Scots to be built in Kansas

The Gordon Douglass Boat Co., Inc. announced that it is licensing Southern Yachts of Wichita, Kansas, to build Flying Scots.

Southern Yachts will add the Flying Scot to its current production of Snipes and Tornado Catamarans.

The President of Southern Yachts is Dick Caspari.

The Central States Sailing Association recently picked the Flying Scot as its official three-man boat for competition.

"We are happy to have a builder supporting the class in that area," Eric Ammann, Douglass Boat Co. President said.

1980 Pensacola, North American Championship Regatta Schedule

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<th>Saturday</th>
<th>July 26</th>
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<td>12:30 p.m.</td>
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<tr>
<td>5:00 p.m.</td>
<td>Jr. N.A.C. Skipper's Meeting</td>
</tr>
<tr>
<td>12:30 p.m.</td>
<td>Registration &amp; Measuring</td>
</tr>
<tr>
<td>1:30 p.m.</td>
<td>Registration &amp; Measuring</td>
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<tr>
<td>9:00 a.m.-</td>
<td>11:00 a.m.</td>
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<tr>
<td>6:00 p.m.</td>
<td>Jr. N.A.C. Race 3</td>
</tr>
<tr>
<td>11:00 a.m.</td>
<td>Executive Committee Meeting &amp; Lunch (Topside PYC)</td>
</tr>
<tr>
<td>12:00 p.m.</td>
<td>Board of Governors Meeting (Topside PYC)</td>
</tr>
<tr>
<td>2:30 p.m.</td>
<td>(Tentative) Warm up race time, weather permitting</td>
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<tr>
<td>3:00 p.m.</td>
<td>&quot;Beer &amp; Brats&quot; (Complimentary—PYC)</td>
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<th>Monday</th>
<th>July 28</th>
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<td>Skippers' Meeting</td>
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<tr>
<td>10:00 a.m.</td>
<td>Race 1 &amp; Race 2 (Time to be announced)</td>
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<tr>
<td>2:00 p.m.</td>
<td>FSSA Annual Meeting</td>
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<th>Tuesday</th>
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<tbody>
<tr>
<td>10:00 a.m.</td>
<td>Race 3</td>
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<table>
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<th>July 30</th>
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<tbody>
<tr>
<td>9:00 a.m.</td>
<td>Skippers' Meeting</td>
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<tr>
<td>10:00 a.m.</td>
<td>Race 1</td>
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<tr>
<td>2:00 p.m.</td>
<td>Race 2</td>
</tr>
<tr>
<td>7:30 p.m.</td>
<td>Race Committee Management &amp; Judging (Program by Commodore Ted Tolson, SPYC, USYRU)</td>
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<th>July 31</th>
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<td>10:00 a.m.</td>
<td>Race 3</td>
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<tr>
<td>2:00 p.m.</td>
<td>Race 4</td>
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<tr>
<td>6:30 p.m.</td>
<td>Evening Open</td>
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<th>Friday</th>
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<tbody>
<tr>
<td>10:00 a.m.</td>
<td>Race 5</td>
</tr>
<tr>
<td>6:30 p.m.</td>
<td>Cocktail Party—Free to participants (hosted by PYC &amp; Pensacola Sports Association)</td>
</tr>
<tr>
<td>7:30 p.m.</td>
<td>Awards</td>
</tr>
<tr>
<td>8:00 p.m.</td>
<td>Cocktail party re-opens</td>
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Flying Scot® Sailing Association
P.O. Box 11187, Columbia, S.C. 29211 803-252-5646

Scots n’ Water
P.O. Box 8
Chapel Hill, NC 27514

EDITORS, SCOTS N’ WATER
A. Richard Elam
(H) (919) 967-4543

ASSOCIATE EDITORS
Margaret Elam
Herbert Bodman
(H) (919) 942-2778
Beverly Kawalec
(H) (919) 942-6396

COPY DEADLINE: 15th of the month preceding publication.
NOTICE OF ANNUAL MEETING

In accordance with the Constitution and By-Laws of the Flying Scot Sailing Association, notice is here given of the Annual Meeting of the Flying Scot Sailing Association which will be held on Monday, July 28, 1980, at 1400 Hours at the Pensacola Yacht Club in Pensacola, Florida.

Send in this Membership Opinion Survey

The FSSA Measurement Committee and Board of Directors are reviewing the current class rules governing rigging. We would like to know your feeling on the subject.

Please check below, add any comments in the space provided or on a separate piece of paper and return to the FSSA Office, P.O. Box 1187, Columbia, South Carolina 29211.

Important Note: This is an opinion survey, not a binding vote. Any proposed changes in class specifications will of course be voted on in the normal way—a proposal from a fleet is studied by the Measurement Committee which passes it on to the Board with recommendations. Proposals approved by the Board are voted on by the membership at the Annual Meeting (through their fleets). Only those proposals approved by the membership are enacted.

Do you believe that current FSSA class rules governing rigging are:

- [ ] Too restrictive
- [ ] About right
- [ ] Not restrictive enough

Comments:

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Name ____________________________

Address ____________________________ County __________ State ______ Zip ______

Builder ____________________________ Year Built _______

Hull Material ___________ Mast Material ___________ Mast Age _______

Class ____________________________ Length _______

Are You a Class Member? _______ Hull or Sailing No. __________________________

Trailer Mfg. & Model ____________________________ Year _______

Home Port ____________________________ Is Boat Dry Sailed or Moored? _______

Describe losses past 3 Years ____________________________

Date of Birth ____________________________ Social Security No. __________________

Skipper’s Experience ____________________________ Previous Ins. Co. __________________

Is Boat age over 10 Years? _______ If yes, send detailed information on condition, betterments, etc. and photos.

