

SCOTS

n' water

AUGUST, 1975

VOLUME XVII

NUMBER 8

**Southern Yacht Club's "Patrol II"
starts fleet of Scots in light air.**



FSSA Welcomes New Fleet — page 3

Defending NAC Champ Shows Rigging — Pages 6 and 7

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Pensacola, Fla. 32503

NAC Schedule

Friday, Aug. 8

Registration — Until 6 p.m.,
Sunday, Aug. 10
Measurement begins, Continuing
through Sunday evening

Saturday, Aug. 9

Junior NAC Begins
2:30 p.m. — First Race

Sunday, Aug. 10

10:30 a.m. — Second Race
2:30 p.m. — Third and Final Race,
Junior NAC
Evening — "Mixer" Cocktail Party

Monday, Aug. 11

Elimination Series begins
10:30 a.m. — First Race
2:30 p.m. — Second Race
Evening — Board of Governors
Dinner and Meeting

Tuesday, Aug. 12

10:30 a.m. — Third and Final Race
of Elimination Series
Afternoon — Make-up Race, if
needed; Sightseeing Tour
8:00 p.m. — Annual Meeting

Wednesday, Aug. 13

10:30 a.m. — First Race in
Championship and Challenger
Series
2:30 p.m. — Second Race

Thursday, Aug. 14

10:30 a.m. — Third NAC Race
2:30 p.m. — Fourth Race
Evening — Dockside Beer Bust

Friday, Aug. 15

10:30 a.m. — Final NAC Race
Evening — Awards Dinner and
Dance

Letters To The Editor, Scots

Dear Flying Scots,

Southern Yacht Club, host for the Flying Scot 1975 North American Championship Regatta, has a sailing heritage dating back to the first race, Aug. 6, 1849. Sailing conditions on Lake Pontchartrain in summer present a real challenge to the racing sailor. Some of you may have experienced all of her moods in one race. SYC can promise nothing on behalf of the Lake, but we guarantee a good time at the Regatta.

Larry Taggart

Dear Flying Scot Sailor,

This letter is to announce the sale of Customflex, Inc. to Terry Kilpatrick, its former manager as of June 1, 1975.

Hopefully, its new owner will continue the service and quality which was its trademark since 1955. The business was sold to Terry because of my relative youth, continuing good health, increased prosperity, and the desire to do more sailing with the finest group of folks who ever bent a rudder blade.

I wish to thank the Scot class for the enjoyable opportunity to serve them for the last 20 years as a builder and to warn each of you that relinquishing this responsibility will tend to make me even meaner on the race course.

With warm regards,
Vince Di Maio (Scot #2686)

Dear Editor,

My crew and I developed an easy method of removing and replacing the Scot centerboard which may interest other owners.

To remove the board, loosen the wire rope that raises the board and tie a line on the roller shaft. Remove the boom from the mast fitting, and lay it on the deck. Tie the gooseneck to the main halyard and the line on the centerboard to the boom directly over the board. While one person cranks the main halyard winch, somebody else lifts the after end of the boom, keeping the boom level.

Watch the winch; it has a fair amount of force and does not pull like a sail. The lift on the end of the boom is about 25 pounds; the winch does the work. Replacing is done in a similar manner.

R. A. Berg

SCOTS N' WATER

Secretary Sez:

FSSA Welcomes New Fleet 112

By HAL MARCUS

Our national magazine ads read "111 Active Fleets." Copy will be changed to "112 Active Fleets," adding a fleet in new territory for Flying Scots. Early this summer, we received a call from GENE JONES, a sailboat dealer in Cordova, Tenn., suburb of Memphis. Gene had arranged for a demonstration of the Flying Scot and wanted to know how to start a Flying Scot Fleet.

He ordered and sold the required three Scots. Everything is in order, and Fleet 112 is assigned to the Gulf District, where they want to sail against our New Orleans fleets as much as possible.

Their home club is the River City Sailing Association which sails on Arkabutla Lake, Miss. Charter members of Fleet 112 are GEORGE STEFFENS (FS 2696), KIP MILLER (FS 2698) and GENE JONES (FS 2699). They want to be known as the "River City Scots."

