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Goldsmith shares secrets . . . page 7
Stone, Lelpper win titles . . . page 12

Crew Mae Singletary shoves pole forward on jibe, while Commodore coaches.
Vance predicts more growth

By Bob Vance

With these two mixed emotions I greet the end of my term as President of FSSA:

Happiness the class will continue to grow under the leadership of your new President, Donald C. Hott, and your other fine officers; and sadness to miss the day-to-day excitement of working with the outstanding one-design class in the United States today.

Nineteen years is a long time. My first Scot was #80, bought second-hand in 1960; then came #1122 and finally #2700, which Pat and I sail today. The Flying Scot class has come a long way in 19 years: from about 100 boats to over 3,500 today. Membership in FSSA has risen to about 1,500 today.

Our class seems assured of continued growth with the selection of the Flying Scot to be recommended as the three-man boat for SMYRA (Southern Massachusetts Yacht Racing Association). With 43 Member-clubs, SMYRA offers great opportunity for the Flying Scot in the years to come.

Ed Eubanks came aboard as FSSA Executive Secretary during my tenure as President. We are indeed fortunate to have a dedicated professional like Ed handling day-to-day details for FSSA. Ed is currently investigating what is necessary for FSSA to gain tax-exempt status.

I'm pleased to have organized two Flying Scot Cruises in the Caribbean: first in the Virgin Islands in Carib 41's and then last year in the Grenadines in CSY 44's with 11 boats and 66 people participating. If there is enough interest, we may plan another cruise for February or March 1981.

Our one-design concept has remained strong during the past two years. Jack Seifrick as Measurer has continued to beat back all assaults. Jack is now selling his Scot, and we will miss his steadfastness. He says he'll be back in a few years. I hope so.

This year's NAC at Lake Carlyle will be the first one that Sandy Douglass has ever missed. (He will be in Europe.) We all owe him a debt for building such a fine boat and then giving us the guidance to help maintain it strictly one-design.

Your Executive Committee and Board of Governors deserve credit for a job well done. In particular, I want to thank Bill Singletary, Don Hott and Mike Johnson for their help and counsel these past two years.

Finally, it is all of you as members that make FSSA great. Flying Scot sailors are a terrific group. I've never met a Flying Scot owner I didn't like.

So thanks for an exciting two years—and I look forward to sailing Scots for many more.

Happy Sailing,

Robert F. Vance
President, 1977-79
Seifrick resigns
Measurer, refers standardization

Jack Seifrick resigned as Measurer.
In a letter to the Measurement Committee and to Flying Scot officers, Seifrick said he planned to sail another, larger boat "for the next several years."
Seifrick listed two items for review at the summer measurement committee meeting:
1. Standardization of Flying Scot specifications, and
2. Ruling requests from Fred Tears of Dallas.

No new suggestions will be offered on standardization except correspondence from Sandy Douglass, Seifrick wrote.
"Sandy restated what he has been saying all along, the boat should be rigged as Douglass designed it years ago with perhaps grudging support of mid-boom sheeting..."
"This item is obviously going to be a continuing controversy within the Class and I see no simple solution. Perhaps the builders should pay a consultant to rewrite the specifications," Seifrick wrote.
Tears raised questions about handlines, centerboard attachment, and the ability to measure two boats at the North American Championships then choose which to race. Only one boat would be measured was the decision of NAC judges.

Letter to Editor

To the Editor:
Dear Richard,

After reading Dave Greiner’s article in the May 1979 "Scots n’ Water," I feel it my duty to point out that Tom Ehman’s fine article and photos appeared in the "Yacht Racing/Cruising" series, "From the Experts". "Yacht Racing/Cruising" has always been a strong supporter of the Flying Scot as a fine competitive boat and a well-organized one-design class. And as a former representative of the class as Tom Ehman’s crew in the 1976 Championship of Champions, I feel I would be remiss in not pointing out Dave’s error.
The newsletter looks great. Keep up the good work.