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ESTABLISHED 1866
George Fischer organizes Scot demonstration for South Carolina sailors

By Lawrence Booher
FSSA Staff

If you, an enthusiastic Flying Scot sailor on a beautiful 50,000 acre lake in the heart of South Carolina, are frustrated because to sail with other Scots and enjoy the camaraderie of a Flying Scot Fleet you must drive 170 miles, what do you do????

An ideal solution would be to arrange for a demonstration of the Flying Scot at your local sailing club with the aid of other Scot owners, to let the Scot sell itself. The piece de resistance would be to have the best Scot sailor on hand to conduct the demonstration.

This was the problem facing George Fischer, FS 3219, and the solution he put into operation.

Fischer, Vice President and Group Executive-Legal Affairs for the South Carolina Electric and Gas Company in Columbia, South Carolina, used to sail a Pearson 26 on nearby 50,000 acre Lake Murray, “doing some day sailing and racing.” Then he found it more exciting and fun to sail the Scot and became an enthusiastic Scot owner in August of 1978.

To sail with other Scots, he has to drive 170 miles to Hilton Head Island where he is a member of Fleet 134. His fellow members of the Columbia Sailing Club sail primarily cruising class boats and Sunfish, with no particular class predominant.

Early this past winter, Fischer was discussing his desire to “see the Flying Scot become the predominate class at the Columbia Sailing Club” with fellow Fleet 134 member Ed Gibbs. Gibbs offered to bring his Scot to Lake Murray and help Fischer stage a demonstration some week-end.

Keys to selecting the week-end date included no conflicts with activities at the Sailing Club, hopefully pleasant weather and most important—when the number one Scot sailor could attend.

In a phone call with designer, Gordon K. Douglass, Fischer enthusiastically explained his plans. “Can you come to Lake Murray and give demonstration rides?” was Fischer’s request to which Douglass promptly agreed and added that he would try to arrange to have builder Eric Ammann accompany him.

With the cooperation of C.S.C. Commodore Will Nelson, the week-end of April 19-20 was selected.

It was an overcast morning when Douglass and Ammann arrived about 10 a.m. followed soon after by Gibbs, and Fischer’s and Gibbs’ Scots were put into the water and tied at the dock. After lunch, demonstration rides began with Douglass, Ammann and Gibbs at the tiller.

With the winds between 15 and 20 knots, some gusting to 25, 12 interested sailors had the opportunity to see and feel the sailing excitement of the Flying Scot. A happy hour with the showing of films.

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was planned. Also present for the demonstration was FSSA Executive Secretary, Ed Eubanks, to explain to potential Scot owners all of the programs of the Association.

Sunday was family day at the Club and 12 or so more potential Scot sailors took part in demonstration rides—conducted in full view of the Club house and the Club grounds. The demonstration lasted from 10 a.m. until 5:30 p.m. when Douglass and Ammann left for Maryland and Gibbs returned to Hilton Head Island.

"I'm trying to encourage a good family day sailor-racer, a quality built boat that can be used by husband and wife without their having to be athletes," Fischer explained to his fellow sailing club members.

After the week-end of demonstrations, is he optimistic that he succeeded in generating enough interest that a new Scot fleet will be formed at Lake Murray in the near future? "I'm still enthusiastic about such a probability and quite hopeful," was his answer.

To follow up on the demonstrations, Fischer, for the first time, will enter his Scot in the Great 48 Regatta at Lake Norman, North Carolina on May 10 and take two people from the Columbia Sailing Club to see Scots in an actual regatta.

How soon two more Scots will be based at Lake Murray is still a question. But George Fischer's plans and execution of those plans are undoubtedly a superior way to generate interest in and eventual ownership of a Flying Scot by fellow sailing enthusiasts.

---

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Carolina Districts, Morehead City, 1st, 2nd

Punchbowl Regatta, Montgomery, 1st, 2nd, 3rd
Gulf Districts, Montgomery 1st, 3rd
Mid-Winter (1980), 1st, 2nd, 5th, 6th; (1979), 1st
Chandler—Open Scot Regatta,
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Send orders to: 490 South L Street, Pensacola, Fla. 32501 (904) 438-9354
"Running rigging is optional" is not specific enough

In the May issue of Scots n' Water every word of Don Hott's letter to me is true. And in the true sense, neither do I know of any person—with one possible exception—who deliberately wants to change the Scot into a racing machine. Nor, I feel sure, did anyone, many years ago, intend to turn the Lightning or the Thistle into the machines they have become. Such changes slowly evolve, slowly but relentlessly, when there are no definite limits. When we look back we can see that the Scot also has evolved, and is continuing to do so.

I wrote the article for the March-April issue to point out the weakness of our control. "Running rigging is optional." Strictly speaking, only the shrouds and jibstay are not "running." The Chief Measurer is powerless to prevent development—as witness the rescission of his rulings by the Board. By the time some fleet gets around to presenting an amendment—which then has to go through the Chief Measurer, the Measurement Committee, the Governing Board and, finally, the Annual Meeting—the amendment may have come too late. By this time so many members may have bought and installed whatever it is—and all in good faith because there is no rule against it—that it now will be thought to work a hardship, or too many, to outlaw it.

Today we are faced with (1) double-ended vangs, (2) double-ended cunninghams, (3) through-deck spinnaker sheets, (4) mylar sails, (5) Waco 360 degree centerboard fittings. We also permit hand lines reaching the gunwale, long enough for slumpl hiking by a few athletes. (Didn't we originally intend them to reach only to the seat-back, for safety only?) What will be thought of next?