We hear from BRUCE BJORKE (FS 2189) that he is trying to start a new fleet in Rugby, N.D. We will keep you advised of Bruce's progress.

Remember, to start a new fleet, round up at least three Active FSSA members and notify this office — P.O. Box 2488, Pensacola, Fla. 32503. We will take it from there.

Each year, you may hold elections and choose a Fleet Captain and Fleet Secretary. You must be an active member of your fleet and FSSA to hold office.

DOUGLASS ADDS TO 'SILVER'

SANDY DOUGLASS writes us that the Mary Douglass Trophy is being engraved, "For the highest scoring family, mixed or all-girl crew in the North American Championships."

Sandy hopes the trophy (a handsome hand-made pewter ice bucket or humidor) will encourage female participation. He is working on a "Deed of Gift" spelling out the rules for qualification; i.e., a female skipper would out rank a male skipper and female crew.

Many thanks to Sandy for the addition to our "silver" in New Orleans.

TWO LINES ON ONE MYSTERY SCOT

Both MARY AMMANN of the Gordon Douglass Boat Co., Inc. and AMY JAMISON of McKeesport, Penn. submitted the name of PHILIP MUELLER as the owner of Mystery Scot 2152. Mr. Mueller, who sails on Lake Arthur, has been asked to join FSSA. When he does, both Mary and Amy will receive a lapel pin prize. We usually award only one prize for Mystery Scots, but these replies come so close together, we felt dual awards were fair.

Since FS 2152 is no longer a mystery, we are

removing it from our list. New MYSTERY SCOTS for this month are 720, 747 and 766. Our complete list of MYSTERY SCOTS to date follows.

MYSTERY SCOTS

21	212	432	644	766	1324	1573	1707	2131
106	327	508	651	1021	1419	1610	1716	2204
131	421	527	720	1028	1457	1617	1723	2216
146	425	546	747	1321	1547	1623	2124	2223

This contest has no deadline or ending date. When you spot a Flying Scot on the MYSTERY SCOT list, introduce yourself to the owner. Talk with him about joining FSSA, describing the advantages of being a member with added resale value, fellowship and sailing fun, as examples.

Send the owner's name and address to your FSSA office — P.O. Box 2488, Pensacola, Fla. 32503.

CHEVRON CITY

It is time to pack up and head for New Orleans, the Crescent City, and Southern Yacht Club for our NAC. Perhaps Southern Yacht Club should be named "Chevron City" because we expect to see red chevrons won in District Regattas on lots of sails. We hope everyone who plans to attend has already registered, both with the Ramada Inn and Southern Yacht Club.

Caveat Emptor

(If you've got a Flying Scot or Scot equipment to sell, we'll be glad to advertise it in SCOTS N' WATER. The charge is \$5 for each insertion, and the deadline is the 15th of the month prior to the month of publication. Send copy to Cathy Quinn, SCOTS N' WATER, 8721 Silverhill Lane, Austin, Tx. 78759 and checks to Hal Marcus, P.O. Box 2488, Pensacola, Fla. 32503.)

FS 875—Douglass — Blue hull with white deck and black boot — Ulmer suit — New Schreck main and spinnaker — whisker pole — Motor bracket — Anchor — Sterling tilt trailer — Lifting bridle — Cockpit cover — Inclinator, other extras — Excellent condition

Price: \$2,950

Allen G. Gunzelman, 4020 Wilkinson Rd., Havre de Grace, Md. 21078. Telephone: 301/836-2721.

SAILS—Lightly used suit — Schreck main and jib — \$150 for both. ¾ oz. Hard spinnaker — \$80.55

Ed Stein — 90 Armour St., Long Beach, N.Y. 11561. Telephone: 516/889-8767.

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Vince DiMaio, 1807 Palmwood Ave., Toledo, Ohio 43607. Telephone: 419/535-1935.

FS 1246—Dry sailed — Green Hull — Main — Jib — Spin — Gear — Compass — Trailer — Cover — Good condition. Purchased larger cruising boat. OFFERS

Please Call: Art Ruditzdy, c/o Dun & Bradstreet, Inc. 14500 NE 6th Ave., N. Miami, Fla. 33161. Telephone: 305/945-1811.

