

Scots n' Water

OFFICIAL PUBLICATION OF THE FLYING SCOT SAILING ASSOCIATION

VOLUME NUMBER XXVII, NUMBER 5, SEPTEMBER/OCTOBER 1985



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Cover Photo: This Al Rees photo captures some of the dramatic beauty that the lucky sailors in Fleet 100 experience sailing in the waters of Seattle and Tacoma, Washington.

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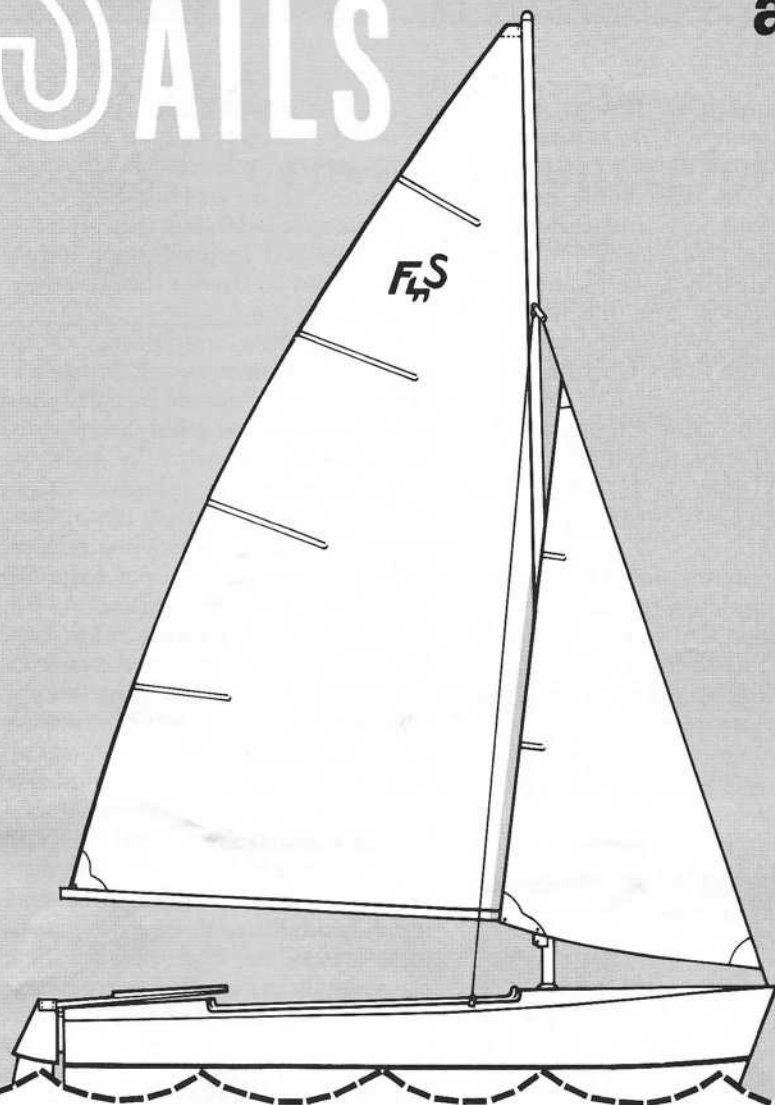
Scots n' Water

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- 84 Michigan Districts 1st*
- 84 Ohio Districts 3rd
- 84 Southern Regional Championships 1st, 3rd
- 84 Oriental Sailing Social top 4
- 84 Harvest Moon top 3
- 84 Sandy Douglass Regatta 1st, 2nd
- 83 Sandy Douglass Regatta 1st

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ASSOCIATION SPOTLIGHT

Scot Sailors Named in Who's Who of Sailing

FSSA members have many reasons to be proud of their boats and their fellow sailors in the association. That others recognize that fact only adds distinction to our well-deserved pride. In a special "Collector's Issue," the July issue of *Yacht Racing & Cruising* has chosen to recognize the "400 Who's Who in Sailing." Represented there are four of our Scot sailors and two hotbeds of Scot sailing activity.

Recognized in the "Up and Coming" category is **Johnny Lovell**. This category includes "young sailors (who) are well on their way to becoming the rock stars of tomorrow." Johnny's listed "bio" reads: "Second '83 Youth Worlds, winner in '84; fourth IYRU Youth Worlds; successful in Optimists, Laser II's, Flying Scots and Snipes. Eligible to sail in '85 Youths." Johnny sails often in the Gulf Yachting Association regattas and well-represents the kind of quality that association has developed through Junior Sailing programs.

Noted in the "Sailing Families" category is **Janet Besse**, who sails her Scot on Lake Skaneateles in New York. Part of her story reads:

"Jim and Janet Starkweather started sailing at American YC in Rye, N.Y., in their father's

International One Design. Janet later married Dick Besse, who learned to sail on the Vineyard. The Besse family now includes four kids and resides in Syracuse, N.Y., sailing Flying Scots on nearby Lake Skaneateles. The oldest, Sue, has been the most involved of the kids, sailing in the Sears Cup finals one year, while father Dick qualified for the Championship of Champions last year."

The story goes on to tell of the accomplishments of brother Jim and his family.

And, of course, no Who's Who would be complete without our venerable designer, **Gordon K. "Sandy" Douglass**. The "One-Design Stalwarts" are categorized as "loyal folks (who) give everything they've got to support their one-design classes." What better tribute to Sandy? His commendation reads:

"What do Thistles, Flying Scots and Highlanders have in common? Sandy Douglass, of course. As the designer and one-time builder of all three, Sandy has won the Flying Scot NA's seven times and the Thistle nationals five times, including winning the very first nationals held in 1946. He still sails a Flying Scot out of the Deep Creek YC in Maryland, and writes occasionally for the Flying Scot newsletter.

His wife is a regular crew, and they usually pick up a third. Sandy started sailing in canoes and in '38 he was building International 10 Square Meter canoes and International 14's, going on to design the Thistle after the war."

Current NAC defending champion **Greg Fisher** was chronicled in "Hot Numbers" for he has "sailed in (and won!) an incredible number of one-design regattas."

Also receiving mention was **Edgewater YC** in Cleveland, Ohio. Host of previous NAC's and home of Fleet 12, EYC was noted as one of the "15 Top Club Racing Programs."

And finally, **Southern YC** in New Orleans, La., is mentioned as one of "10 Stunning Yacht Clubs." Home club to Scot Measurer Larry Taggart and numerous other Scot notables, Southern is awarded that distinction because of its great view of Lake Ponchartrain.

While we would all agree, as does *YR&C* that recognizing anyone at all is a formidable and even dangerous task, we salute these Flying Scot sailors and their clubs for the recognition they so well deserve.

We Need Addresses

The following boat numbers are listed at a wrong address. If you know the right address please notify the FSSA office and you will receive a FSSA Bumper Sticker **FREE!**

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0229	0733	2344	3487
0316	0739	2537	3591
0387	0885	2539	3688
0390	0981	2727	3714
0395	0987	2786	3970
0402	1000	2804	
0476	1147	2832	
0485	1167	2875	
0488	1192	2918	
0560	1478	2975	
0586	1912	3019	
0609	2172	3032	
	2247	3111	

Contact FSSA, P.O. Box 11187, Columbia, SC 29211, (803) 252-5646.