If the "running rigging is optional" phrase is the cause of our problems, what we need is an amendment changing this and specifying what may and may not be used. Then, if desirable developments later come along, we may first consider them before we decide to accept them by vote of the membership. Let's put this on a positive footing.

—Sandy Douglass

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During the past two seasons we have worked very hard developing a suit of sails which would be the fastest available for the Flying Scot.

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<td>1978 Mid-Winters</td>
<td>1st</td>
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<tr>
<td></td>
<td>1978 Lipton Regatta</td>
<td>1,2,3, and 4th</td>
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<td></td>
<td>1978 GYA Regatta</td>
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<tr>
<td></td>
<td>1977 North Americans</td>
<td>1st and 3rd</td>
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1979 Flying Scot Results

GYA Events
GYA Opening — 1st
GYA Spring — 1st
GYA Candle Regatta — 1st
GYA Race Week — 2nd and 3rd
GYA Meigs Regatta — 1st and 2nd
GYA Championship — three Firsts

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North Carolina Opening — 1st

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JULY 1980
Goldsmith explains how to use footing and pointing to gain good position with nearby boats

by Bruce Goldsmith

Maybe you have wondered what happened to the boat that was right next to you for most of the way up the windward leg, but all of a sudden was at the mark way ahead of you. You know you did not do anything drastically wrong—but what did he do that was so drastically right? Just how did he get away?

Your "boat speed" was good, you hung in there for most of the weather leg, only to be on the outside of 8 boats that "just squeezed around the mark" ahead of you, or you were on the inside of 8 boats that "powered over" you as you tried to squeeze around the mark. You simply ended up in the wrong place! What really happened was that your judgement of when to foot and when to point has not been cultivated.

To change direction when sailing to windward, you can tack or foot or point. You have to continuously choose where you would like to be relative to other boats within these limitations. This article will explore when to foot and when to point. Footing is steering below a normal windward angle to gain more forward speed at the expense of windward pointing. Pointing is steering closer to the wind than a normal windward angle to gain windward distance at the expense of speed. Either can fine tune our position without such a drastic measure as tacking. The difference in the effective sailing angle between footing and pointing might be up to 25°, where as tacking varies between 70° and 100°.

The basic rule is: foot to the headers and point to the lifts. In this way you end up on the upwind side of the next shift relative to boats around you. When we consider footing and pointing, we always have six different ways to go instead of just two. The top sailor is constantly juggling the six possibilities: sailing either tack, footing, pointing, or normal. He picks spots that can be reached by one or a combination of the above that will improve or protect his position. Usually footing or pointing is a subtle way of positioning yourself on a few boats around you. For example, assume you are 20 yards astern of a pack but in clear air. Footing puts you in bad air. Sailing normal gains

Irmsgard Schildroth captures the action.

Tight maneuvering at the starting line.

About to start!
nothing. Tacking gains big if the wind lifts later, but loses big if the wind heads. Pointing avoids bad air, gains if the wind lifts later, loses slightly if the wind heads, but allows a tack that gives clear air ahead and to leeward of the pack rather than just to leeward. Now we again have the option of pointing up or footing, whereas any other choice but pointing would have given us no choice.

Sometimes footing or pointing can cause more than subtle positioning. The most extreme usually occurs right after the start or near the weather mark. After the start, you generally cannot tack because of starboard boats, so close attention must be paid to keeping your air clear by footing or pointing. If boats to weather are rolling over you, you should foot only as much as you need to keep your sails ahead of their wind shadow. If boats to leeward are pinching you off, you must point enough to stay to windward of their backwind. When both problems exist, you either start late or are just plain slow. Normally, however, it is a time to be very aware of footing or pointing. If successful, you are in the first row among the leaders. If not, you are automatically in bad air and back in the pack looking for a place to tack.

Near the weather marks it can become very critical to foot or point. For instance, you may be just short of the starboard layline on starboard tack. Pointing gets you around the mark ahead of a wall of starboard layline boats. If you don't start pointing soon enough you'll have to take a pair of short tacks and be behind the whole wall. When you have overstood slightly, you must foot or boats will tack to leeward and ahead and round the mark inside of you. Take advantage of your option to position yourself so that someone tacking below you can't lay the mark and someone who takes your stern overstands.

In addition to using footing and pointing for positioning, there are classic times that call for one or the other regardless of position. In general you foot to reduce leeway or side slippage, and gain steering control. Examples are: sloppy water, before port-starboard crossings, before and after tacking. You point to take advantage of the potential close winded conditions. Examples are: smooth water, steady wind, after footing for control, and when overpowered, especially on smooth water and with light crew.

