Turkeys Turn Out For The Novembrrfest Regatta

Thirty-one, in fact, turned out for the 4th Annual Festival of Turkeys Regatta, also known as the Novembrrfest. They came from all over New England to Lake Quassapaug in Middlebury, Connecticut for one last sail before winter. Ken Lucas, the defending champion was back to defend his title; last year's runner-up, Steve Baker came to put the pressure on Ken; Eric Skemp, Mistral's National Sales Manager came because "its a lot better than sitting at home in front of the television watching a football game."

The pre-game warm-up for this event is a Bloody Mary breakfast. Not the norm, but who goes boardsailing on a chilly November day. As the starting time grew close, the brisk 20 mph winds dropped to less than 5, and the novice competitors slowly gained their confidence back.

While the sailors slowly made their way around Olympic triangles and distance courses, turkeys roasted in the Quassapaug Yacht Club ovens for the traditional banquet dinner. The regatta is basically a social event where boardsailors can get together and party. As regatta originator Steve Baker said, "The regatta was designed for six hours of eating and drinking and two hours of racing!"

Lunch break entertainment was provided by Alcort engineer, Steve Nichols who performed waterskiing tricks on a sailboard while being towed by the RC boat.

When the results were in, Eric Skemp of Severna Park, MD was crowned the overall winner for the day, topping the mysterious Division "B" (everything but Division I and Novice). Division I was won by Ken Lucas of Rockville, CT and Eric Trudon of Manchester, CT won the Novice group.

"At this time of year you only get the die-hards out for kind of a last gasp before Christmas" said Skemp. "We race until the water gets hard and then we stop."

Continued on page 24
Sunfish Senior Olympics — A Drifting Match

Light air prevailed at this year's 12th Annual International Sunfish Senior Olympics held September 8th off of Weed Beach in Darien, Connecticut. Typical Long Island Sound conditions held the series to only three races this year as 72 competitors, all aged 40 and up, enjoyed a beautiful late summer day on the water.

Traditional format for this popular event splits the sailors into three separate groups for racing purposes. The 40s age groups start first followed by the 50s and, then, the 60 and up age groups. The scores are tallied and medals are awarded in each of seven 5-year age categories starting with 40-44 and going up through 70. Medals are presented in both male and female categories.

Determined by the best score within his age group as well as performance within his racing group, the overall trophy was awarded to Gordon Gelick of Collinsville, CT. Gordon won all the races for the Age 50-54 category as well as winning all races in the 30-boat fleet in which he raced. Winners in the other age categories were: Age 40-44 (rookies), Steve O'Connor of Attleboro Falls, MA; Age 45-49, Courtney Young, Jr. of Monroe, NY; Age 55-59, Tom Philbrick of Centerville, MA; Age 60-64, Larry Cochran of Manchester, CT; Age 65-69, Jack Gemmell of Keene, NH; Age 70, Les Steffens of Darien, CT.

This year's event was co-sponsored by AMF Alcort Sailboats and the Darien Sunfish Association. Senior Sports International, an organization which sponsors over 40 different sports for senior athletes, provided the Olympic-style medals for the awards ceremony. Most of the credit for keeping this regatta alive goes to Les Steffens, who has been the key organizer for the event for more than ten years.

Plans for next year's regatta are already underway with September 14, 1985 firmly on the schedule. Any and all competitors are invited to participate.

The winter counterpart to this is the Inter-American Senior Olympics, drawing competitors from North and South America. This event is scheduled for March 28-31, 1985 at the Miami Yacht Club in Miami, FL.

Contact Lee Parks or Joanne Girard at the Olympic-Sunfish Senior Association (362-0806) for more information on these and other regattas.

### 1984 INTERNATIONAL SUNFISH SENIOR OLYMPICS
Darien, Connecticut  
September 8, 1984  
72 Boats

<table>
<thead>
<tr>
<th>AGE 40-44</th>
<th>Finishes</th>
<th>Total Points</th>
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</thead>
<tbody>
<tr>
<td>1. Steve O'Connor</td>
<td>1-1-2</td>
<td>11½</td>
</tr>
<tr>
<td>2. Byron Hicks</td>
<td>2-9-1</td>
<td>11½</td>
</tr>
<tr>
<td>3. G. A. Dales</td>
<td>5-2-5</td>
<td>12</td>
</tr>
<tr>
<td>4. John Meyer</td>
<td>6-3-3</td>
<td>12</td>
</tr>
<tr>
<td>5. Kent Pepper</td>
<td>4-5-4</td>
<td>13</td>
</tr>
<tr>
<td>*6. Betsey Donley</td>
<td>3-6-6</td>
<td>15</td>
</tr>
<tr>
<td>7. Bartel Pieniaszy</td>
<td>5-4-0</td>
<td>20</td>
</tr>
<tr>
<td>8. Ed Hebert</td>
<td>7-7-9</td>
<td>23</td>
</tr>
<tr>
<td>9. D. Roger</td>
<td>9-6-7</td>
<td>24</td>
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<table>
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<tr>
<th>AGE 45-49</th>
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<tbody>
<tr>
<td>1. Courtney Young, Jr.</td>
<td>4-1-2</td>
<td>6½</td>
</tr>
<tr>
<td>2. Shapoor Gudder</td>
<td>3-4-1</td>
<td>7½</td>
</tr>
<tr>
<td>3. G. Callahan</td>
<td>2-2-4</td>
<td>8</td>
</tr>
<tr>
<td>4. Steve Langford</td>
<td>1-3-5</td>
<td>8½</td>
</tr>
<tr>
<td>5. Paul Odegard</td>
<td>7-11-3</td>
<td>21</td>
</tr>
<tr>
<td>6. Kay Gunder</td>
<td>5-6-10</td>
<td>21</td>
</tr>
<tr>
<td>7. Jim Chink</td>
<td>8-5-6</td>
<td>21</td>
</tr>
<tr>
<td>8. Sydney Uhl</td>
<td>6-8-7</td>
<td>21</td>
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<tr>
<td>9. Tom McNichol</td>
<td>10-7-6</td>
<td>23</td>
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<tr>
<td>10. Bob Burn</td>
<td>12-9-9</td>
<td>30</td>
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<tr>
<td>11. Jim Talbot</td>
<td>14-10-11</td>
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<tr>
<td>12. Robert Baylis</td>
<td>9-12-DNF</td>
<td>37</td>
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<tr>
<td>13. Ed Roberts</td>
<td>15-14-12</td>
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<tr>
<td>14. Frank Sparks</td>
<td>11-15-DNF</td>
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<tr>
<th>AGE 55-59</th>
<th>Finishes</th>
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<tbody>
<tr>
<td>1. Gordon Gelick</td>
<td>1-1-1</td>
<td>2½</td>
</tr>
<tr>
<td>2. Will White</td>
<td>2-6-7</td>
<td>15</td>
</tr>
<tr>
<td>3. Frank Tussey</td>
<td>4-4-9</td>
<td>17</td>
</tr>
<tr>
<td>4. David Weeks</td>
<td>8-5-5</td>
<td>18</td>
</tr>
<tr>
<td>5. A. Firimet</td>
<td>5-8-6</td>
<td>19</td>
</tr>
<tr>
<td>6. Peter Barnes</td>
<td>DNS-2-2</td>
<td>21</td>
</tr>
<tr>
<td>7. *Marianne Philbrick</td>
<td>3-7-1</td>
<td>21</td>
</tr>
<tr>
<td>8. Libby Itze</td>
<td>6-8-8</td>
<td>23</td>
</tr>
<tr>
<td>9. Gerhart Menzel</td>
<td>10-13-4</td>
<td>28</td>
</tr>
<tr>
<td>10. Lane Johnson</td>
<td>17-10-3</td>
<td>30</td>
</tr>
<tr>
<td>11. K. Palmer</td>
<td>9-11-12</td>
<td>32</td>
</tr>
</tbody>
</table>

*Denotes female competitor

Winning light air form.

“Well ... am I over?” Courtney Young, a gold medalist in the tough 45 to 49 age group.
Kent Pepper, a new entry in the "young kids" age group (40 to 44).

Shapoor Guzder (and wife, Kay) travelled more than 10 hours from Ontario, Canada to compete in the Seniors Olympics. Shapoor won a silver and Kay went home with a gold in the Women's Division.

Happy faces abound at the Sunfish Senior Olympics.

Will White, U.S. Sunfish Class President and silver medalist.

A Cleveland fan... Jim Crink of Darien, CT.

A Sunfishers favorite position... Gordon Gelick relaxes between races.

Another first time entry admits his age. Byron Hicks did a commendable second his age group.
Not Pigs Win Sunfish Team Race Nationals

By Alan Beckwith

A team of Sunfish sailors from Rhode Island and Massachusetts calling themselves Not Pigs in Space took the Sunfish National Team Race Championship home with a record of 9-1. Hurricane Ralph lost the tie breaker to the Not Pigs team on the basis of not winning as many individual first place finishes. The Hurricane Ralph team included the second and third place finishers at this year's Sunfish World Championship, Mark May and Leonard Williams. Also sailing on that team were Steve Manson and Tom Donahue, of NJ, Chris Williams and Mike Ryan of MA. The two teams split the races sailed against each other, but Lars Guck of Barrington, RI and Chris Friend of Newport, RI each won first place for the Not Pigs team. The rest of the winning team included Meredith Adams of Newport, Pease Herndon of Marblehead, MA and Alan Beckwith of Narragansett, RI.

The Not Pigs team (where did that name come from?) were able to dominate most of their races because of their downwind speed advantage: in the last race of the series, Geritol Five sailors Larry Cochran and Gordon Gieck rounded the first mark one-two, but after the two reaches the Not Pigs had one-two-three; with good upwind speed and, by working well together, the winners were able to finish most races with a one through four combination (and well balanced different laggard each race).

The venerable G.A.N.D.A.L.F. team provided the toughest race in the second meeting with the Not Pigs. Alan Scharfe had won the first place in the team's first meeting, the only time all weekend the Not Pigs failed to win. Sam Philbrick jumped out to the lead in the second race, followed by Chris deMurias. A downwind foul dropped Beckwith back in the pack, and constant pressure on Adams slowed her advance. Philbrick's efforts on the second run of the windward-leeward course to aid his teammates backfired when first Beckwith and then Adams got past him. The teams seemed to mill about as the leaders were attacked from all sides, and when the smoke cleared G.A.N.D.A.L.F. was still up by a point. On the beat to the finish, deMurias was fading, but with help from Philbrick and Peter Young it was not until the very end of the leg that Beckwith was able to tack in front of all three boats to save the day for the Not Pigs.

The Antiques proved tough, but not quite as sharp in the boats several of them had not sailed in years. It was good to have Tom and Paul Fendler, Will White, Mike Catalano, and Court Young all at a National championship again. The SCAT 84 team from Massachusetts and Connecticut proved to be persistent competitors.

Everyone was thrilled with the good breeze both days (one race Saturday was sailed in 5 knots of wind; by that afternoon it was up to 18-20k, and only let up a little on Sunday) and the Barrington Yacht Club ran the series, keeping the teams on their toes by changing courses for each race, and adroitly handling every protest with it's experienced jury members (they've heard it all before!).

