sail your own race. One very effective way to obtain clear air is to come off the starting line with good speed.

There are many techniques for starting well, but I normally use the port-approach method, because I can see how the fleet is developing on the line and thereby pick a good hole to start in. This hole should be at the favored end of the line and flanked by competitors who have slower boat speed. This insures me of clear air both to weather and to leeward leaving me the option to either tack or sail on with no interference. Often I will not tack onto starboard until inside the final thirty seconds.

When sailing upwind I concentrate on sail trim, keeping the boat flat and maintaining a heads-up attitude. In wind conditions less than 5 knots the traveler is set between 2 inches to weather and the centerline. I frequently adjust the vang to control sail shape and use the sheet to control boom positioning. The end of the boom should be located about 3 inches inboard of the transom corner. As the wind builds the traveler is slowly moved to leeward. In the 12-17 knot wind range the traveler is set approximately 3 inches below centerline.

I tension the mainsheet to control sail shape in the medium-to-heavy wind ranges. I felt that I sheeted in considerably harder than most at this year’s North Americans in the upper wind ranges. This often created a large diagonal wrinkle from the mast to the clew but since the overall sail shape was correct this was overlooked.

The vang is set for the first reach and not changed unless the wind decreases. The reason for this is that to correctly have the right sail shape, the vang must be set so tight that it is very difficult to tack and still fit under the boom. This also prevents digging the boom in the water should one accidentally heel too much by simply easing the sheet.

It is important to be able to sail the boat by feel and not by having to constantly look at the sail. This allows me to stay alert and be able to respond to windshifts, gusts and changes in the tactical situation.

When sailing off the wind, the most important techniques are to steer the boat using heel and to properly coordinate pumping if conditions allow. On a reach the boat should not be allowed to heel to leeward. When the breeze picks up, the
boat should be heeled slightly to weather so that the boat will want to bear off; but this is offset by the tendency of the boat to round up in a breeze. By heeling to weather and riding on the hard chine designed into the hull, the boat tracks nicely down the wavefronts.

Concerning pumping, if the conditions allow it (see Racing Rule 60), do it. Three pumps will easily promote planing and surfing. I feel that the new kinetics rule is fairly liberal when it comes to pumping and this should be used to its full potential. When on a plane, weight should be well aft since the fine bow sections on the Force 5 are not very buoyant. I try to position myself so that the bow waves emerge as far back as the mast.

For my height and weight (5'10" and 185 pounds) the above techniques have proved to be successful. Different people obviously sail their boats differently; but I think that practice is far more important than size. I was fortunate to be able to sail on the collegiate circuit for four years which gave me plenty of opportunity for experimentation. If you practice frequently, you'll have the advantage over the sailor or with the best compass and the fancy gadgets. Most important is who sails their boat fast and efficiently.

Hope to see you on the race course soon! — Dave Schoene

NORTH ATLANTIC FORCE 5 SERIES

Northeastern Force 5 sailors compete each year for top honors in the North Atlantic Force 5 Series. The 1981 winner was Bob Cullen of Colchester, CT, who had 5 regatta firsts and one second. His total score for the season was 379 points; the scoring system takes into account the finishing position of the sailor as well as the number of competitors in each regatta.

Second place finisher for 1981 was Dave Kahn from Mamaroneck, NY with 347 points. John Barrere of Rowayton, CT was third with 299 points.

All northeast Force 5 regattas listed in the 1982 schedule will count for the 1982 Series awards. For details, contact Byron Hicks, Dead End at Green Pond, RD #2, Newfoundland, NJ 07435.