At every post-race rap session the subjects of boat speed and going the wrong way are bantered about vigorously. Sometimes someone gets credit for a smart move or super boat handling. Seldom does a discussion occur about our subject. I'm suggesting that we should all pay more attention to when to foot and when to point.
New skippers join Flying Scot

FIS #  Fleet  Name            Address          City         State    Zip
3206   19     Robert C. Baugher  1780 Piedmont Ave.  Akron   OH    44310
172    19     David P. Hall    4 Pine Grove Rd.    Hingham    MA    02042
3198   21     Richard Huffer   315 Jefferson Dr.    W. Lafayette    IN    47906
2182   6      Robert S. Schreiner R.D. 1, Roxbury Rd.  Hudson    NY    12534
3401   6      Keith Spinnenweber 2616 Strathmore    Bethel Park    PA    15102
2688   7      James Farrell, Jr. 14 Crescent Road    Riverside    CT    06878
2921   121    James McLaughlin 3430 Flintshire Dr.  Birmingham    AL    35226
1946   121    Linda Pierce      P.O. Box 422    Hiram    OH    44234
3247   121    Richard N. Toler   1376 Raven Dr.    Scott Twp.    PA    15243
3336   83     Michael Dilberto   199 Bleeker St., Apt. 12  New York    NY    10012
2771   83     William K. Hughes 518 Redondo Dr.    Ballwin    MO    63011
3007   83     Scott Parsons     4110 Pittman Dr.    Jacksonville    FL    32207
2480   83     Charles R. Hembree 240 Lakeview Rd.    Spruce Pines    NC    26777
1808   83     Louis L. Orlando   31804 Douglas Dr.  Willoughby    OH    44094
1128   83     James Cavannagh    20 Bullard St.    Willowick    OH    44094
1668   83     Keith A. Dunnigan 32702 Carriage Lane  Sharon    MA    02067
3266   83     Robert C. Rupp     29564 Highmeadow Rd.  Avon Lake    OH    44012
3122   83     James D. Kovacik   2043 Judy Dr.     Farmington Hills    MI    48016
1025   121    Donald Paul Givens 3543 Burnt Leaf Lane    Parma    OH    44134
90     121     David Shasho      684 4th St.       Birmingham    AL    35226
1431   6      Sheldon D. Silver 3770 Toledo Rd., 9th Floor    Secaucus    NJ    07094
3948   6      Danai L. Swoon     12105 Chesterton Dr.    Jerseyville    FL    32127
574    43     Jonathan Orr      Oheyahan Place  Upper Marlboro    MD    20870
2951   43     Russ McKnight     1575 New Senaca Tpk    Danbury    CT    06810
1596   43     O. Jack Purvis, Jr. 109 Heron Court    Skaneateles    NY    13152
2935   138    Donald W. Mills   5006 Chestnut St.    Brandon    MS    39042
3048   138    Lance Chima       211 Avondale Dr.    Belleville    TX    77401
3465   111    Mark McCormack   3155 W. Roxboro Rd., N.E.  Akron    OH    44313
3499   111    William Boyle     407 Gaywood Circle    Atlanta    GA    30324
82     111     Eugene Slater   34 Timber Rock Rd.    Pittsburgh    PA    15241
2441   111     A.C. Kupris      P.O. Box 1243    Gaithersburg    MD    20870
2901   111     John Noble       9119 Kirkdale Rd.    Athens    GA    30601
2644   111     David Prol       1405 Kingston Ridge Rd.  Bethesda    MD    20034
2971   123     E.J. Flynn      2320 Walter Dr.     Lake George    NY    12751
2340   123     Hans Fabian     2320 Walter Dr.     Cary    NC    27511
1463   123     Gerhard Socha   P.O. Box 672       New Arbor    MI    48103
1531   123     Grose Pte. Yacht Club 788 Lakeshore Dr.    Rugby    ND    58368
1532   123     Grose Pte. Yacht Club 788 Lakeshore Dr.    Grosse Point    MI    48236
1700   123     Grose Pte. Yacht Club 788 Lakeshore Dr.    Grosse Point    MI    48236
2665   123     John L. O'Donnell 1051 Waubridge    E. Lansing    MI    48823
1547   123     Bob Donnell       9612 Pleuss Lane    Manistoc    WI    54220
3245   123     John Richardson  5140 Mariis Ave.    Alexandria    VA    22304
3510   123     Clinton Smith, Jr. 649 Sandpiper Lane    Casselberry    FL    32707

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SCOTS N' WATER
Egyptian Cup Results

The 1980 Egyptian Cup sailed on Crab Orchard Lake, Illinois, was a gear buster. Winds from 20 to 30 knots for all three races produced several capsizes, bent masts and shredded spinnakers. Sixteen Scots from several clubs sailed in an action-packed series. After the first day’s blusty races three boats, Carpenter from Deep Creek, Hartman from Champaign, Ill. and Tempelmeier, a newcomer at the host club were separated by 3/4 point. On Sunday it blew just as hard after a cold front passed through just reversing the direction the fan was blowing.

<table>
<thead>
<tr>
<th>Place</th>
<th>Boat #</th>
<th>Fleet #</th>
<th>Name</th>
<th>City</th>
<th>Race 1</th>
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<tr>
<td>1</td>
<td>3511</td>
<td>6</td>
<td>H. Carpenter</td>
<td>Deep Creek, MD</td>
<td>4</td>
<td>1</td>
<td>5 1/2</td>
<td>5 1/2</td>
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<tr>
<td>2</td>
<td>3078</td>
<td>135</td>
<td>J. Hartman</td>
<td>Clinton Lake, IL</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>6</td>
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<tr>
<td>3</td>
<td>3377</td>
<td>30</td>
<td>K. Tempelmeier</td>
<td>Crab Orchard, IL</td>
<td>4</td>
<td>1</td>
<td>3 1/4</td>
<td>7 1/4</td>
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<td>1820</td>
<td>83</td>
<td>E. P. Moore</td>
<td>Carlyle Lake, IL</td>
<td>7</td>
<td>3</td>
<td>4 1/4</td>
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<td>1890</td>
<td>30</td>
<td>L. Striegel</td>
<td>Crab Orchard, IL</td>
<td>3</td>
<td>6</td>
<td>5</td>
<td>14</td>
</tr>
</tbody>
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Mid-Winter Photo by Al Audleman.