The Not Pigs in Space team promises to defend their title next year, and hope several more teams will be formed so they don't get bored beating the same old people every race. And, also threaten to change their team name again!
**SUNFISH TEAM RACE NATIONALS**
Barrington Yacht Club, Barrington, RI
September 23-24, 1985

1. NOT POS IN SPACE 91
   Al Beekhi, Narragansett, RI
   Lori Guck, Barrington, RI
   Chris Friend, Newport, RI
   Rease Hermon, Marblehead, MA
   Meredith Adams, Newport, RI

2. HURRICANE RALPH 91
   Steve Manser, Mtn. Lakes, NJ
   Mark May, Ossining, NY
   Chris Williams, Boston, MA
   Tom Donahue, Brigantine, NJ
   Mike Ryan, Framingham, MA

3. GANDALA 94
   Peter Young, Medway, MA
   Alan Schafes, Newbury, MA
   Steve Baldwin, Babylon, NY
   Sam Philick, Newburyport, MA
   Chris deMuras, Boston, MA

4. GETROL, 5 LESS 1 37
   Bob Heaton, Gloucester, CT
   Larry Cochran, Manchester, CT
   Steve Langford, S. Windsor, CT
   Gordon Gedz, Colmar, PA
   Paul Odgaard, Vernon, CT

5. THE ANTIQUES 37
   Paul Fender, Rye, NY
   Tom Fender, Rye, NY
   Will White, W. Hartford, CT
   Mike Catalano, Coconut Grove, FL
   Courtney Young Jr., Monroe, NY

1984 PENNSYLVANIA SUNFISH CHAMPIONSHIP
Downingtown, PA
October 14, 1984
34 Boats

<table>
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<th>Finisher</th>
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<td>18</td>
</tr>
<tr>
<td>2. Chris Houston</td>
<td>25</td>
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<tr>
<td>3. Brian Hunterman</td>
<td>31</td>
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<tr>
<td>4. George Backlund</td>
<td>41</td>
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<tr>
<td>5. Tom Donahue</td>
<td>67</td>
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<tr>
<td>6. John Houston</td>
<td>75</td>
</tr>
<tr>
<td>7. Rick Sanford</td>
<td>80</td>
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<tr>
<td>8. Steve Hoffer</td>
<td>107</td>
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<tr>
<td>9. Steve Hebert</td>
<td>116</td>
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<tr>
<td>10. Stephen Manson</td>
<td>130</td>
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1984 PENNSYLVANIA SUNFISH NATIONALS
Barrington Yacht Club, Barrington, RI
September 23-24, 1985
34 Boats

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<td>130</td>
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**GOOD NEWS FOR THE HOLIDAYS!**
Santa Claus (William Morrow & Co., Publisher) has reprinted 2,500 copies of THE SUNFISH BOOK, by Will White. The most complete book ever about sailing, racing, tuning, maintaining, and having fun on one of the most popular boats of all time... 175 Pages... over 100 drawings and photographs.
Santa's Elves have delivered the 2,500 copies to your local bookstore just in time for your Holiday shopping list.
An updated 2nd Edition will be available possibly by Fall 1985.
Dear Sunfish sailors,

This letter is addressed to you with the intention to get you to join the International Sunfish Class Association. If you are already a member of ISCA, please read on because we need your help to promote our membership.

The Sunfish has finally made it. It has been accepted by the IYRU. Many classes that are not accepted by the IYRU often claim that International Status is not beneficial to the Class. I say to the contrary. The problem is that some classes which have gained IYRU acceptance suddenly cease all class activities with the idea that IYRU acceptance means automatic success.

The Sunfish Class has a history like no other class has ever had before becoming International. The solid base of racing was laid down by AMF Alcort. They provided us with 15 splendid World Championships from Cowpet Bay, St. Thomas to Kingston, Ontario, Canada, often with more than 15 countries represented. This shows that we are truly international.

In the USA, the Class is well under control with many regional regattas and a tremendous National Championship. However, internationally we need more push and go! Please schedule your events now for 1985. Airmail the information [date, regatta name, location, sponsoring organization, and person to contact] to the Sunfish Class headquarters in Waterbury [Connecticut by February 1, 1985], and we will attempt to publish a worldwide schedule of Sunfish racing. Only with your help can we do it!

In South America, economic conditions are not bright, but this does not mean we cannot have national championships and regional regattas in Venezuela (Puerto Azul, Andes YC, and many more), Colombia (Cartagena, San Andrés, Tolima), Ecuador (Salinas), and Peru (Ancón, Lima). I am sure there are enthusiastic sailors in Brazil, Uruguay, and Chile who can organize even a South American Championship. (To date, they have been held in Puerto Azul, Maracaibo, Salinas and Acon.) San Andrés could do it easily.

What about the Caribbean Championship? What happened to our friends in St. Thomas and St. Croix? Rudy Thompson, Dick Griffin, Dick Avery, John Foster and Ken Klein. (Ken, is that your son we read about in the magazines?) I know Gary Hoyt went on to bigger things, but I am sure he felt his first “freedom” on his Sunfish and liked it very much. Olympic and Gold Cup winners such as Jack Knights from England, Jeorg Bruder from Brazil and Serge Maury from France sailed in Cowpet Bay, Puerto Azul and Martinique. All our friends in Martinique and Guadeloupe, what happened? Don’t you have sons or daughters sailing Sunfish? De Beauville, Baudin, d’Thore, Eduard: get those Sunfish going! Marsolle, and not to forget Mr. Peraud (Sunfish consul to the French Antilles), you can organize something even if it is only around Gosier, St. Maarten. No more sailing in the lagoon or Simpson Bay?

Van der Gulik is now active in Curacao. They had their picture in the WINDWARD LEG, and Curacao is preparing for the Senior Olympics in 1986. Yes, it takes people and it is people who create activity. Hey, Club Nautico de Ponce [Puerto Rico], once is not enough. Everyone would love to ride those waves between the shore and the “coffin”. I would love to ride those waves on the north or south shore of Santo Domingo. Jorge Abreu, you finished in the top 10 in Aruba. Didn’t the racing bug bite you? Let’s hear from you.

The Barbadians came to Venezuela and Martinique and we never saw them again. Keith Armstrong and Richard Wareham: is it Fireballs you are sailing? You have the best island to hold regattas, so, Barbados, let us hear from you.

If it wasn’t for Donnie Martinborough, one might think they stopped sailing Sunfish in Nassau. But when you see some of the hotel ads, there are still Sunfish around. The only problem with these hotels is that they have not yet learned how to hoist the sail! However, the Bahamians are technically the regatta organizers I have seen. Pierre, the Dunkleys, Mac: Are you all sailing Snipes? Remember, you lose touch in a bigger boat.

There is still a big one missing from all these Sunfish sailing paradises mentioned above. What can I say? Nothing! Just perfect! Bermuda! We love to come for many more years. Thanks for organizing the Caribbean Championship in April, 1985. If I am not mistaken, the Bermudians also hold the record of attendance to the Worlds. Peter [Czeisler], I’m sorry your personal record has been broken.

Canada, of course, is well organized after last year’s Worlds. And, with Hans Fogh there, nothing can go wrong. We have not seen our friends Mato Amado and Bornholt from Guatemala, nor any participants from Costa Rica or Panama. What about Mexico? Haven’t they got any Sunfish in Cancun, Cozumel or Acapulco?

My dear friends in Medemblik, can you do it again? You already did such a tremendous job on the “Nederlandse Kampioenschappen”. Get all those ex-Arabian Sunfish sailors back on the water. Bert v. Woudenberg (9th in Venezuela), Rinus Tepas (7th on Medemblik), Beck, Hague, Nynenius, IJtsma, Anink, V. Omme and so many more. Jan Walig and Geert v. Leenders, I would be very much disillusioned if you and your friends would not become members of ISCA. Send us your schedule, too.

What happened after La Baule in France and Italy? Or is it only Sardinia where the Sunfish are? We need schedules from Europe — Germany, England, Denmark (Stani? [Henningssen]). Please hold your national championships. Keep us informed. Ahmad Lughod, if they built a bridge to Bahrain, you could sail a Sunfish to Bahrain. Middle East Championship in Saudi Arabia? You organize, we’ll come.

You only need a little enthusiasm. If you are skeptical, well, here is a standing invitation from the Sunfish sailors in Aruba, to come sail with them in their weekend regattas, whenever you visit the island. No more than three sailors can be accepted per regatta and you must prove membership in ISCA.

Now, if everybody would follow and offer the same facilities, then ISCA membership would already have an added value. Let’s hear from you. Give us the information when you race, where you race. Sunfish, of course!

Ernie Kervel
ISCA World Council President
New Sunfish Organization

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

ISCA Members enjoy:

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

For more information write or call:
INTERNATIONAL SUNFISH CLASS ASSOCIATION
P.O. Box 1345
Waterbury, CT 06725 USA (203) 756-7091

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

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

---

International Sunfish Class Association Registration and Membership Form

First Name: M.I. Last Name:
Address:
City, State, Zip or Postal Code:
Country:
Home Phone: Business Phone: Extension:
Sunfish Fleet No.: Location:
Date Sunfish Purchased: Month/Year:

Do you plan to sail outside your local fleet? Y or N

[ ] I'm a new owner. Please register my Sunfish and enter my membership in the ISCA. Fee: $20.00

[ ] I'm already registered. Please renew my membership in the ISCA. Dues: $10.00/year

Indicate sail number below.

[ ] I need replacement sail numbers. $5.00 per set. My sail number is:

Indicate sail number below.

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

Amount Enclosed $ 
Make check or money order payable to ISCA. (U.S. Dollars).
'ROUND CAPE ANN BECOMES 'ROUND GLOUCESTER HARBOR

As Hurricane Diana crept up the east coast in September, several courageous sailors prepared to sail around Cape Ann in Rockport, Massachusetts. On the morning of September 15th, a “northeaster” hit Boston’s north shore producing 25-30 knot winds, 4-7 foot seas and drenching rain.

Twenty-five sailors gathered at Cressy’s Beach in Gloucester to ponder the fate of the Round Cape Ann Regatta. Eleven “gung ho” sailors decided to venture out to the mouth of the harbor to peek at the raging ocean. They were met with gusty 30 knot winds and 7-8 foot waves... survival conditions. The fleet was immediately turned around and sent back into Gloucester Harbor. One race was sailed before sailors retired to Rockport for the day. The storm subsided during the night, leaving a gorgeous autumn day on Sunday. Racing was resumed in Gloucester Harbor and prizes were awarded to the top finishers. Although we didn’t make it around Cape, it was an experience to remember!

RULE QUIZ

Two close-hauled boats approach the windward mark on opposite tacks. S rounds the mark and bears off immediately toward the next mark. As S bears away, P approaches the mark on the port tack layline. Who must keep clear?

THE FLEET IS IN

Gold or Silver antique action sculptures and matching award plates. Wall plaques and practical items $5 - $40. Write or call for brochure.

CLAIRÉ 81 Mt. Olive Rd., Budd Lake, NJ 07828-201-691-9038
Sunfish NA News

Regatta organizers are hard at work planning the 1985 Sunfish North American Championship. Brant Beach Yacht Club has enlisted the help of the surrounding yacht clubs to handle the large number of sailors expected to attend the regatta.

The only difficulty foreseen will be in housing all the sailors in this popular summer resort area. So, the organizers have started early to find accommodations. A notice will be sent out in February detailing the housing options available. Participants will be asked to respond to this as soon as they can. All hotel reservations must be in by May 1st. So, make your plans early to attend this year's North Americans, or you may end up sleeping in your cockpit!

To make sure you are on the mailing list, contact the Sunfish Class Office at AMF Alcort. All former North American participants are already on our mailing list.

1ST NATIONAL SUNFISH CHAMPIONSHIP IN CHILE

Multi-talented sailor, Sergio Cortes has won the first Chilean National Sunfish Regatta held at the Quinteros Yacht Club. The 16' catamaran champion beat 12 other competitors with finishes of 5-5-2-1-1 for the series. Pablo Anfruns was second with a 4-2-4-4-2 series, and Ricardo Sequel was third overall.