Letters to the Editor

To the FSSA:

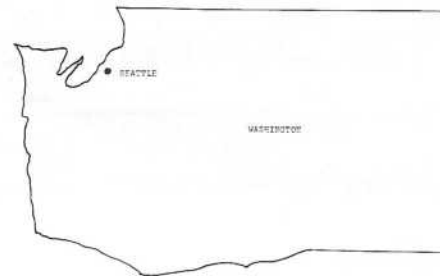
Sea Scouting is part of the Exploring program of the Boy Scouts of America for young men 14 to 18 years of age. Our goal is to teach these young men boating safety and related nautical skills and knowledge through the fun and fellowship of the scouting program.

Presently our ship is in the process of trying to obtain a Flying Scot to help us in teaching our scouts how to sail. We are seeking a donation of a Scot to our unit and any help you could provide us would be greatly appreciated.

Thank you for your assistance. *Dave Andreas, Sea Scout Ship Bay Verte, 2592 Bay Settlement Road, Green Bay, WI 54301*

If anyone knows of a Scot that would suit the scouts' needs and is willing to donate it to a fine cause, please contact Mr. Andreas. It's flattering to know that our boat is in demand for so wide a range of uses. In addition to the altruistic pleasures derived, I'm sure that the donation is tax deductible, as well. Ed.

The Fleet Review



Fleet 100 Seattle-Tacoma, Washington

Patti Buffington
FS 711

Fleet 100 is alive and well in the Great Pacific Northwest!

Officially re-activated in 1984 by an infusion of Scot sailors from the South and Midwest, Fleet 100 has now grown to 11 active boats. Additionally, at least 15 other Scots are sailing in other sections of Washington and in Oregon. New Flying Scot sailors and crew are surfacing and used boats are now up for sale.

The new Western state builder, WestScot Corporation, has begun building Scots for the West coast. Working out of a plant near Salt Lake City, Mike McKone and John Merlette have been working closely with our fleet members Bill and Elsie Claypool to promote the Scot in this area. WestScot has exhibited a shiny new Scot at several boat shows in the last year and a half and many of our members have staffed the exhibit distributing information and showing videotapes of the Scot. Names of interested persons have been collected, and people have been offered demonstration sails.

We sail in an area of incomparable beauty and opportunity. Puget Sound was carved out by glaciers from two surrounding mountain ranges, the Cascades and the Olympics. It is an area 100 miles long and about 40 miles wide and dotted by numerous islands. Look at an atlas and you will be impressed with the number of inlets and passages. The San Juan Islands, to the north, are famous for cruising. The whole area is protected from Pacific storms by the Olympic mountains and is accessible by the Scot. Fresh water sailors enjoy the area as well by sailing on 20-mile-long Lake Washington, which is located right in Seattle, and on American Lake, which is just outside of Tacoma.

Our sailing program is varied and well-balanced, taking advantage of all the opportunities we have. Our racing program consists of five race week-ends spread from May to September and all in different locales. A mid-summer regatta weekend at Port Townsend, for example, pits crews against the tricky tides and strong winds of the Straights of Juan

light of the season may well be the week-long cruise and camp that is held annually. This year we cruised the San Juan Islands, taking advantage of Washington's extensive network of marine parks.

We have talked to many former Scot sailors who sold their boats before moving to the Northwest.



Fleet 100 members include (left to right) Patty McPhee, John and Mary Baldwin, Ken Wood, Bob Hays, Charles Buffington, Elsie and Bill Claypool. Patti Buffington photo.

de Fuca. A season champion is determined by taking the scores from these five race weekends.

What makes our fleet unique to some, perhaps, is that we also enjoy daysailing and cruising as well as racing. Social sails are frequently scheduled and well attended by day-sailors and racers alike. The high-

“What a mistake” they say. “We should have brought our boat with us!”

All the pieces are in place: a spectacular area to explore by boat, a temperate climate, and an active, growing Flying Scot fleet. The opportunities are limited only by time and imagination. Come sail the Great Northwest with us!

The Governor's Report

The Governor's Report Florida District

Denis M. Burgoon
FS 2298

The Florida District was created out of the interest and dedication of Clinton Smith FS 3510 of Casselberry (Orlando) Fla., to extend and strengthen the activities and competition between Flying Scots in "mainland" Florida. The Florida District covers the area from the Florida-Georgia line to the Keys and from the beaches on the Atlantic

Ocean to the Gulf Coast and the Suwanee River on the west. Until the Florida District split off from the Gulf District, Fleet 131 in Jacksonville (started by Dave Mayfield over 10 years ago), Fleet 150 in Orlando (started by Clint Smith in 1981), Fleet 90 in Miami, and Fleet 152 in St. Petersburg, were separated by many miles from the main body of Flying Scots in the Florida "panhandle" and points west. As a result, the nearly 100 "eastern" Flying Scots had little regular opportunity

to sail with or compete against their District members. Thus, in 1982, Clint Smith proposed to the Board of Governors at the MidWinters, the creation of a new District allowing for more centralized opportunities.

While distances between fleets still remain considerable (seven driving hours from Miami to Jacksonville) it is now possible for the four Fleets to meet regularly in the central Florida area for competition and camaraderie. We are indebted to Clint for his foresight and steadfast efforts that so enhance Flying Scots in Florida, where sailing and racing is a year round pleasure.

The fact that the Florida District enjoys year round sailing is both a blessing and a curse — a blessing in that we can use our boats during all 12 months, a curse in that competition sailors run out of enthusiasm because of the "long" racing season; a blessing because we can choose not to sail because of slightly poor weather, a curse because so many other weather oriented demands (or opportunities) exist on our recreation time.

Where are the Flying Scots in the Florida District?



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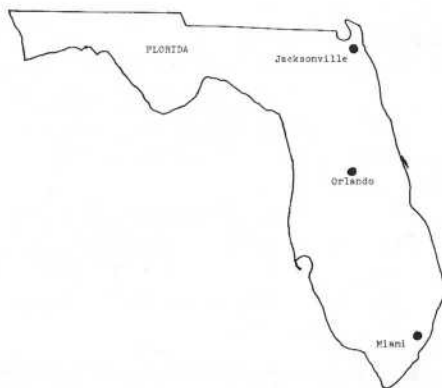
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Well, starting at the north end of the district, Fleet 131 in Jacksonville was formed by Dave Mayfield and his enthusiastic and generous efforts in promoting the Flying Scot. Presently Fleet 131 has 12 Scots; six of which race; six of which day sail. It is the host fleet for the Sandy Douglass Regatta which has occurred on the second weekend in November at The Rudder Club of Jacksonville each year since Dave Mayfield started it in 1975. The Sandy Douglass Regatta is one of the three regattas sanctioned by FSSA. Other major racing events in which a fleet of Scots is represented are The Mug Race in April/May — billed as the "world's longest (43 NM) river race"; Winter, Spring, Summer, and Fall "Series" of four Saturday afternoon



races each; and the Gator Bowl Regatta each December. These races are run by the Rudder Club from their facilities on the west bank of the St. Johns River at I-295 on the

boundary between Jacksonville and Orange Park.

