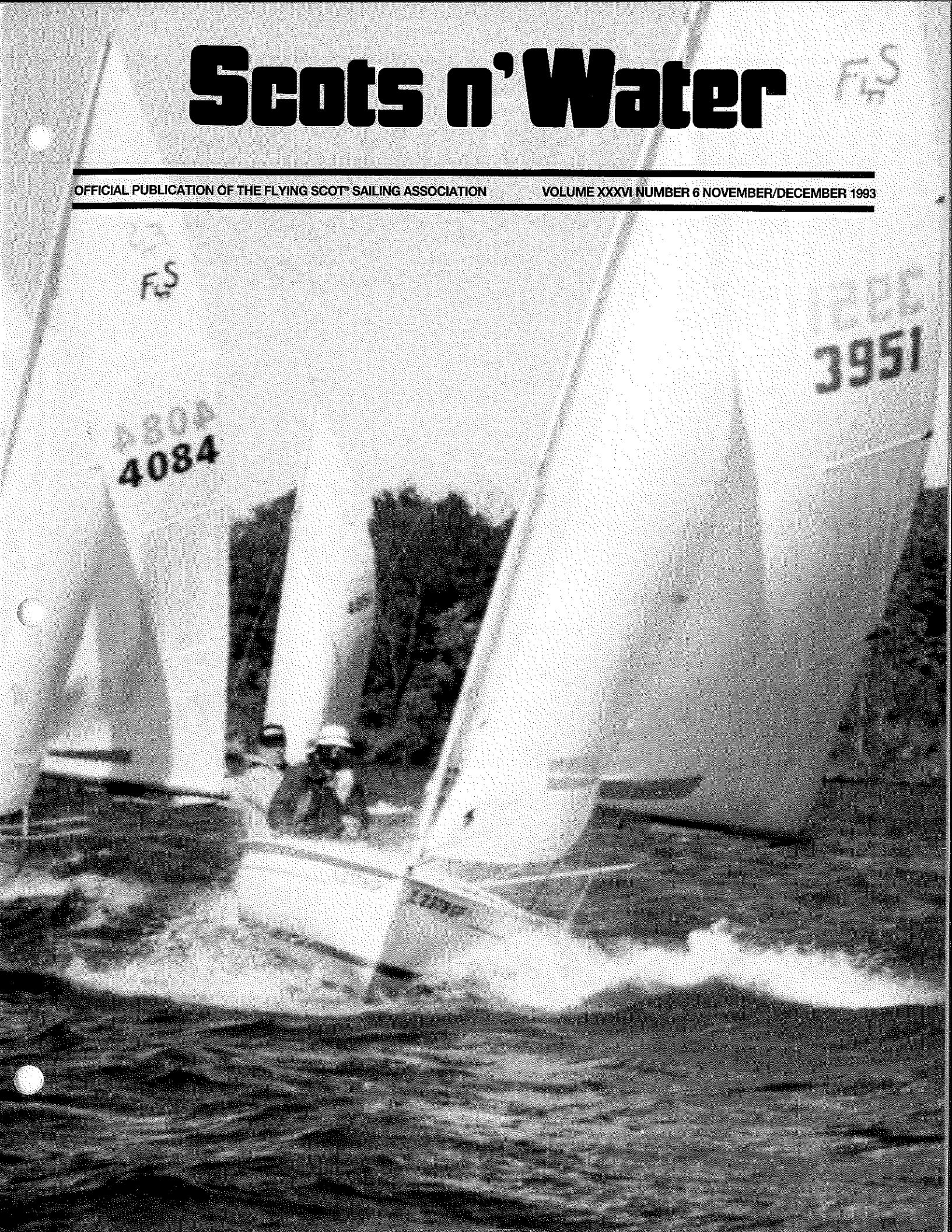


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F/S

OFFICIAL PUBLICATION OF THE FLYING SCOT® SAILING ASSOCIATION

VOLUME XXXVI NUMBER 6 NOVEMBER/DECEMBER 1993



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COVER:

Racing at the Glow in the Dark, Clinton Lake, Illinois

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TO THE EDITOR

Lynne "Sunshine" Hartman

Dear Editor:

The writers believe there is a safety issue with Flying Scots that should be addressed by the class association.

The writers are all long time sail boat racers and members of Berlin Yacht Club in Deerfield Ohio. Our Club requires that each member do their yearly duty on our Race Committee boat. This year the winds were good for our Sunday (15Kts and up) in gusts.

Two Flying Scots capsized and both were able to right the boat with a minimum of water on board.

The safety issue is that both boats had significant problems getting the crew back on board after the boats were righted.

The first Scot was righted about the time we arrived on the scene. There were three people that had been on board and were still in the water after the boat was righted. It took a couple of minutes for the youngster (about 10) to get back aboard. It took several more minutes of struggling for the first adult, 50+ to get on board. The last adult about 50 had great difficulty getting aboard even with the aid of the two people already on board. He eventually climbed on board by the shroud. We were about ready to pull him into the Committee boat as it was obvious he was very tired. Fortunately he had a life jacket on. This boat was equipped with a line across the transom.

The second Scot was still on its side when we arrived. The crew was a woman in her sixties and skipper was a man in his seventies. They had capsized with the spinnaker up and it took several minutes for them to get organized. Eventually the boat was righted with very little water on board. The skipper tried unsuccessfully to get on board for several minutes. He eventually got hung up in the main sheet and the boat started to sail dragging him through the water. One of the committee went into the water to assist. It was obvious he was very tired and we felt we needed to take some action. We had to approach the boat from the stern while sailing away and were eventually able to grab the stern from our pontoon race committee boat, not very easy. While we held the boat so it could not sail away the skipper tried unsuccessfully to get on board, he could not. Eventually we got him and the crew into the committee boat and they then boarded the over the Scot's transom.

We believe that this is a serious safety problem. The Flying Scot® Class



has long prided itself as having a safe family day sailor/racer that provided older sailors the opportunity to remain active in the sport of sailing. It is for this reason we feel that the problem of boarding the boat from the water be addressed.

We are not certain what the solution is, possibly a folding platform or ladder on the stern, but this is a problem that deserves attention.