Premiere sailor, Jose Pedro Espinosa was expected to win the event, but a disqualification for a premature start dropped Jose to fifth overall.

The newly-established Chilean Sunfish Class numbers 60 boats and is growing rapidly. Spurred on by the licensed Sunfish builder, Femosa of Santiago, the Class sponsors various Sunfish regattas around the country.

1ST CHILEAN NATIONAL SUNFISH CHAMPIONSHIP
Quinteros YC, Chile 13 Boats
1. Sergio Cortes
2. Pablo Anfruns
3. Ricardo Sequel
4. Cristian Levin
5. Jose Pedro Espinosa

FLEET CHAMPION ... THE HARD WAY

Wendy Thrower of the Metedeconk River Yacht Club in Pennsylvania easily won her Sunfish Fleet Championship in 1984, but not without a scare. Early in the season, while sailing in the bay, Wendy and her Sunfish were run over by a powerboat! Fortunately, Wendy was not injured, but her boat was destroyed. Jumping right back on a boat, Wendy went out the following Sunday and won her Sunfish fleet race. Congratulations, Wendy!

A jib on a Sunfish® ?

FANTASTIC!

Faster — Easy to Use — Simple to Rig

NEW!

Installs in minutes
Requires no tools

Complete Kits for $139.95

(Choice of sail colors to match your main)

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Telephone: 203/236-5794
(Indicate mainsail colors)

Editor's note: the Jib·kit is not a class-approved rig.
Winning in One-Designs
Dave Perry shares another chapter from his exciting new book.

Preparation
"The good sailors all know how to race very well, but the champions have won the regatta before the racing begins." — Paul Evstrom

What! You mean you didn't phone ahead to find out if the motel you're staying in had "Magic Fingers" in the beds? And you don't have a complete set of metric nico-press sleeves as well as the standard ones? And you don't even have all the meteorological data taken over the last half year for the area? Don't worry—most sailors don't even stay in motels, much less own a nico-press tool, or have more than a clue of how to interpret a half year's data. But as my crew and I focus on trying to become good enough to make the 1984 U.S. Olympic Team and win a gold medal in Los Angeles, the one fact that is becoming clearer and clearer is that preparation for racing is grossly underestimated by the educators in the sport and by most sailors. The reality is that the more we work toward winning, the less and less attention we find ourselves giving to the actual racing, and the more energy and attention we are giving to all the many other elements that fall under the category Preparation.

Now, before I launch into a thesis on the fifty ways to get prepared, let me restate the sometimes elusive obvious. Before you start thinking about doing well in sailing, you have to confront the questions: How important is it that you do well in sailing and how much time, money, and energy can you afford to give to the sport? You have to stop and answer these honestly because remarks like this tend to be based on the ideal world where sailors have unlimited time, money, and energy to commit to perfecting their ability; and as there are very few people in that ideal world, the rest of us have to pick and choose what can be applied to our situation. To have an unreal outlook on how racing fits into our lives is the surest way to get nothing but frustration back from the sport.

Another element that keeps a lot of us from being as prepared as possible is our self-consciousness, caused by not wanting to appear too serious about sailing. I can remember when I was racing Lasers hard, and special hiking boots and one-piece foul-weather suits hit the scene. For two years I held on to my Pro Keds and flannel shirts, thinking that the new clothes were going too far and I could do just fine without them. On the other side you have people who aren't afraid to appear serious, like the winner of two U.S. Youth Champs, John Shaddern, who decided that he and his crew would stay in homes away from the regatta scene in the evenings rather than hang around the crowd. Then there's Peter Commette, who capsized in the opening race of a regatta the spring before he won the first Laser World Championship. While the rest of us sat on the beach eating lunch between races, we watched Peter do about fifty jibes out on the course. Everyone's going to have to think about his or her own approach. Again, you have to ask yourself how seriously you want to take sailing and adjust your goals accordingly.

The final element that has always kept me and many other sailors from doing the amount of preparation we should is a combination of laziness and not appreciating how useful good preparation is. Realizing that I had better find out if I could hack the pace of an Olympic Soling campaign before I committed myself and two others to it, I decided to try to do everything I knew I should do in preparation for the Worlds in Australia. Though we had the additional element of having to ship our boat down and back, which for most regattas most of us don't have to deal with, we worked on preparations for a few hours nearly every day for the six months leading up to the Pre-Worlds and Worlds. However, the one thing we couldn't do, because of prior commitments and having to ship the boat three months prior to the regatta, was get together and practice. And though our preparation work paid off well with a second in the Pre-Worlds and a third in the Worlds, our boathandling in the heavy air kept us from winning both. Experiencing that, I now believe that given a good amount of racing knowledge and experience, the largest gains toward winning can be made by shifting your attention and energy to all the elements that go into the preparation for racing.

From here on in this chapter, most of what I'll say has been said by others in more detail, or is purely common sense. But it might make a good outline from which to work.

Speed Preparation Not many people win regattas going slow, and improving boatspeed should be worked on before the major regatta. It comes in a variety of ways:
• Talk to the top sailors in your area and class.
• Look at the boats and rigs of the top sailors, and incorporate their ideas into your boat.
• Get one of these sailors to sail with you, either in practice, on the way out to a race or, better yet, in a race. Let them steer, then have them watch you.
• Watch races in which the best sailors are racing.
• Mark everything on your boat so you can make notes of where controls are when you're fast and slow.
• MAKE NOTES OF EVERYTHING. Sailors who don't make notes of things they learn stand a very poor chance of improving. Also, most good sailors don't mind giving advice once, but most don't have the time or patience to be asked the same question twice.
• Spend time sailing the boat. The more time you spend sailing the boat, the faster you'll go — period.

Body Preparation With the exception of a few classes, most of us don't have to get our bodies into the same excellent shape as our boats. But there are some key points to remember:
• Be relaxed so your mind can concentrate. I've heard rumors that a lot of sailors sail their best after a late night of partying. Others have their best races when they're late driving to a regatta, or last off the dock. Apparently these people have to race so fast against traffic and sail so fast to get to the line that they're more prepared and hyped for the race, if they make it. Some enjoy getting away from the scene at night; others like sleeping down by the clubhouse (probably to be sure no one puts their boat in the club pool). Lately I've noticed I race the best when I've slept well the last three or four nights before the regatta. During regattas, because I get nervous, I don't sleep well, so staying up a bit later usually helps me stay asleep all night. No one races well yawning up the first beat, so get to know your body.
• Stretching really helps you hike and prevents stiffness.
• Good, solid food the night before and lots of water during hot races helps.
• Dress to be comfortable. Being cold is the worst, so when in doubt, overdress.

Continued on next page
Continued from the previous page.

On multiple-race days you get the coldest between races, so bring a wool hat and extra coat for the wait. The extra weight is minimal compared to staying warm.

- Figure out what you’re going to do with your wet clothes and laundry so you’ll always have dry, clean clothes to race in.

**Boat Preparation** Where are all those pit crews you see on TV when you need them? To quote 470 and 505 champion Steve Benjamin on the subject of boat preparation: “There is a simply stated formula for success: attention to detail. Most good sailors agree that boatspeed is derived to a large degree from a meticulous philosophy of improving every minute aspect of the hull and rig. The idea is that if every detail is optimized, regardless of how insignificant, the overall performance should be fully adequate. It’s quite easy to stray from this mentality and convince yourself that a small scratch on the bottom could not slow you down, or that you don’t use that frozen cleat anywhere, so why bother to fix it. But a true perfectionist will never tolerate such inadequacies and would surely make repairs before the next race of a series.”

Here are some things to consider:

- Compile tools, including drill, hack-saw, pop-rivet tool, nico-press tool, wire cutters, extension cord, etc. Mark them all clearly as yours.
- Continually rotate and replace lines and wires on the boat. Do every job thoroughly the first time so you won’t have to do it again. Ask and, if necessary, pay for help.
- When in doubt, copy the fast people, at least for starters.
- Be sure things measure in. Lately I’ve seen a lot of people thrown off their stride by sails, rudders, spinnaker poles, etc., not measuring in. If possible, have things checked and weighed, including your clothes, before getting to any major regatta.
- Along with the boat, be sure the trailer and car are ready to roll.

**Boathandling** This is a key area. Usually the biggest gains and losses on the course are made at the start and at the marks. If I could give only one piece of advice to sailors who are interested in improving their racing, it would be to go out and practice with the same team they usually race with. Isolate each maneuver and work on it alone: setting the pole and taking it down, tacking the jib and main, raising the centerboard, clearing weeds, playing the vang on windy reaches, capsizing and recovering, setting the chute, hiking for a mile straight, etc. Boathandling is especially important in high winds, so grab some practice rags and preferably a friend in a motor boat (in case you get in trouble) and go out when it’s cranking. Lists are another godsend to preparation. They insure that things aren’t forgotten.

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**Sailing’s HOTTEST Bestseller**

Dave Perry is America’s favorite and most successful racing instructor and has helped thousands of sailors, from first-time racers to Olympic hopefuls, improve their results with his humorous stories, knowledgeable tips and easy-to-understand explanations. Now Dave has compiled 37 of his best instructional articles from his famous Yacht Racing/Cruising column into Winning in One-Designs, which, along with Brad Dellenbaugh’s illustrations, makes for fun reading loaded with surprisingly clever and original suggestions to improve your racing.
Continued from page 11

ten and help everyone involved keep in touch with what needs to be done.

One of the big keys to preparation is assigning priorities properly as time begins to run out before a regatta. Too often, people spend three hours sanding their rudder two days before the regatta when they probably would improve their chances of doing well more by going sailing. Priorities will vary for every team, but be sure to ask yourself continually, "Is what I'm doing the most important thing to be doing right now?"

From 1978 to 1980 the team of Ed Trevelyan, Rod Davis, and Robbie Haines dominated the U.S. in the Soling and in 1980 were the favorites to win the gold medal had the U.S. sent teams to the Olympics. In a recent talk Robbie called himself an "organizational freak" — "I love to be organized." At regattas their boat always arrived covered; they never showed up late; rarely did they ask to borrow a tool or part; their fund raising was successful enough for good accommodations, good food, and the latest sails and equipment. It's too easy to write this kind of highly successful program off to personal wealth and people with no other commitments. All three of these guys had jobs while they were sailing, one is married, and their funds were all raised through their own efforts. The bottom line to their success was tremendous organization and effort in all the elements of preparation leading up to each regatta. This almost insured that once the racing began, the hardest steps toward winning were already behind them.

Probably the toughest thing to learn as you try to get everything together is that most jobs take five times as long as you had planned and that there are a lot of setbacks along the way. After preparing a Peterson 43 for the 1981 SORC, John Sparkman used to tape the sign "It don't come easy," over the companionway before every race. It served both as a reminder to him of all the work he had done to get the boat ready to race and as one to us, when things were hitting the fan, to do whatever work needed to be done to sail our best. Any sailor who applies that attitude to his preparation for racing will show huge improvements in his finishes immediately.