Sincerely, Major Hall

Flying Scot Builders
Gordon Douglass Boat Co. Inc.
Route 4, Drawer AB
Cemetery Lane
Oakland, Maryland 21550

Customflex, Inc.
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Toledo, Ohio 43607

Ranger Boat Company
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Continuing

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Bruce Goldsmith

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At the Rounding—FS 1198 trims, while Rick Zern’s crew in FS 116 fishes in spinnaker and Bill Davis in FS 49 charges windward. Kolson Elam, Skipper of FS 1198, won the European Flying Dutchman championships in July.

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"We specialize in helping sailors get the most comfort, enjoyment and performance from their boats."
Goldsmith shares secrets

To accelerate Flying Scot:
heel before puff, roll, trim

By Bruce Goldsmith

I want to talk about the amount of wetted surface on the bottom of the Flying Scot. The Scot is a big, broad, comfortable, family racing boat with ample surface. But too much surface is bad in light to medium conditions. So, one way to get the surface out of the way is to heel the Scot, like Sandy Douglass says.

Sandy has won enough races in this boat. He knows what he is talking about. And I think what he said about 15 to 17 degrees heel, he meant for conditions that were light to medium.

Along comes a puff that will be 10 knots. What are you going to do about this puff? The main thing we want is to accelerate our Scot as much as we can in that puff. We can use speed that we develop for the next 2 1/2 minutes when the boat has a lot of momentum.

So how do we accelerate the boat?

First of all, we heel the boat a little bit too much just before the puff. That's like winding up the motor, giving it some potential energy.

Here we are heeled, the sheets eased a little bit too much, and the puff hits. We roll the boat back to windward, pull the mainsheet in slightly (we make sure we don't pinch the boat), and the boat jumps up and goes from 3/4 knot to 2 1/2 knots. We let the Scot glide a little bit. Then we heel the boat back a little bit again, and if the puff is still there, we do it again. The boat jumps to 3 1/2 knots.

This trimming is not called rocking, cocking and pumping. It is good sailing to accelerate the sails. In other words you don't let the wind do everything to the sails, you let the sails do something to the wind—the equal and opposite reaction for two forces coming together. If the wind is blowing this way at six and the sails are moving at six, it is like seeing it at twelve, and that is what you need to accelerate the Flying Scot.

By comparison, trimming the jib is not as critical as trimming the mainsheet in the light, accelerating up-and-down, conditions. You can almost trim the jib as hard as you can in any condition except very light airs. We tend to also trim the jib from the weather side (lazy sheeting) a little bit to get the lead proper for the way the boat is designed.

In other words, the boat is designed, I think, for about 18 to 19 degrees for the jib lead. And that is very, very wide as compared to most boats. Therefore, to trim the jib at 18 to 19 degrees, the front end of the jib has to be cut very flat. If you cut the jib very flat, then you take some of the drive, some of the acceleration, out of the jib. We don't want to go quite to that extreme, so we cut the jib a little bit fuller forward, and trim the jib a little bit further inboard. Particularly in conditions where we have the boat up to speed, and we want to point a little higher.

In any sailboat, once you get the boat up to speed and accelerated, then your next goal is to point the boat higher at the same speed. These are the sailors who win the races. They accelerate. Then they go high until they almost stop. Then they ease off and accelerate again. It is kind of like a galloping horse.

So, as you accelerate with the jib in the outboard position, you then trim the jib to weather a couple of inches with the weather jib sheet. That trim tucks in the bottom of the jib, brings the whole front end of the jib in so that the jib doesn't luff, makes the jib a little bit fuller, gives the Scot a little bit more acceleration and makes the point point a little higher.

You have to think in terms of using the potential energy that the boat has.

If the boat get up to speed, it won't go any faster because it has reached hull speed. The hull speed of the Scot is probably 4 something. Once the Scot reaches 4 something, then you have to do something to the shape of the sails and the way you steer the boat to take that speed higher so you can get to the weather mark soonest.