FS 2492—Douglass — Dry sailed — White hull, Red boot stripe, blue bottom — Bowers main, jib, spinnaker and spinnaker gear, Trailer. Excellent racing record — 1974 Fleet Champion. Everything in excellent condition. James Stone, 2500 W 54th St., Minneapolis, Minn. 55410. Telephone: 612/920-6893.

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Not a careless claim, but a fact. Murphy & Nye's powered the Scot National Champion in '73 and the top boat in '74. During the winter we did our homework, and now you can have exact duplicates of the Championship sails *and* a concise guide that will help you use them. Contact any Murphy & Nye loft to place an order.

Our Prices: Main \$ 250
 Jib \$ 115
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Windows included. Allow 2-3 weeks for delivery. Send 50% deposit with the order.

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Clearwater, Florida 33515
Phone: 813/441-4731

216 Eastern Ave.
Annapolis, Maryland 21403
Phone: 301/263-3261

12840 E. Jefferson Ave.
Detroit, Michigan 48215
Phone: 313/822-7900

Sandy Sez:

The article by Tom Norris, POINTERS ON WEEK-END CRUISING (June, SCOTS N' WATER) brings out some interesting ideas, among them that the Flying Scot is a great boat for overnighing as well as racing, and that in some ways she is more comfortable for this than is the small cabin boat. At the least, she has more head room. I don't accept Tom's statement about the impossibility of sleeping on the floor, and I'm sure there are many who will say that it's not bad at all with an air mattress and sleeping bag.

Lest it give the wrong dope to others, I do want to correct a mis-statement about how to moor the Scot. Tom must be thinking of boats which have the mast stepped through the deck and onto the keel, the mast being braced by the deck and mast partners. Do not moor or tow the Scot by a line around the mast. The mast is designed for compression, not for shear, and the step is held by only two screws. The bowplate is the mooring eye, a husky bronze casting secured by four husky screws and six stainless steel bolts.

The bowplate also is intended for securing a tow line. In towing another boat, run its bow line forward,

Eric's New Jiffy Mast Raising Hinge

New mast raising hinge made by Kenyon Marine. Rugged, strong, all stainless steel. Used by Gordon Douglass Boat Co., mounted as an option on new Scots when requested by buyer. Easily installed on any Douglass Scot with only 4 screws (supplied) on deck behind mast step. Mast butt is NOT cut to accept pin. Simple instructions included. Please send* \$16.40 per hinge (\$16/hinge, 40c postage). Buyers in Mass. add 48c sales tax. 15% discount to fleets and clubs prepaying for 12 or more units ordered at same time. (12 hinges send \$156.70; \$154.70/hinges, \$2/postage).* Money back guarantee.

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131 sq. ft. "storn" sails of 5 oz. Bainbridge Dacron are popular with those who hate to roller reef and want easier control in heavy weather, or when they sail alone. Carefully designed to use same sheet blocks and provide same fine balance in handling the Scot as with the full size sails. Ideal for youngsters, too — little sails for little muscles. Main and jib \$253.00 plus postage. Numbers extra. Money back guarantee if returned 7 days after you receive them.* Battens, bag included, of course.

Double-ended Halyard Winch Crank

Made of same aluminum alloy, with same shape and same breaking strength, by same mfg. as Douglass' crank. BUT EACH END is square and longer, thus allowing one to file another full-length square on each end if the original square is broken off. Prices include postage. 1—\$1.91, 2—\$3.74, 3—\$5.57.

Beginner's Sailing Primer

Beginners learn to sail quickly and easily with authoritative 16-pg. booklet, "A Minimum Sailing Primer." Camps, clubs, sailing schools, sailboat mfgs buy in quantity year after year. (Over 92,000 sold to date.) 7 sections explain all fundamentals. Easy-to-understand text, simple diagrams. Basic sailing terms all carefully explained, Flying Scot boat nomenclature, a glossary, 15 safety precautions. Quantity prices on request. Single copy 60c, incl. postage.*

*For prompt mailing, please send your check to:

J. C. Jones, III, 56 Hawes St., Brookline, Mass. 02146.

June Issue Prompts Comments

inside the main shroud, and secure it to your bowplate, thus transferring the strain directly to your own towing line. The cleats, winches and stern mooring rings are not designed for the sort of strains which might develop, especially if a long line of boats should form behind you.