The Central Florida lakes area is the home of Fleet 150 and the activities of the Orlando Yacht Club. Here, Clint Smith is the sparkplug that keeps activities going for Fleet 150's 10 racing and two less competitive Flying Scots, as well as Scots throughout Florida. The Orlando Yacht Club has twice monthly races with Flying Scot starts year round, the Citrus Bowl Regatta in December, and the Mt. Dora Yacht Club Regatta in March. In April, Fleet 150 hosts its own annual regatta. Fleet 150 is also the home fleet of Andy Fox, the FSSA national champion for '81 and '82, so there is a keen competitive spirit in that part of the state. *(continued on page 8)*

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- 1 1985 Berlin
- 3 1985 Great '48

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Governor's Report

(continued from page 7)

Coconut Grove Sailing Club is the home of Fleet 90, with Charlie Fowler presently encouraging the eight racing Scots and the two other Scot owners to partake in their monthly Sunday afternoon races or CGSC's annual Regatta in late October (26 and 27 this year). He also tries to get up a fleet for the Annual Sunburn Regatta at Biscayne Bay Yacht Club (April 27 this year); the Key Biscayne Yacht Club's One Design Race (June 8); and the Coral Reef Annual Regatta (December 14 this year).

St. Petersburg Yacht is home to Fleet 152, our newest, and they are struggling to get enough Flying Scots on the starting line out of the only eight Scots in that immediate area. Perhaps the retirement syndrome is less encouraging to active racing, but Fleet 131 has just had two of its active sailors transferred to Fleet

152 territory, so we will perhaps see a renewed interest.

Besides all the above races, Flying Scots like to see a fleet of their boats at the Sarasota Labor Day Regatta in September and the Davis Island Regatta on Thanksgiving weekend.

How do you get information on "what's happening this weekend"? Contact:

Denis M. Burgoon, Jacksonville
904 / 398 - 1670

Clinton Smith, Orlando 305 / 699
- 0584

Marcia Smith, St. Pete 813 / 895
- 4551

Charlie Fowler, Miami 305 / 836
- 2653

They would all be happy to extend the southern hospitality to fellow Flying Scot sailors, and let you know where the action is, or just go out for a sail with you.

Read About the 1985 North American's November Issue

BOSTON SAILS

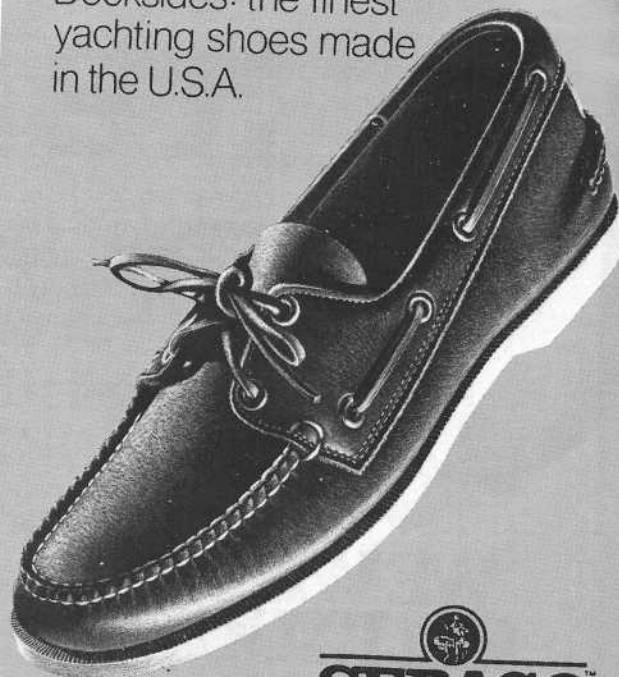


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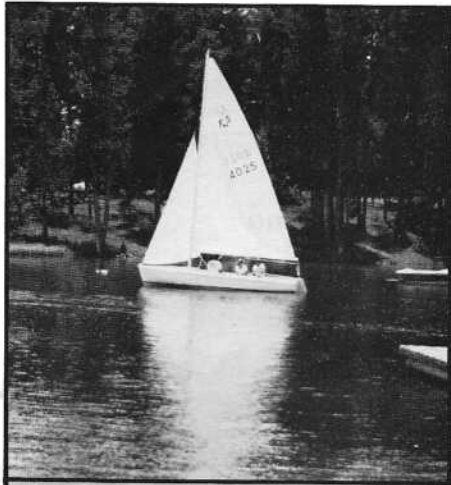
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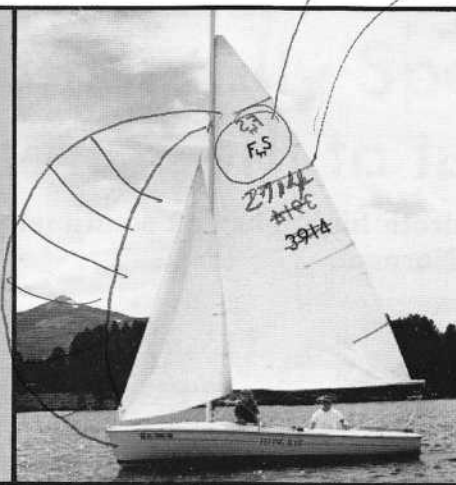
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Dan and Lois Jenkins sail FS 3914, the first WestScot boat built, in Steamboat Lake.

Seattle, Washington, and in Southern California respectively. Recently, Dan & Lois Jenkins (#3914) and Bob and Betty Ralston (#1434) agreed to represent us in Steamboat Springs, Colorado. Also, Louis Rodencal (#4024) is representing us in the Denver, Colorado, area. With these strong active owners the areas mentioned should show strong continuous growth.

If any current or former Scot owners are interested in joining or re-joining these fleets please contact us at:

The WestScot Corporation
2080 West 2200 South
Salt Lake City, Utah 84119
(801) 972-0350

Attn: Mike McKone

In the past year we have shown the Scot at boat shows in: Seattle and Tacoma, Washington; Salt Lake City, Utah; Denver, Colorado; and in San Leandro, San Diego; and Long Beach, California. At each show the Scot is recognized by many sailors and attracts significant interest from newcomers.

We have been very fortunate to have had the support of the Gordon Douglass Boat Co., Inc. in our start up phase of this endeavor. Eric and Mary Ammann have been a constant source of support that can only come from people who genuinely want to see us succeed. To Eric and Mary and everyone at the plant in Maryland, thank you for all your help. To Dr. P. Ward Hill (#354), thank you for bringing the idea to us to become involved. And last, but not least, a strong thank you to "Sandy" Douglass. Many thanks for designing this fine boat that has stood the test of 27 years in service. Larry Hansen, Mike McKone, John Merlette

Scots Re-Emerge in the West

Since starting to build the Flying Scot in Salt Lake City, Utah, in late 1983, The WestScot Corporation has experienced a slow, but steady growth in re-establishing this fine boat in the West.

During the past year, we were able to place new Scots in Arizona, Colorado, Utah and Washington. We have been very pleasantly surprised at the widespread awareness of the Flying Scot everywhere we go. In addition to supporting fleets 040 and 100, we are hoping to re-establish fleet #141

in Denver, Colorado, and we are also working to establish new fleets with active Scot owners in Southern California; Steamboat Springs, Colorado; and Salt Lake City, Utah.

In anticipation of this strong growth, we are very fortunate to have marketing representatives for the Scot in Tacoma, Washington; Marina del Rey, California; and Steamboat Springs and Denver, Colorado. Many Scot owners know Bill Claypool (#1460) and Tim McCarthy (#2583) who are spreading the word in Tacoma/



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Regatta Spotlight

Sailing Is Great at the "Great 48"

Mike Duncan and Irmgard Schildroth highlight this continually growing and important regatta at famed Lake Norman.