By the same token if the boat is going very slowly, and you are trying to stick it so high that the boat won't go, then you have got to think in terms of laying the boat off to accelerate. If you put that thought in your head, 90 per cent of us will do better 100 per cent of the time.

(Editor's Note: Championship sailor and sailmaker, Bruce Goldsmith made the above remarks during a speech to Fleet 27 meeting this year in Raleigh, N.C.)
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FOUNDERS in 1958—This group met in Lima, Ohio, in 1958. The Constitution. Two charter members of Fleet 1, Dick Peace and Dick Peake, are not pictured. Others need to be identified. Known are: 1—Jane Melville, 2—Mrs. Mary Douglass, and 3—“Sandy” Do.

Fleet 1 celebrates

By Jerry Gintzer
The first fleet, Flying Scot Fleet 1, formed in October, 1958.

To celebrate that event Sandy Douglass came to Cin-

Sandy Douglass discusses race tactics.
The group developed the Flying Scot Sailing Association and John Melville attended. Fleet 1 members have identified themselves as, first row seated, 1—Mrs. Phyliss Peaje, 2—Mrs. Douglass. Identified in the second row are left to right, 3, please write Editor, Scots n' Water.

'58 beginning

In Cincinnati last September. He participated in two days of training, sailing and fun. Former FSSA President, Bill Claypool hosted Sandy.

As a result of the regatta, the Cincinnati Enquirer Magazine featured Douglass and Fleet 1. In the four-page article, complete with color photographs, the Enquirer writer praised Douglass as the epitome of one-design racing.

The highlight of the 20th celebration was a handicapped regatta including Scots, Thistles, and Highlanders. While the other sailors at Cowan Lake swept the top, Sandy, positions, Sandy took first place among the Flying Scots.

Fleet 1 also announced it would host the first "Ohio Valley Regatta" to be held at Cowan Lake in Wilmington, Ohio, on September 8-9.

First Fleet Charter
Aug. 25 & 26—Hoop Hole Regatta, Morehead City, NC.

Sept. 1-2—McDougal Regatta, Harbor Island Yacht Club, Old Hickory Lake, Nashville, TN.


Sept. 8 & 9—Black Beard Invitational, New Bern, NC.

September 8-9—Ohio Valley Flying Scot Regatta, Cowan Lake, Ohio.

September 8-9—Hoosier-Wolverine Hot Scot Regatta, Huron-Portage Y.C., Pinckney, MI; contact Steve Emerson, 2127 Glencoe Hills #10, Ann Arbor, MI 48104. (313) 973-9871.

Sept. 15 & 16—Mayor’s Cup, Lake Townsend, Greensboro, NC.

September 15-16—Glimmerglass Regatta, Otsego Sailing Club, Cooperstown, NY.

September 29-30—Autumn Regatta Invitational, Skaneateles Sailing Club, Skaneateles, NY.


Oct. 6-7—Grand Annual Cave Run Regatta, Cave Run Sailing Association, Cave Run Lake, Lexington, KY.

Oct. 13-14—Oktoberfest Regatta, Percy Priest Yacht Club, Percy Priest Lake, Nashville, TN.


October 27-28—Flying Scot—Y Flyer Regatta, Gulf District Championship, Dixie Sailing Club, P.O. Box 6108, Montgomery, AL 36106.

Nov. 2-4—Annual Wurstfest, Lake Canyon Yacht Club, at Lake Canyon, Texas. Contact: Bob Killian (office (512) 826-2577).

Nov. 10-11—5th Annual Sandy Douglass Regatta, Jacksonville, Fla.

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Secretary suggests charters to solve gasoline shortage

By Ed Eubanks

The gasoline shortage may be taking the wind out of sails, but here’s a solution.

We have had a number of telephone calls from Scot skippers who had planned on towing their boats to their vacation sites, but now worry about the gasoline situation. We have been able to get these folks in touch with various local Fleet officers who might be able to arrange charters. This would be an interesting service the association could perform for members.