Flying Scot & Windsurfing Specialists

In Stock: 1980 Gordon Douglass SCOTS with our custom outhaul, cunningham, vang, and jib sheeting; adjustable universal hike stick. You can add our WACA 360° vang and centerboard control along with our custom spinnaker gear for a superb race equipped FLYING SCOT. We will supply GOLDSMITH, HOOD (M & N), NORTH, or SHORE sails.

Previously owned SCOTS: All with new-boat warranty. Call or write for details.

Parts and Equipment in Stock: WACO 360° trunk mounted swivel cleats for vang and centerboard, HARKEN and SAILSEPPD blocks, adjustable universal tiller extensions, rudder-blade hold-down pins, shrouds and halyards, hiking aids, shroud covers, custom cockpit covers, winch replacements, sailcloth centerboard gaskets.

Check your Gooseneck! We have all the parts to repair the STAR MARINE/KENYON gooseneck. Only T-J SALES has an uncollapsible stainless universal part to replace the inadequate universal which appeared beginning about 1971! $5.50.

Accessories: WETSKINS weathergear, ATLANTIS and STEARNS flotation vests with pockets, CHRONOSPORT racing timers; and AIGLE boots, absolutely the best foul weather footwear for the racing sailor.

We ship daily by UPS on open account to FSSA members!
We repair hulls, centerboards, and sails.

T-J Sales Co.

8930 Dester-Pinckney Road
Office: (313) 426-4155

Pinckney, Michigan 38169
Tom Ehman, Owner

JULY 1980
Mike Kiely constructs a model of the Scot

by Mike Kiely

Recently I completed a model of my Flying Scot and thought others may be interested in this idea. I’ve been building ship models for years, but mostly full-rigged “Old Timers.”

I got the model building plans from the Douglass Boat Company. The plans show the boat in one-half-inch scale.

The finished model measures about 17 inches high by 10½ inches long and about 5 inches wide. (See photograph.) Since my Flying Scot 3290 is a 1979 model, I finished the model the same as a stock boat would come from the factory.

The model has Harken jib blocks, working centerboard, working rudder and tiller, boom vang and centerboard sheet winch.

It takes between 25 and 30 hours to complete a Flying Scot model, and I put on as much detail as practical with the exception of sails. I would consider making sails for the Scot and actually sailing it, but I haven’t got to that point yet. Besides, the Scot doesn’t come from the factory with sails.

You can call us Murphy & Nye or you can call us HOOD
Or you can call us FAST.

Our new design has proven to be fast in all the spring regattas. Don’t be left behind! Call or write for more information.

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### 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

<table>
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<th>DISPLAY RATES</th>
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<td><strong>Full-page</strong></td>
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<td>$ 90</td>
<td>$ 70</td>
<td>$ 55</td>
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<td><strong>¼-Page</strong></td>
<td>$ 45</td>
<td>$ 40</td>
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Send ad copy to P.O. Box 8, Chapel Hill, N.C. 27514 by 15th of month before publication.
Caveat Emptor


FS 3083—Douglass, white hull, off white deck, red boot top, Schreck sails, spinaker, Sterling galvanized trailer, Cockpit, winch & sail covers. Motor bracket, anchor & line, compass, mast-fly, docking lines and more. Excellent condition. Used one season. $5500. Norm Stickney, 123 Greenwood La., Monroe, Ct. After 5:00 (203) 261-0082.


FS 2344—Douglass, white hull and deck, new Murphy and Nye racing sails, cruising sails, spinaker, compass, new mast, Harken blocks, anchor, trailer. $2850. Herbert Callen, Long Beach Island, N.J.; (609) 494-9654 weekdays or (215) 667-7539 evenings.

FS 1809—Douglass with trailer; light blue deck, white hull. Schurr main and jib and spinaker, Harken blocks with Waco 360’s for vang and centerboard, internal spinaker sheets, lifting bridle. $3500—ready to race. Boat located in Pensacola, Fla, site of the '80 Nationals. Call George Black (904) 477-8997 or 432-2411.

FS 3081—Douglass. Tangerine hull/cream deck. Schreck main and jib, full cockpit cover, motor bracket, Harken sheet blocks. Heavy-duty galvanized Sterling trailer. Condition: Like new—has been in storage the past two years. $4000. Art Loomis, 124 South 28th Street, LaCrosse, WI 54601. Telephone (608) 782-2283.

FS 752—Lofland, aqua hull, white deck, mahogany trim, 2 suits sails, 1 almost new; tilt trailer; always dry sailed, winter stored indoors; good condition, good racing record, many extras. $2500. Arthur W. Hoyt, 2521 N.W. 35th, Topeka, KS 66618; (913) 266-2646.

FS 2905—'Hard Work.' Good condition, considered by many as the fastest boat in the South. Winner and runner-up in National Championships, with countless other wins around the country. Fully outfitted, including sails and trailer. Price: $4100. If interested will deliver for personal use at 1980 NAC. Contact Marc Eagan, New Orleans, office (504) 529-5811; home (504) 482-3222.

FS 2699—Like new. Tangerine hull, yellow waterline, white deck, Schreck sails, rainbow spinaker, set up for racing with all Harkens, motor mount, custom boatcover, trailer with spare. $3995. LeRoy Polk, 212 Springdale Dr., N.C., Atlanta Ga. 30305. (404) 233-6180.


BATTENS—New Floater-unbreakable tapered floating flexible, 1' wide smooth butyrate cover, glass rod core—set for main $11.00 delivered. Wood, same quality you’ve always received, sanded $4.75, varnished $7.50 delivered. Send check to Don Blythe, Battens, 904 Euclid Ave., Jackson, MS 30902 Iif you can’t find our battens at your favorite sailboat dealer.