The Great 48 Regatta, hosted May 4 and 5 by Flying Scot Fleet 48 at Lake Norman Yacht Club near Charlotte, N.C., was a huge success.

Thirty-eight Flying Scot skippers and crews came from as far away as Pennsylvania, Ohio, and Florida to compete in the twelfth annual "Great 48." The contestants sailed one race Saturday in a drifter that tested their perseverance severely. Sunday brought two races in fresh winds of 10 to 20 from the southwest and some exciting sailing. One race was sailed Saturday and two Sunday, making for a weekend of very diverse conditions. Chuck Barnes of Pensacola, Fla., sailed very well through it all, taking two firsts and a second to be the clear winner with 3.5 points. Harry Carpenter of Oakland, Md., came on strong Sunday to finish second with 12.75 points. Peter Salmon-Cox of Pittsburgh, Penn., was a close third with 15 points, having sailed three fifth place finishes; remarkable consistency! The next three places were taken by Carolina's sailors and were separated by only two points.

The light and shifty air Saturday caused many to go far left or right to find a favorable breeze nearer shore, which looked good initially. The problem came in trying to get back to the center to the windward



mark. There turned out to be little transportation back to center. Those who stayed near the rhumbline and played the shifts were the first ones at the weather mark and the first to finish the next two reaching legs. The mostly heavy air Sunday was a welcome change and was a test of starting skills in a large fleet, as well as spinnaker handling ability on the reaches in planing conditions. The top skippers and crews were getting consistently good starts, were moving away with superior boat speed all through the races, and were for the most part, a study in consistency.

The Regatta chairman was Irmgard Schildroth, who did a fine job of organizing an important regatta for the Flying Scot class. The Thistle fleet at Lake Norman Yacht Club

provided the race committee with Art Menke, former Thistle class president, as R/C chairman. Joe Zammit, USYRU judge and former Highlander class president, was chief judge and complained that he did not have much work to do, a complement to the participants. The race committee did an excellent job managing the races in the changing conditions and called the entire fleet back for a premature start Sunday.

Edna Sweet put on a real home cooked feast Saturday night at the LNYC clubhouse, and it was superbly done. John Slater played guitar, and we had folk music sing-alongs for entertainment after dinner. All in all, it was a very amiable crowd, and everyone enjoyed the weekend.

(All photos by Irmgard Schildroth)



Results of the
Twelfth Annual
GREAT 48 REGATTA
hosted by Flying Scot Fleet 48
at Lake Norman Yacht Club
May 4th and 5th, 1985

Boat No.	Name	Fleet Club	Race			Total Points
			1	2	3	
1.	C. Barnes	Pensacola YC	1	1	2	3.5
2.	H. Carpenter	6 Deep Creek YC	10	2	1	12.75
3.	P. Salmon-Cox	6 Deep Creek YC	5	5	5	15
4.	B. Murdock	27 Carolina SC	2	8	7	17
5.	L. Lewis	108 High Rock YC	7	7	3	17
6.	D. Batchelor	27 Carolina SC	6	4	9	19
7.	R. Baugher	19 Berlin YC	11	10	4	25
8.	T. P. Hohler	80 Moraine SC	3	11	12	26
9.	G. Spencer	150 Orlando YC	20	3	8	31
10.	D. Schultz	126 Lake Townsend YC	9	13	11	33

Fundamentally Speaking

Windward Sheeting the Jib

Greg Fisher
FS 3961

While sailing the Flying Scot, there are some important parts of sail trim and tuning that we must consider to achieve our maximum speed potential. Correct jib trim and, more specifically, windward jib sheeting means a lot to top upwind speed in the Scot. Although it sounds mysterious and sometimes seems complicated about how and why a Scot jib should be sheeted to windward, some simple guidelines will help make this trim much easier.

Why Windward Sheet?

As we know, because of its relatively high weight and fairly full entry at the bow, the Scot needs powerful sails to help it accelerate and meet its maximum speed potential. It is important that the sails be capable of being flattened out in a breeze so that the boat is not overpowered. But even in these conditions, a powerful jib is important to help the boat accelerate out of tacks and punch through waves and chop.

Normally, choosing the correct fullness for a jib would be a fairly easy job. We basically have an idea as to how high the boat can point in most conditions and through testing we can determine how much power the jib needs to develop over the wide range of conditions. However there is a tricky balance between the fullness built into the jib and the pointing capabilities of a boat. In other words, if the jib is built too full it can lessen the boat's ability to point into the wind. On the other hand, the jib that is cut too flat will allow the boat to point higher, but without much power. Since the Scot has its jib leads placed so far outboard, we basically need a compromise jib to allow the boat to both point high and develop maximum power. Windward sheeting is just the technique we need to keep the entry of the jib fairly flat — to allow the boat to point — but at the same time, will round out the last 75 percent of the jib — for power — and to help narrow the all-important slot between the main and the jib for maximum efficiency.

How Do You Do It?

So far I am sure that all of this sounds complicated, but the guide used for the amount to windward sheet

the jib is very easy to determine and will work on most jibs. The steps we follow are:

1. Pull on the leeward sheet of the jib until it develops approximately an inch curl in the very bottom of the foot, between the tack and the clew.
2. Look at the battens in the jib. Looking at the leech, both battens should be angled nearly straight back, parallel with the centerline of the boat.
3. Now pull on the jib's windward ("lazy") sheet about 3", without again adjusting the leeward sheet.
4. When you have pulled enough on the windward sheet, you will see that the curl in the foot of the jib will disappear.

(continued on page 12)

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Fundamentally Speaking

(continued from page 11)

5. Look again at the leech of the jib. The upper batten should now be angled slightly outboard — about 5 degrees. The lower batten will be angled slightly inboard — about 5 degrees.

Anything Else

Having adjusted the jib, you will also notice that you have made the jib sufficiently fuller to give the boat the power that you need without affecting the entry of the jib. Interestingly enough, while we might expect that in heavy winds we would leave the jib alone and not windward sheet, we find that it is still helpful. Only when the wind is blowing in excess of 18 mph do we no longer windward sheet. We definitely need the power and the twist, even in the medium to heavy wind conditions.

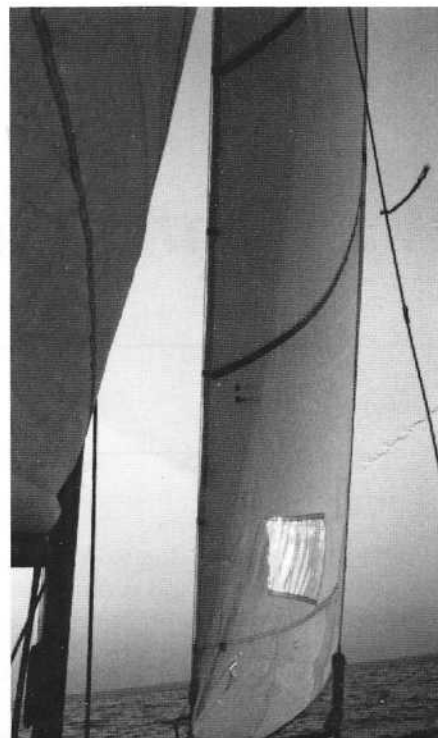
One trick we have learned that helps with windward sheeting, is to

tie the jib sheet to the jib with a knot located about a foot from the clew. When the sheet is tied directly to the clew, the windward sheet pulls down, instead of laterally across. This down pull actually tightens the leech of the jib instead of opening it correctly when the knot is tied at the correct location, one foot from the clew.