CHANGES and CENTERBOARDS

The June issue also contains a number of important and revealing statements which everyone should re-read and remember. I refer to the comments by Commodore Ted Glass, Art Ellis and Rick Grajirena.

The Commodore's excellently written essay emphasizes the importance of the Scot's priceless and nearly unique one-design character. The inexperienced do not realize how easy it is to let slip this quality through the making of well-intentioned minor changes, but the veteran knows that once lost it never can be regained. I'm very happy to find that more and more experts are coming around to a realization of the value of one-design competition, and that the Flying Scot's one-design reputation is spreading over the country.

Art Ellis points out that the Scot's centerboard is smaller than might be ideal under some circumstances. This is true, as most of us have known all along. In designing the boat I would have preferred a bigger

board. But 1) I also wanted foot room for the skipper at the rear end of the trunk which a deeper board would have stolen; 2) I did not want a higher trunk than we have, thinking of the crew's problem in stepping over it; and 3) I wanted reasonably shallow draft. The compromises gave us what we have; and for one-design Flying Scot racing, it is more than adequate. It means, as most of us know, that the Scot does not flourish on pinching to windward, that she needs to be given a good full and bye, and that it often does not pay to try to carry the spinnaker on a very close reach. Art Ellis discovered this very quickly — but that is why he is such a good sailor.

And Rick Grajirena? Rick discovered and, obviously put into practice, one of the basic tools for sailing the Flying Scot — something I have yakked about and written about all these years. Rick, good sailor that he is, discovered in minutes what some never will.

"The first thing we learned about sailing the Flying Scot was the need for the skipper to trim the mainsail constantly when sailing upwind. — It is very important to ease the mainsail slightly in the puffs and trim it back again after the puff in order to keep pointing high and moving."

SANDY DOUGLASS

**WHEN THE GOING GETS TOUGH,
THE WINNERS GO
NORTH!**



1975 Midwinter Championship — 1st

For information: Call Dave Peterson collect (714) 224-2424

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San Diego, Ca. 92106

Rigging Tips

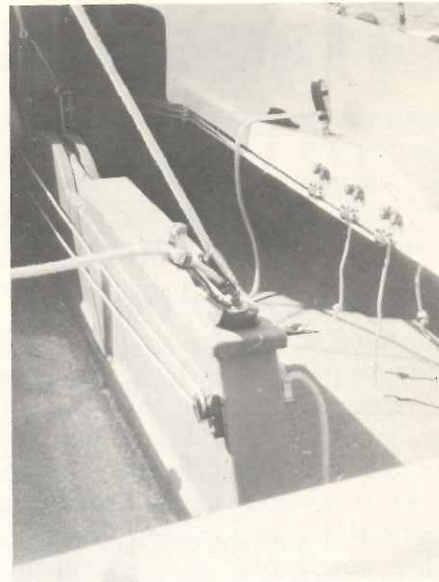
Here are some clarifications on some of the rigging suggestions made in my article which appeared in SCOTS N' WATER last winter. Since then, I have received many letters asking for more detailed information, and I have come across a working model of the Pocket Instamatic camera.

Picture #1 shows a cockpit view of Dave Pryor's new boat which is rigged much like my own. In the upper right corner of the picture is the inboard-lead sheeting system which cleats on the seat. It combines the convenience of leeward cleating with the supposed pointing advantage of inboard sheeting. The three cleats along the coaming of the seat are for dual-lead control of (from front to back) the pole lift, cunningham, and boom vang. On the port side of the centerboard trunk is the spinnaker halyard cleat. The single-ended halyard comes aft along the trunk, through the Harken cheek block, and then returns forward to a clothesline take-up reel. The reel (a Cordomatic CR-40) eliminates spaghetti in the bottom of the boat, prevents halyard foul-ups, and puts an end to dropping the spinnaker in the water (because of the slight back-tension on the halyard caused by the reel). On the starboard side of the trunk is the centerboard cleat (metal teeth cam, FICO NF 450). When we round the weather mark, the skipper puts the tiller between his legs to steer, and pulls up the spinnaker and the centerboard, freeing the crew to set the pole and trim the spinnaker and jib.