STAINLESS 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 Meissner, St. Rt. 1, Box 207, Fence, Wis. 54120.

WHY OUR DESIGNS GIVE YOU THE RACERS EDGE.

COMPUTER DESIGN:
This fall our computer is helping to (a) design faster sail shapes (b) keep track of existing designs (c) duplicate existing sails on non-stretch mylar patterns.

REGATTAS:
We are and our customers go to as many regattas as possible to check our sails against the competition in as many classes as possible.

WORKMANSHIP:
All our sails are hand lay and knife stitched to better hold shape so your sail will stand up to hard use.

SERVICE:
We are involved! Our knowledge is put to work for you in the form of newsletters, booklets and update sheets on boat and sail trim for your class.

SAIL TESTING:
Our computer does not give all the answers. We sail test all our new and existing designs. We take time comparisons, pictures and notes to further refine our 'feel' of what is better.

CLOTH ANALYSIS:
Every lot of sailcloth at Bowers has been stretch tested, thread counted, weighed and finally recorded in order to reproduce the same fast shape every time.

1978 was another outstanding year for Bowers Sails and our customers. Regatta results were gratifying with both carrying Bowers Sails winning more national, regional and club races than ever before. We learned and in 1978 and we are incorporating that knowledge in our sails now. Making our sails a little better and a little faster. So buy Bowers Sails and get the Racers Edge in 1979.

BOWERS SAILS, INC.
14916 Mimmington Blvd.
Minnetonka, MN 55343
(612) 933-6262

JULY 1980
Governor’s Cup Results
Larry and Starr Lewis from High Rock Yacht Club, sailing “Blue Goose” came within a whisker of winning the North Carolina Governor’s Cup for the Flying Scot class but the Scot fleet was four boats short. The very light airs seemed to suit the Lewises as they won both races, the third having to be cancelled. Paul and Sharon Newton of the host club were second among the 37 Flying Scots.

Flying Scot Fleet and Districts

**MIDWESTERN DISTRICT**
Governor: John Anderson, FS #2513
118 Lynn Drive
Argo, Wisconsin 54911
1—LAFAYETTE, IN—Lafe Freeman
3—WILMETTE, IL—Lake Michigan
9—STURGIS, MI—Lake Charlevoix
25—MIWILLAKEE, WI—Lake Michigan
29—MUNCIE, IN—Prairie Creek Reservoir
30—CARBONDALE, IL—Crab Orchard Lake
44—EPHRAIM, WI—Eagle Harbor, Green Bay
60—CHICAGO, IL—Burnham Harbor, Lake Michigan
68—MADISON, WI—Lake Monona
70—ROCHERT, MN—Cotton Lake
83—CARLYLE, IL—Lake Carlyle
88—IOWA CITY, IA—Lake MacBride
95—MINNEAPOLIS, MN—Lake Minnetonka
107—NEENAH, WI—Lake Winnebago
110—ROCHESTER, MN—Lake Mankato
114—JANESVILLE, WI—Dovel Lake
115—RACINE, WI—Lake Michigan
120—DISHKISH, WI—Lake Winnebago
123—BOTTINEAU, ND—Lake Mirtzasp
135—CHAMPAIGN, IL—Clinton Lake
137—ST. PAUL, MN—White Bear Lake

**PRAIRIE DISTRICT**
Governor: Charles N. Jones, FS #2083
Peter Vogel FS 537*
4132 E. 44th Street
Tulsa, Oklahoma 74134
Tulsa, Oklahoma 74145
District Champion: Bob Stone FS #1120
39—PORT GROVE, OK—Grand Lake of the Cherokee
59—OKLAHOMA CITY, OK—Lake Hefner
59—TULSA, OK—Keystone Lake
89—TOPEKA, KS—Lake Perry
106—NORTH PLATTE, NE—Lake Maloney
119—HAYS, KS—Cedar Bluff Reservoir
141—NORTHERN COLORADO, CO—Boyd Lake
**DISTRICT**
Governor: Brad Davis, FS #3331
Alt. Richard Wade, FS #1191 *
425 Aqua Drive
8723 Bascad
Dallas, Texas 75238
Dallas, Texas 75238
District Champion: Fred Teas FS 553
23—DALLAS, TX—White Rock Lake
32—HOUSTON, TX—Galveston Bay
66—PORT ARTHUR, TX—Lake Sabine
67—SAN ANTONIO, TX—Canyon Lake
69—AUSTIN, TX—Lake Travis
132—ABILENE, TX—Phantom Hill Lake
138—SEABREEK, TX—Galveston Bay

**PACIFIC DISTRICT**
Governor: Tim McCarthy, FS #2583
Box 347
Placentia, California 95677
40—INVERNESS, CA—Tomales Bay
109—SEATTLE, WA—Lake Washington

**MICHIGAN—ONTARIO DISTRICT**
Governor: Howard S. Tiefelbaum,
FS #2017
4900 Woodward Drive
Okemos, Michigan 48864
Detroit, Michigan 48206
District Champion: Richard W. Hawkins FS 3125
8—DETROIT, MI—Edison, BC—Lake St. Clair
15—KALAMAZOO, MI—Lake Candle
16—DETROIT, MI—Detroit YC—Lake St. Clair
18—DETROIT, MI—Detroit, RC—Lake St. Clair
20—PICKNEY, MI—Portage Lake
41—CRYSTAL, MI—Crystlal Lake
52—LAKE ORION, MI—Lake Orion
113—TRAVERSE CITY, MI—Cle Lake
128—PETOSKEY, MI—Walloon Lake, Lake Charlevoix
129—ROCHESTER, MI—Casot & Elizabeth Lakes