With practice, windward sheeting will become almost automatic for you. I am sure that when you begin windward sheeting your Scot, you will immediately feel not only an increase in pointing ability, but also some added "punch."

Good luck and fast sailing!

Greg Fisher, former collegiate All-American, is the current North American Champion. Successful in numerous other boats, including the Thistle and Highlander, Greg has applied his interest and ability to his own sail loft, Shores Sails, Midwest, in Columbus, Ohio.



(Greg Fisher Photo)

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Deer Park, Maryland 21550



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Gadgets and Gilhickies

A 4-in-1 Downhaul System

Dan Goldberg
FS 3637

During my first two years sailing a Scot, I encountered several spinnaker-handling problems which were finally solved by rigging a downhaul system slightly different than I had seen before.

The advantages of this system are numerous.

** It will prevent the spinnaker pole from "skying" if the guy is accidentally unhooked and will thus prevent the spinnaker pole track from ripping off the mast (the aluminum pop rivets will not prevent this).

** It will save time during sets and douses by eliminating the need for the crew to fumble with a snap shackle (ring to pole and vice-versa).

** It keeps positive forward tension on the pole to help keep it in place during the set.

** It provides a convenient stowage place for the jib when it is temporarily down.

In order to put this arrangement on your Scot, obtain the following:

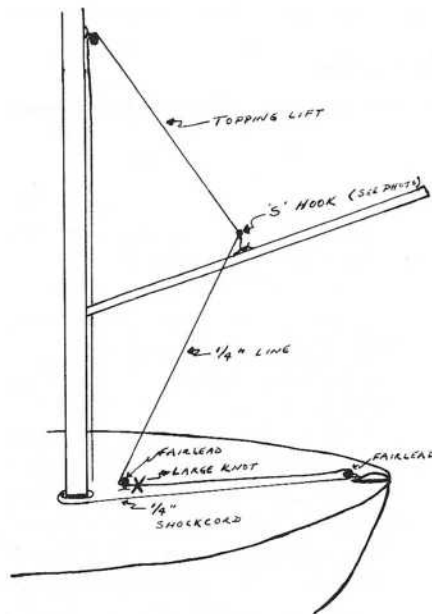
1 deck-mountable fairlead (simple deck eye or swivel block)

1 small swivel (bullet) block

1 stainless steel "S" hook

7 feet of 3/16 inch or 1/4 inch line

12 feet of 1/4 inch shock cord



Looking at the accompanying sketch and picture, install the system by doing the following:

1. Bolt a fairlead to the deck about 6 inches ahead of the mast.
2. Lash the small block to the bowhandle.
3. Remove the existing snap shackle and attach the "S" hook to the end of the existing spinnaker pole lift line (topping lift).

(continued on page 14)



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Ordering info: We accept checks (held 14 days), cash, and money orders. No COD's - PRICE INCLUDES SHIPPING. Outside USA add \$3.00 per shirt.
Long Sleeve - \$18⁰⁰ each Short Sleeve - \$12⁰⁰ each
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ONE DESIGN MARINE
P.O. BOX 50908-DALLAS 75250-214 987-3700

Gadgets

(continued from page 13)

4. Attach the 7 foot line to the "S" hook and run it down through the deck-mounted fairlead.
5. Join this line with the shock cord and run the shock cord through the block on the bow-handle and back to the base of the mast where it is tied off.
6. Here is the key: When joining the two lines, be sure to tie a large knot (one that will not pass through the deck-mounted fairlead, such as an Ahley Bend) at a location such that when the outboard end of the spinnaker pole is as high as you will ever want it, the knot hits the fairlead. This will prevent the pole from ever going any higher and "skying."
7. Put some tension on the shock-cord at the mast base, and it will prevent the "S" hook from banging around when not in use.



The "S" hook eliminates the need for the crew to fumble around with a snap-shackle when setting and dousing. Once the hook is removed from the pole, the crew merely lets go of it! The shock cord tension holds it in place in "mid-air."

Some "traditionalists" may shudder at this contraption, but I am no

longer plagued by skying spinnaker poles and ripped-out pole tracks. In addition, my crew loves the "S" hook and the jib stowage features of the system. This rigging will not make your boat go faster, but will improve your crew's efficiency and perhaps save you the cost and aggravation of replacing a pole track!

Are good tacks and gybes "strangled" by your mainsheet?



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THE FLEET'S IN

Carolina Governor's Cup Trophy

Who said, "You can't go home again?" It certainly was not Paul Newton, who came home to North Carolina to win the Carolina Sailing Club's 28th Annual Governor's Cup Regatta. Newton, the former editor of *Scots n' Water*, packed up his Scot and moved to Green Bay, Wisc. earlier this year. Paul opened the series with a bullet and then settled for a third behind the wily veteran Dick Schultz and steady Dave Batchelor. In the third and final race, Newton was over early and had to restart. He fought back to finish fifth and one point ahead of CSC Commodore and Carolinas District Governor Bob Murdock. Winds were brisk but shifty as Dave Batchelor, who dropped from second to eleventh on one leg, willingly testified.

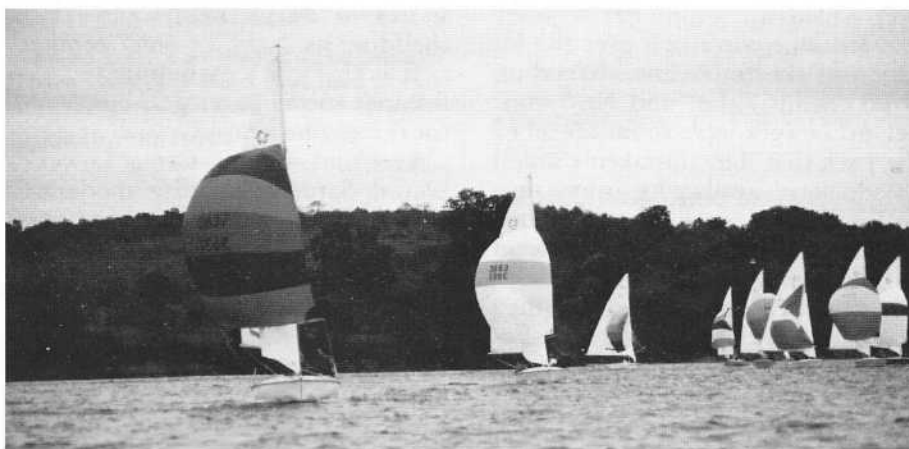
Newton's victory returned the Governor's Cup Trophy to the Flying Scot Class after a year in the hands of the Tanzer 16 Class. The Cup, which goes to the skipper who beats the most boats in the three race series, was won in 1983 by Bubby Eagan. The Scots had the best numbers with 31 boats out of the 200 craft in 16 different classes. Tanzers, Thistles, Highlanders, Isotopes, and Lightnings were some of the other classes participating on three separate race courses on Kerr Reservoir. The Regatta is held each year on the third weekend in June, so put it in your schedule for next year and "come on down." *Bob New, FS 3856*

1. Paul Newton	1	3	5	8.75
2. Bob Murdock	4	5	1	9.75
3. Dave Batchelor	2	2	1	15
4. Dick Schultz	8	1	8	16.75
5. Kent Hassell	3	10	4	17
6. Dave Miller	5	4	10	19
7. Ted Ward	6	12	2	20
8. Doug Gregory	9	11	3	23
9. Macon Singletary	11	6	6	23
10. Hap Crowe	7	7	9	23

News from the Great Northwest

Seven Scots from Puget Sound's Fleet 100 were among the 49 boats participating in the Annual Cannon

Cup Regatta, May 18-19, on American Lake, near Tacoma, Wash. Five races were sailed in light to moderate and definitely fluky air which made the series a combination of skill and luck. "Typical lake sailing" said the race crews with Midwest and Eastern experience.



