Michigan-Ontario District Highlights
North Sails celebrated the new millenium with a bang, taking the gun at all three major Flying Scot regattas. Bill Ewing, Eileen Ewing and Kris Smith sailed to victory at the 2000 Flying Scot Midwinters (left). Harry and Jimmy Carpenter (right) captured the NACs and John and Sue Clark claimed the 2000 Wife-Husband Nationals. Congratulations to all our customers who look good making us look good!

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Please save all articles submitted for publication in the ASCII Text Format.

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What's the Question?

by Jamie Cannon

Soon it will be the end of the fiscal year for the Flying Scot Sailing Association and dues renewals will be in the mail. In fact, by the time you receive this issue, you probably have already gotten your renewal notice. Some sailors may ponder on whether or not to renew their membership to the FSSA. A list serve email was received that stated the following and I decided to share it in Scots n' Water, trusting that it may be beneficial to those who may consider renewing membership.

Question:
A few years ago I purchased a Flying Scot for pleasure sailing only, I never intended to race it. I also joined the FSSA. (When) I was sent my renewal to the FSSA, (I realized) I have never really used any of the services of the FSSA because they are most concerned with racing and race organizing. I don't race my Scot. I pleasure sail her only. So why should I pay to join the FSSA? What value is in it for me. Or for you? If my FSSA membership fee can help you folks in some way, I will pay it again, as I truly believe the Scot is a great boat and you folks run a wonderful business. However, if my fee is not going to help you folks in any way I don't see what it is doing for me. Please tell me if my FSSA dues are a benefit to you folks in some way. If it is I will pay it.

Commodore, Dan Goldberg responded, in part, to this email with the following:

Answer:
Your membership fee helps ensure the continued vitality of the Class, which (in turn) helps ensure that your Flying Scot retains its value over the years. By contrast, many one-design classes without a strong association no longer exist, no longer have a builder, or are so out of control that today's boat is obsolete tomorrow. That will never happen if we maintain a strong class association. Your membership fee goes directly to the FSSA, and helps pay for things like Scots n' Water, the FSSA Web Site, and the List Serve.

Flying Scot Sailing Association is one of the strongest one-design class associations in the world. Your membership helps to make that happen. We hope you decide to rejoin!

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Sail # installation
Custom multi-color panels/trim

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From the President
by Jim Harris, FS 4296

Wow! What a two-month schedule. First, we went to Door County, Wisconsin for the Midwest Districts, June 18-17th. A great place to sail but 1,000+ miles round trip. Next, we drove to Berlin Lake, Ohio June 23-25th for a fantastic Wife-Husband regatta (1,000+ miles again!) Jo and Ric Baugher and their club really put on a great regatta. The hospitality and organization was stellar, as was the race committee work. Any club with limited launching facilities should take note of how they organized the boat storage, launching and retrieval.

Then on to the biggy – the 2001 Flying Scot NAC’s at Toms River Yacht Club, Toms River, New Jersey, July 7-13th (2,100 miles). This was one of the best NAC’s I have ever attended. Even old timers like Larry Taggart and Harry Carpenter rated it top drawer. Charlotte and Don Hott sailed in their 43rd consecutive NAC’s – that record is sure to outlive Cal Ripken’s. It’s impossible to mention everyone who helped make this a great regatta – but here are a few:

- Alan Terhune, Sr. (Challenger Division winner), Commodore of TRYC. He inspired the whole club to extend gracious hospitality to the Flying Scot group.
- Bill Warner, regatta chair, and his wife Barbara. The organization, down to the last detail, was outstanding. They even put up with Betty and me as their houseguests for the week. Bill and Barbara were tireless workers and made everything just right.
- Kaye Summerfield, Social and Hospitality Czar, was everywhere all at once and did a fantastic job.
- Bill Carr, PRO. He faced the challenges of no wind, light wind, thunderstorms, lots of wind, etc. and handled it all very well.
- Peter Sayia. His Seaside Park Yacht Club hosted a dinner and party at their club. What a wonderful event.
- John Applegate and "Fast Eddy" Summerfield. They organized the boat parking and assisted with launching.
- All the fifty or so people that worked so hard to make the regatta successful. They even expressed a willingness to have us back. I, for one, am ready!

We were unable to run a Junior Nationals again because of insufficient numbers. I feel it is important to get Juniors in Flying Scots for the long term health of the class. How do we do this? Help!

Several important issues were discussed at the Board of Governors meeting:
- The 2003 NAC’s will be held at Lake Norman, North Carolina
- The 2002 NAC’s will be at Pensacola Yacht Club, July 20-26th. Bernie Knight is the regatta chair.
- The 2002 Wife-Husband regatta will be at Lake Delavan, Wisconsin, June 15-16th
- We have a written request for the 2003 Wife-Husband from Lake Maumelle near Little Rock, Arkansas.
- The Board of Governors voted to restrict portions of the PSSA website to members only. The Electronic Media committee will work out the details.

The Board of Governors and most of the sailors I spoke with at the NAC’s are concerned about the length of the NAC’s schedule. The solutions most frequently voiced were:

1) One-day qualification series and five championship races, or
2) Participants choose a division with no qualification races (as is done at the Mid-Winters) and have five championship races.

In addition, some have suggested more but shorter races. What do you think? Please let either Jack McClurkin or me know before the 2021 Mid-Winters, because we may change the format when we meet then.

Another possible change in the NAC format concerns the Seniors Division. Look for a survey on page 19 asking for your opinion on the possibility of making this competition its own separate regatta.

Congratulations to all the winners and participants at the 2001 NAC’s.

Letter to the Editor:

Thanks so much for placing the announcement of our new Fleet #182 in issue number 3 of Scots in Water. I have enjoyed reading your publication for some time now and want to take this opportunity to compliment you on the professional job you do with each issue.