FSSA couldn’t get involved in fee collecting, etc., nor would we assume any responsibility, but we could get two parties together for mutual benefit. If you would be interested in making your boat available for charter to other FSSA members, drop us a line and we will put this information into the computer. Then, those who want to charter a Scot could call and we could give them your name. Naturally, this is a “hassle” that you could do without—whether you are the lessor or the lessee—but chartering could work both ways and it would save gas. Let us know if you want to participate.

Welcome New Fleets. The Flying Scot Sailing Association continues to grow with the chartering of several new fleets within recent weeks. We welcome these Fleets and wish them Happy Sailing:

Fleet 138: Galveston Bay, Seabrook, Texas. Charter Members: Don A. Blume (2530), Houston, TX; Bill Berry (1327), Deer Park, TX; Chris A. Ward (601), Houston, TX; Bill Pokorny (1221), Houston, TX. Berry is Charter Secretary.

Fleet 139: Lake Marburg, Hanover, Pennsylvania. Charter Members: William Keeney (180), Registertown, MD; Armand Angulo (2596), Chambersburg, PA; Eugene Mittel (377), Hagerstown, MD; Raynard Patterson (1244), Hagerstown, MD; and Edward Lehr (2533), Hampstead, MD. Keeney is Charter Captain and Angulo is Secretary.

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1978 Mid-Winters 1st
1978 Lipton Regatta 1, 2, 3, and 4th
1978 GYA Regatta 1, 2, 3, and 4th
1977 North Americans 1st and 3rd

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AUGUST 1979
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Stone wins Prairie title

By Keith R. Hall

Bob Stone, Fleet 59, won the 1979 Prairie District Championship in Flying Scot 1120. His wife, Janice, and daughters, Kim and Teena, crewed.
Fleet 59 hosted the June regatta at Windycrest Sailing Club, Lake Keystone, Tulsa, Oklahoma. Race Committee Chairman, Charles Froets, and his crew from Windycrest did a super job in setting the courses and handling the races.
Thunderstorms and heavy rain that blanketed the area Friday night and Saturday morning cleared away, and the races Saturday were sailed in 16 to 28 knot southerly winds. A cold front moved through the area Saturday night, and Sunday's race was sailed in a beautiful 12 to 18 knot northerly breeze.

<table>
<thead>
<tr>
<th>Sail No.</th>
<th>Race 1</th>
<th>Race 2</th>
<th>Race 3</th>
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<td>1120</td>
<td>¾</td>
<td>¾</td>
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<td>2. Keith Hall</td>
<td>2243</td>
<td>2</td>
<td>2</td>
<td>¾</td>
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<td>3. Hillis Eskridge</td>
<td>2157</td>
<td>3</td>
<td>3</td>
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<td>4. John Brandon</td>
<td>2062</td>
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<td>5. Chuck Jones</td>
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<td>6. Dirk Shaughnessy</td>
<td>1118</td>
<td>4</td>
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<td>7. Rod Tillotson</td>
<td>1963</td>
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<td>8. Peter Vogel</td>
<td>537</td>
<td>7</td>
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<td>9. Larry Blake</td>
<td>1649</td>
<td>8</td>
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Leipper cops Ohio district

By John Busch

Jack Leipper won the Ohio districts.
Cloudy skies and light air provided background for the Flying Scot Ohio District Regatta held June 16-17 on Berlin Reservoir. Fleet 19 hosted.
The very light air of the Saturday morning race completely disappeared and the afternoon race was cancelled.
Back-to-back races on Sunday morning in 6 to 8 knot winds ended the regatta with the following results:

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<th>Skipper</th>
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<td>2. Jack Selfrick</td>
<td>3288</td>
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<td>3. John Busch</td>
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<td>4</td>
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<td>4. Paul Bionsky</td>
<td>2843</td>
<td>5</td>
<td>10</td>
<td>2</td>
<td>17</td>
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<td>5. Jack Stewart</td>
<td>1342</td>
<td>2</td>
<td>15</td>
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New skippers join Flying Scot