SUNFISH INLAND LAKES REGIONAL CHAMPIONSHIP
Lake Zumbra YC, Lake Waconia, MN
August 18-19, 1984 15 boats

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<th>Boat</th>
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<td>2. Robert Barnum, Beloit, WI</td>
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<td>3. Tom Raster, Hugo, MN</td>
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<td>4. Louise Hunt, Edina, MN</td>
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<td>5. Franz Boersma, Excelsior, MN</td>
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POCONO AREA SUNFISH CHAMPIONSHIP
Lake Wallenpaupack YC, PA
September 22, 1984 22 Boats

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<td>4. David Biehler, Westmont, IL</td>
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<td>5. Ed Brennan, Mtn. Lakes Sailing Assoc., NJ</td>
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RULE QUIZ ANSWER

P. Under Rule 35(b)(ii), P must anticipate that S will alter course sharply around the mark and P must keep clear.

Another application of this exception to Rule 35 comes into play on a starboard tack rounding. When P and S approach the mark close-hauled, P must anticipate that S will luff up into a tack around the mark as part of her rounding maneuver. P must not cross ahead of S unless she has left sufficient room for S to carry out her luff. See diagram.

ELIYA ONE-DESIGN CHAMPIONSHIP SERIES
Eastern Long Island Yachting Association, NY
6 separate regattas on Long Island make up the series

1. John Eskart, Mecox Bay YC
2. Bill Baxter, Old Cove YC
3. Nancy Haberland, Milwaukee, WI
4. Scott Greenbaum, Springdale, CT
5. Shapoor Guzder, Oakville, Ontario
6. Tom Donahue, Brigantine, NJ
7. Gordon Geick, Collinsville, IL
8. David Biehler, Westmont, NJ
9. Steve Langford, Windsor, CT
10. Lee Parks, Woodbury, CT

NEW ENGLAND SUNFISH CHAMPIONSHIP
Hammonaset Beach, Madison, CT
September 9, 1984 40 Boats

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<td>2. Chris Williams, Boston, MA</td>
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<td>3. Leonard Ruby, S. Brookline, MA</td>
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<td>4. Scott Greenbaum, Springdale, CT</td>
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<td>5. Shapoor Guzder, Oakville, Ontario</td>
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19TH LAKE GENEVA SUNFISH REGATTA
Lake Geneva, WI
September 22-23, 1984 27 Boats

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SUNFISH WESTERN REGIONALS

With a 20-year-old boat and a 14-year-old sail, George Wilson of Sunnyvale, California won his third Sunfish Western Regional Championship August 11-12 on Siltcoos Lake in Oregon. Although the normally gusty northwest seabreeze was absent, Wilson sailed a consistent series in the light and shifty westerly.

The series was a close one all the way as Wilson was one point ahead of local favorite, Charlie Clifton, and one and three quarters points ahead of last year's winner, Peter Vessella of Vancouver, WA, going into the last race. Wilson took the lead at the jibe mark and held on to win the race. Clifton finished third, clinching second place for the series. San Diego Sailor, Earl Dozier took a second in the last race to move into third, edging out Vessella who finished fourth for the series.

RAGNOTS WIN THE SEARS CUP

Congratulations to skipper, Todd Hudgins and crew, Mitch Brindley and Dave Caverley of the Houston Yacht Club for winning the USYRU Junior Sailing Championship — the Sears Cup.

Eight finalists, all age 17 and under, competed in Flying Scots at the Milwaukee Yacht Club on August 18-23. Lake Michigan dished out winds ranging from 10 to 30 knots and seas up to eight feet. The Ragnots used their come-from-behind speed to beat the top junior sailors in the country. At age 13, Todd has a few more years of competition left in the Junior Championships. Todd placed third in last year's Smythe Championship.

The 1985 Junior Championships will be held at the Naval Academy in Annapolis and will be sailed in Lasers, 420s and an unnamed Sears boat.

Any sailor under age 18 who is a USYRU member is eligible to compete in this event. For more information, contact: USYRU, Junior Sailing Championships, Box 209, Newport, RI 02840

Again, Congratulations to Todd, Mitch and Dave!
HORSING AROUND BACKWARDS-STYLE

by Paul Odegard

Sailing backwards in the Sunfish Class has long been a fun deviation from serious racing, as skippers wait out the light air doldrums. You, too, can join in the horseplay with these step-by-step instructions.

The fun of backward sailing ranks right up there with water balloons, Jacques Cousteau flip-overs and water frisbee. Try it, you’ll like it! The Sunfish is especially suited to backward sailing because the boom is within reach. The popularity of the sport received world exposure back in 1975 at the World Championship when lay day backward races were held.

Going backwards can be a refreshing relief from the pressures of serious forward racing. Junior programs need such diversion to keep the interest of today’s hyper kids. Should it be for pure fun or for a different type of racing, here’s the way to get started:

TECHNIQUES To get going in reverse, pick a light, flat water day in a location with lots of sea room and proceed as follows:

1. Sail forward up to head to wind and drift to a stop.
2. Move forward in the cockpit, grab the boom and thrust it forward approaching 90° to the boat. See Fig. 1. If you push it to the port side of the boat, you will eventually harden up to windward in the same direction as if you were sailing forward on a starboard tack and visa versa.
3. If you maintain the helm at amidships, you will soon gain speed on a dead run backwards. Slight helm variations will provide good steerage as in forward direction. Caution: Don’t let go of the tiller or you will “spin out” abruptly. To round up on the wind, simply ease the helm to turn the boat onto a reach and allow the boom to come in to approximately 45° , still on the windward side. Settle into a comfortable cockpit position and brace yourself so that your arm does not tire needlessly.
4. Beating close to the wind is a little tricky. From a reaching point, you further ease the helm and head up and allow the boom to come into a close-hauled position. That’s the easy part — the real skill comes in attempting to tack. You need good speed and a wide tacking angle to make it. “Rots of Ruek!” If you find a consistent way, please let me know!
Jibing is a “piece of cake”: Just release the boom and straight-arm it out to the opposite side. No change in helm is required. A firm, quick hand pass on the visable to turn the board around in the trunk.

- For weak arms, a J.C. assist strap might be beneficial to hold the boom out against the wind force. Lead the line through a block and to a cleat for maximum capability.
- Alternate sheeting arrangements can be explored to save your arm and back.

RACING RULES If your club is looking for a kinky diversion some day, try a backwards regatta with these rules:
1. Any boat sailing forward has no rights and must stay clear of backward sailing boats.
2. A tack is determined by the opposite side the boom is on. i.e. Boom on the starboard (right) side facing aft — you are on port tack (same as forward sailing).
3. All boats must be sailing backward before the start.
4. The one-minute rule does not apply to allow dip starts.
5. No new equipment is allowed other than the lastest Class Rules.

Who knows, there may be a backward North Americans some day — the possibilities are unlimited!

Caribbean Sunfish Championship

The Caribbean Sunfish Championship has been resurrected! The Bermuda Sunfish Association has volunteered to host this regatta on April 25-27, in conjunction with Bermuda International Race Week.

Each Country in the Caribbean Sea is allowed to send two participants to this championship. Charter boats will be available and housing arrangements will be made by the Bermuda Sunfish Association. Pre-registration is required for this regatta.

The sailing will take place off of Shelley Bay Beach on the north shore of Bermuda. The Harrington Sound Sailing and Gliding Club will act as regatta hosts.

For more information on this event, write or call James Stewart at: P.O. Box 50, Crawl 2, Bermuda, (809) 293-2573 at home or (809) 295-6688 x. 236 at the office.

10TH ANNUAL WOLF LAKE YACHT CLUB REGATTA
Jackson, MI
August 18-19, 1984
15 boats

Winners:
1. Tom Katterheinrich, New
   Jackson, MI 2-2-6-3-2 15
   Knoxville, OH
2. Michael Notley, Troy, OH 1-6-1-2-7 16.5
3. Dan Norton, Adrian, MI 4-8-3-1-3 18.75
4. William Riddle, Toledo, OH 51-55-4 19.75
5. Mark Richhart, Adrian, MI 34-4-9-1 20.75

Wolf Lake Sunfish Regatta prize winners.
THE RACK

by John Focke

It has been twenty years since I first learned to sail on a Sunfish. Today, after thousands of miles of ocean racing on the Gulf Coast, and handicap racing around Galveston Bay, my interest to return to one-design Sunfish Class racing was rekindled at the 1983 Sunfish North American Championship at Wilmette, Illinois.

Will White's new book, coupled with the recognition of the Sunfish as an international class, has brought me to the challenge of re-entering Sunfish racing in a serious way at the age of . . . well, let's just say over 35. We have a growing group of adults racing Sunfish at the Houston Yacht Club which provides plenty of competition, and the Ragnots occasionally slip out to the starting line and liven up the competition.

My first weekend of heavy weather fall sailing convinced me, with aching muscles and unspectacular results, that . . . THINGS HAVE CHANGED!

The Sunfish and equipment are better, lighter, and more responsive. The fleet is far more competitive and THE BODY HAS CHANGED. The upper thigh muscles, the lower back muscles, the upper arm and shoulder muscles are not up to 3 to 4 hours of power Sunfish racing.

"Power Sunfish racing" in our definition is when the wind is blowing 20-25 mph, and the skippers in the 165-185 pound range are screaming around the course.

I learned my lesson — you cannot race competitively when you are exhausted. You don't drive the boat, you find yourself riding the boat around the course usually at the back of the fleet.

I needed work on the old body to build up strength in the right places, and endurance to repeat and repeat the hiking stress.

To begin a winter physical training program to parallel weekend sailing drills, I built a simple hiking frame which my two Ragnot sons nicknamed "The Rack". This frame simulates a Sunfish cockpit complete with boom, mini-harken, mainsheet, as well as port and starboard sides.

After much experimentation we developed a basic workout routine which takes 21 minutes, in increments of three-minute tacks.

This is how to do it: Begin the workout by starting your stopwatch. First, 10 sit-ups from the full hike position with your arms in front of your body with your shoulders arched forward. Follow the sit-ups with a combination of hiking movements as if you were working the boat over waves, each time trimming the mainsheet one stroke. Alternate 10 movements trimming with your elbow and upper arm parallel to your body, then 10 movements with your elbow locked against your side, using your hiking movement to trim the mainsheet, then 10 movements with your elbow and upper arm raised parallel with your shoulders. This latter movement not only works your arm and shoulder mus-

Continued on next page
Continued from page 15

cles but works your lower back muscles, particularly in the full hike position.
After three minutes, tack by moving your body to the opposite side of “The Rack” and changing the mainsheet to the opposite hand, and repeat, ten sit-ups, hiking, and trimming, etc.
After 6 tacks (18 minutes) begin a three-minute sequence of tacking to a full hike position, followed by three trimming strokes, tack to a full hike on the opposite side. Continue this for three minutes and you will be exhausted.
The most efficient tacking movement for a six-footer, 175 pound adult is to roll your upper body forward, momentarily resting on your forward elbow, pivot your hips under the boom first, followed by your head and shoulders, change the sheet to the opposite hand and roll out to a full hiked position.

Sunfishers Traverse Lake Erie
by Dale Malm

On June 23rd at 8:00 am, Kevin Beadle, Kirk Beadle, Tom Beadle and Dale Malm left the northwestern shore of Lake Erie, with their sights on East Harbor, OH some 42 miles across Lake Erie. Launching their Sunfish sailboats from the mouth of the Detroit River, a course was planned for 138° southeast. Because of the wind direction, a close-hauled course had to be sailed.

After leaving the sight of land in late morning, and sailing only by compass, the sight of Middle Sister Island in the afternoon on the horizon was certainly refreshing. After stopping for a much needed rest on the island, the four then proceeded toward North Harbor and East Sister Islands.

About an hour and a half later, losing sight of land, North Harbor Island appeared and the course was shifted to 175° to the south. Unfortunately, this course provided a head wind and the rest of the day sailing was on a beat.

After sailing for 11 hours on Saturday, we decided to spend the night on North Bass Island. Upon landing on the rocky north shore of the island, derigging the boats and changing into dry clothes, it began to rain. What little was kept dry through the trip thus far, was now wet. Spending the night in damp clothes in a wet tent didn’t allow for much sleep.

