

# Scots n' Water

OFFICIAL PUBLICATION OF THE FLYING SCOT SAILING ASSOCIATION

VOLUME XXXII NUMBER 4, JULY/AUGUST 1990



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## DOMINATE MIDWINTERS

### THE FISHER TEAM

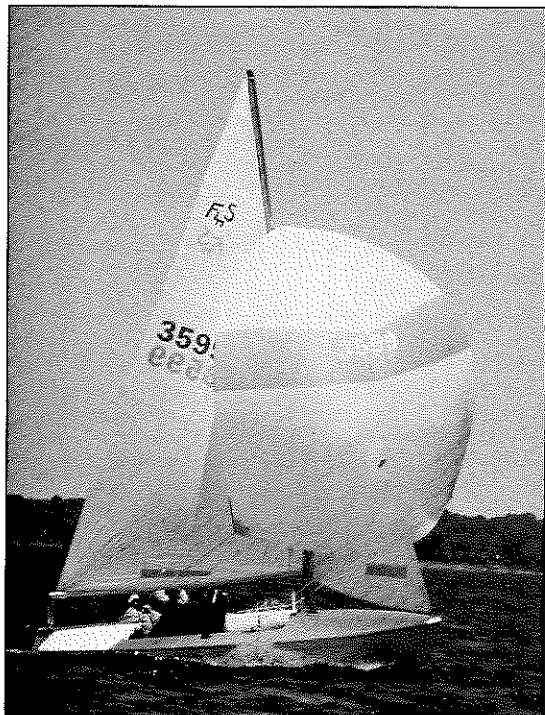
#### 1990 Flying Scot Midwinters

#### Championship Division

1st—Marc Eagan  
9 out of top 15 boats!

#### Challenger Division

1st—Pat Manicchia  
14 out of top 15 boats!



Marc Eagan won the Championship Division at the 1990 Flying Scot Midwinters!

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**Pat Manicchia** was the winner in the Challenger Division in his first regatta with Fisher Sails. Again, four out of the six races were won by boats with Fisher Sails!

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Pat Manicchia sailed to victory in the Challenger Division, his first regatta with Fisher Sails!

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## PRESIDENT

Lawrence W. Taggart, Jr.\*  
5809 Memphis St.  
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(504) 482-7358

## FIRST VICE-PRESIDENT

Robert P. Mackenzie\*  
2309 W. Audubon Dr.  
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(317) 284-0971

## SECOND VICE-PRESIDENT

Bernard A. Knight\*  
15999 Quiet Oak Rd.  
Chesterfield, MO 63017  
(314) 532-9410

## COMMODORE

E. Paul Moore, Jr.\*  
317 Country Club Drive  
Ballwin, MO 63011  
(314) 227-6700

## SECRETARY

Jack T. Orr  
P.O. Box 3533  
Danbury, CT 06813  
(203) 748-1991

## IMMEDIATE PAST COMMODORE

Jack F. Stewart\*  
88 Overlook Dr.  
Alliance, OH 44601  
(216) 823-7885

## TREASURER

Thomas C. Hudson  
986 Haas Ave. N.E.  
Palm Bay, FL 32907  
(407) 725-3008

## MEASURER

Robert H. Murdock  
1404 Oakland Ave.  
Durham, NC 27705  
(919) 286-0093

## DESIGNER

Gordon Douglass  
P.O. Box 245  
Edgewood, NM 87015  
(505) 281-9395

## EXECUTIVE SECRETARY

Ed Eubanks  
3008 Millwood Avenue  
Columbia, SC 29205  
(803) 252-5646

\* Denotes Executive Committee Members

## Scots n' Water

COVER: 1990 Midwinters  
(Ed Eubanks, Photo)

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## Scots n' Water

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**EDITOR:** Paul Nickerson, 12665 Webster Road, Strongsville, OH 44136, H: (216) 238-9378 **LAYOUT DESIGN:** Nancy H. Cooper.

# NEWS AROUND THE FSSA

## Scot Cruising

The Chesapeake Cruise is fast approaching with the deadline for this issue. It currently looks like we'll have about 15 boats participating and its should be a great time. Look for a complete report in the next issue of **Scots n' Water** but meanwhile think about an area you would like to see for a 1991 cruise. If you have any thoughts on a future FSSA cruise please contact Paul Nickerson, Editor of **Scots n' Water**, and we'll get the trailers rolling.

## Enhance Your Regatta

A great way to help improve attendance at your regatta may be to incorporate a seminar before or during the regatta. A Friday, on the water seminar, may help improve competition for the weekend. These seminars should also help attract the less competitive sailor striving to improve.

At this year's Ohio District Championship, Fisher Sails sponsored such a seminar which had to be moved from the Hoover Reservoir to the Fisher sail loft when gale force winds whipped through the area. This still proved to be a great learning experience on sail shape and construction.

The Capitol District Championships on September 29 and 30 will be preceded on Friday, September 28th by an in the water sailing seminar. Final details are being ironed out as this goes to press but John Beery promises one of the top sailmakers or sailors in the class will be on hand. Details should be wrapped up by the time you receive this issue.

## Texas Roadrunner Revived

The Texas Road Runner Trophy will be awarded for cumulative scores in all qualifying Texas District regattas with five or more boats. The goal is to get more boats traveling in the district and developing better and larger fleets. To be eligible a boat must sail in at least two events. The final awards will be determined at the Wurstfest Regatta at Lake Canyon YC in New Braunfels, November 3-4. Congratulations to Bruce Moore as the newly elected Texas District Governor.

## New FSSA Directories Coming

Updated directories for the FSSA handbooks are now at press and should be in your hands shortly, if not already. Updates are also being done for the handbooks on all bylaws and specifications. If you have found an area which you think has errors or needs updating please bring it to the attention of FSSA president Larry Taggart.

## 1991 North American Championships

The Executive Committee of the FSSA has accepted a bid by Riverside Yacht Club and Fleet 7 to host the 1991 NAC. Sailing will be on Long Island Sound and the dates (to be confirmed) will be the week of July 21-26. This will be the sixth time the NAC has had hosted at Riverside so you can expect excellent organization and good racing conditions on the sound. Make plans now to attend!!

## Turkish Cruise Booking Up!

Response has been outstanding for the 1991 Turkish cruise (see **Scots n' Water** May/June 1990). Already 60 people have

signed up and we have had to move up to larger boats, all brand new Beneteaus. There is still room for crews on three 35 foot boats so book your reservations with Bob Vance today!

## Ode To The Executive Secretary

The Executive Secretary is a job needing grit.

Many could try it, but most wouldn't fit. Ed Eubanks stepped in while the job was in need,

And worked out fine service, our leaders to feed.

Our class he did nurture, even carried awhile,

Till members and leaders could work up a smile.

His office and staff changed from course to fine.

New owners were added, now your friends and mine.

The class is still growing and seems to be well,

But you, I, and Eubanks must continue to sell!

Editor: This poem was submitted by Paul Moore Jr. shortly before Ed's untimely death in May.

## FSSA 1991 TURKISH CRUISE

June 13-30, 1991

\_\_\_\_ We want a boat. There will be \_\_\_\_ of us.

\_\_\_\_ Deposit of \$ \_\_\_\_ is enclosed.

\_\_\_\_ I am qualified to sail a 30' boat.

\_\_\_\_ I want to join as a qualified skipper

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Address \_\_\_\_\_

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**RETURN COUPON TODAY TO: Bob Vance, 134 Indian Head Road, Riverside, CT 06878, (203) 637-3264 or (212) 349-1632. FIRST COME FIRST SERVED!**

# J. EDGAR EUBANKS

## A Friend — A Professional

J. Edgar Eubanks, 52, of 3727 Linwood Road died May 4, 1990.

Born in Spartanburg, he was a son of Mrs. Sarah Brown Eubanks and the late Raymond C. Eubanks. He attended Wofford College, the U.S. Military Academy and the Army Engineers School at Fort Belvoir, Va. He served three years with the Air Force, having temporary duty in 14 foreign countries. He was formerly executive director of the South Carolina Oil Jobbers Association of Columbia and was previously engaged in radio and television sales and management in Spartanburg, Greenville, Asheville and Charlotte markets.

He was president and founder of J. Edgar Eubanks and Associates Association Management Services Inc., a general multiple association management firm providing all services required by trade and professional organizations. He has been in the association business for 19 years and managed the Diamond Core Drilling Manufacturers Assoc., the National Drilling Contractors Assoc., the Flying Scot Sailing Assoc., the National Association of Bankruptcy Trustees, the Industrial Diamond Assoc., the International Drilling Foundation, the South Carolina Speech Language and Hearing Assoc., the South Carolina Association of Convenience Stores, the South Carolina Defense Trial Attorneys' Assoc., the National Association of Decorative Fabric Distributors, the Academy of Dispensing Audiologists, the South Carolina C-Store/ Petroleum Marketers Expo and the North Carolina Association of Convenience Stores.

He was a member and past president of the National Oil Association Executives, a member of the Governor's Emergency Resources Planning Commission and the American Society of Association Executives. He was a past president of the South Carolina Society of Association Executives and the Institute of Association Management Companies.



**1937-1990**

He was past chairman of the Columbia College Board of Visitors and a member of the trustee board of the AMC Educational Foundation. He received the first annual Award of Merit for contributions to the association management profession and was the first active member of IAMC to receive the Distinguished Service Award.

He was a member of Shandon United Methodist Church and former chairman of the administrative board and the finance committee.

Surviving are his widow, Mrs. MaryAnn Smith Eubanks; son, John E. Eubanks, Jr. of Columbia, daughter, Miss Ann Louise Eubanks of Columbia; his mother of Spartanburg; and brothers, Raymond C. Jr. and C. David Eubanks, both of Spartanburg.

## I'll Not Forget Ed!

*Paul Moore*

Yesterday's mail included minutes of the business meetings at our Midwinters at Panama City in April. I thought the timing unusual in that I had learned of Ed Eubank's death the day before, talked with Mary Ann Eubanks that morning and here in my hands were the minutes Ed had taken. Ed was always timely and accurate when FSSA business was involved.

I met Ed at Lake Carlyle years ago at our first NAC. Ed had just started as our Executive Secretary. He was eager to learn about our class and supply us with quality administration, and that he did.

A very close relationship developed, not as an employer/employee, but as a friend and concerned member, leader and server.

Some of us remember when we were

broke and couldn't pay Ed for his work. Ed carried us for a few months until we got back on our feet.

This is only one of many occasions showing Ed's love of FSSA. He was proud to wear the patch on his blazer. He enjoyed learning to sail his Flying Scot with Ed, Jr. He enjoyed helping us through business meetings. He loved Flying Scot sailors and those of us that knew him loved him.

Our class gained by the contributions Ed made. I know that I gained having known Ed and his family.

My sympathies and prayers go to Mary Ann, Ann Louise and Ed, Jr. They are wonderful folks and will be okay.