**OHIO DISTRICT**
Governor: William J. Cushing, FS #3301
3065 Spruceview Court
Columbus, Ohio 43220
District Champion: Bill Gipper, FS 1856
1—MILTON, OH—Cowan Lake
2—MANSFIELD, OH—Clear Fork Lake
3—CLEVELAND, OH—Edgewater YC—Lake Erie
4—SPRINGFIELD, OH—Kitter Lake
19—CANFIELD, OH—Berlin Lake
20—TOLOTO, OH—Great Sacandaga Lake
34—DAY, OH—Clear Lake
37—WESTERVILLE, OH—Hoover Reservoir
65—DELLROY, OH—Atwood Lake
80—PITTSBURGH, PA—Lake Arthur
143—ANDOVER, OH—Pyramus Lake

**GULF DISTRICT**
Governor: Bill Davis, Jr., FS #3051
905 David Langan Drive East
Mobile, Alabama 36608
District Champion: Dwight Leblanc III FS 1992
18—FORT WALTON BEACH, FL—Chocachawauc Bay
45—JACKSON, MS—Ross Barnett Reservoir
55—MOBILE, AL (GYC)—Mobile Bay
75—PANAMA CITY, FL—St. Andrews Bay
79—GULFPORT, MS—(GYC)—Mississippi Sound
85—MONTGOMERY, AL—Lake Martin
95—PENSACOLA, FL—Pensacola Bay
99—MIAMI, FL—Biscan Bay
122—PASCAGOULA, MS—Mississippi Sound
60—NEW ORLEANS, LA—Lake Pontchartrain
66—BAY ST. LOUIS, MS—Bay St. Louis
99—NEW ORLEANS, LA—Lake Pontchartrain
118—SOUTH, LA—Lake Pontchartrain
125—NEW ORLEANS, LA—Lake Pontchartrain

**NORTHEAST DISTRICT**
Governor: Charles Byes, FS #355
3 Williston Road
Norfolk, NH 03868
District Champion: Bill Bailey and Chuck Winans
11—ROCKPORT, MA—Sandy Bay
57—HARWICH PORT, MA—Nantucket Sound
58—WOLLASTON, MA—Boston Harbor
76—SHARON, MA—Lake Massapoag
77—KENAUGHT, MA—Vineyard Sound
100—CHATHAM, MA—Cohasset Harbor
116—MANCHESTER, NH—Lake Massabesic
117—SHELUPINE, VT—Lake Champlain YC
124—JULYX, MA—Duxbury Bay

**GREATER NEW YORK DISTRICT**
Governor: Robert Heilke, FS #1499
21 Shoal Pl. Lake
Riverdale, Connecticut 06873
District Champion: Jack Orr FS 1497
7—ROSENBURG, CT—Long Island Sound
10—MORICHES, LI, NY—Moriches Bay
20—LOVELADIES, HB, NY—Barnegat Bay
22—SPRAY BEACH, NJ—Little Egg Harbor
24—NEW FAIRFIEL, CT—Candlewood Lake
31—SHORE ACRES, IN—Upper Barnegat Bay
45—ISLAND PARK, NY—Hempstead Bay
72—AMITYVILLE, NY—Great South Bay
73—PEMBROK, NJ—Raritan Bay
125—LIVINGSTON, NJ—Lake Hopatcong
142—NORTHWICK CT—Long Island Sound

**CAPITOL DISTRICT**
Governor: Dennis C. Morris, FS #1106
7412 Elgin Street
Springfield, VA 22151
District Champion: Harry Carpenter
6—OAKLAND, MD—Deep Creek Lake
42—WASHINGTON, DC—Potomac River
62—HAVRE DE GRACE, MD—Susquehanna River
64—BALTIMORE, MD—Middle River
31—WRIGHTSVILLE, PA—Lake Clarke
82—PRINCE COLONIST, PA—Lake Glendale
86—BOSTON, MA—Mashpee River
97—BETHESDA, MD—Chesapeake Bay
137—RICHMONDE, VA—Deep creek Reservoir
139—HANOVER, PA—Lake Marburg

**CAROLINAS DISTRICT**
Governor: Debbie Petersen, FS #1549
N.C. (Hap) Crowe, FS #2720
524 Clinton Drive
Raleigh, NC 27606
Raleigh, NC 27604
District Champion: Richard Schutt, FS 1885
27—HENDERSON, NC—Kerr Lake Reservoir
48—CHARLOTTE, NC—Lake Norman
71—ROANOKE, VA—Smith Mountain Lake
78—MOREHEAD CITY, NC—Blake Sound
102—SOUTHPORT, NC—High Rock Lake
134—HILTON HEAD, SC—Hilton Head Island
126—GREENSBORO, NC—Lake Townsend

*Alternate*
Still time to register for 1980 North American Championship

Junior NAC Registration Form
Flying Scot North American Junior Championship 1980
July 26-27, 1980
Hosted by FSSA Fleet No. 87 & 28
at Pensacola Yacht Club, Pensacola, FL

Skipper _______________ Date of Birth _______________
Crew _______________ Date of Birth _______________
Crew _______________ Date of Birth _______________
Skipper Address _______________________________________
City __________________ State ______ Zip ______
Fleet No. _______________ Hull No. _______________
Hull Color _______________ Boat Name _______________

Registration Fee—None
Trophies—1st five places
Send entry form to:

Mrs. L.B. Pollek
115 Shoreline Drive
Gulf Breeze, FL 32561

Note: Skipper and crew must reach their 13th birthday but not their 18th birthday in 1980 to be eligible and must be FSSA members.