Picture #2 shows the port side deck. Note the clean hiking areas for both skipper and crew. The chainplate is taped and FICO guy hooks are used along with a vertical cam cleat for the spinnaker guy.

An under-deck view looking forward is shown in picture #3. This shows how the dual-lead controls are achieved, cleanly and simply. The bottom tackle is for the vang. Note how the anchor is stored by using the forward end of the centerboard trunk as a jamb between the flukes of the anchor. Picture #4 is looking aft from under the deck and shows the turning blocks (Harken bullet blocks) for the cunningham and pole lift (the lines come down through the deck and then forward as shown in the preceding picture). This shot also gives a better view of the spinnaker halyard reel set-up.

Picture #5 shows the cunningham tackle and the pole lift. The topping lift downhaul is shock cord allowing one hand attachment to the pole. Picture #6 captures the western shoreline of Portage Lake as well as a quick and simple boom vang hook-up, the outhaul tackle and another view of the cunningham arrangement. Picture #7 is of the outboard end of the boom. The cheek block used here is a Star Marine SM 142 (Kenyon is the parent company). We get to



ONE



In Words and

By Tom Ehman

Defending NAC Champions

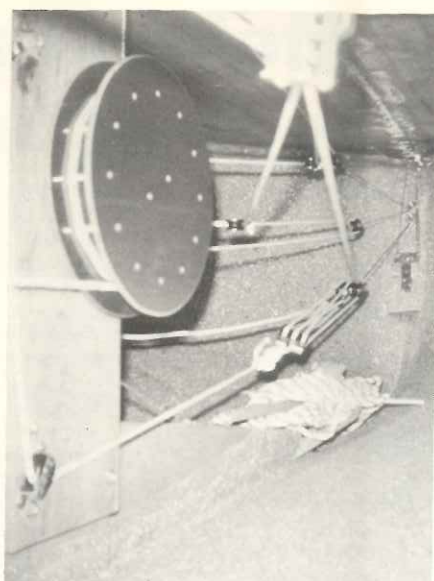
the rear of things in picture #8 showing the wire extender (which eliminates the need for about 3 feet of mainsheet and helps cut down on rudder head tangle) and the rudder locking pin (a Sunfish "horizontal hinge pin"). Caution: to prevent swelling in the cheeks, be sure to epoxy around and inside the pinning hole. Picture #8 captures only a portion of the legal 12 foot rudder blade.

The last picture (#9) blows the lid on a joke which we have foisted on unsuspecting individuals at the past two NACs. The cardboard tube pictured on the left is, of course, not a spinnaker launcher but rather a storage "bag" for the jib. Using either a tube or a bag like the one pictured in the middle of picture #9 prevents breakdown of the very stiff "yarn tempered" cloth which is currently used in building jibs by many sailmakers. Rolling the jib up as pictured also helps avoid creasing the rather delicate window material. The black marks on the jib sheets are trimming marks used for relative sail trim while beating.

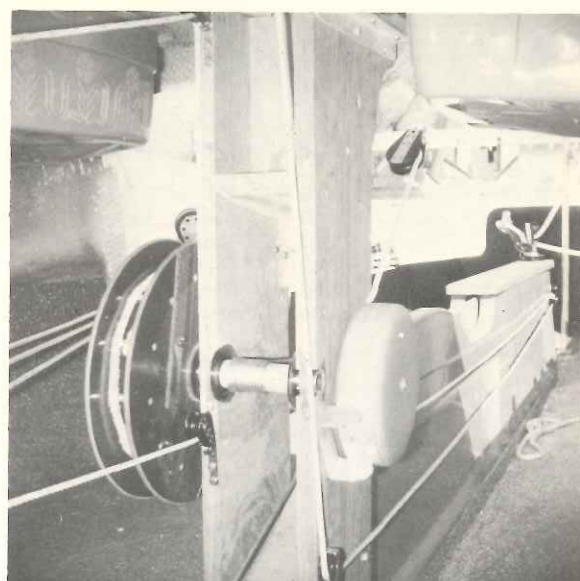
I hope this clears up most of the questions regarding my earlier article. If any remain, by all means write me and I'll try to help out.