force 5 dateline

MARCH 1982 Force 5 National Midwinter Championship — Miami Yacht Club.
MARCH 13-14 Miami, FL. Contact: Bob Henshaw, 8790 SW 96th Street, Miami, FL 33176. (305) 596-5804 (home); (305) 448-2211.
MARCH DEAD AIR REGATTA — Sunfish, Force 5, All Class Monohull, By Jupiter Sailing Club, 18425 S.E. Federal Highway #1, Jupiter, FL 33458; John Bartlett (305) 746-1052.
APRIL 29th ANNUAL MT. DORA SAILING REGATTA — Force 5 and open. Contact: Richard Edgerton, Regatta Chairman, P.O. Box 175, Mt. Dora, FL 32757 (904) 383-4589.
APRIL TENNESSEAN OPEN REGATTA, HARBOR ISLAND YACHT CLUB — Old Hickory Lake, Nashville, TN. Force 5 and open (5 boats for class, others Portsmouth). Contact: Jack Caldwell, 918 Chancery Lane, Nashville, TN 37205 (615) 385-2154 or (615) 244-0993.
APRIL CENTRAL FLORIDA OPEN REGATTA, ORLANDO YACHT CLUB — All monohull classes. Contact: Orlando Yacht Club, Box 2621, Orlando, FL 32802. (305) 851-2185.
APRIL MAY KENTUCKY GOVERNORS CUP, KENTUCKY LAKE SAILING CLUB — Aurora, KY. All sailboats are invited. Contact: Bill Albritten, 2004 University Station, Murray, KY 42071. (502) 762-6851.
MAY MOTHERS' REVENGE, WESTERN CAROLINA SAILING CLUB — Lake Hartwell, Anderson, SC. Force 5's only. Contact: Carlton W. Ulbrich, 106 Highland Dr., Clemson, SC 29631. (803) 654-4423 (home) or (803) 656-3416.
MAY ANNUAL FLORIDA SAILING ASSOCIATION REGATTA — Davis Island Yacht Club, Tampa, FL. All monohull one-designs. Contact: Pat Talbot, 1941 Arrowhead Dr. NE, St. Petersburg, FL 33703. (813) 526-0810.
MAY FORCE 5 LASER SHOOTOUT, CRYSTAL LAKE YACHT CLUB — Ellington, CT. Contact: Steve Andrews, 135 West Shore Road, Ellington, CT 06029. (203) 875-5264 (home); (203) 247-7200.
MAY THIRD FORCE 5 WORLD CHAMPIONSHIP — no pre-qualification required) West River, Shady Side, MD. Contact: John Bucheistein, 2806 Willow View Court, Hampstead, MD 21074 (301) 239-3453 (after 7 pm).

<table>
<thead>
<tr>
<th>SPRUCE RUN FALL REGATTA</th>
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<tr>
<td>HUNTERDON SAILING CLUB,</td>
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<tr>
<td>CLINTON, N.J.</td>
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<td>SATURDAY, OCTOBER 17, 1981</td>
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<td>FORCE 5 16 boats</td>
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<tr>
<td>1. Shawn Sullivan Naugatuck, Ct. 3-1/4</td>
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<td>2. Chuck Perna Maplewood, N.J. 14-9/16</td>
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<td>3. John Barrere Rowayton, Ct. 4-3/7</td>
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<td>4. Byron Hicks Green Pond, N.J. 8-5/3</td>
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<td>5. David Kahn Mamaroneck, N.Y. 2-4/11</td>
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<td>6. Ray Buchanan Chatham, N.J. 5-8/6</td>
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<td>7. Leon Mlynarski Newark, N.J. 6-11-2</td>
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<tr>
<td>8. Courteney Young Suffern, N.Y. 9-2-6</td>
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<td>9. Tom Ornyak Edison, N.J. 7-6-10</td>
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<td>10. Fred Meno Pennington, N.J. 10-10-5</td>
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<td>SUNFISH 10 boats</td>
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<td>2. Bill Price Mountain Lakes, N.J. 2-1/2-6</td>
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<td>3. Ken Lassau Randolph, N.J. 8-3-3</td>
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<tr>
<td>4. Nicky Einthoven Belle Meade, N.J. 8-8-4</td>
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<td>5. George Doshier Bridgewater, N.J. 3-5-7</td>
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**ALCORT ADDS WINDFLITE REGATTA EDITION**

With the serious (read: speed-loving racer) boardsailor in mind, AMF Alcort Sailboats adds the Regatta edition to its Windflite sailboard line.

The Windflite Regatta model is equipped with a new North Sails designed radial sail engineered for maximum speed and performance under racing conditions. In addition to the inherently more powerful radial design, the new Regatta is maximum sail area under Div. II YRYU rules. This increased sail area can produce substantial speed gains in both light or heavy wind, depending on sailor skill and wave conditions. The Regatta model is also distinguished by a new multicolor sail and hull graphics. A shock-cord uphaul is also standard.

While the Regatta is aimed at the more experienced sailboarder, it shares many of the basic features that make the standard Windflite popular with more casual sailors, including adjustable daggerboard, twist-lock mast stepping, removable skeg, and tough, easy-repair ABS construction.

AMF Alcort also offers complete sailing instructions, via its Windflite Board-sailing School network. Through this program, participating dealers are provided with all the materials for a comprehensive boardsailing school, including classroom instruction, dry-land simulators, and on-the-water practice. The Windflite School program is a major part of AMF Alcort’s commitment to offering consumers not just boardsailing equipment, but the know-how to enjoy it fully — and safely.

**WINDFLITE NOVEMBERFEST A COOL SUCCESS**

Seventeen sailors decked out in multiple layers of long underwear, wool sweaters, wet suits and ski hats turned out to participate in the 1st Annual Windflite Novemberfest Regatta sailed on Connecticut’s Bantam Lake on November 14. Winds were 15-25 knots with gusts to 35 and temperatures near freezing. Bill Boll of Bolton, CT, far outclassed the rest of the fleet to win both the ‘Round-the-Buoys racing and the distance race. Rumor has it that Bill didn’t even get wet, while most of the fleet spent more time in the frigid water than on top of the board.

Eric Skemp of Thomaston, CT placed second in both events followed by Shawn Sullivan of Naugatuck, CT in the ‘round-the-buoys racing and Dave McGill of Stratford, CT in the distance race.

The bitter weather was made more bearable with three hearty meals as part of the day’s activities. A big country breakfast was served at the home of one of the competitors prior to the racing. A delightful roast beef luncheon complete with hot soup and chocolate mousse was devoured by wet and hungry participants at the Deer Island Gate Restaurant overlooking the lake. And finally, most of the participants geared up for a complete turkey dinner at another competitor’s home in the evening.

All participants want to compete again next year; however, the majority want it re-named as the Octoberfest in hopes of finding warmer weather.

**CORRECTION**

In the fall issue of Windward Leg, we reported that the Magnum 390 sailboard was scored in Division II because it did not fit the Division I measurement requirements. This was done in error — the Magnum 390 does meet Division I requirements — our apologies for any confusion this may have caused.
Julie Howland of Corpus Christi, TX, and her baby (above) find the TRAC 14 trampoline a great place to relax. Hans Fogh (right) blasts through the surf off the east coast of Florida. Roy Harjula caught Dan Crear (steering) and George Rovegno doing battle with the chop on Lake Minnetonka in Wayzata, MN (photo below).

**trac dateline**

| FEB. 13-14 | MIAMI MULTIHULL MIDWINTERS, MIAMI YACHT CLUB — All multi-hulls. Contact: Miami Yacht Club, 1001 MacArthur Causeway, Miami, FL 33132 (305) 377-9877. |
| APRIL 3-4 | 29TH ANNUAL MT. DORA SAILING REGATTA — TRAC 14 and open. Contact: Richard Edgerton, Regatta Chairman, P.O. Box 175, Mt. Dora, FL 32757 (904) 383-4589. |
| APRIL 17-18 | TENNESSEAN OPEN REGATTA, HARBOR ISLAND YACHT CLUB — Old Hickory Lake, Nashville, TN. TRAC 14 and open (5 boats for class, others Portsmouth). Contact: Jack Caldwell, 918 Chancery Lane, Nashville, TN 37205 (615) 385-2154 or (615) 244-0993. |
| MAY 1-2 | KENTUCKY GOVERNORS CUP, KENTUCKY LAKE SAILING CLUB — Aurora, KY. All sailboats are invited. Contact: Bill Albritten, 2004 University Station, Murray, KY 42071 (502) 762-6881. |
| MAY 8-9 | CATAMARAN RACING ASSOCIATION OF MICHIGAN RACING CIRCUIT 5 boat minimum per Class, Cass Lake, Pontiac, MI. Contact: Eric Kennedy, Race Chairman, 4170 Sandpiper, Flint, MI 48506 (313) 736-2673. |
| MAY 22-23 | CATAMARAN RACING ASSOCIATION OF MICHIGAN RACING CIRCUIT 5 boat minimum per Class, Metro Beach State Park, St. Clair, MI. Contact: Eric Kennedy, Race Chairman, 4170 Sandpiper, Flint, MI 48506 (313) 736-2673. |
| JUNE 5-6 | CATAMARAN RACING ASSOCIATION OF MICHIGAN RACING CIRCUIT 5 boat minimum per Class, Caseville, MI. Contact: Eric Kennedy, Race Chairman, 4170 Sandpiper, Flint, MI 48506 (313) 736-2673. |
APOLLO OWNER LOVES BOAT