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<td>9 Narrow Brook Road</td>
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<td>Ronald S. Holliday</td>
<td>1333 Balfour</td>
<td>Grosse Pointe Park</td>
<td>MI</td>
<td>48230</td>
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<td>Wm. B. McIntyre, Jr.</td>
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<td>137</td>
<td>James D. Jacques</td>
<td>707 Weymouth Court</td>
<td>Virginia Beach</td>
<td>VA</td>
<td>23462</td>
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<td>1709</td>
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<td>Gordon H. Stone</td>
<td>6 Linwood Avenue</td>
<td>Riverside</td>
<td>CT</td>
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<tr>
<td>2497</td>
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<td>Robert M. Beazley</td>
<td>1736 Robert Street</td>
<td>New Orleans</td>
<td>LA</td>
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<td>Harold W. Bayard</td>
<td>5 Liberty Place</td>
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<td>3036</td>
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<td>46</td>
<td>Brian Schnee</td>
<td>372 E. Bay Drive</td>
<td>Long Beach</td>
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<td>3305</td>
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<td>Gary MacCarthy</td>
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<td>Henry V. Graham</td>
<td>4228 Antietam Drive</td>
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<td>2467</td>
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<tr>
<td>3375</td>
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<td>Mrs. Shirley A. Tilden</td>
<td>9104 Prestondale Lane</td>
<td>Richmond</td>
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<tr>
<td>2921</td>
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<td>118</td>
<td>William L. Lewis</td>
<td>119 Bolton Lane</td>
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<td>AL</td>
<td>35051</td>
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<tr>
<td>299</td>
<td>GNY</td>
<td>10</td>
<td>Francois G. Verglas</td>
<td>400 E. 85th Street</td>
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<td>NY</td>
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Regatta reporting form for Scots n' Water

Mail results to Box 8, Chapel Hill, NC 27514

For example: see Carolina District Championship results below.

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<th>Sail #</th>
<th>Fleet #</th>
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<td>6</td>
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<td>36 1/4</td>
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AUGUST 1979
SCHRECK SAILS

Our record speaks for itself; 72% of the silver in the NAC's since 1969, countless districts and fleet championships and innumerable series. Our Scot sails continue to be on top on a national scale:

**Northeast:** More sails in the top 10 at the NAC's.

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**Atlantic Coast:** 1st, 3rd, and 4th tie—Sandy Douglass Regatta.

**Inland Lakes:** 1st, 2nd, and 4th—Scots and Y-Flyer Regatta

1st—Carolina Districts.

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Schreck sails have consistently been on top. If you care to consistently be there—try our sails.

Schreck sails—fast in the past; faster in the future.

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To: PAUL SCHRECK & CO. SAILMAKERS
S. SCENIC DRIVE
LILLIAN, ALABAMA 36549
(TELEPHONE: 205 – 962-4345)

Please ship ______ suit(s). Scot # ______

Velocities where I sail most are ____________ to ____________

I prefer the all-weather suit.

Please mark colors on spinnaker sketch.

I am enclosing check in full.
You will pay freight.

I am enclosing 50%, and references; and will pay balance in ten days.

Name ____________________________________

Address ____________________________________

City __________________________ State ________ Zip ________

Signature ________________________________

Suit—5 oz. Dacron ................... $397.00
Jib—5 oz. Dacron ................... 126.00
Main—5 oz. Dacron ................... 285.00
Spinnaker—¾ oz ................... 185.00
Spinnaker—½ oz ................... 198.00
Spinnaker—combination ½ and ¾ oz. ... 198.00
* Includes royalty tag
Quick reef ............................. 30.00
Windows ........................... each 10.00
Brummels ........................... set 7.00

SWAGING — ALL HARDWARE FOR SAILS — COVERS
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Caveat Emptor

(If you have a Flying Scot or Scot equipment to sell, we’ll be glad to advertise it in SCOTS N’ WATER. The charge is $5 for each insertion, and the deadline is the 15th of the month prior to the month of publication. Send copy and check to Caveat Emptor, SCOTS N’ WATER, Box 8, Chapel Hill, N.C. 27514.)