TWO



THREE



FOUR

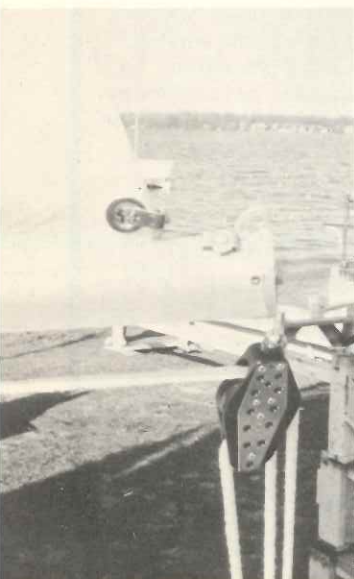
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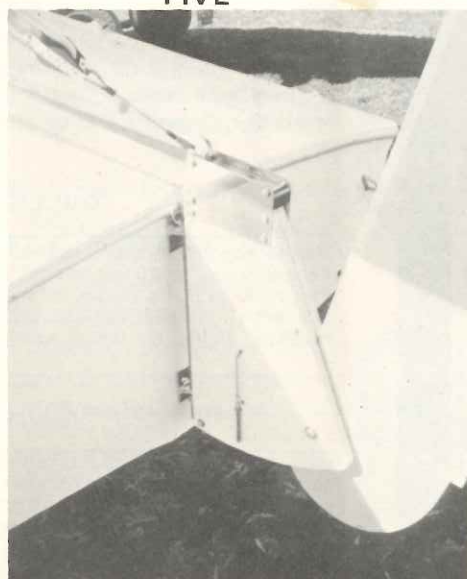
FIVE