As the storm continued during the night, the boats were moved to higher ground to prevent them from washing away in the large waves that were just beginning to reach the boats.

The storm had brought seas of 5 to 7 feet and winds of 30 mph, which made for difficult launching from the rocky shore. Since the weather was out of the northwest, we decided to sail on the east side of the remaining islands.

I've found the most important addition to "The Rack" is a Sony Sports Walkman and headset. Rock and roll music fits the Sunfish rhythms and makes the time pass quickly. So, put on ZZ Top, Bob Seager or the Stones and work-out.

If you would like a copy of the simple plans for building "The Rack," send $1.00 with a self-addressed envelope to:

The Ragnots, P.O. Box 1276, La Porte, Tx 77571

Sunfishers Traverse Lake Erie

Sailing on a reach past North, Middle and South Bass Islands provided a rather fast and truly enjoyable ride. However, sailing on the same tack for 3½ hours in that kind of wind also proved very tiring.

Afternoon on Sunday, as the sun came up the narrow channel in fluky winds provided some anxiety, and slowed motorcraft traffic for a short period.

Shortly after noon on Sunday, we entered the channel leading to the landing site. Sailing up the narrow channel in fluky winds provided some anxiety, and slowed motorcraft traffic for a short period.

Both feet on the ground was met with congratulations, but the realization that we had made it safely and successfully across the lake would only sink in over the next couple of days.

CONGRATULATIONS TO HYC

At the USYRU Annual Meeting Luncheon held October 21st at the Parker House in Boston, Union Vice President, Ev Harrell announced that the Houston Yacht Club was the 1984 recipient of the St. Petersburg Yacht Club Trophy, awarded for excellence in race management. The Houston Yacht Club was honored for its superb organization of the 1984 Sunfish North American Championship.

A total of 102 entrants sailed in five separate series on two Olympic courses. There were no less than 96 volunteers who helped to put on the 7-day affair. Congratulations one and all! And a special thanks to regatta chairman, John Focke.

MECOX BAY YACHT CLUB SUNFISH SERIES

Long Island, NY
1. Jonathan Russell, New York, NY
2. Donald Luchheim, Sayonopack, NY
3. John Munson, New York, NY
Honorable Mention to John Eckart of E. Quogue, NY who sailed well but did not qualify for the series.
Portsmouth Numbers - What are they?

The Portsmouth Yardstick, as this rating system is called, is a widely-used method of rating sailboats of different classes racing on the same course. The USYRU Portsmouth Yardstick is derived from actual records of classes of yachts with thoroughly documented ratings. The first yardstick was selected for the Thistle Class because of its vast geographic fleet system and active racing schedule against other boats. The primary yardstick for the Thistle was set in 1961. Since that time, Portsmouth Numbers for over 1300 sailboats have been determined.

Portsmouth Numbers are defined as the length of time boats would take to sail a common but unspecified distance. For example, a yacht rated 85 should in 85 minutes be able to cover the same course as a yacht rated 112 could cover in 112 minutes.

Portsmouth Yardstick Numbers for the AMF Alcort sailboats are:

<table>
<thead>
<tr>
<th>Class</th>
<th>D-PN</th>
</tr>
</thead>
<tbody>
<tr>
<td>Minifish</td>
<td>108.0</td>
</tr>
<tr>
<td>Sunfish</td>
<td>105.5</td>
</tr>
<tr>
<td>Super Sunfish</td>
<td>103.1</td>
</tr>
<tr>
<td>Force 5</td>
<td>95.4</td>
</tr>
<tr>
<td>Puffer</td>
<td>116.1</td>
</tr>
<tr>
<td>Apollo</td>
<td>92.3</td>
</tr>
<tr>
<td>Sunbird*</td>
<td>102.1</td>
</tr>
<tr>
<td>TRAC 14</td>
<td>83.5</td>
</tr>
<tr>
<td>TRAC 16</td>
<td>76.0</td>
</tr>
<tr>
<td>TRAC 18</td>
<td>66.5</td>
</tr>
</tbody>
</table>

*No longer manufactured

To use the Portsmouth Yardstick Numbers, start all boats at the same time and record their elapsed time over the same course. Compute the corrected time as follows:

\[
\text{Corrected Time} = \frac{\text{Elapsed Time}}{\text{Handicap Number}} \times 100
\]

If winds are variable, use the D-PN (Portsmouth Number) for each class. If the winds in a particular race are blowing at a steady velocity, use the number corresponding with the wind velocity in the following table:

<table>
<thead>
<tr>
<th>Beaufort</th>
<th>Knots</th>
<th>M.P.H.</th>
</tr>
</thead>
<tbody>
<tr>
<td>0-1</td>
<td>0-3</td>
<td>0-4</td>
</tr>
<tr>
<td>2-3</td>
<td>4-10</td>
<td>4-12.0</td>
</tr>
<tr>
<td>4-9</td>
<td>11-47</td>
<td>12-153.9</td>
</tr>
</tbody>
</table>

An example. Three boats are racing. The wind is averaging 8 knots. The boats are a Sunfish, a Force 5 and an Apollo. Over the same course, it takes the Sunfish 40 minutes, the Force 5 30 minutes and the Apollo 25 minutes to reach the finish. First, pick the correct Beaufort rating: since the wind is 8 knots, you would use the numbers under the Beaufort 2-3. Next, use the formula to determine the corrected time for each class.

Sunfish Corrected Time = \( \frac{40}{109.4} \times 100 = 36.56 \) minutes

Force 5 Corrected Time = \( \frac{30}{96.0} \times 100 = 31.25 \) minutes

Apollo Corrected Time = \( \frac{25}{93.1} \times 100 = 26.85 \) minutes

In this case the Apollo would be the winner.

So, if you arrive at a regatta where there are no other sailboats in your class and you race in the open class, this is how the scoring will be done. This expands your regatta invitations far beyond the events listed in the Alcort Regatta Schedule.

If you have any questions concerning the Portsmouth Numbers, please contact the USYRU, Box 209, Newport, Rhode Island 02840, (401) 849-5200.

EDITORIAL

The idea of sailing after a two-month layoff sounded exciting as I headed out to the local Sunday races. A little rusty, I cautiously approached the first couple starts. By the third race, I was back in top form again and heading for the perfect starboard end start ... I thought. But, as the gun sounded, I found myself eating bad air in the third row! To add insult to injury, a port-tacker slammed into me broadside. As he cleared himself, I yelled "PROTEST! Do a 720." Then I watched as he went off on port, tacked on a header and ended up tenth around the windward mark, completely forgetting the incident. I vowed to protest him, but as the day wore on and I grew tired, it seemed less likely. Who wants to make an enemy of the protest committee anyway, keeping them around any later than they have to. So, I let it go. My "friend" finished second for the day; my protest would have dropped him to tenth. He went home with a trophy and I with a clouded conscience.

How many of you can honestly say that you have never let a protest go unheard? Over the past 15 years of racing, there has been a widespread decline in rule observance. Many years ago, in a junior program, sailors were taught to withdraw from a race the minute they committed a foul. (There was no 720 rule in those days.) If you hit a mark, you were on your honor to withdraw from the race. Back then, we followed the rulebook as though it was the Bible.

But attitudes have changed. Alternative penalties and mark reroundings have been added to the rulebook. Junior programs now emphasize the fastest way to do a 720, or how to rock, ooch and pump without getting caught, rather than preaching the tradition of yachting ethics.

Attitudes may have changed, but the rules must still be respected. Sure, we have juries to interpret the rules, but they are not referees. Enforcement must come from within each individual racer.

Many years of yachting tradition have gone into the formation of the rulebook. Let's not let it float out to sea!

Lee Parks, Editor
Ned Nunes Wins His 2nd Super Sunfish Title

Reported by Ned Nunes


Despite rain and flukey breezes at times, the regatta was blessed with northerly winds varying from 5 to 18 m.p.h. throughout the weekend. Conditions permitted several practice races on Friday, followed by a 7-race championship series on Saturday and Sunday:

Ned Nunes, a psychiatrist from New York City, displayed strong boatspeed, especially off the wind in the marginal planing conditions which often prevailed. This permitted him to sail conservatively in terms of tactics and post a near perfect score for the regatta. As Ned says “No boat wants to pop up on a plane quite like a Super Sunfish with that light hull weight, flat bottom, and large efficient sail plan.” Ned practices in the winter months, sailing a Super Sunfish in the Indian Harbor (CT) Frostbite Series.

Class veterans, Bill Boll and Jack Willy slugged it out for second place honors with Jack clinching it in the final race despite Bill’s excellent upwind speed. Class veteran, John Black Lee showed solid boatspeed and good tactics, finishing fourth. Wild-man, Byron Hicks rounded out the top five, coming on strong with a bullet in the final race. This was overshadowed only by Byron’s unparalleled stamina during the off-water social events and partying!

Ned or his alternate Jack Willy will represent the Class at next year’s Sunfish Worlds in Italy.

At the annual meeting, ways of increasing interest and participation in the Class were discussed. The members invite any newcomers to join the Class and welcome any ideas or suggestions.

10TH SUPER SUNFISH NORTH AMERICAN CHAMPIONSHIP
Belle Haven Club
Greenwich, CT
September 15-16, 1984

<table>
<thead>
<tr>
<th>Finish</th>
<th>Boats</th>
<th>Total Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Ned Nunes</td>
<td>11/11/11</td>
</tr>
<tr>
<td>2</td>
<td>Jack Willy</td>
<td>34/43/38/38</td>
</tr>
<tr>
<td>3</td>
<td>Bill Boll</td>
<td>5/10/16/36</td>
</tr>
<tr>
<td>4</td>
<td>John Black Lee</td>
<td>25/30/10/64</td>
</tr>
<tr>
<td>5</td>
<td>Byron Hicks</td>
<td>46/44/41</td>
</tr>
</tbody>
</table>

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SD 170 $129.00
Fits Sunfish, Phantom,
Force 5 & Laser

#SP 160 $39.05
It floats
Side loads with ease
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turn loop to hang

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Force 5 # F 164 $155.00

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Win The Protest . . . Lose The Regatta

Reported by Joe Malone

Protesting an opponent’s tactic at the 16th Annual South Jersey Fall Sunfish Regatta cost Tom Donahue first place.

In the second race of the 4-race series, hosted by the Cooper River YC, Tom Donahue of Brigantine, NJ made contact with Vic Oberg of Collingswood, NJ. Protests were filed by each competitor; and, after the hearing, Tom’s protest was upheld.

Interestingly, the only skipper adversely affected was the sailor who won the protest.

1985 Sunfish Worlds

It’s confirmed . . . the next Sunfish World Championship will be held in Italy. The site is Riccione (pronounced ri-chow-ne), which is about three-quarters of the way up the “boot” on the Adriatic Sea. A tentative date has been set for June 15-23, 1985.

Riccione is a popular resort area for Europeans. Likened to Miami Beach, Riccione’s long sandy beaches are lined with hotels. The small town is alive with numerous shops, restaurants and discos.

The Championship will be run in conjunction with the Italian National Sports Festival which attracts athletes from all over Italy to compete in a variety of sporting events. Our regatta will be the only sailing event in the Festival. Expert race management will be provided by the Cirecolo Nautico di Riccione who has hosted many Olympic Class regattas in the past.

For those sailors who have qualified, you will receive more information on the Championship shortly. In the meantime, practice your Italian. Ciao!

1985 Midwinters

The Southern Yacht Club has graciously accepted to host the 1985 Sunfish National Midwinter Championship. The dates will be March 23-24.