Dear Editor:

I finally found the perfect daysailer sixteen months ago while summering in my home state of Maine. Your Apollo is truly outstanding in every category. It is a delight in light winds and a challenge in strong winds — fast, responsive, smooth, sturdy. My kids will never let me sell it.

Congratulations on a job well done.

Sincerely,

Frederick L. Webber
Potomac, Maryland
super sunfish dateline

MARCH ALL-CLASS MIDWINTERS AT MIAMI YACHT CLUB — Contact: Miami Yacht Club, 1001 MacArthur Causeway, Miami, FL 33132. (305) 377-9877.
13-14 DEAD AIR REGATTA — Sunfish, Force 5, All Class Monohull, By Jupiter Sailing Club, 18425 S.E. Federal Highway #1, Jupiter, FL 33458; John Bartlett (305) 746-1052.

APRIL 29TH ANNUAL MT. DORA SAILING REGATTA — Super Sunfish and open. Contact: Richard Edgerton, Regatta Chairman, P.O. Box 175, Mt. Dora, FL 32757 (904) 383-4589.
3-4 TENNESSEAN OPEN REGATTA — Harbor Island Yacht Club, Old Hickory Lake, Nashville, TN. Super Sunfish and open, (5 boats for class, others Portsmouth). Contact: Jack Caldwell, 918 Chancery Lane, Nashville, TN 37205 (615) 385-2154 or (615) 244-0993.

APRIL CENTRAL FLORIDA OPEN REGATTA — Orlando Yacht Club. All monohull classes. Contact: Orlando Yacht Club, Box 2621, Orlando, FL 32802. (305) 851-2185.
17-18 KENTUCKY GOVERNORS CUP — Kentucky Lake Sailing Club, Aurora, KY. All sailboats are invited. Contact: Bill Albritten, 2004 University Station, Murray, KY 42071. (502) 762-6851.

MAY ANNUAL FLORIDA SAILING ASSOCIATION REGATTA — Davis Island Yacht Club, Tampa, FL. All monohull one-designs. Contact: Pat Talbot, 1941 Arrowhead Dr. NE, St. Petersburg, FL 33703. (813) 526-0810.
8-9 JUNE 20TH ANNUAL WEEKAPAUG REGATTA — Weekapaug Yacht Club, Weekapaug, RI. Super Sunfish (26th); Sunfish (27th). Contact: Bill Boll, 14 Tunxis Trail, Bolton, CT 06040. (203) 649-1306 (home).
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Award winners in the fall 'Sunday Afternoon Beer Races' sailed at the Carolina Yacht Club in Charleston, SC. From left to right: John Morris, Steward Poulnot, Nancy Perry, Hugh Wilson, John Lucas, Lebby Robertson, Pat Cheves, Johnny Townsend, Vida Robertson, Michelle Poulnot and Clay Robertson, fleet captain.

IYRU MEETING ACTION DELETES RACING RULE 60.4

International yacht racing rule 60.4 was deleted effective January 1, 1982, as a result of a decision by the IYRU at its annual meetings in London, and recent USYRU Executive Committee action.

The rule, introduced in 1981 with the quadrennial revision of the rule book, has sparked controversy in several major regattas around the world this past summer. Rule 60.4 governed protests under rule 60 — "Means of Propulsion" — having to do with ooching, rocking, pumping, etc. Part (b) of the rule was strongly criticized by sailors and juries for placing on a protested yacht the onus to prove that "her action was permissible." According to USYRU Executive Director Tom Ehmcm, "The deleted rule said a sailor who was accused of pumping or rocking was guilty until proven innocent, and that was contrary to most people's idea of justice."

Part (a) of 60.4 was also criticized for "its implication that one could infringe the rule until hailed by someone else," according to Bill Bentzen, USYRU Racing Rules Committee chairman and a member of the IYRU Racing Rules Committee.