SIX



SEVEN



EIGHT

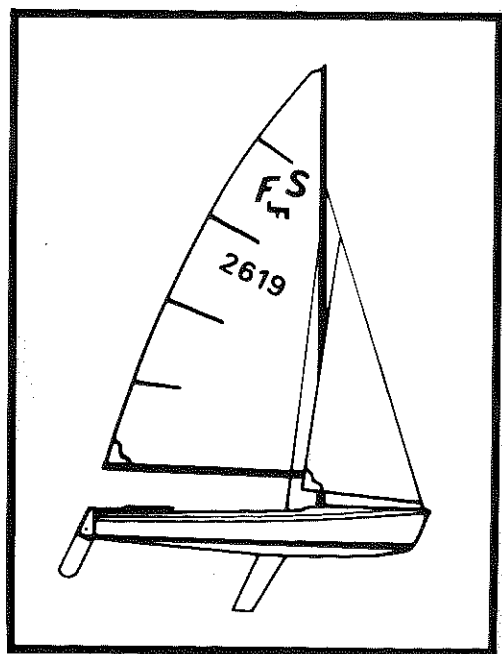


NINE

AUGUST, 1975

New FSSA Members

FS#	Dist.	Fleet	Name	Address	City	State	Zip
218	NE		James Clinton	6 Parker AVE	Cohasset	MA	02025
348	M-O		John W. Gyr	R R 3	Brighton	MI	48116
777	CAP	6	Thomas D. Murphy	3116-F Wallford DR	Baltimore	MD	21222
1006	GNV	10	David L. Miller	88 Lake AVE	Center Moriches	NY	11934
1280	CAR	27	George F. Kirkland	913 Lamond	Durham	NC	27701
1357	NYL	43	E. M. Owens	Hunt Lane	Fayetteville	NY	13066
1426	TX	66	Henry S. Kleespies, Jr.	3140 Rosedale DR	Port Arthur	TX	77640
1467	NYL	104	Frank Belknap	11 Dewline RD	Liverpool	NY	13088
1520	TX		J. L. Harmon	310 N. Willis, #220	Abilene	TX	79603
1597	MID	25	Donald Crysdale	2800 E. Edgewood AVE	Milwaukee	WI	53211
1972	M-O	20	E. K. Henrickson	2893 Eisenhower PKY	Ann Arbor	MI	48104
2022	GNV		Robert Rung	12 Oakland DR	Montvale	NJ	07645
2056	MID	68	William Platt	4800 McKenna RD	Monona	WI	53716
2152	CAP		Philip A. Mueller	600 McGovern Blvd., RD 3	Coraopolis	PA	15108
2168	GF	85	Henry M. Mullins	3549 Royal Crest DR	Montgomery	AL	36109
2385	M-O	41	John O'Donnell	1051 Walbridge DR	East Lansing	MI	48823
2402	M-O		Robert L. Davis	9125 McGregor RD	Pinckney	MI	48169
2557	MID		Burton F. Homsher	5706 Tomahawk Trail	Fort Wayne	IN	46804
2592	MID		Dennis A. Elmer	1650 Algoma Blvd.	Oshkosh	WI	54901
2602	CAP	6	Timothy Janeway	119 Berwyn RD	Pittsburgh	PA	15237
2611	GS	111	Peter R. Conda	109 Spruell Springs RD	Atlanta	GA	30342
2624	CAP		Robert E. Wales	1416 Bolton ST	Baltimore	MD	21217
2644	GNV		Gilbert Turk	Box 529	Mantoloking	NJ	08738
2687	OH		Jim Shroyer	333 Maywinn RD	Defiance	OH	43512
2688	GNV	7	George C. Brown	310 E. 71st ST	New York	NY	10021
2691	CAR		Lee Cannon	2105 Dartmouth PL	Charlotte	NC	28207
2693	MID	107	Donald C. McKee	4 Butte Des Morts CT	Appleton	WI	54911
2696	GF	112	George Steffens	41 S. Century	Memphis	TN	38111
2698	GF	112	Kip Miller	4929 Biscoe RD	Memphis	TN	38122
2699	GF	112	Gene Jones	8500 Karlstad	Cordova	TN	38018



FLYING SCOT PLAQUE

Now you can have your own personalized Flying Scot design plaque with your number on the sail.

These beautiful plaques consist of an anodized aluminum panel, flawlessly finished with the image of your boat sealed under a clear, sapphire hard anodized surface. This image is guaranteed never to fade, chip, peel, rust, or corrode. The panel is then mounted to a solid American black walnut plaque. Together, the panel and walnut plaque create what we think will be one of your most prized sailing possessions. In fact, we guarantee your complete satisfaction or you may return the plaque for a complete and prompt refund.

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Please send _____ plaque(s) _____ size

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Please add \$1.50 ea. plaque for shipping.

MY BOAT NUMBER IS _____

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Hanselman Wins Midwest District

By KENNETH VOIGHT

Fritz Hanselman won his fourth Midwestern District Championship in five years at Milwaukee Yacht Club, July 12-13.

Defending champion Gertrude Godshalk finished second with Gary Kirkham, third. Adrian Dick and Ted Glass came on strong after the first race to finish fourth and fifth, respectively.

Thirty-one skippers representing nine different fleets competed in the regatta which was blessed with sunny skies and N to NE winds ranging from 5 to 15 knots.

MIDWEST DISTRICT CHAMPIONSHIP RESULTS

Fritz Hanselman	1-1-6	7½
Gertrude Godshalk	3-5-1	8½
Gary Kirkham	2-3-5	10
Adrian Dick	11-2-2	15
Ted Glass	13-4-3	20
Joel Ungrodt	4-7-10	21
Don Ebarp	12-8-7	28
Bob Schneider	7-6-15	28
Bob MacKenzie	8-11-11	30
Paul Moore	9-16-8	33

Ungrodt Takes First Pioneer

Members of Fleet 107 at Neenah, Wis., were guests of Pioneer Harbor on Lake Winnebago, June 7-8, for the first Annual Pioneer Regatta.

The fleet sailed a 12 mile course from Neenah to Oshkosh in heavy winds on Saturday afternoon where they joined the Flying Scot sailors from Oshkosh and Fond du Lac.

Sunday, there were two additional races after which the skippers sailed or trailered back to Neenah. Fox River Marina, Inc., Douglass Flying Scot dealer in Oshkosh, presented a traveling trophy to Joel Ungrodt, Regatta champion.