(Dan Goldberg Photo)

The "old guard" in the fleet was both pleased and somewhat chagrined that newcomers Ken Wood, Bob Hays, and Joe Robel sailed to decisive wins in the individual races. Overall honors went to Patti and Charles Buffington in FS 711.

This event followed Fleet 100's Spring Tune-Up on American Lake, May 4-5. Eight Scots charged around the course amid leaping trout, asking "which way should we go around the island?" or exclaiming "look at Mt. Rainier!" Fortunately, only the last of these tune-ups counted toward the Fleet championship. This was a record turnout for our fleet which is, happily, growing. We would like to invite other sailors to consider bringing their Scots out to the Great Northwest. *Patti Buffington, FS 711*

1. Charles Buffington	1	2	4	3	1	10.5
Patty Buffington						
2. Ken Wood	3	1	2	5	2	12.75
Jeff & Scott Wood						
Marianne Wood						
3. Joe Robel	5	3	3	1	3	14.75
Brad Robel						
Bill Young						
4. Robert Hays	4	5	1	2	5	16.75
Patty McPhee						
Paul Johnson						

5. Elsie Claypool	2	7	5	6	6	26
Bill Claypool						
6. Al Rees	7	4	7	4	4	26
Michael Rees						
Alison MacKenzie						
7. Jim Caro	6	6	6	7	7	32
Harold Page						
Mike Fitzpatrick						

Squantum YC Regatta

Fleet 58 at Squantum YC, Wallaston, Mass., held its 1985 regatta on June 15 and 16 in a mixed-bag of conditions, all of which were mastered by eventual winner John Clark.

The three races on the first day were sailed in sunny, cool conditions with 3-20 knot winds, from everywhere! The second day started out with overcast, drizzling skies but the all-powerful Race Committee commanded some eventual partial sun and light winds for the final races of the series. Later, of course, appropriate toasts were offered the weather gods for their cooperation.

Winning all four races, John was pressed closely by Gary and Heidi Powell who were sailing on their honeymoon! (No wonder they were in such a hurry to get off the course! Ed.) Bob Flynn rounded out the top three with close racing and good fellowship featured in all races. *Mike Kiely, FS 3890*

1. John Clark	1	1	1	1	3
2. Gary Powell	2	2	3	2	9
3. Bob Flynn	4	4	4	5	17
4. Jim Cavanagh	3	DNS	2	4	18
5. Mike Terry	6	5	5	3	19

(continued on page 16)

Fleet's In

(continued from page 15)

Hoover YC

This year's version of the continually-popular Hoover YC regatta in Columbus, Ohio, featured good competition, a large turnout (30+ boats), and an interesting finish for many sailing the first race.

Saturday's conditions were moderate but shifty and were apparently so much to race leaders Craig Leweck and Greg Fisher's liking that they sailed an additional weather leg! In some confusion over the location of the finish line, defending NAC champ Fisher and NAC runner-up Leweck were so far ahead of the pack that they mistakenly sailed an additional weather leg before they realized their error. Even so, they still managed to finish the race ahead of many boats who had sailed "only" the regular course. Though they continued to dominate the finishes in the other two races, their early mistakes put them out of the series.

Capitalizing nicely on their mistake and sailing a consistent series,

Pittsburgh's Peter Salmon-Cox won the series which was capped with very light air for Sunday's final series race. He was followed in second place by Berlin YC sailors Dave Caldwell and Rick Baugher.

This mid-May regatta continues to attract nearly all the top racing talent in the Mid-west each year. Come test your skills next year! And, oh yes, look for the finish line! *Ohio Bureau Report*

Berlin YC

Berlin YC, perched high on the shores of Berlin Reservoir, is fast shedding its "light-air only" reputation as this year's early June regatta featured moderate to gear-buster air for the second year in a row.

Eventual winner Craig Leweck played Saturday's shifty moderate air a little better than everyone else and won both races. But the fleet was happy as some good planing conditions blew in for the second race on Saturday. Sunday was a mast bending, boom breaking, sail ripping blow-out! A cold front kicked wind up into the 30's and the race was cancelled after the first lap as

numerous Scots, Thistles, and Windsurfers generated more business than the crashboats could handle. Rounding out the top five in this 22-boat fleet were Rick and Jo Baugher and Fritz and Helen Wagner (all of whom received new masts for their trophies), Harry Carpenter and Jack and RosaLee Leipper. *Paul Nickerson, FS 3911*

Publication Deadlines

November Issue
September 1

January Issue
November 1

NOTICE OF REGATTA

FLYING SCOT JUNIOR NORTH AMERICAN

September 7 & 8, 1985

Singing River Yacht Club
Member Gulf Yachting Association
P.O. Box 2207
Pascagoula, Mississippi 39567

Singing River Yacht Club is proud to host the 1985 Flying Scot Junior North American Regatta. Our unique location on the Mississippi Sound at Pascagoula makes this an ideal location for Flying Scot sailing as we have consistent shore breezes yet sail in relatively protected waters.

Singing River Yacht Club is known for its competitive sailing and enthusiastic involvement with juniors throughout the Gulf Yachting Association. The Flag Officers, Board of Governors, and members wish to cordially invite you to join us for this event. Juniors will be housed with Singing River juniors, or if they wish to stay with their families, fine motel reservations can be made at the La Font Inn, 601-762-7111.

Early registration will begin Friday night, September 6, when participants and families can join SRYC members in our normal Friday night cook out where you cook your own hamburgers or steaks. (SRYC will have hamburgers and steaks on hand if you do not have your own) There will be a \$10.00 registration fee.

Coffee, donuts, milk and orange juice will be available Saturday and Sunday mornings. Social activities will be provided Saturday night for everyone's enjoyment.

The Skippers meeting will commence at 10:00 AM Saturday, with the first race at 1:00 PM. Two races are scheduled for Saturday, and two races for Sunday. The best three out of four races will be scored for the series. Trophies will be awarded for each race and overall and will be presented immediately after the last race.

The Races will be sailed under the management of the SRYC Race Committee and will be conducted in accordance with USYRU SEARS rules.

For information or assistance, please call the Singing River Yacht Club at (601) 769-1876 or Regatta Chairman Travis Stallworth at home (601) 762-6018, or work (601) 762-1744.