The Club is located on the southern shore of Lake Ponchartrain in New Orleans, Louisiana. The Southern YC was the 1981 host for this event and promises an even better time this year. Most that attended the 1981 regatta still cherish the regatta T-shirt as their favorite, designed by World famous Sunfish T-shirt designer, Joe Bobin.

For more information on the Championship, contact Gary Fretz, c/o B.C. Marine, Inc., 4739 Udica St., Suite 208, Metairie, LA 70006, (504)455-4026 (work) or (504)280-8541 (home).

European Sunfish Championship

Stani Henningsen has returned to his home country to help promote the Sunfish Class in Denmark and all through Europe. Stani has announced that there will be a 1985 European Sunfish Championship in mid-July in Denmark. For more details on the event, contact Stani at Venova APS, Kelstruplund 50, 3460 Birkerod, Denmark, telephone: (02) 81 81 12.

Old timers will remember Stani from the two World Championships held in Venezuela. He was a key organizer for those events and will put on this championship in the same style.

JASAD CAMLOCK BOLT

For Quick, Easy, and Secure Adjustment of the Sunfish Goose Neck Without Tools

82 and earlier

Send to: JASAD Box 1464*• Aurora, IL 60507

<table>
<thead>
<tr>
<th>QUANTITY</th>
<th>DESCRIPTION</th>
<th>COST EACH</th>
<th>POST A HNDLG.</th>
<th>TOTAL</th>
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<tbody>
<tr>
<td></td>
<td>CAMLOCK BOLT</td>
<td>51.95</td>
<td>5.50</td>
<td>57.45</td>
</tr>
</tbody>
</table>

* Illinois residents add state sales tax

83 and newer

- Replaces the standard slot head bolt
- Manganese bronze and stainless steel for fresh or saltwater use
- Class approved
- Makes retuning a snap!
- Now in 82+earlier or 83+newer models

19
USYRU Notes

The latest USYRU Annual Meetings were held this past October at the Parker House in Boston. A very busy 4-day schedule included meetings of numerous committees. Some notes of interest are:

- The 1985 O’Day Finals (U.S. Singlehanded Championship) will be held in Sunfish in Gulfport, MS on August 12-15. More details on how you can qualify for this Championship will be included in the next issue of Windward Leg.
- The Alcout Sailboat Classes now have an official representative on two committees. Lee Parks has been elected to the One-Design Class Council Executive Committee and a representative to the Class Racing Committee.
- Sunfish and Force 5 Champion, Derrick Fried has volunteered to be a Clinic Director for the new USYRU Training Program. This new program is designed to train and certify sailing instructors at various levels. To learn more about the program, contact Jim Allen at the USYRU office.

"Dear Howie"

Dear Howie,

I read your article about the overweight Sunfish and wish to know more.

Leaking and overweight Sunfish have been the bane of a lot of serious sailors I know. We have tried locating leaks by smelling diluted dish detergent over the aile and blowing air into the hull with a vacuum cleaner. We have checked the centerboard trunk and caulked around all attachments, the metal trim, coaming and rudder. Many of us have put drain plugs in the transom to facilitate draining water.

I do almost all my racing on salt water. Someone told me how, at the end of the season, they fill the hull with fresh water to dissolve the salt, then drain before storage. (Salt in the hull attracts moisture.)

But, we still have overweight Sunfish. I would like to hear from you concerning these problems and have some comments about what we have done. What is a good way to weigh a Sunfish and what should the Sunfish weigh?

Helen Neugebauer  
W. Lafayette, IN

to see Tom Ehman leave the Union after 5 years of service. The former Sunfish sailor will be joining the America II Syndicate as Executive Director. Soiling gold medalist Robbie Haines of California took over for Tom as Executive Director of USYRU in November.
- Raghob, Todd Hodgins, Mitch Brindle and Dave Caverley won the Sears Cup (U.S. Junior Triple-handed Championship) sailed in Flying Scots.
- Houston Yacht Club won the 1984 St. Petersburg Yacht Club Trophy for excellence in race management.
- The 1985 USYRU meetings are:
  - Spring: March 28-31 in Ft. Worth, Texas
  - Fall: October 16-20 in Atlanta, Georgia
- The meetings are open to all USYRU members. Anyone interested in these meetings or any of the USYRU programs may contact the Union office at:

  United States Yacht Racing Union  
  Box 209  
  Newport, RI 02840  
  (401) 689-5200

Dear Helen,

The overweight Sunfish is always the result of saturated foam blocks inside the hull. Therefore, filling the hull with water to dissolve the salt is not a good idea.

After repairing the leaks, air test the hull again (blocking off the vent hole) to assure the hull is sealed.

A hull drain may be convenient but could prove troublesome as washers and O-rings tend to crack or split creating constant seepage into the hull.

The ideal weight of a Sunfish unrigged is 129 lbs. and can be determined by using a simple bathroom scale.

Dear Howie,

As a new owner of a Force 5, I have great difficulty in keeping the boat on a controllable run. It becomes extremely rolly, and then capsizes. I need to know what to do to correct this problem in light as well as high winds.

I am also interested in which is faster: a Windsurfer, a Force 5 or a Sunfish?

Dennis Salduzky  
Fortoria, Ohio

SUNFISH MIDWEST REGIONAL CHAMPIONSHIP

Wolf Lake Yacht Club, Jackson, MI  
July 15-16, 1984  
25 boats

<table>
<thead>
<tr>
<th>Finish</th>
<th>Name</th>
<th>City</th>
<th>Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>Derrick Fries</td>
<td>Pontiac, MI</td>
<td>375</td>
</tr>
<tr>
<td>2.</td>
<td>Bob Findlay</td>
<td>Winnetka, IL</td>
<td>19</td>
</tr>
<tr>
<td>3.</td>
<td>Kirk Beadie</td>
<td>Okemos, MI</td>
<td>30</td>
</tr>
<tr>
<td>4.</td>
<td>Mike Nettley</td>
<td>Troy, OH</td>
<td>30</td>
</tr>
<tr>
<td>5.</td>
<td>Don Bergman</td>
<td>Hubbard Woods, IL</td>
<td>33</td>
</tr>
<tr>
<td>6.</td>
<td>Jon Pool</td>
<td>Bloomfield Hills, MI</td>
<td>39</td>
</tr>
<tr>
<td>7.</td>
<td>Doug Molin</td>
<td>Wilmette, IL</td>
<td>44</td>
</tr>
<tr>
<td>8.</td>
<td>Jean Bergman</td>
<td>Hubbard Woods, IL</td>
<td>45</td>
</tr>
<tr>
<td>9.</td>
<td>Stuart Pettifill</td>
<td>Groce Point Park, MI</td>
<td>46</td>
</tr>
<tr>
<td>10.</td>
<td>Chris Lowrie</td>
<td>Lake Bluff, IL</td>
<td>51</td>
</tr>
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1984 NARRAGANSETT BAY SUNFISH CHAMPIONSHIP

Bristol, RI  
August 11-12, 1984  
37 Boats

<table>
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<tr>
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<tr>
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<td>Babylon, NY</td>
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</tr>
<tr>
<td>2.</td>
<td>Alan Scharf</td>
<td>Newport, MA</td>
<td>15</td>
</tr>
<tr>
<td>3.</td>
<td>Chris Williams</td>
<td>Newport, RI</td>
<td>15</td>
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<tr>
<td>4.</td>
<td>Peter B. Young</td>
<td>Medway, MA</td>
<td>15</td>
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<tr>
<td>5.</td>
<td>Tom Philbrick</td>
<td>Centerville, MA</td>
<td>38</td>
</tr>
<tr>
<td>6.</td>
<td>Michael Quinn</td>
<td>Providence, RI</td>
<td>40</td>
</tr>
<tr>
<td>7.</td>
<td>Kevin Coughlin</td>
<td>Cumberland, RI</td>
<td>40</td>
</tr>
<tr>
<td>8.</td>
<td>Simon Roy</td>
<td>Worcester, MA</td>
<td>42</td>
</tr>
<tr>
<td>9.</td>
<td>Lars Guck</td>
<td>Barrington, RI</td>
<td>50</td>
</tr>
<tr>
<td>10.</td>
<td>Steve O’Connor</td>
<td>Little Compton, RI</td>
<td>50</td>
</tr>
</tbody>
</table>

TEXAS JUNIOR SUNFISH CHAMPIONSHIP

Corpus Christi Yacht Club, TX  
August 11-12, 1984

JUNIOR DIVISION (Ages 12-15)  
18 boats

<table>
<thead>
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<td>Colin Berry</td>
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<td>3.</td>
<td>Robert Kelly</td>
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<td>Brian Beadie</td>
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</tr>
<tr>
<td>5.</td>
<td>Marc Mankin</td>
<td></td>
<td>50</td>
</tr>
</tbody>
</table>

MINI DIVISION (under 12)

1. Alicia Allen/Kacey Mankin  
2. Jennifer Meeks/Melissa Marks  
3. Elizabeth Kratzig/Chrisie Parker  
4. David Cleaves/Adrian Gaffer

Dear Dennis,

Your question is more easily answered by Alcout engineer, Shawn Sullivan, who just conducted a FD Olympic campaign and successfully races a Force 5. To control your Force 5 on a run, put the daggerboard down, snug up the vang, sit back in the boat and sheet-in. If that doesn’t work, start praying!

The Portsmouth rating system used in the United States rates a sailboard (Windsurfer) as just faster than a Force 5 (94.1 for Windsurfer and 95.7 for Force 5). The Sunfish is somewhat slower at 105.2.

Eds—See the article on the Portsmouth Rating System for more details.
COURTNEY YOUNG OF H.S.C. WINS

Congratulations!

DAVID KAHN TRIUMPHANT
IN MUCH CELEBRATED
MILLARD FILLMORE
CLASSIC
Reported by Byron Hicks
Spruce Run, NJ 9/29/84

Force 5 Fleet #36 of Hunterdon Sailing Club flawlessly hosted this “by invitation only” gathering of top Force 5 contenders.

SAIL STORAGE
Winter is on its way, and for those of us who do not sail through the winter months, it’s time to put the boat away until next season. To preserve the life of your sail(s), flake the sail accordion-style in such a way that you are not creasing the window. Then, roll the sail loosely. Try not to fold the sail in the same place each time. The sail should be clean and dry before storing in a cool, dry place. To clean the sail, hand wash with a mild detergent in lukewarm water.

FORCE 5 TRUNK GASKET

A simple car inner tube is used here for a gasket for the daggerboard trunk of a Force 5. Inner tube strips of equal width are secured under the wooden trim which prevents splashing from the trunk and, also, holds the daggerboard more firmly in place. This idea comes from Wayne Brown of Alberta, Canada.

Force 5 Midwinter Update

The Miami Yacht Club will be ready and waiting on March 8-10 to put on the best Midwinters ever. Several yacht club members are offering free housing in their homes for those competitors who request it. There will also be a few loaner boats for sailors who are flying down to the event.

If you would like to make this a weekend vacation, the Miami Yacht Club has scheduled their annual All Class Midwinter Championship for the following weekend. All Force 5 sailors are invited to participate.

Come down to Miami in March and leave the snow behind. Paco will be conducting cigar factory tours upon request!

Contact Mike Catalano at the Miami Yacht Club for more details. The Club address is: 1001 MacArthur Causeway, Miami, FL 33132, (305) 337-9877.