The Top Ten boats were: first — Joel Ungrodt, Fond du Lac; second — Mary Dick, Neenah; third — Bruch Heyl, Appleton; fourth — Terry Schroeder, Fleet Captain, Neenah; fifth — Chuck Williams, Oshkosh; sixth — Tom Tollette, Appleton; seventh — Ron Hansen, Appleton; eighth — Chuck Sauter, Fleet Secretary, Appleton; ninth — Finn Gunderson, Appleton; and tenth — Thomas McKenzie, Menasha.

FLYING SCOT BUILDERS

Gordon Douglass Boat Co., Inc.
Route 4, Drawer AB
Oakland, Maryland 21550

Customflex, Inc.
1817 Palmwood Ave.
Toledo, Ohio 43607

Ranger Boat Company
Kent, Washington 90831

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1817 PALMWOOD AVENUE
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SUPER SCOT

Customflex offers a limited edition Flying Scot specially equipped with the following features:

1. Guaranteed minimum weight — 675 lbs.
2. Dacron centerboard gasket
3. 3:1 Remore main outhaul
4. Harken mainsheet blocks
5. Harken jib deck ratchet blocks
6. 6:1 Cunningham adjustment with dual leads
8. Universal joint on tiller extension
9. Maximum Length rudder blade
10. Rudder blade hold down pin
11. Rudder held traveller extension
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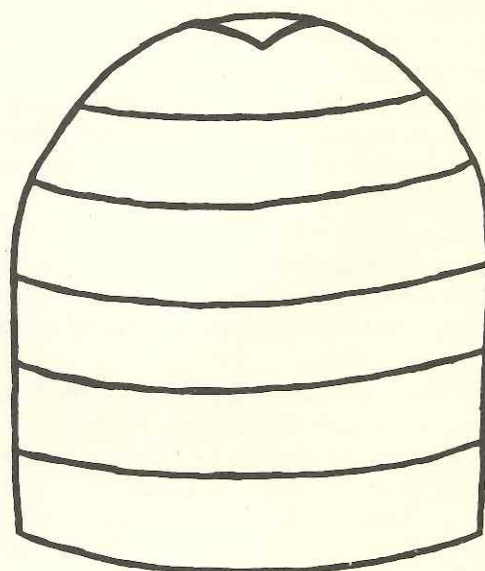
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Aug. 2-3 — SAYRA Open Regatta, Wrightsville, N.C.

Aug. 8-10 — South Atlantic YRA Championships, Augusta, S.C.

Aug. 9-10 — Downtown Toledo River Front Regatta, Toledo, Ohio

Aug. 11-15 — Flying Scot North American Championships, Southern Yacht Club, New Orleans.

Aug. 16-17 — Wayzata Yacht Club Flying Scot Invitational, Minneapolis, Minn.

Aug. 16-17 — 69th Annual Ephraim Regatta, Ephraim, Wis.

Aug. 23-24 — Class C and Flying Scott Regatta, Lake Monona Sailing Club, Madison, Wis.

Aug. 29 — Annual Annapolis to Galesville Chesapeake Bay Race.

Aug. 30-31 — West River Sailing Club 46th Annual Regatta, Galesville, Md.

Aug. 30-31 — HRYC Invitational, High Rock Lake, N.C.

Aug. 30-31 — LNYC Invitational, Lake Norman, N.C.

Sept. 6-7 — Maumee River Yacht Club, Toledo, Ohio

Sept. 6-7 — Wolverine-Hoosier Hot Scot Regatta, Prairie Creek Lake, Muncie, Ind.

Sept. 6-7 — 10th Annual Walter Collier Regatta, Sailing Marina, Washington, D.C.

Sept. 6-7 — Harvest Moon Regatta, Atwood Yacht Club, Atwood Lake, Ohio.

Sept. 13-14 — President's Cup Regatta, Sailing Marina, Washington, D.C.

Sept. 20-21 — Michigan-Ontario District Championships, Huron-Portage Yacht Club, Pinckney, Mich.

Sept. 27-28 — Flying Scot Open House Regatta, Corinthian Sail Club, White Rock Lake, Dallas, Tex.

Oct. 4-5 — VISA Invitational, Smith Mountain Lake, Va.

Oct. 18-19 — Barefoot Sailing Club OPEN REGATTA, Lake Lanier, Atlanta, Ga.

Oct. 25-26 — CavOilCade Open Regatta, Lake Sabine, Port Arthur, Tex.

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