I would like to make one little request of you. If I might, for the sake of clarity and to avoid any possible future confusion, Fleet #182 is located at the Crescent Sail Yacht Club, which is in Grosse Pointe Farms, Michigan. If you see fit to run a correction notice in your next issue, we would be most appreciative.

Sincerely,
Tim Blachut, Fleet Captain

(Ed. note: Please see related article on page 7)
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Fleet 182 Forms at Crescent Sail Yacht Club
Grosse Pointe Farms, MI
by Ted Jeske, FS 5113

Starting a new fleet requires taking a leap of faith that others will share your vision of what can be. But when all the right elements for success already exist, the leap looks less daunting and you can’t deny feeling a little excited. We feel excited at Crescent Sail Yacht Club forming Fleet 182 as a new fleet on Lake Saint Clair in the metro Detroit area.

"Crescent", as it is locally known, is a club exclusively for sailors. The only power boats moored at the club are work boats used for running regattas. The club’s man-made marina juts into the waters of Lake St. Clair off the renowned Lake Shore Road of Grosse Pointe Farms, Michigan.

Crescent was founded in 1933 by a determined group of sailing and racing devotees. Their depression-era experiences had a telling effect on the concepts and principles under which Crescent functioned then and now. Founded as a sailing club for "men of moderate means" (which now includes women), Crescent has the tradition that members give a prescribed number of work hours to help maintain the club as part of their dues. Today, two annual workdays provide the effort to maintain the facility. This workday practice also provides the side benefit of developing especially close friendships and camaraderie that extend into Crescent sailing activities.

Distinctive among the many yacht clubs in the area, Crescent’s special mission is to promote the skills and traditions of racing one-design dinghies. Club races for Snipes, Thistles, Lightnings, Cal 20s, Olympic Tornados, Lasers and Flying Scots are held twice a week. Other one-design classes active at Crescent include some of the larger one design cruising boats.

There are Cal 25s, Express 27s, S2 7.9s, International Etchells and Tartan 10s. Crescent also hosts a number of regional regattas and once each summer, the Club runs a lake-wide regatta entered by up to 250 boats from all around the region, including most of the craft that normally race in the Bayview Yacht Club’s annual Port Huron to Mackinac overnight event. In truth, short of time grudgingly spent mending a living, Crescent sailors devote their summers to just one thing. The Club’s informal motto is: "Summer is for Sailing."

In addition to the activities for Flying Scot sailors centered around Crescent, our members can race regularly on Lake St. Clair with members from the Detroit Yacht Club Fleet 16, the Edison Boat Club Fleet 8, the Detroit Boat Club, and the Sailing Singles Club. These various clubs through the Interclub Flying Scot Committee (IFSC) organize these inter-club activities in conjunction with the Detroit Regional Yachting Association.

In support of Flying Scot sailing, Crescent owns two Flying Scots available for its member’s use and guests are always welcomed to sail with us. Adding in our member’s owned fleet boats, a strong one-design dinghy focus, great location, and the recognition as a new fleet, Crescent offers something for everyone from day sailing to championship level racing. We hope that you will take a small leap of faith and check us out and sail with us as Fleet 182 grows and builds on the tradition of Flying Scots in Detroit.

To learn more about Fleet 182 or Crescent, visit our website at www.crescentsail.com, or contact Tim Blachut at 810-779-8423 or Ted Jeske at 313-647-9124.
District Governor Forest Rogers Takes Crown in Mich-Ont Districts

District Governor Forest Rogers won his second title in three years at the Michigan-Ontario Districts held June 23-24 at Portage Lake, an hour north, northwest of Detroit.

With two firsts and two seconds in the four-race regatta, Rogers edged Canadian sailor Robin Collins of the Stony Lake Yacht Club. Rogers' fellow Portage Lake Yacht Club member Fritz Wagner took third, and multi-year district winner, Paul Lee of the Detroit Yacht Club came in fourth.

It was a weekend of changeable skies, shifting winds, and unpredictable strokes of luck - both good and bad. With 13 boats registered, the first races Saturday were delayed for two hours by lack of wind under partly cloudy skies. With a light breeze stirring things by mid-afternoon, the race committee put down their card game and headed out on the lake. Halfway up the first leg of the race, the wind died again and the boats drifted until the breeze filled in from behind. Rounding the windward mark, the racers sailed into a downpour that quickly chilled the mostly t-shirt clad competitors. By the time Rogers crossed the finish line in front, the wind had shifted 180 degrees from the starting direction. With thunder and lightning on the horizon, the committee called it a day.

The bad break of the day went to Paul Lee, who had a breakdown before the start that delayed him seven minutes. With several prior district championships and top-10 finishes in national competitions behind him, Lee came from far, far behind to finish in second place. But because the sailing rules specified that all racers shall start within five minutes, Lee’s valiant effort was disallowed. Sunday also started out under clear skies and no wind, but the breeze filled in earlier and the committee ran three races in quick succession. The middle race of the day was the closest, with Rogers, Collins and Lee going left, and local club member Marilyn Poulter going right. Rogers beat her by a nose at the finish, with Lee third and Detroit Yacht Club sailor, John Gallagher, finishing fourth, ahead of Collins and Wagner.

When all was done, Rogers had 5.50 points to 10.75 for Collins, 20.00 for Wagner and 22.75 for Lee. Marilyn Poulter finished fifth. So there were three local club heroes among the top five finishers plus two out-of-towners from different clubs (and countries)! It demonstrated that the talent in Michigan-Ontario is as varied as the winds on beautiful Portage Lake.

FINAL STANDINGS
1. Forest Rogers
2. Robin Collins
3. Fritz Wagner
4. Paul Lee
5. Marilyn Poulter
6. John Gallagher
7. Jeff Witzburg
8. Jack White
9. Return Howland

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Maintaining a Fleet of Club-Owned Scots
by John Gallagher, Detroit Yacht Club

Like rental cars, club-owned sailboats seem to be used by everybody and owned by nobody. That means club boats see hard usage. But it's possible to maintain a fleet in good condition and even to sail them to more than respectable showings at national regattas, if you employ a few simple tactics.