THE STARTING LINE

CAPITOL DISTRICT

The following open regattas will be held in the Capital District during 1985. Events marked with an * are sanctioned for high point competition by the Chesapeake Bay Yacht Racing Association (CBYRA). Contact the host fleet, shown in parenthesis, for details. You may also contact: Governor Dennis Morris, 7412 Elgar St., Springfield, VA; CBYRA Representative Larus Newby, 3105 Edgehill Rd., Alexandria, VA 22302; or District Reporter John Clickener, 1632 St. Marie Ct., Virginia Beach, VA 23464.

Sept 14-15 — President's Cup*, Potomac River SC, Washington DC (42).

Sept 21 — Annual Regatta, Kinsmill YC, Williamsburg, VA (Fleet 137).

Sept 28 — Yorktown Regatta*, Virginia SA, Yorktown, VA (Fleet 137).

Oct 13 — Columbus Day Regatta, GRSA, Richmond, VA (Fleet 155).

Oct 19-20 — Pumpkin Patch*, West River SC, Galesville, MD (Fleet 97).

Nov 3 — Around-the-Island Race, GRSA, Richmond, VA (Fleet 155).

CAROLINAS DISTRICT

The following regattas are included in the Carolinas District Helms Trophy series. For more information contact District Governor Bob Murdock 1404 Oakland Ave., Durham, NC 27705 (919) 286-0093.

Sept 14-15 — Mayor's Cup. Lake Townsend YC, Greensboro, NC. Contact Richard Schultz (919) 349-8867.

Oct 5-6 — VISA YC Centerboard Invitational. Smith Mt. Lake, VA. Contact John Ullman (703) 632-9132.

TBA — South Carolina FS Championship. Hilton Head, SC. Contact Tom Caldwell (803) 671-6740.

FLORIDA DISTRICT

For information on regattas listed below contact either District Governor Denis Burgoon or Clinton Smith (305) 699-0584.

Oct 26-27 — Coconut Grove Sailing Club Regatta.

Nov 9-10 — Sandy Douglass Regatta. The Rudder Club, Jacksonville.

Nov 30-Dec 1 — Davis Island Regatta.

Dec 14 — Coral Reef Regatta.

Dec TBA — Citrus Bowl Regatta.
Gator Bowl Regatta

GULF DISTRICT

Oct 19-20 — Gulf District Championship. Dixie Sailing Club, Lake Martin, Ala. Contact: District Governor Jerry Dees, 930 Sea Cliff Drive, Fairhope, Ala. 36532 or Commodore Robert Boggan, (205) 277-2925 (H), (205) 269-5013 (O).

October 19-20 — The third annual FSSA Cajun Country Championship will be sailed at the Gumbo Regatta on Lake Arthur, La. Contact Al Rees at home (318) 234-6878 or office (318) 988-8888.

Dec 28-29 — Sugar Bowl Regatta. Southern YC. This regatta is sponsored by the organizers of the Sugar Bowl Football Classic. Southern YC, New Orleans, will host the event. Contact Peter Gambel, 105 N. Roadway Dr., New Orleans, LA 70124 or SYC at (504) 288-4221.

MICHIGAN-ONTARIO DISTRICT

For information on any of the following regattas, contact District Governor Doug Christensen. All FSSA members welcome!

Sept 14-15 — Hot Scot Regatta. Huron Portage YC, Pinckney, MI.

(continued on page 19)

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FS 3205 — Customflex, lt. blue hull. Pamco trailer. 1979 North main, & M & N spinnaker. Very good condi. & smooth bottom. Lots'a Harken. Min. hull wt. \$5900. Steve Hartman, P.O. Box 2972, Station A. Champaign, Ill. 61820. (217) 359-2212

Two older (three digit hull #) Scots, well maintained w/recent running & standing rigging, one repainted 1984, both race equip. incl. Harken blocks, spinnaker gear, etc. \$1500 each or \$2000 w/recondi. trailer, sails. Fairhope Yacht Club, 101 Volanta, Fairhope, Al 36532, (205) 928-8888

FS131 — Douglas, White, blue deck, main, jib & spinnaker. Trailer. CONTACT: Rev.

Rudy Moore, 479 Upper Gulph Rd., Radnor, PA 19087. (215) 688-0170 (eve.) or (215) 688-7947 (days).

FS 1295 — Customflex, Blue Hull, White Deck, Pamco trailer. \$4,700.00. Good condition. Wm. K. Jones, (813) 522-4917, or (813) 546-4462, Evelyn Schnieder. 3226 85th Ave. 11, St. Petersburg, FL 33713

FS 3777 — Ivory, Blue water line, Schurr Main & Jib, boom-tent cover, Excellent Condition. Spare tire, motor mount - \$5900.00 CONTACT: George Rootring, Box 511, Navarre, Ohio, (216) 879-2686, or (216) 879-5635 (B).

FS 1240 — Gordon Douglass, light blue, two suits of sails, spinnaker, Sterling tilt trailer, cockpit cover, winter stored indoors, fully equipped. Excel condition \$2800, call for details: Vince or Berill Johnson, (317) 284-5193, 1300 N. Winthrop Road, Muncie, Indiana 47304

To Submit A Caveat Emptor Advertisement

All Caveat Emptor ads must be submitted by the publication deadlines printed in each issue. The ad will appear in the issue corresponding to each deadline. Submit ads to: Flying Scot Sailing Association, 3008 Millwood Avenue, P.O. Box 11187, Columbia, SC 29211. Call (803) 252-5646 for more information.

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4048	Greater N.Y.		Jay J. Wilder	173 Borden Rd.	Middleton	NJ	07748
1993	Greater N.Y.	142	Michael Davison	10 Douglas Dr.	Danbury	CT	06811
3061	Greater N.Y.	046	Dr. Ira Grushack	714 E. Park Ave.	Long Beach	NY	11561
3824	Greater N.Y.		Eric Bard	12 Sumac Ct.	Mt. Laurel	NJ	08054
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2768	Greater N.Y.	007	Brian A. Warner	30 Field Point Dr.	Greenwich	CT	06830
2000	Greater N.Y.		Charles H. O'Malley	23 Neville St.	Center Morches	NY	11934
1146	Greater N.Y.		David Swett	Rd. Box 357	Northwood	NH	03261
4061	Greater N.Y.		James Gibson	170 Dogwood Lane	Berkeley Hgt.	NJ	07922
Assoc.	Gulf		Blevins Howard	306 Gardner	Ft. Walton Bch.	FL	32548
Assoc.	Gulf		Dunkin McLane	407 S. Bonita	Panama City	FL	32401
Assoc.	Gulf		Lester Brock	801 E. Second St.	Panama City	FL	32401
Assoc.	Gulf		Danny Kileen, Jr.	623 E. Beach Apt. BH	Pass Christian	MS	39571
Assoc.	Gulf		Corbett Smith	PO Box 406	Panama City	FL	32402
Assoc.	Michigan-Ontario		R. E. Lee Greening III	1030 Bedford Rd.	Grosse Pointe PK.	MI	48230
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3735	Michigan-Ontario	20	Leon Stein	21250 Andover	Southfield	MI	48076
3020	Michigan-Ontario		J. Craig Speck	2038 Fairway	Birmingham	MI	48009
2089	Michigan-Ontario	052	James O'Malley	455 Bellevue	Lake Orion	MI	48035
841	Midwest		Albert Baumgartner	2938 N. Windsor Dr.	Arlington Hgts.	IL	60004
4039	Midwest		Gordon Bakken	515 W. Lakeside	Fergus Falls	MN	56537
4084	Midwest		Lawrence M. Kmiecik	1621 Ashton Ct.	Wheaton	IL	60187
2797	Northeast		John A. Zanchi, Jr.	22 Crest Rd.	Natick	MA	01760
3421	Northeast	105	Jack McCarthy	390 S. Main St.	Cohasset	MA	02025
2807	N. Y. Lakes	124	F. Sherman Hoyt	Box 635	Hollis	NH	03049
2242	Ohio	037	Michael Vynalek	2516 Sawmill Forest Ace.	Dublin	OH	43017
Assoc.	Ohio	019	Ralph Snelson	3843 E. Market St.	Warren	OH	44484
1087	Ohio	065	Billie Anderson	6924 Woodell Ave. N. E.	No. Canton	OH	44721
973	Pacific	100	Morrie Anderson	3530 102 Pl. S. E.	Everett	WA	98204
2128	Pacific		Tom Neuhart	2630 Terraza Pl.	Fullerton	CA	92635
4026	Prairie		Gerald A. Glowacki	11210 Old Carriage Rd.	Glen Arm	MO	21057
4073	Texas		George Henderson	1740 American Bk. Tower	Austin	TX	78701

(continued on page 20)

Starting Line

(continued from page 17)

MIDWEST DISTRICT

The following regattas are open to members of the FSSA. For further information, contact District Governor Jerry Hartman.

Sept 14-15 — Whale of a Sail. Lake Carlyle, IL.

Sept 28-29 — Glow in the Dark Regatta. Clinton Lake, IL.

NEW YORK DISTRICTS

Sept 14-15 — Glimmerglass Regatta. Otsego,

SC, Cooperstown, NY. Contact Larry Guzy, 17 Franklin St., Oneonta, NY 13820

NORTHEAST DISTRICT

Contact District Governor Mike Kiely for further information on these regattas. (617) 326-1844.

Sept 14-15 — Gusto Cup Regatta. Sandy Bay YC, Rockport, MA.

OHIO DISTRICT

Sept 7-8 — Harvest Moon Regatta. Atwood Lake, Delroy, OH. Contact Erwin Lauffer, Atwood Glens, Box 465, Mineral City, OH 44656. (216) 235-2214.

Sept 14-15 — Pig Roast Regatta. Cowan Lake, Wilmington, OH. Contact John Dye, 6824 Mount Vernon Ave., Mariemont, OH 45227. (513) 271-5374.

Sept 21-22 — Whiskey Sour Regatta. Moraine SC, Moraine State Park, PA. (Near Pittsburgh.) 6 race series hosted by Fleet 80. Saturday-night steak fry. Contact Dan Goldberg, 1100 Penn Center Blvd., #515, Pittsburgh, PA 15235. (412) 823-8579 evenings.

PACIFIC DISTRICT

Sept. 14-15 — Northern Puget Sound social sail. Ken Wood, 12218 N.E. 66th, Kirkland, WA 98033. 828-3868.

USYRU EVENTS

The Scot will be used in the following USYRU events.

Sept. 25-29 — Hinman Trophy for Team Racing Championships. Corinthian SC, Dallas, TX.

Nov. 15-17 — Collegiate North American Sloop Championship. Tulane Univ., New Orleans, LA

FSSA NEW ACTIVE MEMBERS

(continued from page 19)

F/S #	Dist.	Fleet	Name	Address	City	State	Zip
2303	Capitol		Richard Newell Jr.	109 Conley Dr.	Annapolis	MD	21403
4089	Capitol		Stuart Whitehurst Jr.	102 Banbury Rd.	Richmond	VA	23221
3636	Capitol		Daniel Muss	6664 Northumbeland St.	Pittsburgh	PA	15217
4049	Capitol		Edward Parmentier	6244 Woodland Rd.	Linthicum	MD	21090
679	Capitol		Paul Petty	5912 New England Woods	Burke	VA	22015
4100	Capitol		Paul Hilchey	5470 Marsh Hawk Way	Columbia	MD	21045
3899	Capitol		Elmo K. Johnson	2300 Albion Rd.	Midlothian	VA	23113
4083	Capitol		Eugene F. Stluka	780 College Ave.	Haverford	PA	19041
3955	Capitol		James C. Corey	5D Felton St.	Ridley Park	PA	19078
4032	Capitol		Charles Mallick	681 MacBeth Dr.	Pittsburgh	PA	15235
4086	Capitol	31	Glenn Kane	Box 28	Limeport	PA	18060
2671	Capitol		John Reamert	3521 Font Hill Dr.	Ellicott City	MD	21043
504	Capitol		Kenneth Kolkhurst	1516 Sandgate Rd.	Midlothian	VA	23113
2790	Carolinas		Frank W. Hollowell	Rt 4 Box 28	Elizabeth City	NC	27909
4105	Carolinas	27	Angeline M. Maletto	623 Weathergreen Dr.	Raleigh	NC	27609
4504	Carolinas		Dr. Carl Exner	4911 Waters Edge Dr.	Raleigh	NC	27606
1820	Carolinas		Gary R. Daves	4155 E. Buchanan	Columbia	SC	29206
621	Carolinas	48	Thomas Delux	4743 Carving Tree Dr.	Mint Hill	NC	28212
2427	Greater NY		Hugh Malone	22 Jane St.	New York	NY	10014
3905	Greater NY		Duncan Hume	3 Mimosa Pl.	Ridgefield	CT	06877
4092	Greater NY		Donald Klett	51 Marchire Dr.	Middletown	NJ	07748
4031	Greater NY		Frank Hawkins	32 Fox Den Rd.	W. Simsbury	CT	06092

FSSA District Governors

CAPITOL DISTRICT

Dennis Morris
7412 Elgar St
Springfield, VA 22151
703-256-4276

CAROLINAS DISTRICT

Robert H. Murdock Jr.
1404 Oakland Ave
Durham, NC 27705
704-286-0093

FLORIDA DISTRICT

Denis M. Burgoon
1670 Atlantic Blvd.
Jacksonville, FL 32207
904-398-1670

GULF DISTRICT

Jerry Dees
412 Frederick
Fairhope, AL 36532
205-928-0872

GREATER N.Y. DISTRICT

Lawrence McCarthy
67 Great Hill Road
Ridgefield, CT 06877
203-438-5008

MICHIGAN-ONTARIO DISTRICT

Doug Christensen
9215 McGregor Road
Pinckney, MI 48169
313-426-3510

MID-WESTERN DISTRICT

Jerry Hartman
408 E. White Street
Champaign, IL 61853
217-359-8721

N.E. DISTRICT

Mike Kiely
17 Hillside Avenue
Dedham, MA 02026
(617) 326-1844

N.Y. LAKES DISTRICT

Cynthia Rea
924 Nottingham Road
Jamesville, NY 13078
315-445-0194

OHIO DISTRICT

Chuck Hoffman
4483 Bridlewood Lane
Batavia, OH 45103
(513) 752-4024

PACIFIC DISTRICT

Tim C. McCarthy
Box 414
Diamond Spring, CA 95619

PRAIRIE DISTRICT

Keith W. Fager
8727 EBY
Overland Park, KA 66212
913-941-6358

TEXAS DISTRICT

Richard Wade
8723 Bacardi
Dallas, Texas 75238
(214) 349-7512

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