FS 1800—Customflex, white hull and decks. Three suits of sails, two spinnakers, haild from top, rigged for quick easy crewing, teak trim, outboard bracket (never used), cover, lifting bridie, trailer with spare. Excellent condition. Good sailing record. Fast Boat! Herb Miller, (219) 432-3209.

FS 156—Customflex built; main, jib and spinnaker; trailer (sailor size and mount), cover, motor bracket; 1/2 HP Evinrude; spinnaker pole, oars. $2,500. John L. Gray, 4554 Starret Road, Columbus, Ohio 43214. (614) 268-1772.

SAILS: Paul Schreck main and jib, Click Schreck spinnaker. Very good for day sailing and practice—$140.00. Click Schreck main (with special flattening reef), jib, and radial spinnaker. Good condition—$220.00. Click Schreck radial spinnaker. Very little use—$80.00. Paul Schreck main and jib. Racing condition—$200.00. These have been cared for privately owned sails. Larry Taggart, FS 2710, 5809 Memphist Street, New Orleans, Louisiana 70124.


FS 1486—Used 2 seasons in storage 7 years. Everything like new. 4 hp motor, Sterling trailer, 2 sets of sails. Price: $3500. George Schott, Box 87, East Moriches, NY 11940. (516) 678-1083.


FS 3190—Customflex, white hull with red stripes, Murphy & Nye sails, Pamco trailer, completely race equipped including Harken hexatchet blocks. Price: $4500. (216) 364-5355. Tom Siane 47 Candlelight Lane, Dover, OH 44622.

Bud Dick wins Wisconsin Cup; Don Schultz, Heyl follow

By Connie Pfister

Honors for this years’ Wisconsin Cup Regatta, held at the Milwaukee Yacht Club by Fleet 25, were taken by Neenah, Wisconsin boats.

First place went to Bud Dick, FS 1305, with Mary and Adrienne crewing; second place was taken by Don Schultz, FS 1901, (last years winner) and his crew Pat and Chris; third place went to Bruce Heyl, FS 2871, and his crew Carol and Dan. Ten boats participated. The first days race was sailed in very light, variable wind. The second day, two races were sailed in fast races with 20-28 knot winds. Former Scot competitor, Don Ebarp, served on the Race Committee boat. One mishap: Scot sailor "Dad" Kuick, FS 1364 was taken over by his spinnaker.

BATTENS—Floaters—Unbreakable, tapered, floating, flexible, 1" wide smooth butylate cover, glass rod core, set for main—$12.85 delivered.

SAILLESS HALYARD CRANK—
Hardwood roller handle is fitted on a machined 3/8 sq. drive crank. Used successfully by hundreds of Scot and Thistle sailors. $8.00 postpaid. Send check to Curt Melsaner, ST. R.I. 1, Box 207, Fence, Wis. 54120.

FS 1395—Customflex; white hull/deck; condition excellent; MN main, jib and spinnaker; canvas cover, motor bracket. 3 hp Johnson OB, bridge; Pamco tilt trailer, spare wheel and tire. Price: $3000. Dr. V.C. Wells, 4536 Longboat Lane, FT My, FL 33907. (813) 482-4771.

FS 22—Refurbished 1973. Two set of sails plus spinnaker and pole; motor bracket and 5 hp motor; trailer with spare; well equipped with Harken jib sheet blocks; extra life jackets, anchor, bow lights (battery), etc. Price: $2500, D. Windhorst, 269 Sunseel Key, Secancus, NJ 07094; (201) 866-7229 or (212) 255-2038.


Advertising rates for Scots n' Water

CAVEAT EMPTOR (Maximum 50 words)—$5
Send written copy and payment to:
P.O. Box 8, Chapel Hill, N.C. 27514

DISPLAY RATES (per issue)

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Clearing the air

Flying Scot 1939, Doug Sansom skippering, leaves the crowd (top photo) to reach up and clear air. Charlie Fowler, FS 2086, reaches down while Kelson Elam, FS 1198, chews dirty air.