At the Detroit Yacht Club, we maintain a fleet of up to 14 Flying Scots for use by our members. (Of 1,200 total DYC members, about 200 pay $125 for an annual sailing card each year.) We buy one new Flying Scot each year and sell the oldest, so the age of our fleet averages to around 7 years. We also buy a couple of new sets of sails each season, plus all the anchors, paddles, cranks and other gear that we need.

We defer the cost in several ways. Most important, the DYC offers a novice sailing class each season. With volunteer instructors who are Scot enthusiasts, we hold twice-a-week instruction in sailing basics each Tuesday and Thursday evening all summer long. The seasonal fee is $225 per student. With 50 or 60 students per class, we generally raise $10,000 to $15,000 this way. We raise a similar sum through issuing the renewal sailing cards each year to long-time Scot sailors. These fees help defray the cost of one new boat each year plus allow us to buy replacement parts and sails, and still give something back to the Club treasury. We also hold a few fund-raisers each season including our annual awards banquet.

So much for paying for the boats. Next comes upkeep. In this department the DYC is blessed by a dedicated soul named Alan Minsterman, who has volunteered to keep our Scots in tip-top shape for years just for the sheer love of sailing. An automotive engineer by trade, Alan spends part of each week replacing frayed jib halyards and patching dinged centerboards. Every club should be so lucky to have someone like him.

With Alan handling the big jobs, the sailors themselves take care of minor everyday repairs. Each season we assign one boat to each active racer for the entire season. (The boats, of course, are also used for classes and pleasure sailing.) Each competitor is responsible for scrubbing the bottom of his or her assigned boat at least every other week (most do it weekly just to stay competitive), and either fixing minor breakdowns or letting Alan know about the problem.

We enjoy a very active racing schedule at the DYC (with races every Saturday from April through October), so the incentive to keep a boat in top shape drives most of our sailors to treat their assigned Scot like their very own.

Long-time member Bob Cowles keeps track of equipment purchases, and a rotating Flying Scot chair (this year DYC Rear Commodore David Coleman) takes care of the organizational side. You can't run a program with 14 boats, 60 novices and about 200 registered sailors without volunteers, and Bob and Dave recruit the folks who throw the parties, put out our newsletter, and otherwise keep the program humming.

With 1,200 members, the DYC has the base to undertake such a large club-owned boat program. But much smaller clubs manage the trick, too. The Crescent Sail Yacht Club in the Detroit area has a mixed fleet of two club-owned and three privately owned Flying Scots. The Detroit Boat Club and the Edison Boat Club also maintain club-owned Flying Scots. Having so many boats and sailors enjoying the class and the competition keeps the hassles few and the pleasures many.
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Loafer hole saw available.  
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Two-part bracket that bolts to the transom. Stand-off part stays with the engine so that bracket has a low profile when engine is not installed. Yoke that bolts to the transom is painted cast aluminum & stand-off part is stainless steel w/hardwood board for engine clamps. Complete w/fasteners & template.  
**$122.00**

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Reserve buoyancy to help keep bow of a swamped Scot up and aid in rescue. Kit comes complete w/mounting blocks & hardware. Gelcoat and/or rest not included. Price complete.  
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Features large yellow course line and 45 degree red bearing lines, along with an angle of heel indicator. Mount is molded fiberglass to fit the deck just all of the mast and is held in place by shock cord for easy installation. Price complete.  
**$70.00**

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Karen & Harry Carpenter Win Their Fourth Wife/Husband Championship

by Bill Ewing, FS 5246

After winning the first three wife-husband championships, Karen and Harry decided to allow some of us other common folk to borrow the Charlotte and Greg Fisher Trophy for the next eleven years, only to recapture it in 2001. No team has won it more times.

Conditions for the first day of racing were excellent. The northerly winds ranged from 8-12 mph and the early morning rain and cloudy skies kept motorboaters away. The race committee set up two separate courses, one for the championship and challenger fleet and a separate course for JAM fleet (Jib and main only).

The C&C fleet race committee set up a nice modified Olympic course. The right side of the course proved to be favored with Kimber and Ryan Malmgren leading the way followed by the Carpenters. I believe Eileen and I were third or fourth at the weather mark. Malmgrens continued to hold their lead through the next three legs. At the last leeward mark, Ewings passed Malmgrens followed by Carpenters and Christine and Ralph Coffill. Malmgrens tried to work on Ewings with a vigorous tacking duel, resulting in the Coffills, who hit the right corner, winning on a photo finish over Ewings for the win. Malmgrens finished third and Harry and Karen took fourth.

While the right side paid off in race one, those that stayed left were the first to round the first weather mark in the second race. Ewings had a nice lead, followed by Suzy and Don Domagala, Barb and Don Griffin and Debbie and Pat Glaizer, who sailed very well all weekend. A large pileup at the last leeward mark as well as some real close and competitive sailing during the remaining short beat jumbled a number of positions from 2 through 10. Carpenters lost several positions in that shuffle and finished a disappointing 10th.

At the end of the first day, Carpenters looked to be in difficult straights. Not only were there eleven points separating them from first, there were also six other competitors ahead of them and the next day forecast was for light and variable winds, making racing unlikely.

Sunday morning began with a gentle rain and not a breath of air. When the rising steam from the lake finally began to show some movement, the competitors took in their boats and drifted out to the course. The sequence for the third race began in a 2 to 3 mph southerly wind. Just before the start, the wind shifted to the east and increased to 4 to 5 mph. Karen and Harry at the pin were able to tack to port and make the weather mark and hold onto first place as the cowanwind and final upwind legs had become reaches with spotty wind. A great comeback for a very deserving and respected team. CONGRATULATIONS!