2ND ANNUAL FALL HARVEST REGATTA
Miami, FL; Contact: Mike Catalano
November 17-18, 1984
Fleet 5
13 Boats
Total Points
1. Steve Perry
33
2. Paco Calve
20.75
3. Tom Trump
18

SUNFISH
5 Boats
1. Lois Bledgett
13.25
2. Jeanne Boone
14.5
3. Norman Castle
15

force 5 dateline

Jan.
1
TRASH BOWL REGATTA, Broad Bay, Virginia Beach, VA; Contact: J. C. Huenenberg, 1824 Cooper Rd., Virginia Beach, VA 23454, (804) 481-4637

Jan.
19-20
SUNSHINE REGATTA, Miami Yacht Club, Miami, FL; Contact: Mike Catalano, Miami Yacht Club, 1001 MacArthur Causeway, Miami, FL 33132, (305) 337-9877

Mar.
8-10
FORCE 5 MIDWINTER CHAMPIONSHIP, Miami Yacht Club, Miami, FL; Contact: Mike Catalano, Miami Yacht Club, 1001 MacArthur Causeway, Miami, FL 33132, (305) 337-9877

Mar.
16-17
ST. PATRICK’S DAY REGATTA, Miami Yacht Club, Miami, FL; Contact: Mike Catalano, Miami Yacht Club, 1001 MacArthur Causeway, Miami, FL 33132, (305) 337-9877

July
25-27
FORCE 5 NORTH AMERICAN CHAMPIONSHIP, Hunterdon Sailing Club, Force 5 Fleet #36, Spruce Run Reservoir, Clinton, NJ; Contact: Courtney Young, Jr., 11 Schunnemunk, Monroe, NY 10950-2817
Sullivan/Pizzuto Win 1st Trac 16 North Americans

By Susan E. Paul

As we might have expected, conditions on Long Island Sound the first day of the TRAC 16 North Americans resembled conditions one would find on an inland lake in the middle of the summer. To put it lightly (no play on words), there was minimal movement in the air. Despite these conditions, Race Committee Chairman David MacLane sent us out on the water. We finally did get off one uneventful triangle race, the only race of the day.

Unfortunately, one of the few variables one cannot control in sailboat competition is the wind conditions. Sunday's conditions improved, but did not pick up significantly until after the races were over, all two of them! The last race on Sunday included one of those screaming reaches familiar to cat sailors.

Shawn Sullivan and Frank Pizzuto felt more comfortable with Sunday's sailing conditions (southeast 10-12) for they took an easy two bullets to win the series. Guy Peter and his crew, Tammy Barteski, from Long Island, found the weekend conditions to their liking, taking home a 2nd place trophy overall. Father and son team, Dick and Tim Traub did up the weekend in style travelling to the regatta in their motor home (complete with a bathtub) and adding some decor to the same with third place trophies.

Duncan MacLane, Regatta Chairman, did an excellent job coordinating the weekend activities as usual. Saturday evening's meal was excellent with plenty of Roton Point Club volunteers on hand. Overall, despite the conditions, the regatta was a success. Just being on the Sound for the weekend on a great catamaran around good people was enjoyable for all.

The 1985 Regatta Schedule

The Class Management office at AMF Alcott is currently putting together details for the Annual Regatta Schedule. The 1985 schedule will include regattas from March, 1985 through the end of March 1986. To make the schedule complete, we would like to list all regattas in which any AMF Alcott sailboat may participate. This includes the Sunfish, Force 5, Super Sunfish, Apollo, new Zuma, TRAC catamarans and Tiga sailboards.

If you know of a regatta which should be included in our annual schedule and have not yet received a regatta schedule questionnaire, please write or call Joanne Girard at AMF Alcott Sailboats, P.O. Box 1345, Waterbury, CT 06725, (203) 756-7091. We will need the following information on your event: the date, an alternate date (in case of a conflict), the name of the event, the location, the sponsoring organization, and the name, address and phone numbers (home and business) of the person to contact.

The deadline for printing is February 15th, 1985. The schedule will be mailed in Mid-March to all ISCA members and other AMF Alcott sailboat owners.

Attention Sunfish owners: remember to pay your ISCA dues — only paid members will receive a schedule in 1985!

In addition to regattas, the annual schedule will contain the latest Sunfish Class Notice, Alcott regatta services as well as future regatta information, and much more. The Sunfish Class Rules no longer appear in the annual schedule. Since International Status was attained, the rules have been printed in a separate booklet and may be obtained by joining the International Sunfish Class Association.

trac dateline

Jan. 1-9 1985 WINDRUSH NATIONAL TITLES, Chelsea Yacht Club, Victoria Australia; Contact: TRAC Catamaran Class Ass'n, AMF Alcott Sailboats, P.O. Box 1345, Waterbury, CT 06725, (203) 756-7091

Feb. 2-3 MARK ALBURY MULTIHULL REGATTA, Miami Yacht Club, Miami, FL; Contact: Miami Yacht Club, 1001 MacArthur Causeway, Miami FL 33132, (305) 377-9877

May 21 WORRELL 1000, Ft Lauderdale, FL to Virginia Beach, VA; Contact: A. Michael Worrell (904) 422-6144

June 29-July 7 INTERNATIONAL MULTIHULL FESTIVAL, Annapolis, MD; Contact: Multihulls Magazine, 421 Hancock St., Boston, MA 02171
TRAC 16 Wins GSBYRA Multihull Series

Reported by Guy Peter

“Trac Attack” team member, Guy Peter of Massapequa, New York has won the Great South Bay Yacht Racing Association’s 1984 Series in the Multihull Open Handicap Class.

The annual series consists of 10 regattas held on consecutive weekends from July 4th through Labor Day at various yacht clubs around Long Island. Each regatta is made up of one long race (around buoys) per day and is two or three days long. No throwout races are allowed.

TRAC TIPS

Dan Brabeck, who worked for years at Sitzmark Sports in Kansas City, has just recently joined AMF Alcort as Regional Sales Manager in the Midwest. Working with TRAC catamarans since their introduction, Dan shares some of his experience with us.

Maintenance tips:
1. Tighten all screw-type shackles “pliers tight” (under mainsheet block, at shroud ends, at mast hound).
2. Check tightness of eyestrap mounted to hulls (bridle and shroud locations).
3. Install shroud cable covers over entire length of shrouds to protect the sail from chafing.
4. Check diamond wire turnbuckle nuts for tightness. Tape them shut!
5. Periodically, check all cables and sheaves for snags or kinks.
6. Lubricate traveler car with silicone spray. Use silicone spray not WD-40. Also wash off traveler track prior to spraying the car.
7. Tighten all bolts on aluminum rudder cheeks.
8. Watch for loose screws on tramp tracks; coat screw point from bottom with caulk sealer.
9. On Trac furling drum: Furling line should exit the drum from the port side of the drum’s center. Wind line in the same direction as the headstay wire.
10. When trailering, tie rudder blades up so they can't drop and drag. (Tape is also handy to use.)
11. Tighten all screws on the cam cleats, (jib blocks and mainsheet blocks).

Sailing Tips:
1. To keep the jib sheets from hanging up on the front eyestrap on the mast, tie a piece of shock cord from the furling drum back to the center eyestrap on the mast. Then use the shock cord to tie bridle to the mast when trailering.
2. To keep the traveler/mainblock from banging the rudder bar on a gybe, tie a figure eight knot in the traveler sheet at a point just short of “bang time” into the rudder bar. This way, on a gybe, you can let it go and move onto the next chore.
3. To make raising the jib easier, attach a small block to the thimble at the top of the headstay, and run the halyard through it.
4. Foam pipe insulation over the hiking straps makes for softer hiking and is easier slipping a foot under the strap in a hurry. Tape both ends of the foam, after installation, to keep the ends from breaking and splitting.
5. Here is a way to keep your crew happy and willing to sail another day. Invest in a pair of knee pads for them. The pads will keep the bruises and soreness away.
6. Inspection ports are great for drying out the hulls, great for storing keys, screw-drivers and a cold one.

If you have any other TRAC tips to share with fellow sailors, please send them to:

WINDWARD LEG
AMF Alcort Sailboats
P.O. Box 1345
Waterbury, CT 06725

This is the premiere Long Island Multihull series of the year. During the series, the Trac 16 was matched against Hobie 16s, 18s, and 14 Turbos, Nacra 5.8s and 5.2s, Supercat 17s and even a Trac 14. “Each of these boats found themselves pulling up to the starting line with the Trac 16. The Trac 16 took on any and all entries,” said winning skipper, Peter.

Because of the bad weather, the Trac 16 was entered in only 6 of the 10 regattas originally scheduled. The results are in: the Trac 16 took first place in 5 of the 6 regattas entered. This adds up to first place for the entire summer series. “No other boat even came close,” commented Peter.

“The Trac 16 finished most races in the series right up in front of the pack, very close to boats that, after 14 miles of racing, on all points of sail, should have been a great distance ahead. They weren’t. In fact, the Trac 16 was close enough to see the worried look on their faces!” Then, in some instances, the Trac 16 went one step farther and beat such boats as the Hobie 18, Nacra 5.8 and 5.2 boat for boat. Peter’s overall comments on the Trac 16 were: “I found the Trac 16 an easily rigged, very smooth handling and comfortable beach cat. Its safety in flotation, not overpowering sail plan and ease in righting are very attractive plus. Although the Trac 16 may not point as high as some other boats, it makes up the difference in boatspeed. A well-made, fun boat to sail.”

GSBYRA MULTIHULL SERIES RESULTS
Fourth of July Invitational
Babylon, NY
9 Boats
1. Hobie 18
2. Trac 16
3. Hobie 16

BAYSHORE INVITATIONAL
Bayshore, NY
July 7-8, 1984
6 Boats
1. Trac 16
2. Hobie 16
3. Hobie 16

NARRASKETUCK INVITATIONAL
Massapequa, NY
July 14-15, 1984
10 Boats
1. Trac 16
2. Hobie 16
3. Nacra 5.8
4. Hobie 16

SAYVILLE INVITATIONAL
Sayville, NY
July 21-22, 1984
5 Boats
1. Trac 16
2. Nacra 5.8
3. Nacra 5.2

WET PANTS INVITATIONAL
Sayville, NY
August 25-26, 1984
9 Boats
1. Trac 16
2. Hobie 18
3. Hobie 16

LABOR DAY INVITATIONAL
Bellport, NY
September 1-3, 1984
7 Boats
1. Trac 16
2. Hobie 18
3. Hobie 16
Turkeys Turn Out For The Novembrrfest Regatta
Continued from page 1

Eric Skemp (3) pumps his over the top of Ken Lucas (7) during the distance race start.

Sailors doing all kinds of gyrations as they keep their boards headed for the leeward mark.

4TH ANNUAL FESTIVAL OF TURKEYS REGATTA
Lake Quassapaug, Middlebury, CT
November 3, 1984

<table>
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<tr>
<th>DIVISION I</th>
<th>Finishes</th>
<th>Total Points</th>
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<td>1. Ken Lucas, Rockville, CT</td>
<td>2-1-1</td>
<td>3.5</td>
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<tr>
<td>2. Steve Baker, N. Kingston, RI</td>
<td>1-3-3</td>
<td>6.75</td>
</tr>
<tr>
<td>3. Brian Hautaniemi, E. Hampton, CT</td>
<td>3-2-2</td>
<td>7</td>
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<tr>
<td>4. Steve Lovegreen, Jamestown, RI</td>
<td>9-6-4</td>
<td>19</td>
</tr>
<tr>
<td>5. Mark Silhavy, Manchester, CT</td>
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<td>1. Eric Skemp, Severna Park, MD</td>
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<td>2. Tom Lutz, Danbury, CT</td>
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<td>3. Ron Farma, Marlborough, CT</td>
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<th>NOVICE DIVISION</th>
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<td>1. Eric Trudon, Manchester, CT</td>
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<td>3.5</td>
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<tr>
<td>2. Bob Cullen, Colchester, CT</td>
<td>3-1-2</td>
<td>5.75</td>
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<tr>
<td>3. Leo Campbell, Reading, MA</td>
<td>5-4-4</td>
<td>13</td>
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<tr>
<td>4. Dick Ripper, Woodbury, CT</td>
<td>6-5-3</td>
<td>14</td>
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<tr>
<td>5. Roger Lagrasse, Coventry, RI</td>
<td>4-8-5</td>
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Bill Boll . . . he's not smiling, his teeth are chattering!