My best wishes go to the staff at the association office. I am confident that you will carry on in fine fashion, we need you.

# OFFICERS AT WORK

The following was excerpted from the Minutes of the Board of Governors meeting at the Midwinters.

First Vice President Bob MacKenzie noted that he is working on updates to the bylaws and also amending the Fleet of the Year competition application form.

Second Vice President, Bernie Knight, presented a report on his activities which includes working up full details on the permanent trophies of the association, documenting them completely and noting who donated them and why. It was also noted that this information will be published in **Scots n' Water** and in the handbook and that he would also work on the criteria for the various championships such as Husband/Wife and Masters to eliminate any inconsistencies in the current rules of the competition.

The Treasurers report was presented by Cal Hudson and it appears at this time as though everything is very close to budget. Budgeted income for the FSSA is \$71,200 while expenses are projected at \$66,890. Since this is at midpoint of the fiscal year, figures at the NAC will better show the yearly figures.

The Measurement Committee report was presented by Measurer Bob Murdock. The number one issue of discussion was jib sheet cleating on the seats. After much discussion and the defeat of a motion to accept a system, there was an agreement that the Measurement Committee should study this to develop guidelines and that this would be presented to the Board at a later time.

Spinnaker cloth weight was also discussed and the following was proposed to be added to the specification: "Spinnaker cloth will be greigh goods weight of material which must have a minimum weight of 3/4 ounce per sailmaker's yard (28 1/2 by 36 inches). This means that uncoated weight of fabric must be 3/4 ounce or more per yard. Any spinnaker material that needs to be coated to bring it up to 3/4 ounce per yard will not be allowed in the construction of spinners."

Larry Taggart noted that the official plan used to have an asterisk under every item where the specifications were involved and he has requested that the Measurement Committee go back through the redrawn plan and replace these asterisks.

After a rather involved protest, appeal and Measurer's ruling over the jib tack shackle height, the Measurement Committee was asked to come back with a further study and how to prevent it in the future. (For the information of anyone replacing the Jib tack wire, please note the Official Plan as there is a minimum height at which the jib shackle must be above the deck. You are responsible for this and not the rigger who makes it.)

Under publicity it was noted that excellent articles had recently appeared in "American Sailor" and "Sail" magazine and an upcoming article in "Pennsylvania Boating" will also promote Flying Scots. It was also noted that a poster is being developed where four color photos will be used to show Scots cruising, racing, etc. and this will be sent to all fleets for posting in their clubs and all member interested may purchase a copy of this.

The International Race Committee reported that the 20% penalty will be used at the 1990 North American Championship. This will be recommended for the standard sailing instructions of the FSSA for the NAC at least. It was also noted that Appendix A of the USYRU regulations regarding the definition of amateur status be adopted by the FSSA. This notes that an amateur is a person who has not been paid for competition at least \$500 or has won prizes exceeding that amount. It was also recommended that the FSSA study a wind limitation to remove from the race committee the decision as to whether or not to race because of high winds.

Under class development, Larry Taggart announced that we are going to redesign the paid member sticker to include the logo with the date inside. It was noted that they will be a different color each year. I was also noted that we



would like to include a brief history of the Flying Scot Sailing Association in the handbook.

Discussion has been ongoing on increasing and distributing a governor's mailing fund. A motion was accepted that the governor's fund be increased to \$800 (from \$500) and to allocate these funds on a percentage basis, based on the total number of boats in each district. If these funds are unused by May 1, then the funds go back into the general fund and they can be re-allocated to those governors who use them. Camera ready copy may be sent to the FSSA headquarters for printing and mailing if funds are available.

It was agreed that at the Ladies NAC the ladies should at least be associate members unless their husbands had family memberships in which case they are already members.

# EDITORIAL: BUILDING FOR THE FUTURE

by Paul Nickerson

With the next issue of **Scots n' Water** I'll be wrapping up my third and final year as Editor. The last three years have gone very quickly at times and at other times they have been very slow. Nobody will understand the Editor's job until they try to put together an issue or two and I wish the next editor (undecided at this time) all the success in the world. He or she will be full of enthusiasm and new ideas.

The reason I write this editorial today is that it should reach everyone in the midst of their sailing season. What you are doing today is what this new editor will be covering in his first issue. By the next issue most of us will have our boats packed away for the winter and our sailing thoughts will start to hibernate. Publishing today's **Scots n' Water** still has a major problem of timeliness. In this issue you'll read about the Midwinter Championship and chances are it will not reach you until after the 1990 NAC. For an Editor who deals with live television this is a difficult fact to swallow. It still takes a minimum of one month from the time the last article is submitted for **Scots n' Water** until it reaches the reader. We have talked about more of a newsletter format that could be more timely but that too is not the final answer and would probably cost more to print and mail in the long run.

To continue to improve **Scots n' Water** in the future I believe we need more input from everyone in the FSSA. Each Fleet Captain is responsible for reporting individual fleet activities which may be of interest to other Scot sailors. This may be a great fleet social idea or the greatest regatta ever held. If your fleet is not represented, don't blame the Editor, blame your fleet. The same goes for each district.

Sometimes I get the feeling that our members have the notion that the FSSA is run by a bunch of professional sailors or administrators. In fact all of your officers work for free because of their love of sailing the Flying Scot and also have their

real jobs. We hire an Executive Secretary and office to maintain records, business and organization in the class as well as doing the layout, printing and mailing of **Scots n' Water**. There is an editor's stipend paid to help cover expenses out of his pocket and for the many hours spent, but the job is still done for the love of it.

You, the FSSA membership are the FSSA. The class needs your input whether it is writing articles or suggestions for **Scots n' Water**. Attending regattas and making each one a little bigger and better is part of your support of the FSSA. Help create or organize a new activity in the FSSA such as a local or national cruise. Building your local fleet is also an important way to support the FSSA. The best way to show how strong your fleet is to write about it in **Scots n' Water** or to take your act on the road to the NAC or other regattas. Invite a nearby fleet over for a weekend of sailing fun other than racing.

Today's world can be very fast paced, and the amount of information available to every sailor is phenomenal. There are publications from every organization within sailing. USYRU's American Sailor has gone from a four page newsletter to a 48 page full color magazine in about four years. The ILYA started it's own magazine last year which makes me assume other area yachting organizations have done or will do the same. I received a one year subscription (which has lasted three years) to a small publication for finishing in the top five at a regatta. I actually subscribe to one sailing magazine, which I believe is the best racing magazine and the only one with adequate support for centerboard sailors.

There are many good books about sailing and racing but you'll have to look hard to find them at a local bookstore. They never seem to make the top ten. There are some good books which can be ordered through USYRU and members can get discounts. You can now sub-

scribe to video newsletters or buy features on certain sailing events. Who knows where the next step in technology will take us. **Scots n' Water** to remain successful must represent the entire FSSA and truly be its personal publication. If you are relying on **Scots n' Water** to teach you how to sail or race then you'll be a long time learning in the back of the pack. One of the main goals of **Scots n' Water** is to show people how to enjoy their Flying Scot.

As editor one continually tries to come up with ideas to help the average member to participate. One of my great ideas (I thought) was to have write in participation such as boat names (which was John Beery's idea). Some of these got little or no response and they've faded due to minimal participation. One such participation request was for a highlight to the sailing season. I got one response.

In an effort to fill space in this issue I have written this long, boring and frustrating editorial just to see who would read it through to the end and possibly get motivated to help lead the FSSA into the future and support future editors of **Scots n' Water**. The FSSA is your organization and its strengths are in its membership and what each one of us does for the class.

1989

1st Lipton Cup - Seniors  
3 of top 4 Sobstad Spinn.  
1st Lipton Cup - Juniors  
3rd Mid Winters - Champ Div  
1st Southern Regional  
4 of top 5 boats



Way down south the living might  
be easy, but the racing is definitely  
**...FAST...**

**Pass Christian Yacht Club  
Wins Both Senior and Junior Lipton Regattas  
with Sobstad sails.**

In the South, Flying Scot activity is centered around inter-club competition, and the hottest series of the year is the Annual Lipton Regatta, held each Labor Day weekend. This is not your normal Flying Scot regatta. The competition is between the yacht clubs. When your club wins all club members can and do brag all year long. Each club has to field a different skipper for each of the four races. A crew can only sail in two races. With 24 clubs competing that means there are 96 different skippers and over 200 different crew members. A lot of these guys are very tough, with names that you recognize as past national, and mid-winter champions.

This year PCYC was determined to win and they went all out to do so. They wanted every advantage. Instead of going with the same old sailmaker they tried something different, Sobstad. The sails were faster in the club elimination series and they helped the Junior members win the Junior Lipton Regatta, held in Mid August.

Going into the Lipton Regatta, they knew that they were going fast and had fast sails, this confidence led them on to victory. Keep in mind that there were no Sobstad sailmakers on board, just club members. Wouldn't you like to have that kind of edge? Give us a call and find out what is so different about Sobstad and why we are the choice of the winners.

**Sobstad New Orleans**

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**(504) 283-4058**

*...find out what is so different about Sobstad and why we  
are the choice of the winners...*



# 1990 MIDWINTERS

by Greg Fisher

When the 1990 Midwinters was moved a week from its normal time, many held their breath, wondering just what kind of conditions they'd be sailing in at Panama City. Many racers were sure that it would be much lighter winds. Others were convinced it would blow even harder than the past. However, as it turned out, the breezes were near perfect, with "a little bit of everything" for the forty-nine boats competing. The first races were sailed in winds of near 25 mph, while the last race wound up as a near-drifter.

Marc Eagan, with seven year old son Marcus and Rene Dupaquier as crew, took Championship Division honors. After some difficulty in the heavy air of the first race and a seventh, they came back for bullets in the last three races to guarantee victory by a comfortable margin. Benz Faget, with crew Tom Baker and Karin Lorenz, was extremely consistent with no race worse than sixth to finish second overall. Dunkin McLane, with Steve Bellows and Libby Johnson started off extremely strong with a 1-3-1 to take the early regatta lead. However, as the air lightened scores of 5-23-7 in the last three races moved them back to third overall.

In the Challenger Division, Texans Pat Manicchia with crew Richard Wade, a top skipper in his own right, and Jeff Perna dominated by winning the first three races. Zane Yoder and crew Josh Dupree and Kevin Martin came on strong with victories in the last two races for sec-



ond overall. Bruce Moore, with Roland Foerster (Welcome Back!) and Megan Doren rounded out the top three.

The first race of the series was sailed in the seemingly more typical winds of the Midwinters and the heaviest of the series at 20 to 25 mph. In the championship fleet Benz Faget jumped to an early lead after a super start. He was caught and passed by Mel Wills who rounded the first mark with a twenty yard lead. Faget rounded second followed by Dunkin McLane, Jack Leipper and Ira Cohen. On the first reach, Wills extended his lead but lost slightly at the gybe. By the leeward mark, Faget was nearly overlapped with Wills and eventually passed Wills on the second weather leg. Near the top of the leg, Faget lost his hiking stick, and

was forced to steer from inside the boat on the seat and quickly fell back to fifth. Wills maintained his reclaimed lead until the last leeward mark, when his spinnaker washed out of the boat at the drop, and he was quickly passed by Cohen, who had gained and was nearly on his transom at the time of the mishap. Cohen led up the last weather leg until a 30 degree shift to the right brought McLane, Carpenter, and Jim Cavanagh into the top three followed by Cohen, Tommy Taggart and Benz Faget limping in for sixth.

In the Challenger Division an early lead by Ralph Rieu was lost when he flipped on the downwind leg. Manicchia grabbed his first bullet after a hotly contested race with Neil Glassberg. Glassberg wound up second followed by Bruce Moore, Joe Thorpe and Zane Yoder.

For the second race the wind dropped substantially and it swung around 180 degrees, blowing now from the North. Marc Eagan pegged a perfect start at the weather end of the line, and hit the first shift with good speed to work out to a tremendous lead on the right side of the course. Eagan lead at the weather mark by nearly a hundred yards, followed by Dunkin McLane. Eagan extended his lead on the reaches, to nearly 200 yards by the leeward mark. McLane held on to second until the second weather leg when FSSA President Larry Taggart nailed a shift back to the left while McLane was stuck on the right. Cohen,



(Continued on page 10)

## 1990 Midwinters

(Continued from page 9)

early in fourth, also was hurt by this shift dropping to seventh by the finish. Eagan won by a wide margin followed by Taggart, McLane, Faget, Eric Doyle, and Harry Carpenter.

In the Challenger Division a familiar battle between Manicchia and Glassberg developed again with the same results. Dan Goldberg sailed an excellent race for third followed by consistent sailing Bruce Moore and Ralph Rieu.

The third race was to prove to be one of the toughest tactically, as the wind was slowly phasing left, but a tremendous current favored the right. Eric Doyle chose

the right track upwind, working the right side and gaining the current advantage to round first with a good lead. Dunkin McLane, sailing extremely well, rounded second followed by Jerry and Sunshine Hartman. On the left side of the course, which wound up being the wrong place to be, Faget and Eagan were deeply buried. The first reach was extremely tight and definitely became difficult for a number of the competitors. Doyle sailed well, considering his crew of two. Faget rounded the mark back in the pack, but worked high and boat handled his way to an impressive fourth place at the gybe. On the

second reach there were some pretty good puffs blasting across St. Andrews Bay. Doyle, well out ahead, actually turned over, righted his boat, and still held on to second place! This slight break was all McLane needed and continued to extend his lead throughout the rest of the race to take his second bullet. However, the Doyle story continued to become more exciting. On the downwind leg, while in second place, he actually flipped a second time, again righting his boat, and went on to finish fourth in the race! Faget, sailing well in the increasing breeze, climbed back to second place but was hard challenged by Wills, who staged a spectacular comeback, nearly catching Faget at the finish for third.

In the Challenger Division, once again Manicchia blasted ahead to a good lead, followed by Ralph Rieu, Zane Yoder, and Hugh Malone. Bruce Moore, maintaining consistent finishes rounded out the top five.

The fourth race was sailed in one of the nicest breezes of the series out of the North 10 to 12 mph. Faget again pegged a perfect start at the pin end of the line, tacked and crossed all the fleet but Eagan, who started at the committee boat end and tacked right to nail a persistent right hand shift. Again his speed and tactics up the first bet brought him to the weather mark a hundred yards ahead of Mel Wills in second, followed by Cavanagh and Faget. Regatta leader McLane was in trouble back in the pack after a poor start and getting stuck on the left side. By the leeward mark Eagan had stretched his lead to 200 yards while Faget show excellent speed and handling on the tight second reach to sail into second place. On the second windward leg tricky shifts played with many of the boats. Carpenter and Doyle played the phasing perfectly to move up behind Eagan. McLane battled back to round the second windward mark in sixth. Eagan continued to stretch his lead at the end to seven minutes over Carpenter followed by Doyle, Faget and McLane.

In the Challengers Bruce Moore continued his consistency with the bullet followed by Chris Swenson, Neil Glassberg, Dan Goldberg, and Pat Manicchia, who was now in firm control with just two races to go with a throw-out. The next couple of positions were still up for grabs as Zane Yoder and Ralph Rieu needed six races to throw out finishes in the twenties.

(Continued on page 11)

### FINAL STANDINGS CHAMPIONSHIP DIVISION

Skipper/Crew	FS #	1	2	3	4	5	6	Total
1 Marc Eagan	3599	7	1	8	1	1	1	10
Marcus Eagan / Rene Dupaquier								
2 Benz Faget	GYA 101	6	4	2	4	2	3	15
Thomas Baker / Karin Lorenz								
3 Dunkin McLane	GYA 10	1	3	1	5	23	7	16.5
Steve Bellows / Libby Johnson								
4 Harry Carpenter	4653	2	6	10	2	6	4	20
Karen Carpenter / John Meredith								
5 Eric Doyle	GYA 36	22	5	4	3	3	5	20
Jack McManmon								
6 Pete Merrifield	GYA 97	20	15	6	8	4	2	35
Chuck Yarborough								
7 Mel Willis	4322	8	10	3	7	14	10	38
Ross Norburn / Ed Semans								
8 Ira Cohen	4343	4	7	5	11	13	15	40
Cathy Cohen / Sjoerd Vanderhorst								
9 Jerry Hartman	4140	9	12	7	6	26	8	42
Sunshine								
10 Larry Taggart	4510	12	2	15	18	9	11	49
Carrie Haydel / Charlotte Fisher								
11 Tommy Taggart	GYA 28	5	13	11	7	7	14	50
Chris Schrammel / Jane Champion								
12 Jimmy Ruthven	GYA 65	10	8	12	15	17	12	57
Jimmy Ruthven Jr. / Jerry Dees								
13 Mike Cullen	2741	11	9	14	9	15	24	58
Jack McClurkin / Harry Haack								
14 Jim Cavanagh	4499	3	23	9	14	24	9	58
Jay McNeff / Ryan Malmgren								
15 Mike Hartman	3204	13	14	18	10	18	16	71
John Carlson / Byron Denhart								
16 Barry Moore	3076	16	11	13	13	19	23	72
Steve Ohlms / Tad Doolittle								
17 Terry Blouin	GYA 21	15	18	20	17	26	6	76
Henry Magee / Mary Salzer								
18 Jack Leiper	3900	14	16	21	16	11	25	78
Ian Denholm / Dick Frankland								
19 John Domagala	3577	26	20	17	12	12	19	80
Chris Sullivan								
20 Billy Mason	GYA 62	23	21	19	19	5	18	82
Steve DeShields / Prudie Mason								
21 Bob Murdock	1720	26	17	22	20	10	17	86
Edwina Keeman / Wayne Tillett								
22 Paul Moore Jr.	4700	17	26	23	25	8	20	93
Paul Moore III								
23 Jack Orr	3877	19	19	16	21	22	21	96
Kathy Creem / Dave Jacobsen								
24 Dan Kolenich	4211	18	24	24	24	21	13	100
Terry Dees / Granny Dees								
25 Jim Harris	4296	21	22	26	23	16	27	108
Peter Oulevey / Kathy Oulevey								
26 Bernard Knight	4115	26	25	25	22	20	22	114
Tom Pinkle								

## 1990 Midwinters

(Continued from page 10)

The fifth race was started in Northwest winds of eight to ten mph. This race was difficult to pick tactically, as the wind seemed to be shifting left and the current again favored the right. Eagan started conservatively near the middle and again was in great shape halfway up the first beat, sailing fast and playing the shifts up the middle. At the first mark, Eagan was in first followed by Wills, Billy Mason, Harry Carpenter and Peter Merrifield. McLane, forced right after a tough start, was well back in the fleet. At the Leeward Eagan had again extended his lead, but Faget after sailing two excellent tight reaches was up in second followed by Merrifield, Carpenter and Wills. Eagan again built a tremendous lead by the finish followed by Faget and Eric Doyle, who staged a good comeback.

In the Challenger Division Zane Yoder took the early lead and held on for the bullet. Right behind in second was Pat Manicchia, wrapping up the Challenger title, followed by Howard Needham, Dan Goldberg, Ralph Rieu and Glassberg. Bruce Moore struggled for his throw-out.

Counting four scores after five races, Eagan only held a .25 point lead over McLane while Faget, Doyle, and Carpenter were close behind and still had a shot at winning the Championship Division. Although Manicchia had won in the Challengers, Moore led Glassberg by .25 and Yoder only two points behind. Goldberg and Rieu still had outside shots at second four more points behind.

The sixth and final race of the series provided the lightest wind of the series, with the wind out of the east at only five to eight mph. To nobody's surprise, these were Mark Eagan conditions and he again walked away in the Championship Division. He made it look easy considering this was the wildest races of the week. Positions 2 to 10 constantly changed on every leg as it was not unusual to gain or lose ten boats on a leg in the shifty and patchy wind. Second place was up for grabs right up to the last one hundred yards of the race. McLane, close behind Faget, lost both Doyle and Jerry Boulin literally a stone's throw off the finish line giving Benz second while Dunkin settled for third. Merrifield finished the last race in second followed by Faget, and Carpenter who took fourth for the regatta on a tie-breaker from Eric Doyle.

Manicchia watched the last race of the Challengers as Zane Yoder clicked off another bullet in the changing and challenging conditions. This was a tough race

with lots of lead changes and finally the seabreeze filling in on the last leg turning it into a spinnaker reach. Bob Summerfeldt sailed his best race for second while Bruce Moore got back on track for a third while Neil Glassberg took fourth for all top six finishes for the week. When the final points were totaled Yoder edged past Moore by .25 points for second and Glassberg was right behind for fourth in a very tight series.

Once again, St. Andrews Bay Yacht Club hosted a tremendous regatta. This continues to be the best event on the circuit every year with excellent race management, challenging conditions, great social activity, and great participation. Don't miss it in 1991 as SABYC will again be hosting it!



### CHALLENGER DIVISION

Skipper/Crew	FS #	1	2	3	4	5	6	Total
1 Pat Manicchia	2714	1	1	1	5	2	24	9.25
Richard Wade/Jeff Perna								
2 Zane Yoder	GYA 214	5	21	3	6	1	1	15.5
Josh Dupree/Kevin Martin								
3 Bruce Moore	1453	3	4	5	1	12	3	15.75
Roland Foerster/Megan Doren								
4 Neil Glassberg	4552	2	2	6	3	6	4	17
John Fallon/Joey								
5 Dan Goldberg	4521	9	3	11	4	4	8	28
Monica Berton/Chris Peters								
6 Ralph Rieu	4565	23	5	2	7	5	13	32
Gary Werden/Morgan Doolittle								
7 Chris Swensen	4639	7	13	9	2	9	6	33
Denise Swesen/Trevor Davey								
8 Pete Sylvester	GYA 62	6	8	19	9	7	5	35
Fred Myers/Adam Yates								
9 Hugh Malone	4436	11	6	4	11	8	9	38
Eric Feldman/Erik Nolte								
10 Joseph Thorpe	4104	4	10	12	15	15	10	51
Patty Thorpe/Bill Whitehead								
11 Tony Minniti	3952	8	7	10	18	16	11	52
Greg Wilson/Ole Kalstrup								
12 Bob Summerfeldt	264	18	12	13	10	18	2	55
Garry Perry								
13 Bill Young	3868	19	14	14	12	10	7	57
Steve Young/Vincent Sweeny								
14 Howard Needham	4633	13	11	24	13	3	24	64
Dennis Cain/Dan Zaharko								
15 Raymond Folio	4170	10	9	15	19	14	24	67
David McCann/Scott Hempstead								
16 Bill Russell	4420	14	16	17	16	11	12	69
Bill Cornell/Skip Schmidt								
17 Stewart Sumpton	3028	12	15	7	17	20	18	69
Cyle Rowell/Evelyn Fore								
18 Larry Kalata	GYA 60	23	18	8	14	17	14	71
Kathy Penewitt/Terry Swift								
19 John Beery	4257	15	24	24	8	13	18	78
Yvonne Beery/Katie Beery								
20 Ted Gramines	1282	17	17	16	22	19	15	84
Jack Lee								
21 Steve Hartman	4305	16	19	18	20	24	24	97
Norm Sanders/Peter Hartman								
22 Richard Smith	2721	23	24	24	22	24	16	109
Doris Smith/Colleen Smith								
23 Lynn Cook	2611	23	20	24	24	24	24	115
Charlie Melzer								

# MIDWINTER DIARY

by *Bob Summerfeldt FS 264*  
and *Garry Perry FS 2285*



*St. Andrew Bay Yacht Club, Panama City*

## Saturday, April 7

Bob Summerfeldt and Garry Perry set out on the 800 mile trek to the 1990 Flying Scot Midwinter Championships in Panama City, Florida. The ice on the floor of old 264 doesn't melt until south of the Alabama Tennessee border.

## Sunday, April 8

Get oriented in Panama City and set up the boat. Bob and Gary launch boat and depart the dock for a 2 1/2 hour sail, leaving the van's engine running!!! Fortunately, some kind soul did shut it off. Sample some local seafood and the late spring break cruising scene.

## Monday, April 9

More sailing for practice (advisable since we had never sailed together before) and a little practice race action. Quit early so Bob can attend Board of Governors meeting.

## Tuesday, April 10

Let the games begin. Winds up in the 20's. Same old stuff; wet wild, woolly ride with not enough weight in the boat. Bail like mad on the reaches and runs. Excellent speed off the wind but we just don't have it going to windward. Get a 19th. Second race is canceled.

## Wednesday, April 11

Get persistent bend in mast removed and try new Fisher Sails. Also try some different weight placement techniques for better and dryer windward work. Winds upper teens plus a very long day on the water leave us feeling like we've been beaten with a rubber hose; get a 12th and a 13th. Oysters on the half shell for dinner, superb.

## Thursday, April 12

Technique improving but still needs work. Course set up in odd corner of the bay with a really nasty cross-current situation. Winds like Wednesday or a little less with more shifts. First race, wind drops to ten or less and very shifty for last beat and we immediately pass six boats, get a tenth. Second race, current really cooking and winds back up. Unable to make sense of the situation, we have to battle the last boat for a 18th, very disheartening. Also, we resolve to avoid any more stern recoveries of the spinnaker, especially after it has passed completely under the boat, wiping off any fast growing organisms on the bottom, centerboard and rudder!

## Friday, April 13

One last race, to start at the same time as high tide. Current should not be a factor until late in the race when it will be running left to right. Wind at ten knots with 10 degree oscillations (we might like this one!) and predicted to swing right as the day progresses.

So . . . the plan is:

1. Go left early for better unobstructed wind
2. for reaches, beware of reaching too tight with spinnaker
3. second beat, go left to get up-current but beware of major wind shift

4. for run, go back down same side for wind, beneficial current and to stay low on major wind shift

5. last beat, go right toward major shift (if it has arrived)

Guess What...it worked!!!

Most of the fleet went right, toward the shift, which might have worked if it arrived earlier and if they hadn't overstood. At the end of the second beat, we rounded 3rd and everybody went high; we went low, back down our side. Approaching the leeward mark, they came in slowly, dead before the wind and blanketed; we reached in with awesome speed. For the last beat, the shift had arrived making it a one-tack beat to the finish. The wind went right a little more and now close reaching, we rolled right over 2nd (our light weight gave us offwind speed). The wind went a little more right and up went the spinnakers! We crossed the line second, almost overlapped with the first boat, 25 feet or less from a trophy.

Overall we managed twelfth place in the challenger fleet, but the experience was worth much much more.

IF YOU GET THE IDEA THAT THIS FELT PRETTY GOOD...YOU'RE RIGHT!!!

# SAILRACE: REGATTA SCORING PROGRAM

*by Gerald Bennett*

Reviewed by Paul Nickerson

As editor, I have become somewhat of an IBM pc hacker and enjoy trying to keep up with my own database of Scotters, sailing a simulator, and composing **Scots n' Water**. In fact, without having kept great records, I have reinvested probably every dime of my editors stipend back into regatta travel, phone bills, and computer. In my computer travels I came across some regatta scoring programs on the sailing forum on CompuServe. I downloaded several and gave them a shot but most of them were handicap oriented and left me in the cold. About the same time I downloaded and

tried one called "Sailrace" I received a letter from Fields Gunsett about the program and how they used it in Fleet 126.

Soon after, I received an updated version (3.01) with a full manual from the author Gerald Bennett, who also sails Scots in central Florida. To fully understand what this program does, one must understand that it is a complete stand alone scoring program. It is not a spreadsheet or database generated program to which you need to be running another program which would cost you hundreds of dollars. The next best part about this program is that it is free. Mr. Bennett is not in this to make money and if you get a copy

you are free to distribute it free. Copies can be obtained through the USYRU forum on CompuServe (and probably other bulletin boards) or direct from Gerald Bennett.

If your club has several classes, including Portsmouth, PHRF or multiple one-designs, you may want to take a serious look at this program for scoring your club series or weekend regattas.

The program is very simple to start up. The main program along with instruction manual and a library of PHRF handicaps fits on one 360 floppy disc. There is no installation, just type "sailrace" and you

*(Continued on page 14)*

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## Sailrace: Regatta Scoring...

(Continued from page 13)

are off. All of your options at different stages are menu driven and very simple to access.

The first thing you'll need to do is input some data for the classes that will be scored and handicap method. All scoring is time oriented so that even one-design boats will need a time entered. You can make one up as long as they are in ascending order from first to last. The next process is to register all the boats which is very straight forward with skipper, boat number, class and handicap.

At this point you are ready to put in data on individual races and start scoring. Of course, wouldn't it be nice for the race committee to have some information to take on the water? The program is capable of producing several forms which are very useful. Included are:

1. A starter worksheet with boats listed by class
2. A finish worksheet with boats listed by sail number
3. Registration list by class
4. Master list of registrants by sail number
5. List of all handicap numbers in the system.

Each race will need some information entered including starting time, wind speed and distance. Then all that needs to be done is entering the finish information for each boat. The program will handle DNS, DNF and DSQ and assign them appropriate points. One little problem I incurred was entering the results for the 1989 NAC as a test. The 20% Rule seemed to create an unsolvable problem. When a boat is penalized and "x" places are added to the score, the offending yacht and the yacht actually finishing in the new penalized position are scored as tied and their points are split and halved moving them both up 1/2 a point. There may be a trick I have not figured out to force this to work or maybe a simple routine can be added to the program to accept this information.

Once information is entered for races, scoring can be done on a single race or entire regatta basis. This even includes taking any number of throwouts into consideration. All information can be printed to ASCII file on disk, the screen or to a printer.

There are some limitations to the program but many of them can be worked around for the average regatta. Only 100 boats in a maximum of 12 classes may be registered for any one regatta. If you have more you'll have to score it as two



different regattas as long as no class has more than 100 boats all in the same division. Only 12 races may be included but that will suffice for most regattas and club series (ie. spring, summer, fall). There are some time limitations but most can be worked around by using an elapsed time formula allowing races up to 99 hours.

As a stand alone program I commend Mr. Bennett for his dedication and an obvious long number of hours put into writing and updating Sailrace. I highly recommend that you may give it a try if it seems to meet your needs because it does seem to work just fine. I would like to find a similar stand alone one-design scoring program that was more finish oriented (instead of time oriented). Something you

could force scores into (ie. for the 20% rule) would serve one designers a little bit better. The registration of boats would also be nice if it included addresses, phone numbers and crew as possible entries and would possibly print out address labels so results could be mailed to everyone participating and also be used to send out the following year's notices of regattas. Maybe this is where a database or spreadsheet program would be better. If you have any other programs in use we'd love to hear from you!

Gerald Bennett can be contacted at 3124 N.W. 36th Street, Gainesville, Florida 32605 (904-378-0633) for more information on Sailrace. He would also like to hear any feedback you may have on the program for future updates.

# THE TELESCOPING TILLER

by Bob Summerfeldt, FS 264

One of the best benefits of the Flying Scot class is the strict one- design rules which allow old boats, new boats and everyone in between to compete on a very even footing. Nevertheless, some of us will still go to great lengths to thwart the basic sailor's maxim "if it's not broken, don't fix it"! We, the inveterate tinkerers, are constantly finding "improvements" to be made to otherwise perfectly serviceable articles, systems, surfaces and/or other methods of rigging. This is no so easy on a Scot because of the class rules, but for all you frustrated tinkerers out there, I submit the following little construction project for a novel and quite useful utensil, and it is legal!!

Consider for a moment, your tiller; the classic blunt instrument of ash or oak. If you've ever had occasion to use it for something other than as your tiller, you will quickly appreciate it's considerable

simplicity and strength. In spite of various extensions commercially available, you may have found its basic length limiting, such as for sitting forward in the boat during light-air work, steering with your knees under spinnaker, or for going forward while single-handing. Telescoping extensions are quite expensive and they don't quite do the job. Surely this elegantly simple system could stand some "improvement"!! What a golden opportunity for a dyed-in-the-wool tinkerer!!

Required for this project are some basic tools (hacksaw, flat file, electric drill, pop-rivet gun, measuring tape) and some aluminum shapes available in many hardware stores, usually sold in 6 or 8 foot lengths. The specific pieces required are as follows:

**The Outer Tube:** one piece of 1.25" x 1.25" square aluminum tubing, 1/16" wall thickness, cut 64" long.

**The Inner Tube:** one piece 1" x 1" square aluminum tubing, 1/16" wall thickness, cut 43" long.

**Bottom Angles:** two pieces 3/4" x 3/4" x 1/8" aluminum angle cut 7" long.

**Top Angles:** two pieces 3/4" x 3/4" x 1/8" aluminum angle, cut 24" long.

**Miscellaneous:** about 24 aluminum 1/8" pop-rivets, some self-adhesive teflon tape (available from ISP, Oyster Bay, NY), your regular tiller extension and a 3/16" pin with a big ring on it for the length adjustment.

As shown in the accompanying drawing, begin by removing a 7 inch long wedge form the bottom of the outer tube, leaving the tube 1/2" high at the aft end. This sets the slope of the tiller as it projects forward from the head of the rudder. Next, trim the top edges of the bottom an-

*(Continued on page 16)*



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**NORTH SAILS WINS 1989 MIDWINTERS**

## The Telescoping Tiller

(Continued from page 15)

gles then overlap the assembly on the outside (detail 2) and continue up the tiller to reinforce the outer tube. The inner tube then rests inside the outer tube with short pieces of the teflon tape shimming the angular space between them. Pretty simple?

The finished product is the equivalent of the stock wood tiller in fit, rise above the deck, strength and weight. The overall length goes from a minimum of 5'-6" (about the same as the stock length) to a fully extended 8'-7", nearly half the length of the boat!!! By the time you add a conventional extension, needless to say I can reach just about anything I need! To

fix the length, a series of holes drilled 4" apart in the top of the inner tube, line up with a hole in the outer tube for a pin. About the only thing this tiller won't do is float (a property I hope you don't need!) and you can probably solve that by stuffing the inner tube and the back end of the outer tube with styrofoam peanuts and sealing the ends, like some people do with spinnaker poles.

My prototype of this device is now several years old and it has served well through some pretty rough conditions. By using all aluminum parts and rivets, there is no problem with galvanic corrosion. I usually sail with it extended to about even

with the aft end of the centerboard trunk, which allows me to keep my Corpus Delecti forward in the boat, said (by some) to be a faster was to sail. I have my mainsheet cleat assembly moved forward some on the trunk cap, so I can conveniently play the sheet with my forward hand and steer with my aft hand and have a good angle on both of them. When not needed, the added tiller length is simply telescoped out of the way.

This makes a dandy project for a Saturday afternoon or a long winter night, something to tinker with when you can't go sailing. Enjoy!

## The 1990 Flying Scot Wife-Husband Championship Regatta

November 10 & 11, 1990

Melbourne Yacht Club, Melbourne, Florida

The Florida District is happy to host the 1990 Flying Scot Wife-Husband Championship Regatta. This regatta will be held at the Melbourne Yacht Club on November 10-11. This date is Veteran's Day weekend, and is a three-day holiday in many states.

Come join us for a fun-filled Winter Weekend in sunny Florida. Expect daytime temperatures in the 70 degree range with a prevailing 10-15 mph seabreeze. The Melbourne area is known for it's great beaches and outstanding climate. Several national surfing contests are held here annually along with the U.S. Olympic Board sailing Team Training Center.

Melbourne is well located with respect to some of Florida's other great attractions. Cape Canaveral and the Kennedy Space Center are located just 45 minutes away. Disney World, Epcot, MGM/Universal Studios, and Sea World are located 90 minutes away.

**EVENTS: Friday, November 9:** There will be a WELCOME PARTY at the Melbourne Yacht Club from 6:00 until 8:00. Come on down and meet the folks from MYC and get together with all your friends.

**Saturday, November 10:** A festive Dinner and Party are planned for Saturday night starting at 7:00. A special dinner featuring FLORIDA CRACKER CUISINE will be prepared and served by members of the Florida District. Dinner menu: Steamed/Raw Oysters, Conch Chowder, Heart of Palm (Swamp Cabbage) Salad, Grilled Fish, Bahamian Peas and Rice, Key Lime Pie, Coffee, Tea, or Wine.

Starting at 9:00, get ready to work off the supper with some serious dancing to reggae, pop, rock, and the tunes of Jimmy Buffett.

**FOR THE KIDS:** For the 1990 event, we have made special arrangements for those of you who wish to bring the kids! Day Care by adults and teenagers will be available for a nominal charge. For the older kids, a day-trip to the Kennedy Space Center is planned for Saturday, including a Guided Bus Tour, a film on the 5-1/2 story IMAX screen, and the new \$3.5 million dollar "SATELLITES AND YOU" exhibit.

**REGISTRATION INFORMATION:** Call or Write Cal & Anita Hudson, 986 Haas Ave., NE, Palm Bay, FL 32907, (407) 725-3008. Please include number and age of children who will be attending, and number and age of children going on KSC tour.

**RACING:** The 1990 Wife-Husband Regatta is a sanctioned event of the Flying Scot Sailing Association and is open to all espoused members. The course will be a Modified Olympic triangle with races lasting about 50 minutes. It will be set close to the Melbourne Beach Pier which is covered and has benches for those who wish to watch the race. You can sail your cheering section over and drop them off at the dock. Schedule is:

Saturday		Sunday	
0900	Continental Breakfast Served: Juice, Coffee, Bagels, and Nutbreads	1000	First of Two Scheduled Races
0930	Late Registration Opens	1330	Hot Dogs/Hamburgers Available at the Clubhouse
1100	Skipper's Meeting		Trophy Presentation
1130	Box Lunches Available, Tuna Salad Sandwich, Apple, Chips	1500	
120-0	First of Three Scheduled Races		

**ACCOMMODATIONS:** There are many motels in the area, both on the mainland and beach side. All the major chains (Holiday Inn, Ramada, Hilton, Days Inn, etc.) are represented.

The OFFICIAL EVENT MOTEL is the Melbourne Harbour Motel which is located within walking distance of both the launching ramps (400 yards), the MYC clubhouse (300 yards), and restaurants (across the street). great discount rate of \$28.80 for a regular room and \$52.00 for the suites (sleeps 5 with small kitchen). Late checkout has been arranged so that you can shower and change after the event and before hitting the road back home.

Melbourne Harbour Motel: 1-800-226-4251 (in Florida) — 1-800-242-4251 (outside Florida)

Tell them you are participating in the Wife-Husband Regatta for special rates.

Name: \_\_\_\_\_ Boat # \_\_\_\_\_

Address: \_\_\_\_\_ Phone: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip Code: \_\_\_\_\_

Registration Fee \$25, make checks payable to Melbourne Yacht Club

All registrants will receive a complete registration packet.

Return to: Cal Hudson, 986 Haas Ave. NE, Palm Bay, FL 32907, (407) 725-3008.



# Consistently Out Front

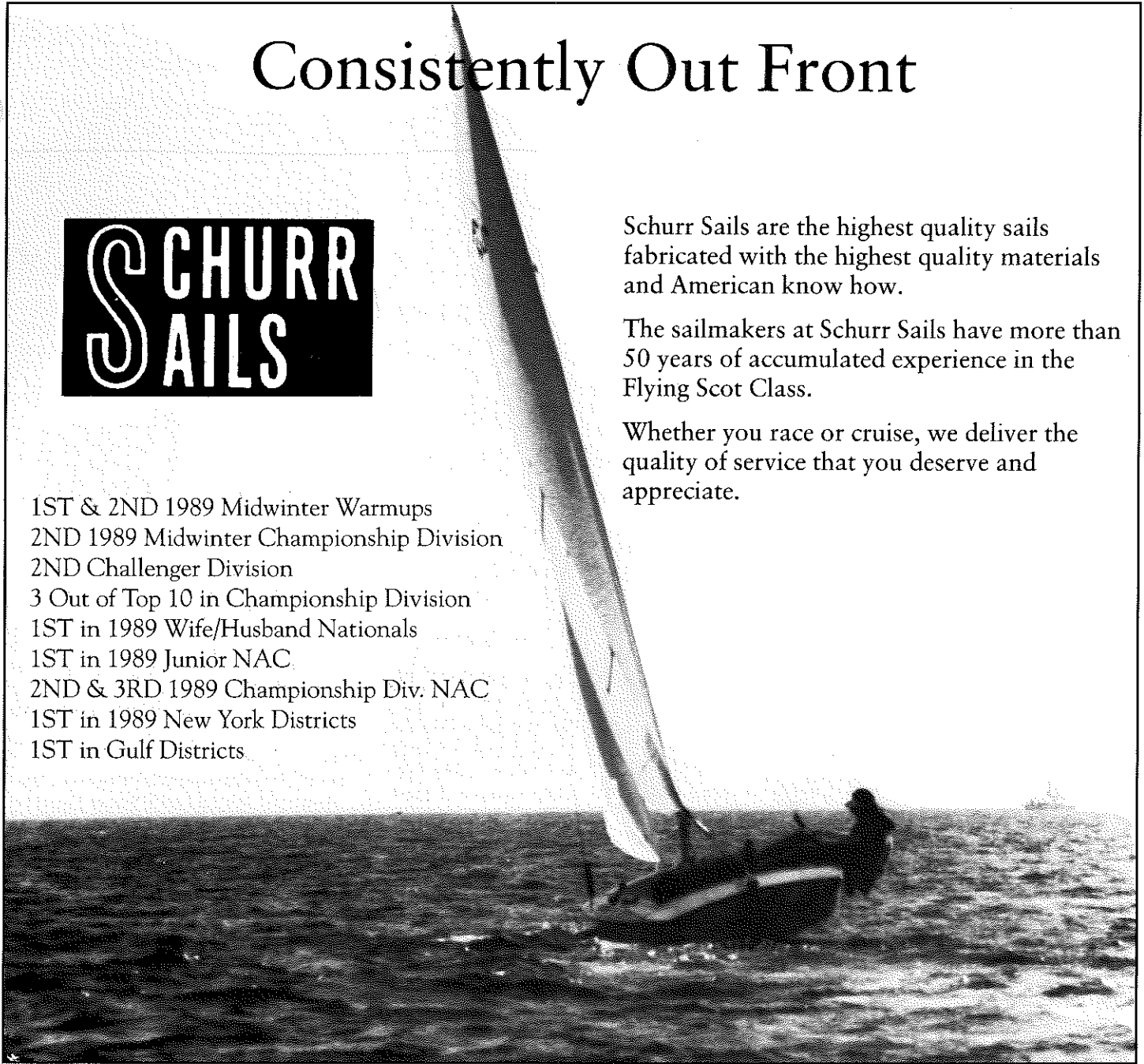


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- 2ND Challenger Division
- 3 Out of Top 10 in Championship Division
- 1ST in 1989 Wife/Husband Nationals
- 1ST in 1989 Junior NAC
- 2ND & 3RD 1989 Championship Div. NAC
- 1ST in 1989 New York Districts
- 1ST in Gulf Districts



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| ( ) Main & Jib           | \$690  | ( ) Spin. Crosscut         | \$296   |
| ( ) Mainsail Reef        | \$35   | ( ) Spin. Triradial        | \$387   |
| ( ) Mainsail Foot Shelf  | \$30   | ( ) Brummels on Spin.      | \$10    |
| ( ) Jib                  | \$202  | ( ) Centerboard Gaskets    | \$12    |
| ( ) Telltale Window ea.  | \$10   | ( ) Deluxe Tapered Battens | \$22.50 |
| ( ) Vision Window ea.    | \$15   | ( ) Spinnaker Turtle       | \$35    |
| ( ) Mainsheet Retainer   | \$8.50 |                            |         |

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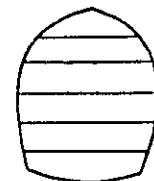
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# FLEETS IN

## Lake of the Woods Invitational

by John Berry, FS 4257

Something's happening at Lake of the Woods! It was just five years ago that the first Flying Scots (four) sailed in our annual invitational regatta. This year on April 28, nineteen Scots made it to the line and now belong to a select group of those "in the know" as to where to be each year at the end of April. The LOWSC Invitational is truly a special one day event as more people are finding out. Make no mistake, for many of those attending it is a very full day having risen in the wee hours and returning home after dark. But - they can relax on Sunday and sooth their aches since this is probably their first outing. We usually can deliver on our promise of 3 hard fought races but also plenty of enjoyment of the surrounding and facilities.

This year though - my oh my - they're going to talk about this one for quite some time. All week a huge front had been stalled in the center of the country while we sweltered under the record breaking temperatures and zero wind of a Bermuda high. I knew if we could just get on the back side of that high, a southwest flow would result from the two huge systems clashing. Sure enough, on Friday afternoon the long awaited breeze started marching down the pollen coated lake as if on order. The stage was set. Saturday morning began a beautiful day with high cirrus, a gentle southwest breeze that would build steadily, and much more comfortable temperatures that peaked at 85 degrees. The first race was sailed in 10-15 knots, while the second and third races ranged from 12-20 knots; all straight down the lake, which for us couldn't be better. Our "little pond" was suddenly transformed into a serious test that would satisfy even the most ardent racer.

The starts were some of the most exciting I've ever seen and I wasn't even in the middle of them. Being in our mark boat stationed at the pin end, my vantage point was excellent when I wasn't running for my life to keep from being sliced in half. Even though the line was long enough, the fleet experienced more than its fair share of altercations during the starts and early on the weather legs, resulting in many close calls and a few contacts. Boats were doing 720's all afternoon. Equipment failure played a large

role in this with several broken tiller extensions and one broken mainsheet. Speed was another factor as all the boats were planing on reaches before the starts. Some folks apparently just drew a blank this early in the season regarding the right-of-way. However, there were no premature starts, no capsizes, and no written protests.

Full Olympic courses were sailed, each race lasting around 45 minutes; but with three weather legs in these conditions, most agreed they'd had their fill. To give some idea on how stiff the breeze was, it took two tankfuls of gas to move our committee boat from the starting line to the finish line in the third race!

Mel Wills and Ed Semans in FS 4322 dominated the races with 3 firsts. In fact they were so good at playing the shifts and keeping the boat flat that they took (and never relinquished) the lead in each race on the first leg, even with a poor start in the third race. It was a pleasure to watch them sail.

The real battle was for the rest of the trophies with most of the Scots staying tightly bunched. After two races Maggie Carson (FS 4579) and Richard Dickoff (FS 3703) were tied with 5 points, with Mike Weeks (FS 4333) hanging in there with 9 points.

We broke for a relaxing lunch out on clubhouse point with no fear of losing this breeze. For the third race as the wind kicked up even more and 5 boats stayed ashore. Maggie was up to the challenge and sailed flawlessly to another 2nd. Mike Weeks made his bid coming in 3rd, but he couldn't put enough boats between himself and Dickoff. Gary Sullins (FS 4100), down for the day from Magothy River, sailed a strong 4th in the last race to take fifth for the regatta. Fleet 160's own George Burgess (FS 2094) with crew Colleen Smith did a nice job finishing 7th overall.

Race management was provided by local Scot sailors. Race chairman Bob Post and his wife Gail, with Yvonne Beery and Beverly Goodrich manned the committee boat. Dick and Doris Smith oversaw all the planning for this event and the land functions. Their son Rick and his wife Terrie were in the chase boat and did the photography work for LOWSC's very special trophies. Since Bob and I worked the event, we made our boats available to some guests. Tom Bishop and family from Leesburg, VA had a great time in Bob's boat, and Phil Everett and Julie

Norton from Pascagonla, MS - my old home town - used the Sloop John B.

What's next? Well, there's always next year and we will guarantee great sailing and enjoyment. In the meantime, the Capitol Districts are being held September 29-30, and that should be a real shootout! Make plans now to attend.

### FINAL RESULTS

	Race	1	2	3	Total
1 Mel Wills	4322	1	1	1	2.25
2 Maggie Carson	4579	2	3	2	7
3 Richard Dickoff	3703	3	2	5	10
4 Mike Weeks	4333	4	5	3	12
5 Gary Sullins	4100	6	7	4	17
6 Andy Gillis	3815	7	4	11	22
7 George Burgess	2094	8	8	6	22
8 Tom Bishop	3201	10	6	9	25
9 Bill Von Reichbauer	3759	11	10	8	29
10 Phil Everett	4257	9	17	7	33

## Texas District Championships

by Bruce Moore, FS 1453

The Texas District Championship was held May 5-6 on Galveston Bay out of the Seabrook Sailing Club. Fleet 138 hosted the five race event which saw good winds of 8-12 knots fill in on Saturday. A moderate chop built as the day went on, although the local sailors considered it flat.

Richard Wade, with crew Melodie Hammer and Jeff Foerster, took the early regatta lead winning the first race. Everyone enjoyed lunch at the SSC while I made a slight tuning adjustment, taking one notch out of tension out of the rig. This seemed to make a big difference in upwind speed during the afternoon races.

In the second race, several boats, including myself were called over early at the start. We had to fight back, and finally caught Richard on the last leg. On a port/starboard crossing Wade, on port, couldn't quite cross and dropped back to fourth while doing his 720. Pat Strader sailed an excellent race and went on to win while we finished second followed by Michael Linck.

The third race became a two boat battle between Richard Wade and myself with us passing him on every upwind leg and he passing us on every downwind leg. Fortunately the last leg was upwind and we were able to take the victory.

Everyone enjoyed dinner at the Oasis restaurant, an informal seafood place on the shore of Clear Lake. At the district meeting, I was elected the new District Governor.

Sunday's races found much lighter air

(Continued on page 19)

## Fleets In

(Continued from page 18)

with some left over waves. Wade took TWO notches out of his rig tension and it really seemed to work as he took a first and second in the last two races in 3-6 knot winds. Reducing the slop in the rig made a real difference in the light chop as the sea breeze never quite filled in and the power boats left behind their waves. Pat Strader was able to manage another win in the last race while I hung on tight for second overall as Pat suffered from some inconsistency and took third.

### FINAL RESULTS

	Race	1	2	3	4	5	Total
1 Richard Wade	4271	1	4	2	1	2	9.5
Melodie Hammer/Jeff Foerster							
2 Bruce Moore	1453	3	2	1	4	5	14.75
Megan Doren/Roland Foerster							
3 Pat Strader	2337	4	1	6	7	1	18.5
4 Michael Linck	1085	5	3	5	3	3	21
Kate Hamlet							
5 Pat Manicchia	2714	2	7	3	2	7	21
Jodie Bruton/John Starr							
6 John Strader	3442	6	5	4	6	4	25
7 Don Dutton	3441	7	6	7	8	6	34
8 Pat Shields	1199	8	8	8	5	8	37

## Ohio District Championships

by Paul Nickerson, FS 3911

Ohio's weekend weather had not been

much to talk about all spring and as competitors arrived in Columbus for the districts things didn't look like they would change much. A Friday sailing seminar hosted by Fisher sails was moved to the loft as gale force winds whipped up large whitecaps across the Narrow Hoover reservoir. Saturday, as the boats were finally launched, still looked threatening although the winds had blown out.

By the start of the first race the winds settled down to 5-10 mph from the south, for the triangular courses. Having freedom to tack on the shifts in clear air was very important after the starts on the narrow part of the lake. Steve Callison jumped out to an early lead and gave the fleet lessons on sailing to weather. The rest of the fleet sailed in tight groups with many changes in places occurring on all legs. In the end Callison had a good winning margin with Rick Baugher, Paul Blonski, Jack Leipper and Paul Nickerson in a tight pack for the top five.

For the second race the winds shifted to the southwest and filled in at 10-12. Tom Hohler kept tight pressure on Callison who again took the lead early. The same shifty and puffy conditions kept the boats scrambling for position, espe-

cially on the beats. Hohler never could catch Callison and Baugher, Blonski, Nickerson and Leipper rounded out the top of the fleet.

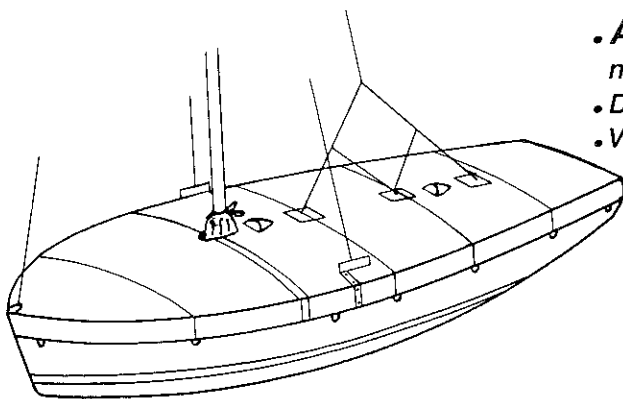
In the third race, Dan Goldberg got the early lead and held off Callison until the second beat where Steve showed his outstanding speed and gear changing in the puffs. Leipper, Baugher and Blonski again sailed in a close pack to the finish in their battle for the top five.

During attitude adjustment after the racing everyone tried to figure out Callison's secrets while being thankful for the perfect winds. After dinner, "The Captain of Music" supplied plenty of music as most of the competitors found their second wind for some dancing.

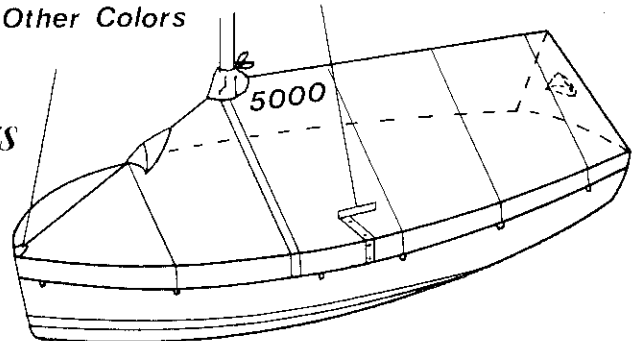
Sunday the wind remained strong from the southwest with threatening weather. A quickie shower fooled some of the competitors into slipping into full foul weather gear just before the start of race four. Again, Callison blasted off the finish line to the early lead in the 12-15 knot winds. Baugher, Blonski, Hohler and Nickerson all stayed close trading positions often and keeping the standings tight. Baugher and Blonski were just two

(Continued on page 20)

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Tent 6" Skirt	249 <sup>00</sup>	265 <sup>00</sup>	278 <sup>00</sup>
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## Fleets In

(Continued from page 19)

points apart for second while Leipper, Hohler, and Nickerson were within two points of each other for 4th through 6th.

The winds held for race five and got a little bit shiffter. Callison suffered his worst start but played the shifts perfectly to work into the lead. Baugher sailed an excellent race for second while Blonski battled back in the pack. Hohler, Nickerson and Leipper battled on the last beat with Leipper sneaking in between Hohler and Nickerson in the last hundred yards to take fourth for the regatta over Hohler who beat Nickerson on a tie-breaker. Blonski came back to just barely save third place by a point.

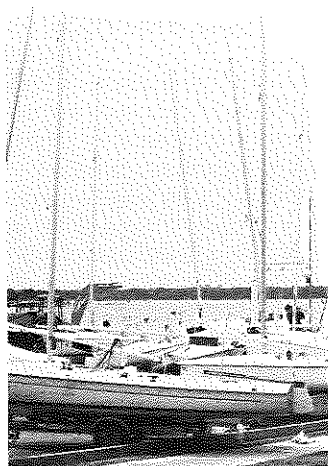
Everyone agreed it was the best Hoover regatta the Scots had ever sailed with the great winds all weekend.

### FINAL RESULTS

	Total
1 Steve Callison	3.75
2 Rick Baugher	16
3 Paul Blonski	26
4 Jack Leipper	27
5 Tom Hohler	29
6 Paul Nickerson	29

## Fleet Captains and Regatta Chairmen

We would like your regatta reports as soon as possible after your regatta to assure timely publication. It is my experience that if you wait more than a day or two after the regatta to file your report, the odds are you will forget to file one. What better way is there to promote your fleet and your annual regatta, and to attract more sailors the next year? **Scots n' Water** publishes all regatta reports received so if you don't see it here it hasn't been submitted. Let's make sure all fleets are represented in Scots n' Water. We would also like to hear more about your fleet's social activities and fleet building ideas.



# STARTING LINE

## 1990 NORTH AMERICAN CHAMPIONSHIP and JR NAC JR NAC, July 21 & 22, NAC July 23 to 27 Fleet 96, Southern Yacht Club New Orleans, LA

The 1990 NAC will be sailed out of Southern Yacht Club on Lake Pontchartrain near New Orleans. SYC is a full service club with full restaurant, swimming pool, and plenty of hoists and boat storage. It is conveniently located by New Orleans for social activities for the sailors and non-sailors. Make plans now to enjoy some Southern hospitality and participate in the NAC. Full registration form will appear in the May issue of **Scots n' Water**.

Contact: Larry Taggart, 5809 Memphis St., New Orleans, LA 70124 (504) 482-7358.

## 1990 HUSBAND-WIFE CHAMPIONSHIP November 10-11

The 1990 Husband-Wife Championship will be held in Melbourne, Florida on November 10 and 11. This weekend will coincide with Veterans Day so many people may have a three day weekend to help ease any travelling. Melbourne is located on the east coast of Florida just south of Cape Canaveral.

Besides the great racing, there are plans for plenty of "real Florida cooking". Make plans to attend now!

Contact: Cal Hudson, 986 Haas Ave., NE, Palm Bay, FL 32907, (407) 725-3008.

## MINNESOTA AQUATENNIAL REGATTA July 21-22 Fleet 95, Lake Minnetonka; Minneapolis, MN

A four race series held in conjunction with the Twin Cities Aquatennial celebration on Lake Minnetonka. Enjoy an island lunch and Flying Scots will have their own start. This is a first class event.

Contact: Mac McCullough, 16220 24th Ave. N. Plymouth, MN 55447, (612) 476-4503.

## WARWICK YACHT AND COUNTRY CLUB, July 21-22

Contact: Andy Gillis, 104 Loxley La., Williamsburg, VA 23185 (804) 253-1263.

## DEEP CREEK INVITATIONAL August 4-5

**Fleet 6, Deep Creek Lake; Oakland, MD**  
Beautiful sailing in the challenging hills of Western Maryland. Make plans to attend early and we will attempt to billet guests with Fleet 6 cottagers.

Contact: Dick Gregory, Rd. #1, Box 82, Boswell, PA 15531, (814) 629-6297.

## DUXBURY MID-SUMMER REGATTA August 3, 4-5

**Fleet 124, Duxbury YC; Duxbury, MA**  
Make plans to spend a weekend at Plymouth Bay for this historic event.

Contact: Neil Smit, PO Box 2021, Duxbury, MA 02331, (617) 934-2974.

## MILES RIVER YC ANNUAL REGATTA August 4-5

**Fleet 97, St. Michael's, MD**

Contact: Bob Neff, 1032 Old Turkey Point Rd., Edgewater, MD 21037 (301) 798-4146.

## FLEET 161 ANNUAL REGATTA August 11-12

**Fleet 161, Saratoga Lake SC;  
Saratoga Lake, NY**

Like a fine wine this regatta gets better every year. So does the wine! Serious sailing and a great social.

Contact: Peter Seidman, 33 Huckleberry Ln., Ballston Lake, NY 12019, (518) 877-8731.

## CANADIAN NATIONAL CHAMPIONSHIPS, August 18-19 Fleet 148, Stony Lake Yacht Club

Make plans to join us for the third bi-annual Canadian Nationals for Flying Scots. We promise a great weekend of sailing on beautiful Stony Lake and the usual friendly Fleet 148 hospitality. Make plans to attend early so we can make lodging plans.

Contact: Doug Smith, Box 61, Warsaw, Ontario Canada K0L3A0, (705) 652-6679.

## NORTHEAST REGIONAL/DISTRICT August 24-26

Five race series over three days. Trophies for both regional and district combined events. Friday night "Jacobsen Clam Party" and Saturday barbeque highlight social activities. Contact early for lodging information.

(Continued on page 21)

## Starting Line

(Continued from page 20)

Contact: Vincent Sweeney, P.O. Box 118, Remsenburg, NY 11960, (516) 325-8508.

### MCDUGAL REGATTA

September 1-2

Fleet 127, Harbour Island YC  
Old Hickory Lake; Nashville, TN

Part of the Nashville 1990 Series. Nearlyby camping and loding. Come and help Scots become number one for "the series."

Contact: Nathan Dozier, 216 Friendship Dr., Goodlettsville, TN 37072, (615) 865-6484.

### WEST RIVER REGATTA

September 1-2

Fleet 97, West River, SC  
Galesville, MD

Tune up with the "Long distance Race" race on Saturday followed by the annual regatta on Sunday and Monday.

Contact: Bob Neff, 1032 Old Turkey Point Rd., Edgewater, MD 21037, (301) 798-4146.

### GULF DISTRICT CHAMPIONSHIP

September 8-9

Fleet 118, Lake Logan Martin  
Birmingham, AL

The Birmingham Sailing Club invites everyone to come inland for this year's district championship and a great time.

Contact: Berkeley Merrill, (205) 879-3917.

### 1990 MAYOR'S CUP, September 8-9

Fleet 126, Lake Townsend;  
North Carolina

Good times, great facilities and always a good turnout of Flying Scots at this fall classic.

Contact: Fields Gunsett, (919) 299-2341; Starling Gunn (919) 939-2508.

### MASSAPOAG REGATTA

September 8-9

Fleet 76, Lake Massapoag;  
Foxboro, MA

Our lake is small but the competition is big and we will do whatever we can to accommodate traveling crews.

Contact: Randy Rubenstein, 255 Kansfield St., Sharon, MA 02067, (617) 784-3075; Ralph Rieu (508) 285-7019.

### GULF DISTRICT CHAMPIONSHIP

September 8-9

Birmingham, AL

This traditionally blustery event moves to the lighter airs, smooth waters, and cooler chimes of inland lake sailing.

Contact: Dr. Berkeley Merrill, 4221 Antietam Dr., Birmingham, AL 35213, (205) 879-3917

### HARVEST MOON REGATTA,

September 8-9

Fleet 65, Atwood Yacht Club;  
Canton, OH

A great multiclass regatta on the ever challenging Atwood Lake. Great socials Friday and Saturday.

Contact: Bob Clark, 5010 Brunerdale, Canton, OH 44718, (216) 499-5768.

### WHISKEY SOUR REGATTA

September 15-16

Fleet 80, Lake Arthur; Pittsburgh, PA

Five race series with Whiskey Sours and Steak Fry Saturday evening.

Contact: Dan Goldberg, 342 Middlegate Road, Bethel Park, PA 15102.

(Continued on page 22)



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# FLYING SCOT

## Starting Line

(Continued from page 21)

### GLIMMERGLASS REGATTA, September 15-16 Fleet 109, Ostego SC; Cooperstown, NY

A great New York lakes tradition everyone should plan to attend. Camping available at the club.

Contact: Richard Fleury, Star Route, Box 675, W. Oneonta, NY 13861, (607) 432-0016.

### PRESIDENT'S CUP September 15-16

#### Fleet 42, Potomac River SA

CBYRA sanctioned event.

Contact: Tom Niedbala, 2508 Fairview Dr. Alexandria, VA 22306, (703) 765-5833.

### HOT SCOT REGATTA September 15-16 Fleet 20, Portage Lake Pinckney, MI

This annual regatta highlights the Michigan fall regatta schedule and is great fun.

Contact: Ib Bentzen-Bilkvist, 3313 Yellowstone Dr., Ann Arbor, MI 48105.

### PIG ROAST REGATTA, September 22-23 Fleet 1, Cowan Lake SA; Wilmington, OH

Two fleets challenge Cowan Lake in this classic event. Camping at the club and the Saturday evening Pig Roast.

Contact: Bob Freemont, 7869 Pine Meadow Ln., Cincinnati, OH 45224, (513) 522-6365.

### OPEN HOUSE REGATTA September 22-23

#### Fleet 23, White Rock Lake; Dallas, TX

A great regatta which includes a Texas Barbecue. Some charter boats are available.

Contact: Bruce Moore, 9554 E. Valley Ranch PKWY. #2079, Irving, TX 75063, (214) 506-7842.

### GLOW IN THE DARK September 28-30

#### Fleet 135, Clinton Lake; Champaign, IL

The 1990 GLOW will be typical; free Food and Beer (kegs only this year, otherwise B.Y.O. beverages), no fees, no class and absolutely no pretenses. As

any Glow survivor will attest, lotsa hot racing plus the best in social activities for the whole family.

Contact: Mike, Jerry or Farkle, PO Box 2972, Champaign, IL 61825-2972, (217) 359-2212. See Ya There!

### CAROLINAS DISTRICT CHAMPIONSHIP, Sept 29-30 Fleet 27, CSC; Kerr Lake, Henderson Pt.

Fleet 27 invites all Carolina sailors to come enjoy a great championship.

Contact: Lee Currin, P.O. Box 297, Louisburg, NC 27549, (919) 496-6254.

### CAPITOL DISTRICT CHAMPIONSHIP September 29-30

#### Fleet 160, Lake Of The Woods; Fredericksburg, VA

Good competition combined with the hospitality of Fleet 160 should make this a perfect event. Friday, September 28th, there will be a special sailing seminar featuring a top Flying Scot sailor.

Contact: John Beery, Box 305 LOW, Wilderness, VA 22508, (703) 972-7411.

(Continued on page 23)

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**Parts and Equipment in Stock:** All the parts for DOUGLASS or CUSTOMFLEX boats as well as WACO type 360° cleats, crew hiking aid, shroud covers, custom cockpit "tent" covers, stainless or aluminum winch cranks, sailcloth centerboard gaskets, TELO windvanes, plus all the necessary kits to update the rigging for your mainsheet, jib sheet, vang, and spinnaker controls. Do-it-yourself instructions and photos for all our kits.

**Check your Gooseneck!** We have all the parts to repair the STAR MARINE/KENYON gooseneck. Our uncollapsible universal replaces the inadequate universal which appeared beginning about 1971. \$6.50

**Accessories:** DOUGLAS GILL boots, absolutely the best wet sailing dinghy boot; CHUCK ROAST jackets and jumpsuits; HIGH SEAS foul weather gear; EXTRASPORT pfd's, ACCUSPLIT racing timers, at \$43 the slickest waterproof watch/count-down auto reset stopwatch you can buy; SILVA compasses, and much more. **Call us for holiday or birthday shopping suggestions.** Catalogue available.

**New Items:** HARKEN HEXARATHCET® riser, form-fitting molded black plastic platform. No maintenance alternative to wood block to wedge ratchet up to horizontal. Leeward cleating is easy in the heaviest of winds! Now no excuse for cumbersome across-the-cockpit sheeting. \$33 package has (2) risers, fasteners, HARKEN #150 cleat wedges, and instructions.

**Boat Hoist:** Aluminum "A" shaped hoist, lifts four feet, unrestricted width, 1300 pound capacity; adjustable bunk systems for SCOTS and most other monohulls (we have a catamaran model too), tie-down system, anchor system, shipped partially assembled by common carrier or completely assembled on your SCOT trailer. Call or write for more details.

We ship daily by UPS. We repair hulls, centerboards, sails, and straighten masts.

## Starting Line

(Continued from page 22)

### GRAND ANNUAL REGATTA

October 6-7

Fleet 165, Cave Run Lake;  
Morehead, KY

Come enjoy the colors of fall at picturesque Cave Run Lake in the hills of Kentucky. Nearby camping and motels.

Contact: Steve Branner, 1107 Ridge Drive, S. Charleston, WV 25309, (304) 768-9673.

### V.I.S.A. OPEN REGATTA, October 6-7

Fleet 71, Smith Mountain Lake;  
Roanoke, VA

This popular regatta now draws many Capitol and Carolina District sailors and is growing every year.

Contact: Ed Wagstaff, 5318 Sundance Rd., Salem, VA 24153.

### WEST RIVER FALL REGATTA

October 6

Fleet 97, Galesville, MD

CBYRA sanctioned event.

Contact: Bob Neff, 1032 Old Turkey Point Rd., Edgewater, MD 21037, (301) 798-4146.

### OKTOBERFEST REGATTA

October 6-7

Fleet 127, Percy Priest YC  
Nashville, TN

Last regatta of the Nashville 1990 Series. Nearby camping and lodging. Come and help Scots become number one for "the series".

Contact: Nathan Dozier, 216 Friendship Dr., Goodlettsville, TN 37072, (615) 865-6484.

### GREAT SCOT REGATTA

October 13-14

Birmingham Sailing Club

A yearly favorite for 30-35 Scots where the winds pipe up and the temperature cools down in the Alabama foothills.

Contact: Berkeley Merrill, 4221 Antietam Dr., Birmingham, AL 35213, (205) 879-3917

### HILTON HEAD INVITATIONAL

October 13-14

Fleet 134, Hilton Head, SC

Come enjoy racing in the beautiful Hilton Head area.

Contact: Tom Caldwell, P.O. Box 3171, Hilton Head Island, SC 29928, (803) 671-6740.

### GREAT SCOT REGATTA

October 13-14

Fleet 118, Lake Logan Martin;  
Birmingham, AL

Fleet 118's annual regatta is a southern classic and everyone is invited to attend. Always a good Gulf turnout and excellent sailing.

Contact: Berkeley Merrill, (205) 879-3917.

### PUMPKIN PATCH REGATTA

October 20-21

Fleet 97, West River SC  
Galesville, MD

The final CBYRA sanctioned event for the High Point Competition.

Contact: Bob Neff, 1032 Old Turkey Point Rd., Edgewater, MD 21037, (301) 798-4146.

### CAJUN COUNTRY CHAMPIONSHIPS

Nov. 17-18

Fleet 153, Cypremort YC;  
Lafayette, LA

The climax of the 1989 sailing season in the GYA. Fleet 153 invites everyone to join in for some Cajun fun.

Contact: Gary Painton, 204 Shekel Dr., Lafayette, LA 70508, (318) 988-4331.

### RED LOBSTER CUP, December 1-2

Lake Monroe; Sanford, FL

The largest inland one-design regatta imaginable. Celebrity seminars on Friday with plenty of parties, the Saturday night "seafood feast", and door prizes. An unbelievable event.

Contact: Cal Hudson, 986 Haas Ave. NE, Palm Bay, FL 32907, (407) 725-3008.

### SUGAR BOWL REGATTA

December 29-30

New Orleans YC; New Orleans, LA

Come celebrate the New Year with this multi-class regatta which is just part of the Sugar Bowl festivities.

Contact: Larry Taggart, 5809 Memphis St., New Orleans, LA 70124, (504) 482-7358.

### ATTENTION ALL FLEET CAPTAINS

We would like your 1990 regatta dates as soon as possible to assure timely publication in **Scots 'n water**. Please include regatta name, fleet number, location, dates, regatta chairman, and a brief line or two to summarize your regatta.

## FLYING SCOT NEW MEMBERS

BOAT #	DISTRICT	NAME	ADDRESS	CITY	STATE	ZIP
4198	Capitol	Anne Hardman	811 Buckingham Dr.	Silver Springs	MD	20901
0994	Carolina	Herman & Ellen Ankenbruck	Rt. 1, Box 306A	Moneta	VA	24121
3916	Carolina	Richard & Macia Beck	7623 Covey Chase Dr.	Charlotte	NC	28211
2918	Greater NY	Paul J. Beispel	290 West End Ave.	New York	NY	10023
4246	Greater NY	William H. Ewing	935 River Road	Fair Haven	NJ	07704
4675	Greater NY	Dr. Milton Silver	635 Madison Ave.	New York	NY	10022
Asc	Gulf	Robert Prince	22230 Abbey Rd.	Pass Christian	MS	39571
0479	Gulf	Curren Skipper	P.O. Box 633	Mandeville	LA	70470
1298	Mich-Ont.	James R. Foley, Jr.	21620 Plymouth Ct.	Grosse Ile	MI	48138
Asc	Midwest	William J. Herzing	4903 N. Cumberland	Milwaukee	WI	53217
3146	Ohio	Richard C. Dage	7825 Shadowhill Way	Cincinnati	OH	45242
3299	Ohio	Robert Grimes	1404 Portage	Auburn	IN	46706
1056	Ohio	Adrian J. Helmick	1117 Hukill	Brilliant	OH	43913
1613	Ohio	Jim & Marge McDermott	3020 Victoria	Cincinnati	OH	45208
Asc	Prairie	Ron Ebersohl	18 Trashel Pl.	Union	MO	63084
4653	Fla	Eric M. Clee	948 Shaw Drive	Key Largo	FL	23037

# CAVEAT EMPTOR

**FS 23** - Douglass, completely refinished 2 yrs. ago, white deck and sides with blue stripe, Boston Sails, new trailer, full rigging, beautiful condition for older Scot, \$2,800 or offer. G.J. Finney, 2261 Lake Isle Ave., Onkama, MI 49675, (616) 889-3688

**FS 617** - Douglass, completely refinished with two-part polyurethane paint and overhauled (new rigging, halyards, sheets, etc.), light blue deck, Fisher sails, heavy air main, spinnaker, Harken blocks, motor, bracket, boom tent, good trailer. \$3000. Call Chuck Gettys, (405) 360-8744, for 4-page description and pictures. Norman, OK.

**FS 1675** - Racing Custom Flex and trailer, 2 owner boat. Rigged for racing, two rudders, extra stays, correct weight, slick hull. Three sets of sails, two spinnakers. \$4000. Corky Ott, Rt. 4, Box 443, Lake of Egypt, Marion, ILL 62959, (618) 964-1262 or 457-6324.

**FS 2679** - Douglass; white hull - non-glare white deck with red cove stripe, Galvanized tilt trailer. Full Sailor Tiller cover. 2 full sets of sails - 1 new, 1 very good

with spinnakers, all Harkin blocks, lifting bridle, motor mount. Wood - heavy varnish. Very well maintained. \$4100.00 Burl Murphy, Montgomery, AL 205-834-2983.

**FS 2842** - Douglass white hull, blue deck, three Schreck sails, like new. Full cover 2 HP Suzuki outboard. Wim Dijkman, 21287 Gertrude #202, Port Charlotte, FL 33952. (813) 629-1894.

**FS 3162** - Customflex 1978, blue hull, white deck, Harken blocks, lifting bridle, Murphy-Nye and Schreck (like new) sails, spinnaker, dry sailed, Pamco trailer. Trailer and boat in EXCELLENT CONDITION, \$4,300. Joe Leaman, West Lafayette, Ind., Ph. - home (317) 463-5706; work (317) 463-8236.

**FS 3438** - Douglass; white deck and light blue hull; original owner, dry sailed, excellent condition, rarely used, not at all in 2 years; Schreck sails, spinnaker never used, 4 HP merc, galvanized trailer, full cover. \$4,500.00. John Schweppe, 1311 Montrose Drive, Shelby, NC 28150, Office (704) 487-7204, Home (704) 482-6162.

**FS 4359** - 87 Douglass. White hull/deck, Schurr Sails with windows, Full boat cover, galvanized Tee Nee Trailer, anchor & line, compass, motor mount, lifting bridle, Dry sailed, fresh water only. Contact: Dick Roloff, 456 N. Taylor, Kirkwood, MO 63122, (314) 965-5649. \$6900.

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