Newlyweds Christine and Dan Neff finished second in race three and Suzie and Tim Strumbaugh sailed an excellent series, finishing third overall.

The Challenger fleet was won by Betty and Jim Harris. Regatta chairpersons, Jayne and Dave Caldwell were second. Katharine and Jeff Penfield, who celebrated their 50th wedding anniversary on Saturday, took third overall.

The JAM fleet was a great concept. We were able to recruit Carla and Steve Asian from our club in New Jersey to attend their first regatta. They had never even sailed a race before, but sailed and finished all three races. They were thrilled and proud to take home memories they will never forget. The JAM fleet was won by Debbie and Paul Stipovich.

While the racing is important to many of us, the camaraderie and fun is important to all of us. It is difficult to imagine how any group of people could work harder toward a common goal than the folks at Berlin Yacht Club. Eileen and I arrived Wednesday evening and saw volunteers coming and going at all hours of the day and night. BYC is an all-volunteer club and believe me, they know how to make it work.
The food and drink was bountiful, the entertainment fun (dig that almost live band), the special awards and prizes attractive and/or amusing. the JAM fleet concept a great idea and most of all, the warmth and friendliness of all the club members was ever present.

No amount of thanks would be enough to adequately praise the efforts Jo and Rick Baughers who it seemed were everywhere all the time doing all things. THANK YOU!

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## North American Championship Results

### Toms River Yacht Club, NJ • July 6 - 13, 2001

### Championship Division

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<td>Beth Warner &amp; Wendy Warner</td>
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<td>7</td>
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<td>Sue Thompson &amp; Maureen County</td>
<td>4730</td>
<td>7</td>
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Notice of Race

Jubilee Regatta and GYA Flying Scot Championship

November 10 - 11, 2001
Pensacola Yacht Club

The regatta is organized under the authority of Pensacola Yacht Club and will be sailed under management of its Race Committee.

Rules: The regatta will be governed by the current Racing Rules for Sailing (RRS); the prescriptions of US Sailing; the Flying Scot Sailing Association and the Thistle Class Association rules; the GYA Regulations for Sanctioned Events; except as any of these are altered by the Sailing Instructions, which shall govern in event of any conflict. The regatta is designated Category A.

Classes and Fees:
Flying Scot: $35.00
Non-US Sailing Members: $65
Thistles: $30.00
Non-US Sailing Members: $65
(Additional $3 for Regional Trophies)

Entry fee includes two dinner tickets for Saturday night (low country shrimp boil) per boat, 8% local and Florida state sales tax. Additional dinner tickets can be purchased at Registration.

Format: Five races will be attempted. One race in a class constitutes a series for each class. Jerry Hartman, PRO.

Schedule:
Saturday, November 10
Registration 0930 - 1030
Skippers' Meeting 1045
Racing begins, first start 1200
Racing continues, back to back
Dinner and Entertainment to follow

Sunday, November 11
Racing begins, first start 1000
Racing continues, back to back
No warning signal after 1300

Trophies: Lots of trophies for each class. Cock-of-the-Walk trophy will be awarded to top GYA Flying Scot.

Scoring: A modified Low-Point Scoring System. Rule A2 will apply except that there will be no throw outs.

GYA Flying Scot Championship (Cock-of-the-Walk Trophy): Entries from GYA member clubs only, but unlimited as to the number of entries per club. Skippers must be members of a GYA Club. The same crew may be carried throughout the series, and the total weight of the skipper and crew must be a minimum of 390 pounds live weight. Boats, sails and equipment may be either club owned or private.

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COME CHECK US OUT!
Contact: Bernie Knight (850) 983-7247, baknight@msn.com. Call or email regarding leaving your boat stored over the winter.

JUBILEE REGATTA ENTRY FORM

NOVEMBER 10 & 11, 2001 • PENSACOLA YACHT CLUB

Class: □ Flying Scot □ Thistle □ Sail Number_______

Owner/Skipper: ______________________
Street Address: ______________________
City, State, Zip: ______________________
Telephone: Home _______________ Business ________
Crew (1) __________________________ Crew (2) __________________________

CONDITIONS OF ELIGIBILITY

The undersigned represent the following:
1. We have read the Notice of Race for the 2001 Jubilee
2. The safety of my boat and crew and the decision whether or not to start or continue a race are my/our sole and exclusive responsibilities;
3. We understand that neither the establishment of any special rules or conditions for the regatta nor their use by the organizing authority, the Race committee, or the host club in any way limits or reduces my/our complete and unlimited responsibility as to the safety of my/our boat and crew.

Signature: __________________________ Date: __________
(Skipper)

Series Entry: Flying Scot: $55.00 ($65.00 for Non-US Sailing members) $ ______
Thistle: $58.00/$68.00 (additional $3 for Regional Trophies) $ ______
Extra Dinners for Saturday PM $ ______
Box Lunches for Sat/Sun: # ______ X $4.00 ea. $ ______
Total Amount $ ______

Make checks payable to: Pensacola Yacht Club
1997 West Cypress Street • Pensacola, Florida

VOL45, #4 2001
Buckeye Regatta

by Jay Huling, FS70

Moraine Sailing Club fleet champion Dan Goldberg, with crew Marke Brenner, won the 22-boat Buckeye Regatta at the Hoover Yacht Club (Columbus, OH) May 19-20. The fleet included 22 boats and crews, representing 10 different clubs, 5 states, and many of the best sailors in the Ohio District.

Four races were sailed in shifty, erratic winds, making it hard for any one boat to dominate. Goldberg was the most consistent of the top five finishers, as he played the shifts and puffs better than most. The top 5 boats were within 6 points of each other after the three races on Saturday, and Goldberg appeared on his way to an easy regatta victory after opening up a big lead half way through the Sunday morning race. But a big shift scrambled the fleet and he barely nosed out Bruce Courts for fifth, which was just enough to win a tiebreaker with Pat and Sean Glazier (current Cowan Lake fleet champions) based on his best race finish (1st in the third race). Don and Barbara Griffin finished third. Susie and Tim Stombaugh, Jack and Martha Stewart, and Kick and Jo Baughan rounded out the top six.

The 2002 Buckeye will be held May 18 and 19, mark your calendars.

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NOW IS THE TIME TO UPDATE YOUR FLYING SCOT with custom rigging kits from Midwest Sailing: outhaul, Cunningham, boom vang, jib sheeting, main sheeting, and spinnaker; crew hiking line; under-boom mainsheet loop; centerboard gasket. Easy to install. Complete instructions provided with each kit. Also available: stainless halyard cranks; telescoping tiller extensions; spinnaker poles; tiller, shroud and cockpit covers; the best mast-head wind indicators. Check your gooseneck, halyard winches and standing rigging; we stock replacements.

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"PREVIOUSLY OWNED" SCOTS. Our used Flying Scots offer tremendous value. We thoroughly inspect every listed boat twice — once before listing and then before delivery. All necessary repairs (sails, centerboard, etc.) are then made so your focus can now be on sailing and enjoying your boat — not being a handyman. We have several excellent choices on hand, all with Midwest Sailing’s one year warranty. Call us today for our current listings.

BOAT HOISTS. Lake sailors, you can end bottom-washing and dry-sailing hassle with our aluminum "A"-shaped boat hoist with custom-designed Scot burlk package. Lifts four feet, 1300 lb. capacity. Lightweight and low maintenance. Complete with tie-downs and bottom anchoring system. Shipped common carrier partially assembled, or pick up fully assembled on your Scot trailer.

SPECIAL SCOT SERVICES. We repair centerboards, do fiberglass repair, and straighten masts. Expert personalized instruction is available, whether learn-to-sail or race-to-win; one-on-one, or with your entire family or crew. Also fleet and club seminars.

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Back to the Basics
by Henry McCray

There are three basic fundamentals in winning any sailboat race: boat speed, boat handling and tactics. Armed with these three things there is not a fleet in the world you cannot top. Recently at Key West, I had the joy to be sailing in the Mumm 30 fleet with a fantastic group out of Chicago. We had a crack crew, and boat handling was simply text. Whatever needed to happen happened quickly and efficiently, driven by a dedicated and talented group of sailors. However, for the first two days we had problems. We had difficulty holding our lane and were forced to make extra tacks away from shifts in order to clear our air. The skipper was doing a fine job of keeping the boat on the wind and the sails were trimmed well. So where was the problem? We knew it was boat speed but had to break it down further.

It was easy to say we had a boat speed problem, but it was harder to identify why and to fix it. Boatspeed, like sailing in general, can be broken down into three key areas - sail trim, tuning and weight placement. After all, you can have everything right and if the crew is having a party in the back of the cockpit you will be slow. If the crew is hiking their rear ends off and the sails are chocked off, you are slow. And you can be perfect on the water but without proper tuning it simply won't matter.

After a couple of days of beating ourselves over the head about trim and effort, we went back to the basics. We broke out the tuning guide and re-tuned the rig from scratch. Boy, were we off! We went from 12+ inches of pre-bend to 3. Our lowering went from tight to slack. The next day our place in the fleet went from the back to the front. Presto! You see, it is always one of the three. Tuning can and should be the easiest, because your sail maker should have a tuning guide for virtually any craft on the water from dinghy to maxi. It gets more complicated as you add more sets of spreaders, but you should be in tune before any major regatta. With a loose (tension) gauge for your shrouds, a tape measure and a tuning guide, you should be able to dial in quickly and effectively. Sail trim is much the same way, especially in one design. Where should the leech of the jib be? How much of the time should the top telltales on the main be flying? All of that should be written down and versed before you leave the dock. And weight placement, even if it is not written down, should be a ready-go ordeal. If every other boat in the fleet is carrying their crew weight slamming forward against the shrouds, so should you. In light air, if everyone is stacking the keel, do it now! In short, boatspeed is a function of nailing the basics by being able to repeat them in a wide range of conditions.

Beyond boatspeed comes boat handling. An example of this comes when there is a bad mark rounding that looses a bunch of boats. If you go on the premise that everyone is going the same speed, you will not be able to simply blow by them and make them back up. So you need to have practiced every situation of boat handling that can come about. Tacks, crash tacks, ducks, sets, takedowns, gybes and a zillion mark roundings should be executed so that you're racing and not loosing ground. Also included in boat handling is steering technique and weight moving technique. Every skipper should spend enough time going upwind to know how to scallop effectively to keep the boat on an even keel. He should be able to head down the face of a wave when surfing to gain a few yards to leeward of his "target." And the crew should be able to roll tack if needed and be nimble on and off the rail. But while technique can gain you a yard here or a yard there, practicing the basics will keep you from making the mistake that will cost you boat lengths, no yards. Spending time on the water with your crew and having them practice each maneuver is key. If someone does not understand what or why he should be doing something, make sure to take the time to explain it so that he can execute with confidence and good timing. And do not do things that you are uncomfortable doing. If you get the heebie-jeebies flying the kite in 30 knots, don't. You will lose far more from a broach than a couple of seconds per mile from winging out the jib. If a gybe is not in your practice routine, don't do it. You can set and gybe later and save yourself the hassle of an hourglass, a torn sail or worse. Think of a boat handling maneuver as a tennis stroke. If you have a blazing forehand and no backhand, then when you get a floater step around it and hit the shot you are comfortable with. Don't go for a winner every time and you will make far fewer mistakes!

Last comes tactics. You have to possess three key skills tactically in order to be successful. First, you have to be able to start cleanly, without another boat so close that they force you to sail somewhere you don't want to sail. Second, you have to be able to know when you are lifted and headed. If you sail the wrong

Continued on page 18
side of every shift you can have the best boatspeed and handling in the fleet and you will still get killed. Lifts and headers determine the shortest course to the mark. Last, you need to be able to determine how you are doing against the fleet. What difference does it make if you are lifted 10 degrees if the whole fleet is above you and lifted 30? Shifts can happen in a number of ways and being able to pick out a new wind from a simple wind shift will allow you to change your game plan under way.

Tactics are much more powerful than boat speed or boat handling as far as making up distance, but they are much more difficult to execute. Yesterday in a harbor race we saw two boats split from us (currently leading) because they later told us they did not feel they had the speed to "hang" and needed to do something drastic. Well, they took a flyer and we beat them by 15 minutes, two marks later after a 45-second differential just four miles before. By creating leverage and being wrong you make yourself WAY wrong. The old adage that you will never beat anyone by following them is misleading as you will surely lose more ground from being very wrong! I liken it to golf. Tiger hits 350 yards off the tee on a 450-yard hole that leaves him lying a sand wedge to the green. On a good day I hit about 270 from the tee, leaving me a well hit 5-iron to the green. Should I try to blast a driver 350 yards and end up out-of-bounds or learn to hit my 5-iron better? In tactics the most important lesson is to play your strengths so as to spend as little time as possible doing the things you are not good at. Again, stick to the basics. Start well, hit the first shift and stay in phase. Over-thinking will get you killed time and time again.

So there it is. Winning is as easy as 1-2-3. Get your boatspeed up to snuff. Execute well in boat handling. Start well and hit the shifts. Boy, that sounds easy! But remember that everyone else is trying to do the same thing. So trying something completely new and different is rarely the way to the victory circle and often ends in de-rigging after dark. Save your experiments for the practice days! When you go out to the course execute what is proven and rely on your strengths. The cool part is that if you have a weakness and can identify it, you can usually fix it with a little practice! Remember your basics and they will serve you well.

Originally from New England, Henry McCray is a two time Fireball National Champion and a four time World’s representative, who now resides in Charleston, South Carolina.

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A Master Dilemma
by Bill Ewing, FS 5246

Ever since Eileen and I returned to the Flying Scot class ten years ago and particularly since qualifying for the masters championship, we’ve wondered why there isn’t a more equitable and enjoyable way to hold this event. Since the class is lucky enough to have a number of seasoned sailors, shouldn’t we also have the fun, competition and camaraderie that a masters championship would bring?

Many other successful one-design classes have placed a great deal of emphasis on their masters events and even hold regional and district masters championships. In these days when it is difficult to attract younger sailors, it seems appropriate to make sure we keep all the seasoned veterans participating.

Currently, the masters championship is awarded to the highest placing team at the North Americans. To qualify, the skipper must be 50 with the combined age of one crew and skipper equal to 100. Because there are two separate divisions at the NAs, the eligible sailors never compete against all of the other masters since they are scattered throughout both divisions. This results in the challenger division sailors having no chance to win or to even compete against the other masters who sail in the championship fleet.

If on the other hand, all masters were required to sail challenger, an inequity would be created within the whole division by bringing in overqualified teams who should be competing in the championship. The other alternative is to disallow the masters who sail championship from competing, thereby making it not a true masters championship.

One year all masters were placed in one qualifying group and sailed the three qualifiers against the other senior competition for the championship. This seemed a good alternative as we would all compete against each other. However, this too is not without problems and was dropped after one year. The primary complaint was that some just came to sail the challenger finals and found adding the additional three qualifier races was too strenuous and diluted their enjoyment of the rest of the series.

We’ve seen the success that the wife/husband regatta has enjoyed and feel that a standalone senior championship would also be well supported. A comfortable venue could greatly enhance both interest and participation.

At President Jim Harris’ request, I’m seeking your opinion and ask that you respond to the following brief survey, by phone (732) 530-6511; fax (732) 758-0435; or e-mail, eileenewing@home.com. We want to hear from you!

---

**Masters Championship Survey**

1) Should there be a stand alone Masters Championship?
   - [ ] Yes  
   - [ ] No

2) Should it be held on: [ ] a weekend or [ ] during the week?

3) How important are the following to you?
   1 = least important, 10 = most important.
   - [ ] Moderate sailing conditions (having the event where high winds, big seas and long sailing days would not be expected)
   - [ ] Easy shore facilities for launching, docking and overnight storage.
   - [ ] Camping and motor home facilities.
   - [ ] Hotel/motel facilities
   - [ ] Housing with local fleet members.
   - [ ] Evening/social activities.
   - [ ] Multiple age divisions, (such as 50-59, 60-69, and 70+)
   - [ ] Age of crew in considering eligibility; (i.e., combined age 100 years)

4) What other factors would be important for you to participate in a stand alone masters championship?

   ________________________________________________________________
   ________________________________________________________________
   ________________________________________________________________

5) Probability that you would attend a separate masters regatta? ___%  

6) Will you be eligible for the masters in 2002?
   - [ ] Yes  
   - [ ] No  
   When will you reach age 50? ________

Name (optional): ___________________________
Tight Rig Setup
by Dave Batchelor, FS 2324

Over the years when it comes to Flying Scots we are lucky to have Dave Batchelor locally to refer to. He's the one we call for information when it comes to the how and why of these boats. Dave has been sailing Scots since 1975. At the 1977 North Americans, he was in charge of sail measurement and has served as District Governor for more than 5 years. He is an officer on the Senior Race Committee with U.S. Sailing. He sells and rigs new Flying Scots and has designed and given us advice on a couple of products that we have begun to sell specifically for these boats. The Tight Rig Kit and the Compass Tabernacle Bracket are just a couple of his ideas.

Step 1: Forestay Extender
I suggest using a forestay extender, in combination with the turnbuckle under the bow, to set tension at your target level (normally 200-250 lbs.) at the pre-marked hole. Set it such that there is an opportunity to increase or decrease tension by moving one hole either way. The heavy-duty extender shown below fits inside the tangs of the forestay. This arrangement minimizes protrusions that can snag spinakers.

Attach the trailer winch rope to the jib halyard to tension the rig. You should probably measure the tension on the jib halyard when you first attempt this procedure to avoid over-tensioning the rig. Attach the forestay in the top hole of the extension. Attach the extension wire, from under the deck, in the third hole from the bottom. Have someone adjust the turnbuckle so that when the winch pressure is released the tension on the forestay measures the pressure recommended by your sailmaker. Re-wire the turnbuckle. Moving on hole either way can effect small changes of 30-40 lbs. Smaller changes are possible starting in the second hole from the top which is 1.5x the standard spacing.

Step 2: Rake Control
The shroud length controls mast rake in a tight rig. Use the top two holes in the standard extension plates that came with the boat and measure rake. If you are in the range specified by your sailmaker with the forestay tension at recommended values - GREAT. If the standard 7/8" spacing on the standard extension plates gives you a mast rake greater than the recommended value you need to shorten the distance by very small amounts. The custom shroud plates (shown to the right) allow a minimum spacing of 5/8" or 3/4" simply by turning over these plates. This should allow a rake in the recommended range. Observation has shown a change of approximately 1.5" for a 1/8" change. It's hard to drill holes that accurately in any fitting. NOTE: The FSSA class measurer has issued a CMR against drilling any holes in the chainplate fitting.

Step 3: Re-Measurement
You'll need to set up for tension on the rig initially to check and set rake, then go back to step 1, one last time. There should be little need to continually measure and readjust tension each weekend.

NOTE 1: These recommendations are not based on extensive testing and represent experience with a small number of boats. Therefore, use at your own risk.

NOTE 2: Until someone does a lot more testing I would NOT want to leave the full 200-250 lbs. tension on the boat for long periods of time.

Short Tangs for Flying Scot
Tight Rig (4 required)

Photo courtesy of Dave Batchelor

Tabernacle Bracket Installation

For PielSimo PL.1162

Compass

Tabernacle

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Glimmerglass Regatta
September 15 and 16, 2001
Otsego Sailing Club
Cooperstown, NY
For more information contact Dick Staley at (607) 432-6815

Annual Hot to Trot Regatta
September 15 and 16, 2001
Portage Lake Yacht Club
Pinckney, MI
For more information contact Marilyn Poultier at 734-475-3029 or mpoulter1@hotmail.com.

Sail for the Grail
September 15 and 16, 2001
Lake Arthur

Candlewood Lake Regatta
September 22, 2001
New Fairfield, CT
For more information contact Frank Riefenbender at (203) 746-4752.

Konigsberg Regatta
September 22 & 23, 2001
West River Sailing Association
Galesville, MD
For more information contact Gabor Karafias at (301) 681-6340 or skarafia@erols.com. For directions see WRSC homepage at http://sailingsource.com/wrsc/.

Grand Annual Regatta
September 29 & 30, 2001
Cave Run Sailing Association
Morehead, KY
For more information contact Susie Stombaugh at 651-2508@netzero.net or visit www.cavernsailing.com.

VISA Invitational
October 5 – 7, 2001
Smith Mt. Lake
Moneta, VA
For more information contact Bill Rhodes at (434) 384-2038 or e-mail: visa2001@aol.com. Website is www.communityzero.com/visa.

Founders Cup Regatta
October 6 & 7, 2001
Riverside Yacht Club, CT
For more information contact Dave and Sydney Oster at (203) 837-0747 or ddofter1@ao.com.

Pumpkin Patch Regatta
October 13 & 14, 2001
West River Sailing Association
Galesville, MD
For more information contact Gabor Karafias at (301) 681-6340 or skarafia@erols.com. For directions see WRSC homepage at http://sailingsource.com/wrsc/.

Fall 48
November 9 & 10, 2001
Lake Norman Yacht Club
Charlotte, NC
For more information contact Larry Vitac at (704) 442-1890 or email larryvitac@consolidatedadvisors.com.

Jubilee Regatta and GYA FS Championship
November 10 & 11, 2001
Pensacola Yacht Club
Pensacola, FL
For more information contact Bernie Knight at (850) 983-7247, bknight@msn.com. Call email regarding leaving your boat stored over the winter. THIS IS WHERE THE 2002 NACS WILL BE HELD - COME CHECK US OUT!

Gator Challenge
December 1 & 2, 2001
Rudder Club
Jacksonville, FL
For more information contact Jon Hamilton at (352) 335-1243, or email: hamilton@uf.edu or call the Rudder Club (904) 284-4094.

Mid-Winters
March 17 - 22, 2002
St. Andrews Bay Yacht Club
Panama City, FL
More information to come.

2002 Wife Husband Championship Regatta
June 14 - 16, 2002
Delavan Lake Yacht Club
Delavan, WI
For more information contact co-chairs: Frank Gerry at (630) 466-1161, fgperry@mc.net or Jack McClurkin at (847) 991-8092, JMclurkin@aol.com. Visit the Delavan Lake Yacht Club website at www.dlyc.com.
# Flying Scot New Members

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<td>1892</td>
<td>George Balas</td>
<td>PO Box 184</td>
<td>Buckingham, PA 18912</td>
</tr>
<tr>
<td></td>
<td>4883</td>
<td>William H. Speakman III</td>
<td>1013 Riverview Terrace</td>
<td>St. Michaels, MD 21663</td>
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<tr>
<td></td>
<td>6037</td>
<td>John and Jay Buhl</td>
<td>12009 Horncastle Place</td>
<td>Richmond, VA 23233</td>
</tr>
<tr>
<td></td>
<td>A981</td>
<td>Ray and Joni Gauthier</td>
<td>1611 Ridout Rd</td>
<td>Annapolis, MD 21401</td>
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<td>Stu Robinson</td>
<td>3601 Connecticut Ave NW #438</td>
<td>Washington, DC 20006</td>
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<td>160</td>
<td>Richard Warner</td>
<td>13310 Country Way Circle</td>
<td>Fredericksburg, VA 22407</td>
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<td>Ashley Stancll</td>
<td>116 Taylors Creek Lane</td>
<td>Beaufort, NC 28516</td>
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<td>4034</td>
<td>John Hemphill</td>
<td>7123 Summerdale Rd</td>
<td>Elon College, NC 27244</td>
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<td>4511</td>
<td>Dean Choplin</td>
<td>8605 Harbor Rd</td>
<td>Raleigh, NC 27615</td>
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<td>27</td>
<td>Donnie &amp; Susie Redmond</td>
<td>1120 Country Ridge Drive</td>
<td>Raleigh, NC 27609</td>
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<td>Edie Sullivan</td>
<td>3529 Broadfield Rd</td>
<td>Charlotte, NC 28226</td>
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<tr>
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<td>1816</td>
<td>Cindy Bailey</td>
<td>4755 Old Spanish Trail</td>
<td>Pensacola, FL 32504</td>
</tr>
<tr>
<td></td>
<td>3886</td>
<td>Michael Hagen</td>
<td>4010 Polinsettia Drive</td>
<td>St. Petersburg, FL 33706</td>
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<tr>
<td></td>
<td>5399</td>
<td>Jim Bissell</td>
<td>144 Giardino Drive</td>
<td>Islamorada, FL 33036</td>
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<tr>
<td></td>
<td>3839</td>
<td>Nancy L Lopus</td>
<td>70-N Village Green</td>
<td>Budd Lake, NJ 08728</td>
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<tr>
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<td>3809</td>
<td>Allan Terhune Jr.</td>
<td>38 First St</td>
<td>Fairfield, CT 06430</td>
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<tr>
<td></td>
<td>4881</td>
<td>Dorothy B. Windhorst MD</td>
<td>1124 Barneast Lane</td>
<td>Mantoloking, NJ 08738</td>
</tr>
<tr>
<td></td>
<td>5122</td>
<td>Jim Mageras</td>
<td>30 Sedgwick Ave</td>
<td>Darien, CT 06820</td>
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<td>Tom McSweeney</td>
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<td>Dan Moore</td>
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<td>Mansfield, OH 44906-3739</td>
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<td>Keith DeShong</td>
<td>PO Box 1585</td>
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<td>George McCracken</td>
<td>404 Linda St.</td>
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<td>Brian Pace</td>
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<td>CHS</td>
<td>118 St. Thomas Way</td>
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<td>Jerry Wenger</td>
<td>923 Sylvan Ct. PO Box 813</td>
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<td>Dave Bush</td>
<td>32 RainTree Ct.</td>
<td>St. Peters, MO 63376</td>
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<td>0205</td>
<td>Greg Sims</td>
<td>10130 Cherry Tree</td>
<td>Dallas, TX 75243</td>
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<td>C.D. Poellet</td>
<td>8961 Dickson Rd</td>
<td>Fort Worth, TX 76179</td>
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New Members this report: 55
Caveat Emptor


FS 4044 – Douglass built, race ready, 2 sets of sails, mostly dry-sailed. Hull is in great shape. Located/Store in Connecticut. $5000. Contact Neal, Jr. at (203) 269-1451 (days).


FS 4490 – White hull with red stripe. Two sets of sails: main, jib and spinnaker. Also includes spinnaker pole, galvanized trailer, new Sailor’s Tailor mooring cover (gray), and anchor. Excellent condition. Located in Mansfield, Ohio. $6000. Contact Ray Veager at (419) 884-2637.

FS 4921 – Douglass, white deck and hull with red stripe. Schurr sails main, jib and spinnaker and pole plus many extras. Galvanized Trail Master custom trailer. Sailor’s Tailor cover, compass, etc. Boat has had very little use and is in excellent condition. Located in Bokella, FL. $7300. Contact Bill Frisell at (404) 257-4341.


North Sails – One year old, mint condition. Kept rolled, used twice in meager wind conditions. Secret weapon - larger jib roach - fast but legal. Reason for selling - giving up racing, and have two other sets of sails. Paid $1300, first $900 takes them. I will pay shipping. Contact Pat Ferguson at (203) 330-2956, pferg@brown.edu.

CAVEAT EMPTOR = BUYER BEWARE

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Brighten your sailing -- choose our Flying Colors triradial spinnaker. Improve your speed with your color customized chute.

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VOL.45, #4 2001
**Flying Scot® Sailing Association Order Form**

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**SHIP TO:** (Please Print)

**NAME**

**ADDRESS**

**CITY**

**STATE**

**ZIP**

**Telephone Number (Daytime)**

**Method of Payment:**

- [ ] Mastercard
- [ ] Visa
- [ ] AMEX
- [ ] Check (Payable to FSSA)

**Credit Card Number**

**Expiration Date**

**Signature**

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Emery Teggart 5809 Memphis Street 1-800-445-8629 New Orleans, LA 70124 (504) 482-3708 tagline@usa.net

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**NEW ENGLAND DISTRICT**
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Arn Seidman 30 Huckleberry Lane 1-800-445-8629 Balsam Lake, NY 13009 (518) 877-8734 pesidma1@nycap.rr.com

**OHIO DISTRICT**
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**PRAIRIE DISTRICT**
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**TEXAS DISTRICT**
Scott Mauney 3003 NW 26th Ave. 1-800-445-8629 9525 Brentgate Drive Dallas, TX 75236 (214) 341-6243 smauney@flash.net

---

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Street ____________________________
City ____________________________
State/Zip ____________________________

Change: [ ] Temporary  [ ] Permanent

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