AMF Alcort engineer/designer, Steve Nichols impressed everyone with a miraculous waterskiing demonstration performed on a sailboard.
Tom Lutz (F808) pulls off a great start, but Novice Division winner, Eric Trudon (516) isn't far behind.

Steve Lovegreen demonstrates the proper way to do a LeMans start.

Wayne Brown has come up with a way to build a windvane at home using simple materials. This windvane is made from a sheet of plastic weighted at the tip. The wire construction is made from music wire available from any hobby shop; the bearing is brass tubing and a radiator hose is used for the mount. The unit is held together with silver solder.

Madness as the novice group attempts a LeMans start for the distance race.
Tiga News

FUNBOARD

Alex Aguera has won the 1984 Maui Grand Prix, one of the major funboard events of the year. 1st in slalom, 1st in waveriding; he has beaten some of the most famous boardsailors including Peter Cabrinha and Ken Winner.

SLALOM

Gilles Calvet third at the World Open BS Championship in Kenya.

Results: 1. Robert Nag (CRIT) 1-7-1-5-4 9.0
2. Bernard Benoit (Dubbelman) 2-2-4-1-10 11.2
3. Gilles Calvet (Tiga) 3-6-7-2-3 13.4

OVERALL

Waveriding

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2. Bernard Benoit (Dubbelman) 2-2-4-1-10 11.2
3. Gilles Calvet (Tiga) 3-6-7-2-3 13.4

WORLD CUP — After 6 events, the rankings for Tiga are:

Onno Tellier — 2nd in course racing, 10th overall
Alex Aguera — 5th in waveriding, 9th overall

MAUI GRAND PRIX

November 5-10, 1984

SLALOM (DOUBLE ELIMINATION) — MEN
1. Alex Aguera (Tiga)
2. Ken Winner
3. Peter Cabrinha
4. Alian Cadiz
5. Klaus Simmer

WAVERIDING (DOUBLE ELIMINATION) — MEN
1. Alex Aguera (Tiga)
2. Maite Simmer
3. Mike Waltze
4. Jerry Wilson
5. Matt Schwartz

OVERALL — MEN
1. Alex Aguera (Tiga)
2. Maite Simmer
3. Mike Waltze
4. Peter Cabrinha
5. Alian Cadiz

SLALOM (DOUBLE ELIMINATION) — WOMEN
1. Dana Dowes
2. Keby Ano
3. Kara Weber (Tiga)
4. Debbie Brown
5. Jill Boyer

WAVERIDING (DOUBLE ELIMINATION) — WOMEN
1. Debbie Dowes
2. Dana Dowes
3. Sonia Evans
4. Keby Ano
5. Julie De Werd

OVERALL — WOMEN
1. Dana Dowes
2. Debbie Brown
3. Keby Ano
4. Kara Weber (Tiga)
5. Jill Boyer

News Flash From France

Reported by Pierre Coupeaud

We have still no word from Arnaud De Rosnay who tried to sail between Democratic China and Taiwan in the sixth step of his project to cross the main straights in the world.

Arnaud De Rosnay had left the China coast near the town of Amoy on Saturday, November 24th at 7:50 AM (Local Time). The wind was pretty good and the sky was clear.

He was followed from the coast with binoculars by Pierre Perrin, a French photographer.

Arnaud De Rosnay had his special sail with zippers and was carrying a sail surface of 6.5 SQM in accordance to the good wind. This special sail allows him to reduce the surface down to 4.3 SQM.

His equipment was minimum as Arnaud De Rosnay thought he was able to cross the Formosa Straight in 6 or 7 hours (the distance is 80 miles).

Arnaud De Rosnay who was in Hong Kong before this crossing didn't get clearance for a boat to follow him during his crossing and he had decided to go to China as a tourist and to cross the Formosa Straight, alone.

The Taiwanese authorities had informed the French Consulate in Formosa, just before Arnaud De Rosnay left that they welcome him despite their first refusal to allow this crossing. The Formosa Straight is considered a war area.

The marine department in Hong Kong and the China searching rescue have sent messages to all boat and ships in the area.

The West Pacific rescue center of the U.S. base in Okinawa is still waiting the authorization from Chinese authorities to launch their own research by plane.

More news on Arnaud in the next issue. Stay tuned!

Regatta Hosts Needed

Most of the major regattas for 1985 have been scheduled, but we still need hosts for a few sanctioned events:

- Sunfish Regionals in the Southeast Region
- Force 5 Regionals in every region except the Midwest and Northeast
- TRAC 14, 16, and 18 North American and Regional Championships
- 1986 Sunfish North Americans (preferably in the Midwest)

If your club has an interest in hosting anyone of these events, please contact Lee Parks at AMF Alcort Sailboats.

If your club isn't quite ready to host a major event, start small by hosting a local regatta at your club. Held annually, these local regattas can grow into a very enjoyable tradition. If you need a hand getting started, contact the Racing Class Office at AMF Alcort.

tiga dateline

Jan. 16-20  ANNUAL MELBOURNE CHALLENGE, Melbourne, FL; Contact: Melbourne Challenge, 115 South A1A, Indialantic, FL 32903, (305) 773-5681 or (305) 676-0788

Feb. 1-4  2ND ANNUAL BAHAMAS INTERNATIONAL WINDSURFING REGATTA, Nassau, Bahamas; Contact: Gene Ryland (305) 596-5239 or (305) 871-1830

Feb. 8-10  SUNSHINE REGATTA OPEN CLASS MIDWINTERS, Ft. Lauderdale, FL; Contact: Sue (305) 596-3061

Feb. 10  2ND ANNUAL OCEAN CONNECTION SPEED TRIALS (3rd race), Jensen Beach, FL; Contact: Ocean Connection, 4550 NE Indian River Dr., Jensen Beach, FL 33457, (305) 334-1515
AMF Alcort Introduces ZUMA – the $995.00 Sailboat for Everyone

WATERBURY, CT — AMF Alcort has produced more fiberglass sailboats than anyone in the world — and it’s just the beginning. For 1985 and beyond, the company that made “Sunfish” a household name will introduce the world to ZUMA, a fiberglass sailboat designed expressly for everyone who has not yet sailed, and even some who have.

Priced at just $995.00, ZUMA is designed to capture a major share of a market that the U.S. Department of Agriculture/Forestry Services predicts will be “the fastest growing outdoor participation sport in America by 1990.”

According to AMF Alcort President Carlo Bertozzi: “We designed ZUMA to make sailing easy and affordable to the great majority of American families. At the same time, we have made it safe, comfortable and uncomplicated. Now more than ever we have brought sailing within the reach of almost everyone.”

Designed by Sailors and non-sailors.
The ZUMA concept differs dramatically from any other sailboat on the market. Its design is a melding of modern marine architecture and current consumer preferences. In designing the new boat, AMF Alcort employed various consumer research techniques to determine attitudes, opinions and preferences of both the sailing and non-sailing public to help determine its design criteria.

“Comfort, ease of use, safety, appearance and price were the primary concerns of our target market, the novice or non-sailor,” Mr. Bertozzi said. “Our final design strongly reflects these concerns.”

ZUMA is the result of a unique joint design effort involving one of the nation’s most successful consumer product designers, Gary Grossman and AMF Alcort’s chief naval architect, Steve Nichols. Mr. Grossman of Innovations & Development, Inc., Ft. Lee, N.J., has been involved in the design of such marketing breakthroughs as the original Ford Mustang, Shelby Cobra and other consumer products. He worked closely with Mr. Nichols and other AMF Alcort personnel on the configuration of the deck and cockpit of ZUMA, as well as the new boat’s sail and hull graphics.

“We’ve brought the outside world into the design process,” Mr. Grossman said. “To the best of our knowledge,” Mr. Bertozzi noted, “this is the first time a sailboat manufacturer has utilized the design expertise available to the automotive and consumer products industries.”

Steve Nichols, AMF Alcort’s chief naval architect has been with the firm since 1979. Among his design credits are AMF Alcort’s TRAC 16 and larger well known cruisers/racers.

A beginner’s boat that’s hard to grow out of.
In designing ZUMA, Mr. Nichols incorporated a sleek raked transom similar to the America’s Cup 12-meter yachts and combined it with a proven, hard-chined hull design for maximum stability.

For the first-time sailboat buyer, ZUMA offers an impressive list of benefits and features. With a length of just under 13-feet and a hull weight of only 127 pounds, it is easily transported on car top, thus eliminating the need for and expense of a trailer. All fittings are flush so as not to get hung up on a roof rack.

The base price of $995.00 provides the new owner with a complete, ready-to-sail boat. Among ZUMA’s standard features are:

- A cockpit roomy enough for the family
- Rolled sides and wide decks for seating
- Sleeved sail
- Dry storage area
- Patented kick-up rudder
- Mahogany rudder and daggerboard
- Hiking straps

Equally important, as the owner becomes more accustomed to sailing, ZUMA is upgradeable. Among the options available are: deck cushions, additional inspection ports, compass, boom vang, halyard, wind indicator, tiller extension and upgraded graphics package.

As sailing continues to grow in popularity, look for ZUMA to take its place beside its sister craft, Sunfish, as a boat that opened up the sport of sailing to an entirely new breed of participants.
ONE YEAR LIMITED WARRANTY

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RETAIL MAST-CADDIE® STERN

Purchaser ma y obtain a refund within 15 day s of purchase and repla ce ment of any defective part for one year.

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MCT 16 TRAC 16

MCT 18 TRAC 18

MCT 14 TRAC 14

MAST-CADDIE BOW CATAMARAN

MCCB TRAC 16

MCCB TRAC 18

MCCB TRAC 14

( Cooler Not Inc'd.)

AQUA-CADDIE

$ 35.95

ACT 14 TRAC 14

ACT 16 TRAC 16

ACT 18 TRAC 18

MODEL MAST-CADDIE® SET:

MCF AMF FORCE 5

MCA AMF SUNFISH, SUPER

SUNFISH, SAILFISH

MCFP AMF PUFFER

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MCAP AMF APOLLO

MCB AMF SUNBIRD

RETAIL PRICE

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SUNFISH, SAILFISH

4D AMF FORCE 5

4B AMF OLD SUNFISH

4C AMF OLD SAILFISH

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MODEL

$ 19.00

MCBT14 TRAC 14 BOOM-CADDIE

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SUCCESSFUL SUNFISH RACING — Autograph book by Derrick Fries, NA and World Sunfish Champion tells how to place well in racing. Send $13.95 to Margaret Beadle, 3872 Covert, Pontiac, MI 48054 (MI residents add 4% tax).

SUUNTO TACTICAL COMPASS

Take the guess work out of tacking on wind shifts. The Suunto K161 will indicate when you’re lifted/headed at a glance—also, favored end of the starting line. Send $89.95 (10% discount pdd) (CT residents add 7.5% tax) to SEPCO, 183 Box Mt. Drive, Vernon, CT 06066.

ALCORT SAILBOATS
P.O. Box 1345, Waterbury, CT 06725
AMF INCORPORATED

ADDRESS CORRECTION REQUESTED

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