Entry Deadline: 12:00 noon, July 26

Note: We would appreciate an indication of entry in this event by mail. Also, if boat is to be sailed in N.A.C. it must be measured early Saturday a.m.—Be here early!

North American Championship Registration Form
Flying Scot North American Championship 1980
July 26 thru August 1, 1980
Hosted by FSSA Fleet No. 87 & 28
at Pensacola Yacht Club, Pensacola, FL

Skipper ___________________ Crew ___________________
Address _______________________________________
City __________________ State ______ Zip ______
Fleet No. _______________ Hull No. _______________
Hull Color _______________ Boat Name _______________

Spinnaker Color _______________________

Registration Fee $35.00 before July 1st—$50.00 after July 1.
(Registration fee does not include room fee.)

Please make your checks payable to 1980 Flying Scot N.A.C.
Committee and mail to:
Lewis B. Pollek, P.O. Box 17209, Pensacola, FL 32522

Note: Flying Scot to be registered with FSSA and 1980 dues paid prior to July 1, 1980.

If you wish to reserve a campsite, please indicate tent or vehicle. (Circle One)

Indicate FSSA-NAC participation in reservation request.
Please advise us of your approximate expected arrival time:

Date _______________ a.m. ______ p.m. ______
Number in your party ___________________

Need Any Parts For Your Scot?

- We have the largest Scot parts inventory anywhere
- We ship within 24 hours of receipt of your order
- We ship open account to any Scot owner

Call 301-334-4848, Monday-Friday between 8 a.m. and 4 p.m.
Saturdays 9 a.m.-11 a.m., or write

GORDON DOUGLASS BOAT CO., Inc.
Deer Park, Maryland 21550

Builders of the
FLYING SCOT®
Regatta Schedule

July 19-20—Midwestern District Championships, Lake Winnebag, Neenah Nodaway Yacht Club, Neenah, WI. (Contact John Anderla, 118 Lynn Drive, Appleton, WI 54911, Phone 414-739-0264).

July 19-20—Deep Creek Invitational, Deep Creek Lake, MD. (Contact Willie Rissell, Cumberland, MD.).

July 25-27—Northeast District Championship, Sandy Bay Yacht Club, Rockport, Massachusetts (Contact Charles Byers, 617-528-5776).

July 26—North American Junior Championships, Pensacola Yacht Club. Also begin registration, measurement for NAC.

July 26-27—Grand Ole Open, Percy Priest Yacht Club, Nashville, TN (Contact Doug Anderson, 4014 Coleridge Drive, Antioch, TN 37013; home phone 615/834-0005).

July 26-27—Prairie District Regatta, Fleet 59, Windycrest Sailing Club, Lake Keystone, Tulsa, Oklahoma. (Contact Peter M. Vogel, 212 E. 25th St., Tulsa, Ok 74114, or phone 918-743-0871).


August 16-17—Fishing Bay Yacht Club Regatta, Deltaville.

August 16-17—Flying Scot Districts, Chautauqua Lake Yacht Club, Lakewood, NY (Contact Cynthia Rea, Jamesville, NY 315-445-0194).

August 30-31—Kentucky-Tennessee Flying Scot Championships, Port Oliver Yacht Club, Barren River Lake, KY. (Contact Jim Morrison, Rte. 1, Browning Road, Rockfield, KY 42274; home phone 502/842-9694.)

September 6-7—Harvest Moon Regatta, Atwood Yacht Club, Delroy, Ohio. (Contact H.E. Forrest, 1602 Dunkeith Avenue, Canton, Ohio 44708. Phone 216-455-5281 or 216-477-6322).

September 6-7—Wolverine Hot Scot Regatta, Clear Lake Yacht Club, Fremong, Indiana. (Contact Jim Morein, 7934 Melanie Lane, Ft. Wayne, Ind. 46804, Home Phone 219/432-3209, Office 219/424-5421.)

Sept. 6-7—Fleet One Regatta, Cowan Lake Sailing Association, Wilmington, OH. (Contact Sandy Eustis, 931 Parodore St., Cincinnati, OH 45202. Phone 513-579-0618).

Sept. 13-14—Massapoag Yacht Club Regatta, Sharon, Massachusetts (Contact Charles Byers, 617-528-5776).

Sept. 13-14—Glimmarglass Regatta, Otsego Sailing Club, Cooperstown, NY. (Contact Cynthia Rea, Jamesville NY).


October 4-5—VISA Yacht Club Centerboard Invitational Regatta, Smith Mountain Lake, Va. (Contact Alva Bohannan, 109 River Road, Altavista, Va. 24517 804-369-6544).

October 4-5—Third Grand Annual Cave Run Regatta, Cave Run Lake, Morehead, KY (Contact Duncan Gardner, 3569 Bold Bidder Drive, Lexington, KY 40502; home phone 606/272-1574).

October 11—Third Annual Last Chance Regatta, Swift Creek Reservoir, Richmond, VA (Contact Bill Giles, 9514 Beckham Drive, Richmond, VA 23235, Phone (Home) 804-272-4952, (Office) 804-266-7623.)

October 11-12—Oktoberfest Regatta, Percy Priest Yacht Club, Nashville, TN (Contact Doug Anderson, 4014 Coleridge Drive, Antioch, TN 37013; home phone 615/834-0005).