Harold Bauer, Ron Fiedler, Dick Lilley

Dear Editor,

The **Sandy Douglas Regatta** was held at Lake Norman Yacht Club May 15-16 and 36 boats participated. Lake Norman could not have been more beautiful with mild temperatures and steady winds from the Southwest at 10-15 on Saturday and 6-10 on Sunday. 19 Flying Scots sailed and Geoff Spencer was the big winner in a very tight race with Dick Schultz and Larry Vitez. Also participating were 6 Highlanders and 11 thistles. Geoff Spencer also won a newly donated perpetual SANDY DOUGLASS TROPHY awarded to the winner of the largest fleet. Irmgard Shildroth was asked by Flying Scot®, Inc. to present the trophy. She also photographed the event.

This important regatta needs more support from the class, and I encourage sailors from all around to plan on coming to one of the best 5 race regattas around.

RESULTS

Geoff Spencer	2847	9	.75	.75	3	.75	14.25
Dick Schultz	1885	2	5	3	2	3	15.00
Larry Vitez	839	3	2	4	4.75	2	15.25
Bill Ross	1290	4	4	5	4	6	23.00
Chuck Gise	2070	7	11	9	5	4	36.00

The Great 48 (May 4-5)
Thirty five Flying Scot® sailers and their crews descended on the Lake Norman Yacht Club for the annual Great 48 regatta. Two of the three scheduled races were sailed in moderate winds. Larry Lewis won followed by Don Griffin and Bill Ross.

RESULTS

Larry Lewis	3933	.75	5	5.75
Don Griffin	2259	3	3	6
Bill Ross	1290	5	2	7
Starling Gunn	1104	7	4	11
Kent Taylor	1296	6	7	13

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MAKING THE MOST OF THE WINTER DOLDRUMS

by Dan Goldberg FS 4761

So you've just bought your first Flying Scot and are anxious to start racing. Or perhaps you've raced a year or two and figure that it's time to start your move towards the top of the fleet. For those of us from the North, there's no way to race Scots over the winter. However, if you really want to improve your racing skill, there are actually a lot of things you can do during non-racing months to get you up the "improvement" ladder.

1. Go to your local library and read all their books on sailboat racing. Most big-city libraries will have at least some books on the subject. If you're really serious, consider buying one or two. The books by Stuart Walker are considered the "classics." However, they are a little hard to follow at first. In fact, I found his "Wind and Strategy" totally undecipherable. For the money, I think the best book by far is Dave Perry's "Winning in One Designs." It can be ordered directly from U.S. Sailing. It's very complete yet easy to read. Perry also has a good book understanding the rules.
2. Go to a racing class. North Sails offers a one-weekend course called "The Smart Course" that covers strategy, tactics, starting, finishing, sailing upwind and downwind, and rules. Don't bother with their "fast course" since your sailmaker can tell you how to trim your Scots sails to go fast. The "Smart Course" is given on winter weekends at various locations around

the country.

3. If you can't make it to a class, buy some videotapes. J-World Sailing School has very good tapes on Starting, Upwind Sailing, and Downwind Sailing. I think they are the best I've seen. Don't bother with the Gary Jobson series. There are also tapes on the rules which I believe are available from U.S. Sailing. I saw some good ones by Dave Dellenbaugh, but they may be slightly outdated.
4. Go to a sailing school. It makes for a great one-week mid-winter vacation! Both J-World and the Offshore Sailing School have good racing courses combining classwork and on-the-water instruction. J-World uses J-24's and Offshore uses Solings. Both have Florida locations.
5. Think about what you need to do to get your boat in racing shape. Do you need to patch up the dings in your hull and centerboard? Is your frayed outhaul down to its' last strands? Have you recently checked under your deck to make sure the wires leading up from the toggle are still intact? How about your centerboard cable? I have, in the past, had to replace each of these at least once! The wires under the deck are the ones to be suspicious of because, obviously, they are normally out of sight. Are your sails in reasonable shape? Many sailmakers offer winter discounts.

6. Talk to your crew. Have you ever actually taken the time to go over things with your crew before you launch your boat? You can probably teach them a lot about their job at a more leisurely pace off the water, instead of barking out commands on the boat.

7. Although it doesn't quite fit into the category of things you can do during the winter, one other thing that will really help you improve is to get a regular crew and practice, practice, practice! Once your boat handling becomes automatic and you can get your eyes and brains out of the boat to see what the wind is doing and what the other boats are doing. It's almost certain that your performance will dramatically improve. Although some remarkable sailors like Jim Starr from my fleet are the exception, I think it's virtually impossible to race well while training a crew at the same time.

8. Talk to the top teams in your fleet or district (skippers and crew). Ask them what they do and how they do it. They will usually be glad to talk to you and share their knowledge.

Sailboat racing is like anything else — the more you put into it, the better you'll get. You may not become the fleet champ overnight, but learn as much as you can and you should start to see an improvement. I hope that you'll find at least some of these suggestions practiced and useful.



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THE KEY ELEMENTS THAT LEAD TO A SUCCESSFUL 1993 NORTH AMERICAN CHAMPIONSHIP

by Bill Pope

Now that the 1993 Flying Scot® North American Championships are over, I can reflect on the goings-on that went into the successful outcome of the event. Let me also say that although I may have been the regatta chairman for the 1993 NAC, I truly deserve the least praise. The following paragraphs will show you what I mean.

KEY ELEMENT NUMBER ONE:

The location.

We start with Pensacola Yacht Club and some of the best attributes for sailing that one can find, not to mention a great vacation spot with the beaches and all that stuff. With many of the competitors from inland lakes, the sailing on Pensacola Bay was an interesting challenge from the get go. One must admit though that having the bay right off the club is quite nice. Then there is the club and its grounds covered with massive live oak trees which provide shade for those weary participants on the hot afternoons.

Whoa! Stop! Don't get me wrong.

I'm not saying that this location is the greatest or the best, I'm merely saying that Pensacola Yacht Club is a good location for an NAC, just like hundreds of other locations in North America. The point here is that a good location is one of the keys to a successful event.

KEY ELEMENT NUMBER TWO

Hard working volunteers.

Did you realize that over 70 volunteers did various tasks before, during, and after the 1993 NAC. Just think about it. There were sponsors to line up. There were Port-a-Lets, barricades and trophies to order. Race instructions had to be revised, copied, and placed into the packets. Boats, sails, and centerboards had to be measured (it was pretty hot out there wasn't it Bob Neff). There were members that had to be contacted about being able to move their boats during the week to help accommodate the Scots. Did I say over 70 people? I might have under estimated but whose counting.

Whoa, again! Stop, again! Don't get me wrong. I'm not saying that those hard working volunteers that helped me are the greatest and that any successful event needs them. What I'm saying is that we were fortunate to not only have enough volunteers, but also the right kind of talent to go along with those bodies. The point is that hard working volunteers are also a key to the success of the event.

KEY ELEMENT NUMBER THREE:

A hard working staff.

It is sometimes hard to realize what is going on behind the scenes. Do you know what time the people have to get to the club in order to be able to start serving breakfast at 7 AM? Do you realize how late it was when the last staff member locked up at night just to be back at 8 AM? Do you realize how much planning and scheduling took place before and during the event? Everything from the entrance of the club to the end of the dock had to be ready for anybody's use while Pensacola



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Yacht Club hosted the 1993 NAC. I can personally say that Michelle Hess and the entire staff at PYC went well beyond the norm to try and make everyone happy during the North Americans.

Whoa, again! Stop, again! Don't get me wrong. I'm not saying that the staff at PYC is the greatest (even though they are) and that you have to hire them to have a successful event. What I'm saying is that in our case we had a need that was filled by the efforts of the staff and it helped lead to the success of the 1993 NAC. The point here is that the staff's efforts are one of the keys to a successful event.

FINALLY.

KEY ELEMENT NUMBER FOUR:

The participants.

Yes, believe it or not the participants of an event are one of the key elements that lead up to a successful event. And there were over 250 of you helping me run one of the best Flying Scot® North American Championships in many years (I was told this by many of you). Let me just point out something. I don't care how good a job that one does on all the other elements of running a regatta, it can all be ruined by ill-mannered, rude and unappreciative participants. Let's keep in mind, when I say participants it goes beyond the competitors. This includes race and

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regatta personnel, staff, competitors, and many others that came to lay in the sun and swim at the pool.

I will also say that because of the extreme importance of you, the participants, it is you that deserve the greatest praise in providing a

successful 1993 Flying Scot® North American Championship. And yes, I am saying that you are the greatest and you must be present in order for there to be a successful event. Thank you again for making my job so easy.



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**TWENTY-FIFTH BUCKEYE REGATTA
Hoover Yacht Club**

We're pleased to report that 27 Flying Scots® sailed in the Buckeye Regatta on May 22 and 23. After two races on Saturday, Fleet 37 participants and guests consumed delicious appetizers and hors d'oeuvres prepared by fleet members. They gave their appetites a brief rest before eating a buffet dinner with grilled chicken. The party in the evening featured a DJ who provided a variety of music complete with colored lights and smoke. Everyone enjoyed the vigorous dancing and still managed to show up on Sunday morning for two more races. Fleet Captain Dick Staat presented trophies after lunch and thanked all the Fleet 37 members for their help.

BUCKEYE REGATTA RESULTS

- | | | |
|-----|-------------------------------|-------------------------|
| 1st | Mike Cullen/Jonathan Vehar | Hoover |
| 2nd | Barry VanderHorst/Will Miller | Hoover |
| 3rd | Brian & Pam Pace | Hoover |
| 4th | Jay Huling/Mark White | Hoover |
| 5th | Jack & Rosalie Leipper | Berlin Yacht Club |
| 6th | Charles & Karl VanderHorst | Hoover |
| 7th | Donald & Barbara | Griffin Deep Creek Lake |

**FLYING SCOT® FLEET 177
NEW HAVEN REGATTA**

On Saturday, August 21, 1993, the newly formed Flying Scot® Fleet 177 held its first ever regatta at New Haven Yacht Club in Connecticut. Although this was a new event, the turnout was pleasing, with 14 Scots from four states taking part as boats from New York, New Jersey and Massachusetts joined those from several Connecticut fleets.



New Haven Regatta prizewinners

Included in the participants were three District Governors, the National Vice President and two first-time racers, so it was a very varied fleet that took to the water.

The morning's weather was bright and sunny with a good breeze of at least 15 miles per hour out of the north. Sixteen boats registered for this one-day event, but after seeing the breezy conditions, two skippers decided to leave their boats on dry land and volunteer their services as third crew, for which there was a strong demand. During the day the wind diminished somewhat to 12 mph, but those who took on the extra weight, including the eventual winner, did not seem to regret their decision.

The format was to sail three races back-to-back, and despite a delayed start occasioned by an extreme low tide, the first of the hour-long races began at noon. The committee, lead by chief race officer Forest Rogers, set Olympic courses all within the breakwater with the windward legs being

approximately a half mile long. It was soon apparent that Bill Ewing in FS4246 was the strongest sailor as he led in all three races, but he was closely challenged by a number of others. The breezy conditions deterred a few skippers from flying their spinnakers, but generally most enjoyed the blow.

At the end of the day, the winner was Bill Ewing from New Jersey Fleet 157 in FS 4246 with Eileen Ewing and Peter Seidman with 2.25 points. Second was Jim Cavanagh from Massachusetts Fleet 76 in FS 4699 with Jay and Leila McNeef with 8 points. Third was David Jacobsen from the host fleet 177 in FS 4127 with John Cooke with 10 points.

JOHN PRIDMORE

**THE FOUNDERS CUP
Riverside Yacht Club, Connecticut
October 9 & 10**

Flying Scot® Fleet 7 recently held its third annual regatta, named The Founders Cup, in memorium of Chuck Rettie (#27, #273, #906) and in honor of Lew Howe (#28 and #2828), who together started our fleet in 1959 and helped build it to over 50 boats today.

Long Island Sound was at its finest with brisk autumn breezes on both days of the regatta. Saturday brought slightly overcast skies and steady winds from the Southeast at 12 to 15 knots and perfect racing conditions. At the end of the day, Harry Carpenter held a small

(Continued on page 10)

FLEET 162 REPORT

Fleet 162 is once again happy to report that the 1993 was another successful season. This year the fleet once again experienced strong growth and a full schedule of racing and social events. The fleet's active sailing schedule ran from March to November. The fleet established an informal objective to race every month of the year which we missed by only two months, January and February. Maybe in 1994!

The fleet is especially proud of the accomplishments of several of its younger members. The team of skipper Allan Terhune, Jr., and his crew, Josh Kohut, Jody Kohut and Bill Demand, represented the fleet in the Sears Cup finals in Houston.

In addition to the usual full slate of social events regattas, the fleet also began several unique events. In order to celebrate Easter, the Rabbit Bowl regatta was held with Allan Terhune, Sr. (FS 709) taking home first prize. A Husband and Wife (or couples) regatta was held with eight couples participating. Jim Leggette and Barbara Zimmer (FS 1518) narrowly took first place honors. Scheduled for later in the year is the Turkey Bowl and a Santa Bowl regatta.

The fleet started the sailing season with the Spring Frostbite series beginning in early March. Once again this provided sailors to get an early jump on the season and an excellent opportunity of practice tactics and boat handling on short courses. Bruce Kohut (FS 3869) took first place. The small, but hardy fleet which braved the elements were able to race four out of the five scheduled days. It was only 50 knot winds and below freezing temperatures left over from the March blizzard that hit the east coast prevented the full schedule from being sailed.

This season the fleet instituted a season championship composed of the Toms River Yacht Club Spring Series, the Pine Beach Yacht Club Summer Series and the Beachwood Yacht Club Fall Series. In the Spring series, first place went to Allan Terhune, Sr. (FS 709). Finishing in second place was Matt Smith (FS 4276). In third place was Bruce Kohut (FS 3869). In the summer series, Jim Leggette (FS 1518) was first, Ed Summerfield (FS 4736) was second and Paul Brown (FS 4341) was third. In the fall series, first place went to Jim Leggette (FS 1518) and second place to Ed Summerfield. For the overall championship, first place went to Jim Leggette, second place to Ed Summerfield and third place to Paul Brown.

Fleet 162 also cosponsored the first annual New Jersey Flying Scot® Championship with Fleet 31 from the Shore Acres Yacht Club and Fleet 157 at the Monmouth Boat Club. Each participating fleet hosted a regatta which was scored for the Championship. To cap off the season, the Toms River Yacht Club hosted a fall frostbite series. This series features five short races a day providing the sailors one last opportunity to squeeze out a few good sailing days before winter sets in. Fleet 162 is hosting the 1994 Greater New York District Championships at the Toms River Yacht Club tentatively in early June. Please look for an announcement in *Scots n' Water* for further information. Sailors interested in learning more about Fleet 162 are encouraged to contact, the Fleet Captain Ed Summerfield (609-461-9446).

(Continued from page 9)

lead over Dave Crawley, with Dave Jacobsen and others not far behind. The winds lessened and warmed from the South near sunset, allowing for a picture postcard evening cookout at Riverside Yacht Club.

A cold front passed through during the night and we met challenging and oscillating 15 to 20 knot winds out of the North on Sunday. But it also was a beautiful, crisp day. The race committee stayed with the preferred windward-leeward twice-around courses. The racing was exciting with a number of changes in the lead, but Harry Carpenter prevailed with two firsts.

During the awards presentation, Li Rettie presented two permanent trophies: plaques with sail numbers 27 and 28, one of which will be placed at Riverside Yacht Club and the other at the Old Greenwich Yacht Club. This is an annual event and we welcome everyone back and new entrants next year.

Steve Crihfield, #3623

FINAL STANDINGS

Race	1	2	3	4	5
1st Harry Carpenter Bruce Spinnenweber	2	1	1	1	1
2nd Dave Crawley Dan Waltuck	1	2	3	5	3
3rd Dave Jacobsen John Cooke	3	3	2	7	4

4th Gary Powell Taylor Smith	4	4	6	3	6
5th Josh Goldman Marty Waine	5	7	6	4	2

FLEET 13 NEWS

Rob Fowler, Fleet Captain

I thought I would write and bring everyone up to date on fleet activities so far this summer. First bit of great news...We now have eleven boats in the fleet! Early this summer, Stan and Cathy Groff bought Alan Winger's boat. Stan won his first race a couple of weeks after buying the boat. Next, Ed and Yvonne Craig drove to Detroit to pick up one of their club boat specials. Chuck Castleman picked up his second boat on the same trip. Next, Bill Berry bought Neil Mathew's boat and brought it up from Atlanta. Unfortunately, AYC will be losing a great Scot sailor. Finally, Wes Ezzell purchased the Scot that had been listed on the bulletin board for the last couple of months. He is now the proud owner of FS #4012, a really good looking boat. I want to welcome the Groffs, Craigs, Berrys and Ezzells to the Flying Scot® family.

Next bit of great news...we now stand at fifteen or so races for the year! Myra Brown is our score keeper, and has been keeping track of the races so far this season. Thanks Myra! Competition for

fleet champion is heating up with four or five challengers, and several other skippers have sailed a few races, but could still qualify easily for goodies at the annual banquet. All in all, this has been Fleet 13's best year so far.

**FLEET 23 OPEN HOUSE REGATTA
October 16-17, 1993**

The 1993 Open House Regatta was held October 16-17 on White Rock Lake in Dallas, Texas. Forty-one boats sailed five races in two divisions. We were thrilled to have boats from Lake Charles, New Orleans, Houston, and Wichita Falls. We were also very happy to have the Dees-Kolenich family, the soon to be Damagala couple, and the Illinois Navy guys fly in to sail and party with us.

The weather gods smiled and gave us partly sunny skies and 12-18 knot winds Saturday. The Champion division was filled to the brim with tough, competitive sailors. The first race was won by Bill Cantrell, (Escape From Waco), with Kelly Gough taking second after recovering from a PMS. We're happy to report that John Damagala won the second race with Richard Wade coming in second. The third race Saturday was won by Kelly, with Jack Seifrick Sr. finishing second. The Challenger

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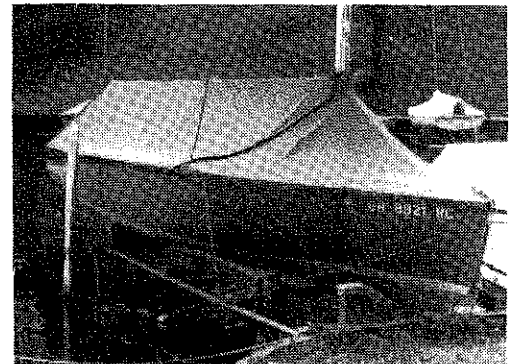
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division was also highly competitive with John Payne (sailing his very own Flying Scot® this year) winning two races, and our local hero Ed Lockey also getting a bullet.

The winds tapered off Sunday to 3-8 knots with overcast skies. Kelly, with his crew of his lovely wife, Heidi and party-trophy winner Estrella Barrett won the first race. Bill Cantrell, sailing with local sail maker Bill Dreheim and friend Lori won the last race and captured second place over all for the regatta. Richard Wade and his daughter, Stephanie were able to finish third overall, and Kelly, winning for the second year in a row, took first. John Payne and crew Tom "the C-15 guy" Forgue continued to dominate the Challenger division winning with four bullets. Another new Flying Scot® owner, Steve Comen with crew Jeff Perna finished second, while Ed Locke and crew Lisle Eddy finished third over all.

Like many other Flying Scot® gatherings, the social activities were quite well attended. Friday night we all had a lot of fun greeting traveling sailors and waiting for Larry Taggart and Carrie Haydel to drive in from New Orleans. Saturday night's Killer Margaritas and



Start of the Challenger

Texas steak dinner were wonderful, and Ed's homemade gravy and biscuits tasted great Sunday morning. Richard Wade worked tirelessly to get all the loaner boats organized, Pat Manicchia found lodging for everyone, and Joni Seifrick and Candace Cady kept everyone fed, fat, and fearless all weekend.

Our next big effort and challenge will be the 1994 Wife-Husband Championship Memorial Day weekend, May 13-14th. Bonnie and Roland Foerster are heading up this event. Any ideas or thoughts about the Wife-Husband regatta would be welcomed. We can't wait to see more people traveling to Texas to sail and visit with us.

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Start of Championship Division

FLEET 23 OPEN HOUSE REGATTA RESULTS

CHAMPIONSHIP SKIPPER		FLEET SAIL No.	RACE 1 FINISH SCORE	RACE 2 FINISH SCORE	RACE 3 FINISH SCORE	RACE 4 FINISH SCORE	RACE 5 FINISH SCORE	TOTAL SCORE	FINAL POSITION
Gough	4545	2	2	3	1	0.75	6	12.5	1
Cantrell	1436	1	0.75	4	5	3	1	13.5	2
Wade	4271	8	8	2	3	2	2	17	3
Bowers	4497	3	3	5	9	66	4	27	4
Domagala	4261	7	7	1	7	15	7	36.75	5
Taggart	4510	4	4	10	12	4	12	42	6
Buller	301	11	11	12	10	7	3	43	7
Progelhof	11436	9	9	7	13	10	5	44	8
Kolenich	4211	6	6	8	8	9	17	48	9
Davis	4317	12	12	6	11	11	14	54	10
Lightstone	1418	14	14	17	6	8	11	56	11
Seifrick, Jr.	889	5	5	PMS	4	17	10	57	12
Harrington	4689	13	13	11	15	12	9	60	13
Seifrick, Sr.	4470	15	15	DNS	2	5	DNF	64	14
Priester	2631	18	18	13	18	16	8	73	15
Shepard, C.	12714	16	16	14	19	13	16	78	16
Williamson	4500	PMS	21	9	17	14	18	79	17
Brown	2176	17	17	16	16	18	15	82	18
Foerster	4493	10	10	DNS	21	20	13	85	19
Manicchia	1567	DNF	21	15	14	19	19	88	20

CHALLENGER SKIPPER		FLEET SAIL NO.	RACE 1 FINISH SCORE	RACE 2 FINISH SCORE	RACE 3 FINISH SCORE	RACE 4 FINISH SCORE	RACE 5 FINISH SCORE	TOTAL SCORE	FINAL POSITION
Payne, J.	1085	2	2	1	1	1	1	5	1
Gomen	0	6	6	2	4	2	2	16	2
Lockey	4291	1	0.75	3	8	3	3	17.75	3
Tuell	4496	7	7	5	2	6	5	25	4
Toles	3041	5	5	11	3	4	8	31	5
Shepard, T.	3265	8	8	6	7	5	6	32	6
Harvener	14271	10	10	7	5	7	4	33	7
Mittman	3856	4	4	4	10	10	14	42	8
Voges	1253	3	3	13	9	12	7	44	9
Barmore	617	9	9	9	6	8	13	45	10
Thatcher	4393	11	11	12	12	14	10	59	11
Stewart	925	14	14	14	13	9	11	61	12
Payne, M.	3130	13	13	10	14	13	12	62	13
Shields	1199	12	12	15	16	11	9	63	14
Soukup	284	16	16	16	11	15	15	73	15
Magill	1383	17	17	18	15	17	19	86	16
Laxins	4248	18	18	17	18	16	17	86	17
Dixon	26131	15	15	19	19	18	18	89	18
Weich	296	20	20	8	DNF	22	DNF	94	19
Hammond	2423	DNS	22	20	20	19	16	97	20
Abel	2705	19	19	DNS	17	17	20	100	21



Kelly, Heidi and Estrella (1st Championship)



John and Tom, 1st challengers.

1993 WIFE-HUSBAND RESULTS

by Jack McClurkin, FS3404

The 1993 Wife-Husband North American Championship, held at Delavan Lake, Wisconsin on August 14 and 15, 1993 was a big success. Located 60 miles southwest of Milwaukee in south-eastern Wisconsin, Delavan Lake is 1/2 to 1 mile wide and 3 miles long.

This year's host, the Delavan Lake Yacht Club, is an organization of 125 member families from southern Wisconsin and northern Illinois. The facilities consist of a clubhouse with snack bar and kitchen, meeting rooms, grounds with a large grassy park area with playground equipment, and a small beach. The parking area has room for many drysailed boats, as well as one hoist and two ramps for launching.

The club sponsors races for five fleets each weekend. Delavan Lake Sailing School operates the learn-to-sail program both during the week and on weekends for children and adults.

This year's races were divided into two fleets with each Flying Scot® choosing their fleet, the "Honeymooners"



(championship), and the "Lovers" (challenger). Five races were scheduled for each fleet and two separate courses were sailed by the fleets on different parts of the lake. The race organizers of this year's regatta felt that "Honeymooners" would best describe the attitude of couples who have sailed together for a long time. They must still be on their honeymoon!

This year's event had 17 boats in the Honeymooner fleet, and 15 boats in the Lovers fleet. The boats were from Ohio, Pennsylvania, Maryland, Michigan, Illinois, Missouri, Wisconsin, Texas,

California, Florida and Minnesota. The participants included two FSSA officers and two past national champions.

The Welcoming Committee, headed by Joe and Debbie Fehsenfeld, FS4262, surprised us all with a champagne reception at the Friday night registration.

The first day's conditions brought the sailors light winds from the east, which gradually drifted towards the south. There were mostly sunny skies with a

light chop on the water. The wind came across the lake in seams, and the key to the first day's races were to be able to find and be in those seams of wind. The Honeymooners raced three races on the north course, and the Lovers raced two races on the south course.

Saturday evening's event was a Western Party, hosted by the members of Delavan Lake Yacht Club. The wind came up significantly after dark. The race committee considered issuing

(Continued on page 14)

Flying Scot® Wife/Husband Lovers

Lovers Fleet (Challenger)						Honeymooners Fleet (Championship)						
BOAT #	SKIPPER & CREW	TOTAL POINTS	RACES			BOAT #	SKIPPER & CREW	TOTAL POINTS	RACES			
			1	2	3				1	2	3	4
2730	Harms	8	1	1	4	4916	Fisher	8.7	1	2	3	1
888	Peterson	15.7	5	3	1	4898	Ehman	29	2	9	4	2
4570	Leistikio	16	2	2	5	3404	Penticoff	30.4	7	1	6	3
4135	Frankland	27.4	3	10	3	3666	Baughner	43	10	10	2	4
4449	Shoemaker	33	7	11	2	4800	Pace	43.7	4	4	10	6
3900	Denholm	34	4	5	10	1901	Schultz	44	14	5	1	8
3952	Beers	38	11	4	7	4819	Carpenter	49.4	6	6	7	7
4546	Morrison	39.7	8	8	6	4493	Foerster	54.7	3	13	5	14
3927	Tellini	44	9	9	8	2259	Griffin	55	5	7	9	11
4149	Haack	45.7	13	6	9	4505	Leipper	56	9	8	11	5
3019	Saint	46.7	6	7	DNS	4321	Rudy	59.7	8	3	12	16
4005	Barker	52	10	13	11	4115	Knight	63	11	11	8	9
4262	Fehsenfeld	59	15	14	12	2617	Warren	76	12	14	13	13
138	Bradshaw	60	14	12	DNS	4660	Hudson	82	13	16	DNF	10
3617	Boyer	61	12	15	DNS	768	Langlois	86	18	17	15	12
						3654	Gillen	88	15	15	DNF	15
						3013	Howting	88	16	12	DNF	17
						1958	McCormick	91	17	18	14	18



Wife-Husband Results

(Continued from page 13)

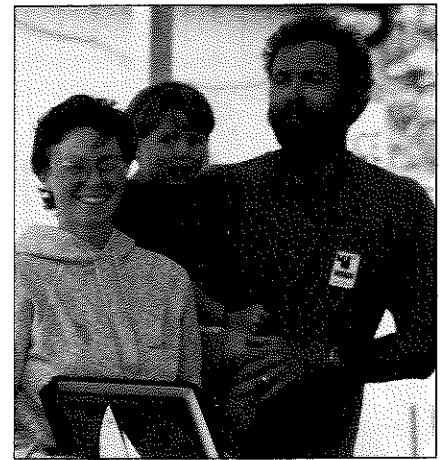
flashlights and starting an evening series, but unfortunately the instructions didn't permit it, and the sailors were worn out from the day's sail and apres-sail activities.

Late evening brought rain and the front that was supposed to have moved on through on the previous Thursday.

On Sunday, the second day, the sailors woke to dark, overcast skies. The wind was a very steady 10 knots from the east with no chop and no other boats on the lake except the sailors. Both fleets completed one race when lightening first appeared. Both race committees abandoned at that point, with the sailors returning to shore just as the skies opened up.

By the time all boats were on their trailers and the awards were handed out, the skies were sunny and clear with a nice steady breeze again. What luck!

Special awards were presented to Roland and Bonnie Foerster for traveling the farthest with their boat, to Carol and Dick Frankland for the longest married, to Carol and Bill Langlois for the shortest time married, and to Don and Pat Schultz as the masters champions.



Honeymooner Fleet winners.

For the first time this year, a perpetual trophy was presented to the first place boat in the Lovers Division. This trophy, designed and handcrafted by Charlotte Fisher, is a beautiful addition to the Wife-Husband NAC.

Delavan Lake Yacht Club and Fleet 114 would like to thank the FSSA for selecting DLYC to host this year's Wife-Husband Regatta. Special thanks to all who participated in the regatta, and we hoped everyone enjoyed it as much as we did!

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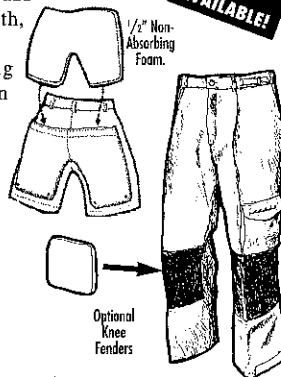
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1993 OHIO DISTRICT CHAMPIONSHIPS

By Dan Goldberg FS 4761

Rick and Jo Baugher turned a neck-and-neck dual with Jim Starr/Rick Reynolds into a rout and won the 1993 Ohio Districts. The Baughers, returning to the scene of several previous Whiskey Sour Regatta victories, topped the all-time record 31 boat fleet.

Jim Starr made things interesting with 1-2 finishes to Baugher's 3-1 in the first two races. Starr came from mid-fleet at the windward mark to loop the field on the first reach, and went on to hold off Mike Cullen for the victory in the first race. Baugher "recovered with a second race win, but had to settle for a third in the third race, won by John Meredith. All three Saturday races were sailed in light-to-medium shifty winds, placing premium on finding the puffs and hitting the shifts. Starr could do no better than 10th in the third race, leaving Baugher well ahead going in the Sunday Bridge-to-Bridge race.

Saturday night featured the Fleet 80 dinner, complete with whiskey sours. After dinner, a question-and-answer session was held with panelists Graham Hall, Harry Carpenter, and Rick Baugher. The panel gave the gathering an interesting fill-in on the America's Cup scene (Graham), new developments at Flying Scot® (Harry) and the secrets of small lake sailing (Rick). Everyone left tired and stuffed.

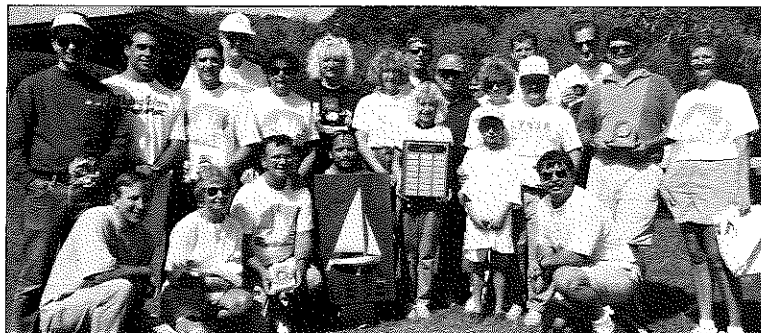
The wind filled in solidly for the Sunday long-distance race from Bridge to Bridge. Baugher led the fleet down the lake and back to clinch the championship. The next ten places saw lots of lead changes as the fleet battled through huge holes and crazy shifts caused by the steep hills and geographical features of beautiful Lake Arthur. After sorting it all out, Mike Cullen ended up second overall with Paul Blonski in third, John Meredith in fourth, and Jack Carpenter in fifth. Trophies were awarded by Fleet 80 Captain Kathy Kennedy to the Top Ten, as shown on the final standings shown below.

The regatta also featured one of the oldest boats still racing, FS 200, skippered by Charlie Cullen, one of the newest, FS 4848, owned by Jack Carpenter, and Fleet 80's newest skipper, Betty Harris, in her first major regatta.

In 1994, the ex-Whiskey Sour Regatta will assume its new name, but it will be sailed the same weekend in September. Stay tuned for details!

1993 OHIO DISTRICTS

Finish	Boat	Skipper	Points
1	3666	Rick Baugher	7.5
2	4620	Mike Cullen	15
3	2843	Paul Blonski	18
4	4801	John Meredith	21.75
5	4848	Jack Carpenter	22
6	3550	Jim Starr	27.75
7	4819	Harry Carpenter	30
8	4505	Jack Leipper	34
9	3883	Tom Hohler	47
10	2259	Don Griffen	48
11	4761	Dan Goldberg	50
12	3708	Greg Madzelanka	54
13	4310	Dave Solomon	54
14	4449	Mark Shoemaker	55
15	3148	Bruce Courts	62
16	4321	Jack Rudy	71
17	3133	John McAdoo III	71
18	3571	Bob Gelman	77
19	4716	Bill Cronenberg	80
20	2984	Walt Rudov	80
21	4135	Dick Frankland	81
22	3637	Dean Marlin	83
23	3388	Bill Tingle	90
24	200	Charlie Cullen	91
25	3050	Bill Ringle	91
26	3909	Charlie Armitage	96
27	2127	Rag Peters	100
28	3900	Ian Denholm	101
29	681	John Blonski	103
30	3700	Mike Higgins	104
31	375	Betty Harris	123



1993 Ohio District's Trophy Winners



Greg Madzelonka and Kathy Kennedy (FS3708) lead a pack of the 1993 Ohio Districts at Lake Arthur, PA.

WHY I STARTED RACING AGAIN

By John R. (Bob) Stanley, M.D.

I had been sailing only twice in my life when I returned to Muncie in 1964 following four years of residency training. While I was away, a reservoir had been constructed and a sailing club had been organized. My friend and classmate Dr. Jack Walker took me sailing in his new Flying Scot®. I was hooked so I purchased a used Scot (#325). My children crewed for me and in 1968 we scored a third place in the District Regatta held in Muncie. It was the high point in my racing experience.

A friend began crewing for me after my children began leaving the nest. My wife finds racing frightening so she cannot be pressed into service.

We raced regularly with modest success after I obtained my third Scot purchased from Tom Ehman Jr. (#2851) I still have it. Our best effort was a 26th place in the Championship Division at the North American Championship on Lake Charlevoix, Michigan. We were very pleased.

My crew moved away ten years ago and my interest dwindled. I developed

other hobbies especially bicycling. I sailed occasionally but did not race. My efforts at recruiting a crew were unsuccessful.

Last spring Don and Paula Pell asked me to sail with them in the Midwinters. I had a marvelous time even though our results might have been otherwise very discouraging. The thrill and excitement of the starts (we had five in one race), the force of the wind, and some gradual improvement in team work and boat handling renewed my enthusiasm for the sport. I especially enjoyed seeing some old friends and meeting some of the new talented skippers.

During the summer sailing season I have been able to recruit two neighbors to sail with me at our summer home on Clear Lake, Indiana. One is an experienced Scot racer and the other is a novice. Our results have been only fair but hope springs eternal. Tom Ehman said the winning skipper is the one who makes the least mistakes. I am trying very hard to reduce mine but

as everyone knows it takes time.

I have a few suggestions for recruiting and keeping a crew.

1. Family is always the closest and probably the most reliable source but don't be a Fletcher Christian type press gang or become a Captain Bligh.
2. Keep asking friends, acquaintances, associates and others sailing. Let them handle the tiller while you tend the main sheet. Test their interest by asking them again.
3. Take the most interested racing but try to be sure there is a breeze — neither very light or very heavy air.
4. To maintain interest let him or her have the tiller occasionally and you crew. It is enlightening for both.
5. Show your appreciation by inviting your crew as your guest to sailing club functions.
6. Loan your crew books on rules and on racing in general.

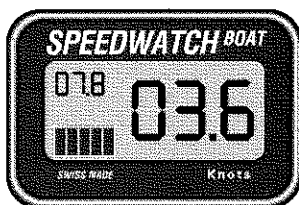
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STARTING LINE

FLYING SCOT RENDEZVOUS February 11, 1994 Atlantic City

Harry and Karen Carpenter will be manning their display at Sail Expo in Atlantic City from February 5th through 13th. As always they welcome Scot sailors to drop by. But at this Sail Expo there will be an opportunity for us to show class support and promote the Flying Scot to a large audience of new sailors drawn to this show. Here's the concept - a Flying Scot Rendezvous, a winter activity bringing Scot sailors together in a special environment.

Plans are in progress to gather on Friday the 11th. We're working on getting a hospitality suite and finding some good rates on rooms. We are working on a special admission ticket price and plan to provide promotional materials. We would like you to bring a nice photograph of Scot(s) or Scot sailors doing their thing.

This show offers lots of activities and some close-by fleets are already planning to come in groups. If you are interested in attending, or have any helpful ideas, call either Mary Ellen or Bob for information. Hope to see you there. Call (410) 798-4146



home of Fleet 23, is located in northeast Dallas, virtually nestled under Big "D's" downtown skyline. This will be a 5 race series with two divisions, highlighted with plenty of other activities. We will attempt to house as many participants as possible; camping is not permitted at the lake, but several motels are within 10-15 minutes of the Club. Several loaner boats will be available on a "first-come" basis. Start planning now to enjoy a Memorial Day weekend of superb racing and great Texas hospitality. More details will be in the March/April issue, or contact Bonnie and Roland Foerster for additional information; (214) 424-0490.

FSSA Mid-Winters Panama City, Florida

Monday, March 28
through
Friday, April 1

DOUGLASS / ORR INVITATIONAL REGATTA June 11 & 12, 1994

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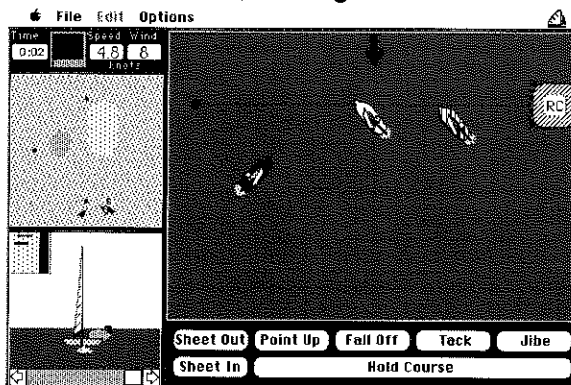
Memorial Day Weekend
May 28 and 29, 1994

White Rock Lake, Dallas, Texas

Flying Scot Fleet 23 invite Y'all to come down to Big "D" and compete in the 1994 Flying Scot Wife-Husband National Championship Regatta. White Rock Lake and Corinthian Sailing Club,

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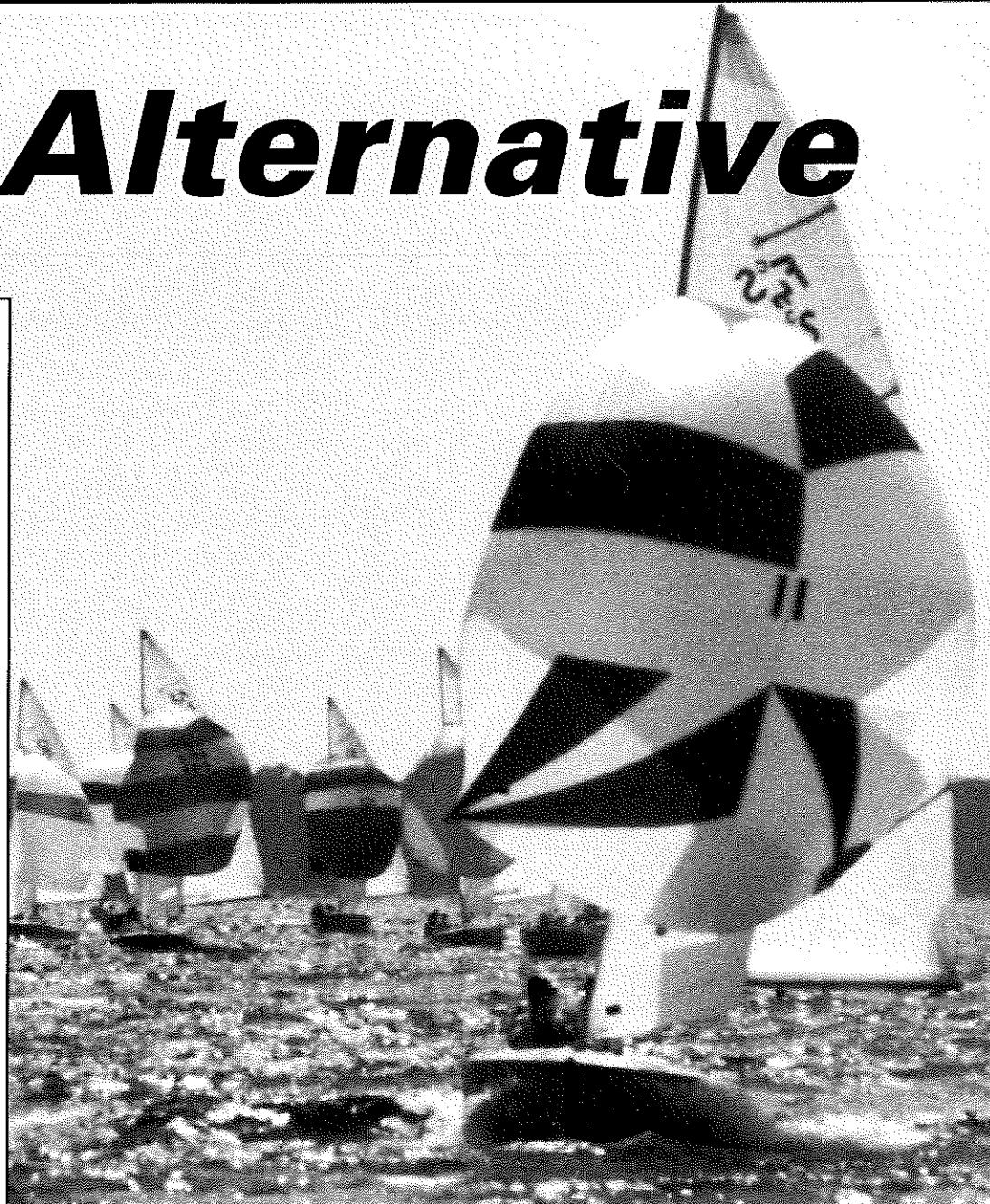
TECHNICAL REPORT

Date: July 19-23, 1993
Place: Pensacola, Florida
Subject: Flying Scot
 North American
 Championships
Boat: Built by
 Gordon Douglass
 Boat Company
Sails: Schurr Sails
Results: Rod Steiffel with
 Bubby Eagan
 crewing dominat-
 ed this years
**North American
 Chapiionships,**
 scoring all firsts
 and winning the
 regatta by over
 20 points.

The Alternative:

Schurr Sails

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 (get the fastest sails out there)
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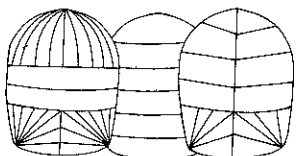
Schurr Sails

Name	Phone	Sail #
<input type="checkbox"/> 4.4 oz. Racing Cloth	<input type="checkbox"/> 5.3 oz. Cruising Cloth	Number Color: <input type="checkbox"/> