

SCOTS

n' water



VOLUME XV, NUMBER 3

MARCH, 1973



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To Mary Doolittle, Retiring Corresponding Secretary

Dear Mary,

You have worked with three presidents of the Flying Scot Association. In my six months as president I have grown keenly aware of the dedication and expertise you have furnished.

Besides bringing order to records that were confusing, you have been instrumental in the chartering of new fleets in our association. Look at the new fleets we have registered in the last three years. Behind that statistical increase is the persuasion, encouragement and kind tenaciousness of Mary Doolittle.

I understand your desire to devote more time to your family. Your son, Mark, is already an accomplished magician with performance schedules to arrange. Max Doolittle will be pleased that we give his wife back, but we will miss having Max's photo coverage at regattas.

The executive duties you have performed, Mary, have been very demanding, but you have performed them with thoroughness, devotion and a winning charm we will never forget.

*Sincerely,
Ted Glass
President*

To Bob Hanna, Retiring editor of Scots n' Water

Dear Bob:

We are going to miss you at the helm of SCOTS N' WATER! You have carefully guided this publication over the last three years, headlining the events to come and reporting the results, printing official business and the opinions of the experts, heralding the messages from the "Brass" and the wares of the advertisers. All this and more you have blended with your editorial expertise to produce a first-rate publication.

I wish to personally thank you for your counsel during my two years as president, and to express deep appreciation, on behalf of all the members, for your dedicated work and the enjoyment you have given to us through SCOTS N' WATER.

*Happy Sailing,
Bearns Smith
Commodore*

The Cover

Crowd at second mark of the first race in the championship division typifies competition that existed during Mid-Winter. Eventual first-race and regatta winner Woody Stieffel (92) has the inside route to the mark (right foreground), although first race leader Art Deckleman has already cleared the mark. Other contenders closing in on the buoy include Marc Eagan (far left), John Oerting (GYA 11), Dwight LeBlanc (GYA 20) and George Haynie (far right).

End of an era: Mary Doolittle retires

When Mary Doolittle took over as corresponding secretary of the Flying Scot Sailing Association in April of 1970, the organization had fewer than 700 active members. Three years later FSSA has more than doubled its role of active members. In the same period the number of fleets has grown from 75 to 110 with more likely to be added during the year.

Many persons have contributed to the sharp increase in interest and membership. Certainly Mary Doolittle can be listed in the forefront of that group, for it has been through her that many members have had their first contact with FSSA. Her detailed letters and personal touch have been a trademark of the corresponding secretary's office over the past three years.

It is with these accomplishments — and the increased workload that accompanied them — that Mary has decided to relinquish the job of corresponding secretary of FSSA.

Mary, speaking of herself and husband Max, said at the Mid-Winter Championships, "Words are inadequate to express our love for the members and the organization and our appreciation for the cooperation given us during these years."

Mary and Max plan to remain active as Flying Scot sailors with Fleet 15 in Kalamazoo, Mich., and undoubtedly the Sunday day cruises on Gull Lake with a host of friends will continue. Mary will also return to assisting her husband with their jewelry store.

The additional free time will allow her to give more attention to her other sport's interests, golf and



**Mary
Doolittle**

*... retiring
corresponding
secretary*

bowling. She hopes to be able to travel to participate in more tournaments in both sports. And Mary will also be able to follow more closely the career of her 11-year-old son who is already performing as a professional magician.

The retirement of Mary brings a restructuring of the office. The association has hired Harold E. (Hal) Marcus as executive secretary of FSSA.

This will mean a shift in the headquarters from Kalamazoo to Pensacola, Fla. Marcus' office will be at 2155 Hallmark Drive and the telephone number will be 904/433-4149.

Hanna retires as FSSA officer, editor of Scots n' Water

Robert B. (Bob) Hanna stepped down as editor of SCOTS n' WATER and third vice-president of FSS following the January-February issue because of health reasons.

He had been editor for three years and was the



**Robert
Hanna**

*... retiring
editor*

eighth editor of SCOTS n' WATER in its 15-year history. It has been through Hanna's efforts that SCOTS n' WATER has been able to serve as a sounding board for the diverse viewpoints in FSSA and to keep the members up-to-date on the happenings and changes in the organization.

Hanna is a member of Fleet 34, Clear Lake, Ray, Ind.

Replacing Hanna as editor and third vice-president will be Richard Elam of Austin, Tex. Elam is assistant dean of the School of Communications at the University of Texas and is an active member of Fleet 69 on Lake Travis.

Working with Elam will be managing editor Joseph Harper of Austin, Tex.

The change in editorship brings with it a move in printing operations from Fremont, Ind., to Austin. The headquarters for SCOTS n' WATER will be 2205 Newfield Lane, Austin, Tex. 78703, phone 512/472-7150.

The Fleet's In

What's happening in your fleet — a regatta coming up, new officers, results of a recent regatta or just an interesting tidbit or two? How about sharing it with the rest of the Flying Scot gang? Just pass it along to SCOTS N' WATER, 2205 Newfield Lane, Austin, Tex. 78703, and we'll include it with the rest of the news as soon as The Fleet's In.

27 — Ernest Myatt elected captain

Fleet 27, Kerr Lake, North Carolina, held fleet elections in December at the Carolina Sailing Club Award's Banquet. Officers are Ernest C. Myatt, fleet captain, FS 775, 530 Audubon Dr., Greensboro, N.C. 27410, telephone 919/299-0610; William A. Myatt III, FS 2270, P.O. Box 6045, Raleigh, N.C. 27608, tele-

phone 919/834-7046; Debbie Peterson, fleet secretary, FS 1849, 5304 Clemson Court, Raleigh, N.C. 27609, telephone 919/876-3023.

—Debbie Peterson

37 — Buckeye Regatta May 19-20

Hoover Yacht Club, Fleet 37, will hold its fifth annual Buckeye Regatta May 19 and 20 on Hoover, Reservoir, Westerville, Ohio. For details and reservations contact Dick and Marilyn Briggs, 228 S. Drexel Ave., Columbus, Ohio 43209, telephone 614/252-6606.

—William J. Colonel

58 — Two regattas coming up

Fleet 58 is planning a Spring Invitational Regatta and a Memorial Day Invitational Regatta. The Spring Invitational will be a five-race regatta, one race each Sunday May 13 and 20 and June 3, 10 and 17. The Memorial Day Invitational will be a three or four-race regatta May 26, 27, and 28.

For further information contact Jim Beaton, captain, 20 Oriole Rd., Stoughton, Mass. 02072, telephone 617/344-1825; or Norb Kluga, secretary, 26 Snyder Road, Medfield, Mass. 02052, telephone 617/359-2340.

—Norb Kluga

Regatta schedule

If you've got a regatta coming up, Scot sailors would like to know about it — and SCOTS N' WATER would like to give them the word. Drop a line to SCOTS N' WATER, 2205 Newfield Lane, Austin, Tex. 78703, as to when and where your regatta will be held.

April 7-8	Punch Bowl Regatta Lake Martin, Ala.
May 19-20	Buckeye Regatta Westerville, Ohio
May 26-28	Memorial Day Invitational Regatta Wollaston, Mass.
June 2-3	Carolinas District Championship Morehead City, N.C.
June 22-24	Northeastern Regional Championship Long Beach Island, N.J.
July 21-22	Northeast District Championship Wollaston, Mass.
Aug. 21-24	FSSA North American Championship Riverside, Conn.

88 — A race a week in '72

Members of Fleet 88 raced weekly during 1972 events sponsored by the Hawkeye Sailing Club on Lake McBride near Solon, Iowa. Memorial Day Handicap Regatta found all five Flying Scots the only class of 37 boats racing still sailing after 35 mph winds on the second day of racing. Fleet secretary, Dr. Fran Wells won a second place. In a 27-boat Labor Day Handicap Regatta, Wells won a third place trophy. The Flying Scot winning the third race of this series, Wells again, also won the Fleet 88 traveling "Mac Trophy." Dr. John Knott, fleet captain, won second place.

Knott and his crew, wife Jennie, sailed in the "Lake of Woods Regatta." Drs. Knott and Wells floated to a third place in the beautiful "Lake Monona, Wis., Sailing Club Regatta" Aug. 18 and 19. It was a well-run regatta with superb hospitality and apologies



for no air for 12 Scots. Knott and Jennie won second place overall in the "Minnetonka Sailing Club Regatta" in late, cold September.

Dr. Knott and Dr. Wells were reelected fleet captain and secretary for another year at the fleet's annual dinner meeting.

—F. V. Wells

89 — It was a very good year

Fleet 89 had a successful racing season this year under the auspices of the Perry Yacht Club. Members participated in 10 races. The best eight races counted toward Fleet 89 awards.

All races in the Perry Yacht Club series in which the Flying Scots sailed in the centerboard class were also won by Scot sailors. Standings were: FS 1650, George McCarten, first in FS and PYC Centerboard Series; FS 1525, John Seidlitz, second in FS and PYC

Centerboard series; FS 1725, Jim Calvert, third in FS and PYC Centerboard series.

Lake Perry, 55 miles northwest of Kansas City, Mo., and 20 miles northeast of Topeka, Kan., is an excellent inland lake for sailing. It is a federal lake consisting of 12,000 acres. Winds in the late spring and early fall average in around 15-30 knots and 5-15 knots in mid-summer.

The Flying Scott is a perfect boat for the rather heavy winds occasionally encountered on this lake and many of the other boat owners are realizing that the stability of the Scot is an answer to their desires for a fast, safe, stable boat that can be trailed.

—John R. Seidlitz

109, 110 — Add these to your list

Two new fleets have been added. They are Fleet 109, Cooperstown, N.Y., Otsego Lake and Fleet 110, Rochester, Minn., Lake Pepin.

Cameron Sails Lead The Way

Houston Mid-Winters Flying Scots — First and Second

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- **2nd — John Wolfshohl (Cameron Main, Jib, Spinnaker)**

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Budget '73

A look at FSSA financial status

The Flying Scot Sailing Association for the fiscal year ended Oct. 31, 1972 had three extraordinary expenses totaling \$2,212 which accounted for a net decrease in the cash position for the year of \$1,762. The three expenses were office equipment, \$1,158; legal fees of \$450 for our unsuccessful appeal for a tax-exempt status, and \$604 income tax payment on the previous year's cash profit. If these expenditures had not been necessary, a small cash increase would have resulted. The office equipment purchase has been capitalized on the books.

The tabulation shows, in the first column, the budget for the current year which has been approved by the Board of Governors. The middle column shows the actual operating results for last year. The column on the right shows the budget for last year. Also included below is the statement of James P. Kelly, Certified Public Accountant, upon completion of the audit of the association books.

	Cash Budget 11/1/72-10/31/73	Cash Actual Results 11/1/71-10/31/72	Cash Budget 11/1/71-10/31/72
<i>Income</i>			
Dues	\$14,512	\$15,275	\$15,100
Other	7,128	7,525	5,750
Total			
Income	\$21,640	\$22,800	\$20,850
<i>Expenses</i>			
Scots n'			
Water	\$ 5,751	\$ 4,094	\$ 4,140
Office &			
Corr. Sec.	12,500	11,455	9,880
Other	3,578	9,013	5,290
Total			
Expenses	\$21,829	\$24,562	\$19,310
Income Over/ (Under)	(189)	(1,762)	1,540
<i>Cash</i>			
At beginning			
of period	\$ 6,939	\$ 8,701	\$ 8,701
Income Over/ (Under)	(189)	(1,762)	1,540
At end of			
Period	\$ 6,750	\$ 6,939	\$10,241

Based on the examination made, I certify that, in my opinion, the within statements correctly set forth the cash receipts and disbursements for the period commencing November 1, 1971 and ending October 31, 1972 and the balance of cash in the bank at the close thereof.

James P. Kelly/signed
Certified Public Accountant

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'The FLYING SCOT is as large, roomy, safe and comfortable as you could hope for in a boat that is easily trailered and rigged by two people.' (Also easily launched by hoist, fully rigged from trailer to water.) 'The FLYING SCOT, with fully retractable center-board and tilting rudder, has a definite advantage over many sailboards in its length and displacement class which cannot be winched on and 'rolled' off a trailer. The simple rig is more efficient than some of the more complicated power plants of other sailboats.' Mr. R. has sailed 8 years.

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Helmold Carolinas' trophy goes to Richard Schultz

Richard Schultz of Fleets 27 and 108 has won the first Helmold Carolinas District High Point Trophy. The trophy was donated by Richard Helmold, 1972 Fleet 27 captain, to stimulate travel and participation outside local clubs and fleets.

The trophy is revolving with keeper cups for the first four places. It is scored on points accumulated from the Shanghi Regatta, Lake Norman Invitation, Governor's Cup Regatta, Visa Invitational, High Rock Labor Day Invitational, Oriental Sailing Social, President's Cup Regatta, Carolinas District Flying Scot Championship Regatta, Flying Scot Mid-Winter Championship Regatta and Flying Scot North American Championships.

Schultz accumulated 372 points by defeating the same number of Scots in a combination of the above regattas. The rest of the top 10 and their point standings for 1972 are: Hallam Walker, F-48 — 286 points; William V. Singletary, F-27, 108 — 273 points;



Dick Schultz

... Carolinas' champion

Ernest Myatt, F-27, 108 — 256 points; Jim Willis, F-28 — 197 points; Baxter Gordon, F-71 — 183 points; Don Sweet, F-48 — 161 points; Bill Myatt, F-27, 108 — 151 points; Curt Torrance, F-48 — 141 points and Ray Weeks, F-48 — 132 points.

Preregistration underway for Riverside NAC

This form and \$35 will pre-register anyone who plans to participate in the 1973 Flying Scot North American Championship in Riverside, Conn., Aug. 20-24. Preregistration entitles you to a pack of information covering travel to Riverside, local accommodations, meals, launching, mooring, measurement, race schedules and special NAC Week events.

Fleet 7 will host this 15th annual event which begins with registration and measurement Aug. 18 to noon Aug. 21. A tune-up race will be held Aug. 20 and the first official race will be Aug. 21.

David Griffin has been named NAC chairman. Fleet Captain David Williams will be registration chairman, and Wayne Jostrand is publicity chairman.

PRE-REGISTRATION FLYING SCOT

1973 NORTH AMERICAN CHAMPIONSHIP

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AUG. 20-24, 1973

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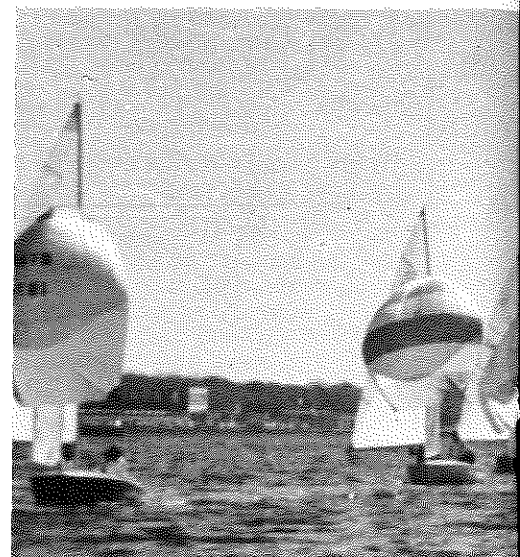
City State Zip
 Fleet _____
Number Location
 Boat _____
Number Name

Send fee to: Philip H. Didriksen, Jr.
 140 Indian Head Road
 Riverside, Connecticut 06878

Make checks payable to FLYING SCOT 1973 N.A.C.

Details of participation will be sent to you on receipt of this form.

JOIN THE GROUP—Art Deckelman (far left) leads the way in the first race of the championship division as the fleet heads for the second mark. Woody Stieffel, gray and black spinnaker in center, overtook Deckelman to win the first race. To the left of Stieffel is Marc Eagan (black and white spinnaker), who took fourth in the race and second overall.



For Woody Stieffel, 1973 sto

It was a week for the youngsters to shine at the Mid-Winter Regatta, and the best of the youngest was Woody Stieffel of Bay St. Louis, Miss. Stieffel, 18, won the first race of the championship division and backed it up with a second and a fourth for a five-point win over 17-year-old Marc Eagan, also of Bay St. Louis and Bay Waveland Yacht Club.

In the challenger division, Bud Barrett of Pensacola, Fla., made a sweep, winning all three races for a minimal $2\frac{1}{4}$ points.

The Mid-Winters attracted 52 boats to Panama City, Fla., for three beautiful days of racing Feb. 23-25. Many skippers were calling the competition tougher than last year's North American Championship.

However, one absentee was Paul Schreck of Lillian, Ala., who had won the last three Mid-Winters. But Stieffel, last year's runner-up, was ready to claim the throne.

Stieffel, who had his two teen-aged sisters crewing for him, sailed a consistent series. At no time during the three races was he worse than eighth at a mark. In every race he got into position behind the leaders on the first leg (sixth, eighth and seventh at the first mark in the three races), and moved up during the remainder on the race. And never in any race did he drop back a position after moving up.

Stieffel and Eagan weren't the only young skippers to do well. Tommy Meric, 19, of New Orleans took fourth (dropping back from second in the final race) and George Haynie of Pensacola was fifth.

Only veteran Fred Meno of Columbus, Ohio, who sailed a superb third-race victory, cracked the youngsters' dominance, and he placed third.

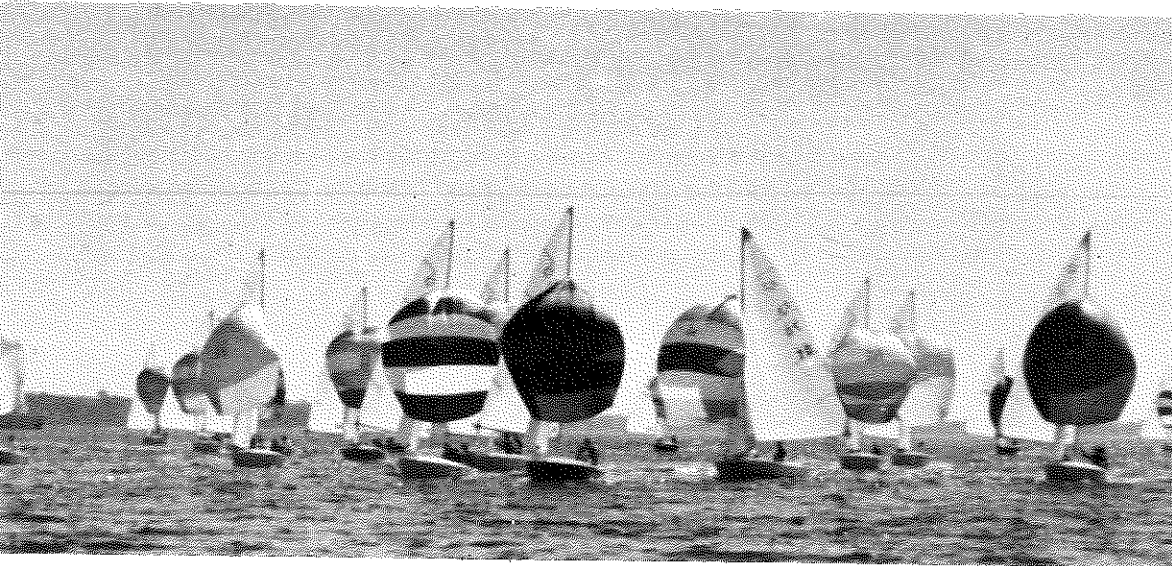
Following Barrett in the challenger division were Brad Baker of Jackson, Miss., Jim Smith of Detroit, Bill Suddath of Jackson, Miss., and Jesse Borthwick of Pensacola.

The first day of racing was used for elimination races to determine the championship and challenger divisions. Stewart Robinson of Pensacola, skippering the University of West Florida Scot, and Stieffel each won a division of the first race. Eagan and Bill Wiselogel of Panama City won the two divisions of the second race.

The best overall showing on the first day was by Jack Laird of Panama City, the 1969 North American champion, with two second places. However, all points in the first two races were thrown out after the fleet was divided for the final three races. Laird, who has been sailing larger boats recently, was not able to continue his pace and finished eighth overall.

Numerous protests held up the posting of results of races for hours. These were largely due to the tight competition which often lead to eight or ten boats arriving at a mark at the same time.

A disqualification in an elimination race forced Dirk Lundquist, winner of the Warm-Up at Pensacola, out of the championship division. Art Deckelman, who had a third in the first race of the championship division, was the early leader in the second race, but was



Starts off as a very good year

disqualified after his boat touched Eagan's boat at the third mark. Eagan went on to win the race, as Deckelman dropped back to eighth before the disqualification.

The winds were 10-15 knots during the three days of racing. The home-sea advantage, mentioned often after Bill Wiseloge won an elimination race and Jack Laird took two seconds, proved to have little influence as the best Panama City finish was Laird's eighth.

First Race: Stieffel sets the pattern

The first race set the tone for the championship division in the regatta as Woody Stieffel picked up the victory.

He set a pattern he followed in the second and third races, and that was to get into good position by the first mark and move up during the remainder of the race.

Stieffel was sixth rounding the first mark of the first race, and he moved up to second place on the beat to the second mark. He later took the lead on the long windward leg and held it.

The win at Panama City followed Stieffel's victory in the Sugar Bowl Race of Champions.

Art Deckelman of Miami, showing good early speed, opened a lead from the start and held it through the first three legs before dropping back to third.

Second-place finisher Tommy Meric of New Orleans was well back in the early part of the race, but worked

his way up to fourth at the third mark. Then both Stieffel and Meric overtook Deckelman on the fourth leg.

Marc Eagan was in good position behind Deckelman on the first leg before he hit the buoy. By the time he had rerounded the mark, he had dropped back to eighth place. Eventually he was able to work his way back for a fourth-place finish, but he was never able to catch Stieffel in the point standings.

George Haynie, sailing a consistent race, placed fifth. John Murray, who took over second place at the first mark as Eagan rerounded, dropped well back during the mid-part of the race but recovered for a sixth, while Fred Meno took seventh.

Second Race: Eagan gets his revenge

Marc Eagan, who lost his chance to win the first race when he had to reround the first mark, made up for it in the second race as he sailed to a win over Woody Stieffel.

Tommy Meric stayed in contention in the championship division with a third, followed by Bob Whitehurst of Pensacola and Fred Meno.

Eagan took the lead rounding the third mark after his boat and Art Deckelman's boat had come together. Deckelman, who took the lead at the start in this race as he had in the first race, was disqualified because of the incident, costing him his eighth-place finish.

At the first mark, Eagan was fourth behind Deckelman, Dick Elam of Austin, Tex., and Dwight LeBlanc

It's the Stieffel Gang

of New Orleans. He moved to second place on the second leg.

Stieffel was eighth at the first mark, the poorest position he held at any mark during the three championship races. He moved up to fifth at the third mark and second at the fourth mark, but was unable to close the gap on Eagan.

Merik was 10th in the race for the first buoy, too far back to catch the leaders. He was still eighth at the third mark, but climbed to fourth on the long beat to the windward mark behind Eagan, Stieffel and Deckelman. He moved to third on the run to the leeward mark and held third place.

Third Race: A veteran shows his stuff

The final race of the Mid-Winter championship division started with three teen-agers closely grouped at the top of the fleet. Woody Stieffel had 2¾ points, Marc Eagan, 4¾ points and Tommy Merik, 5 points.

However, none of the three made it into contention on the third race as Fred Meno outmaneuvered John Murray on the final leg for the victory.

Stieffel, sailing another consistent race, had an 11-boat lead over his chief rivals by the second mark and his championship was almost assured.

Art Deckelman, the early leader in the first two races, was ill and a non-starter in the third race, and Bob Stine took the early lead with Meno second. Merik and Stieffel were in sixth and seventh places at the first mark, while Eagan was in the middle of the fleet in 15th.

Stieffel was sixth at the second mark, but Eagan and Merik were far behind in 17th and 18th. Stieffel overtook Charles Wesley on the third leg and George Haynie on the fourth leg, but could not catch the three leaders.

Eagan and Merik gained after the second mark, with Merik showing good speed on the two windward legs and Eagan moving from 11th to seventh on the fifth



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Mississippi teens sail off with Mid-Winter crown

leg, a run to the leeward mark. Eagan's seventh in the race was enough to edge Meno for second place overall, but Meric's ninth dropped him to fourth.

Stine held his lead over Meno through the first three legs until Murray overtook both of them on the fourth leg, a beat to the windward mark, with Meno holding second and Stine dropping to third.

The trio remained in those positions rounding the last buoy, but Meno was able to outtack Murray on the final leg for a narrow victory, with Stine third. (The Meno-Murray duel had come out differently in the first race when Murray overtook Meno on the last leg for sixth place.)

Haynie's fifth in the race gave him fifth overall, while Murray's second was good for sixth in the championships. Both Haynie and Murray had good first and third races, but they finished 17th and 19th, respectively, in the second race.

Championship division

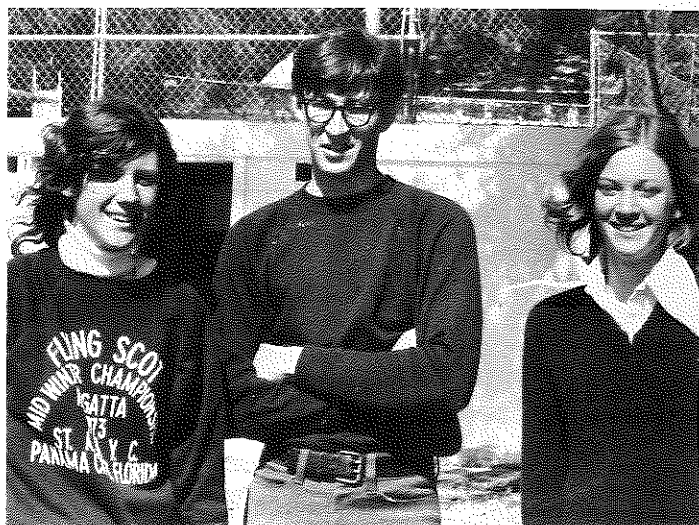
Following are the top 10 finishers in the Mid-Winter championship division and their finish in each race:

Skipper	Sail No.	1	2	3	Total
Woody Stieffel . . .	GYA 92	1	2	4	6 $\frac{3}{4}$
Marc Eagan	GYA 91	4	1	7	11 $\frac{3}{4}$
Fred Meno	2048	7	5	1	12 $\frac{3}{4}$
Tommy Meric . . .	GYA 22	2	3	9	14
George Haynie . . .	1901	5	17	5	27
John Murray	GYA 70	6	19	2	27
Bob Whitehurst . .	GYA 19	13	4	13	30
Jack Laird	GYA 66	9	14	8	31
John Oerting	GYA 11	10	11	10	31
Dwight LeBlanc . .	GYA 20	12	6	14	32

Challenger division

Following are the top five finishers in the Mid-Winter challenger division and their finish in each race:

Skipper	Sail No.	1	2	3	Total
Bud Barrett	1432	1	1	1	2 $\frac{3}{4}$
Brad Baker	GYA 121	2	5	5	12
Jim Smith	9	3	2	7	12
Bill Sudduth	1093	5	6	2	13
Jesse Borthwick . .	GYA 111	11	3	4	18



THAT STIEFFEL GANG—Mid-Winter champion Woody Stieffel takes a minute between races (and his crew's Frisbee games) for a photograph with his crew, (sisters) Cindy, 14, and Chris, 15.

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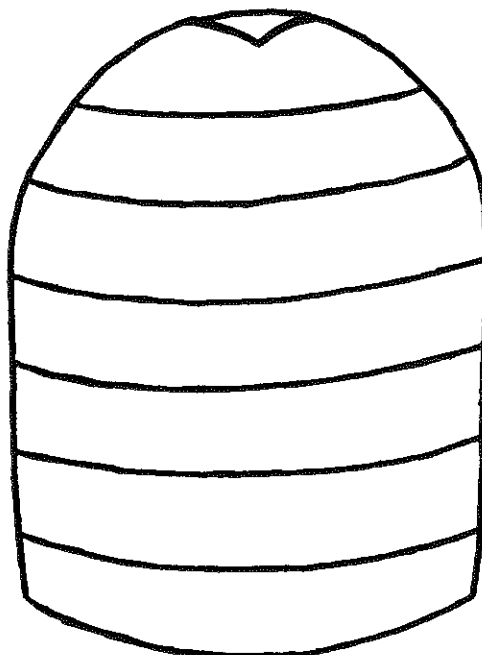
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SWAGING — SMALL BOAT HARDWARE — COVERS
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DROPPING THE CHUTE — Crews spring into action hauling in spinnakers as four Scots head for the mark during the second elimination race of the Mid-Winter regatta. Included in this crowd are skippers Ted Glass

of Mt. Vernon, Ill., (1890), Dirk Lundquist of Pensacola (2053) and Bill Ewing of Metropolis, Ill., (1961).

Lundquist wins chilly Warm-Up

Cold weather in Pensacola helped keep the fleet to 22 boats for the Mid-Winter Warm-Up Regatta, but it didn't reduce the intensity of the competition as Dirk Lundquist of Pensacola sailed to a win in the last race for the championship. Only $2\frac{1}{4}$ points separated the first four finishers.

Lundquist, with a fourth and a sixth in the first two races on Feb. 17, went into the final race the next day tied for third place. But he jumped ahead near the start of the third race and widened his lead to more than a minute by the end. He sailed the 4.95-mile course in the last race in one hour, two minutes and three seconds in 12-14 knot winds.

John Murray won the first race of the regatta and finished second to Lundquist in the final race for a second overall. However, a ninth place finish in the second race gave Murray $11\frac{3}{4}$ points, one behind Lundquist.

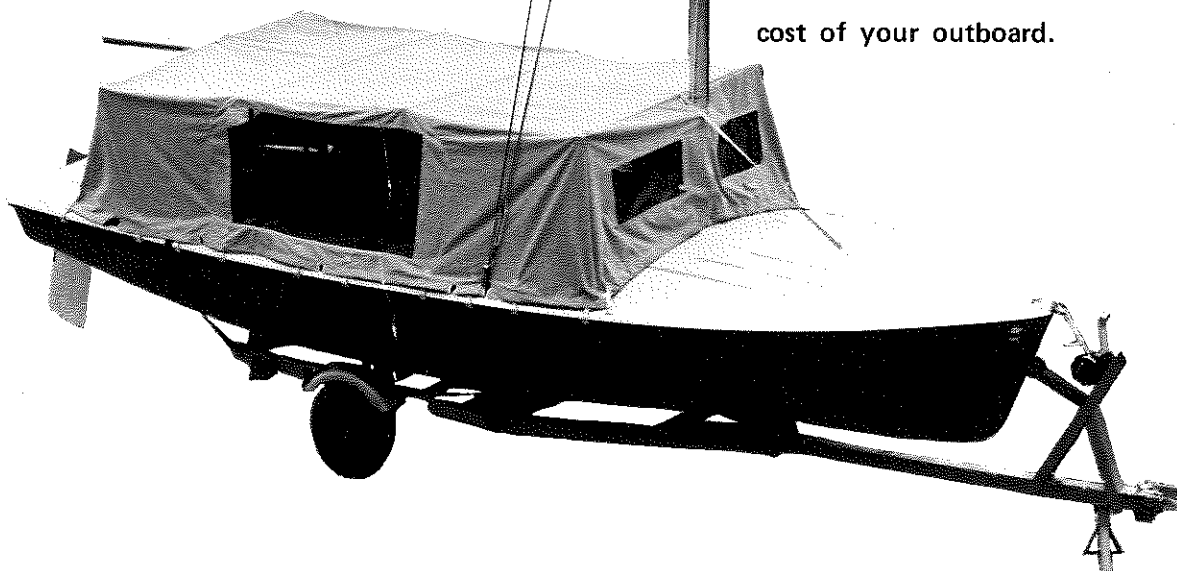
Bill Wiseloge of Panama City, Fla., was the leader after the first day, but a fifth in the final race dropped him to third. Defending champion Doug Sansom of Pensacola was fourth this year. Wiseloge and Sansom, however, were the only skippers to finish in the top five in all three races.

Jesse Borthwick of Pensacola captured the second race, but a 14th-place finish in the first race dropped him to sixth overall.

Results for the first five finishers were:

Skipper	Sail No.	1	2	3	Total
Dirk Lundquist ..	2053	4	6	$\frac{3}{4}$	$10\frac{3}{4}$
John Murray	GYA 70	$\frac{3}{4}$	9	2	$11\frac{3}{4}$
Bill Wiseloge	GYA 66	3	4	5	12
Doug Sansom	2050	5	5	3	13
Bob Whitehurst ..	GYA 11	10	2	4	16

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Stieffel, Chapman take victories at Sugar Bowl Regatta

By Larry Taggart
Fleet 96

Rough water and strong winds didn't keep a number of Flying Scots from sailing in the Sugar Bowl Regatta, sponsored by the New Orleans Mid-Winter Sports Association, Dec. 30-31.

Eight boats were entered in the Gulf Yachting Association's Race of Champions and 12 in the open Flying Scot class at the event hosted this year by the Southern Yacht Club (SYC).

Winds reached an estimated 40 m.p.h. Saturday during the second race when one boat was dismasted and at least one other capsized.

The Race of Champions is a three-race series in which each participating GYA club is represented by a single skipper sailing his club's boat. Winners on the SYC course were Woody Stieffel of the Bay-Waveland Yacht Club, first; Frank Klienschrodt of Mobile's Buccaneer Yacht Club, second, and John McGowan of Jackson Yacht Club, third.

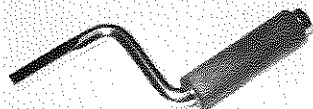
The open Scot class, which sailed on the New Orleans Yacht Club course, was won by Harry Chapman of Bay-Waveland and SYC. Darrell Higgins of SYC finished second and SYC Commodore Herbert O'Donnell was third.

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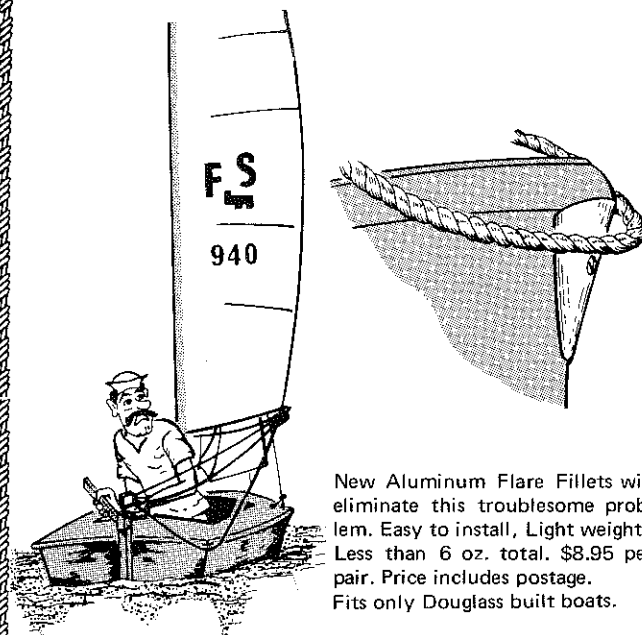
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- 47-EGG HARBOR, WISCONSIN-Green Bay
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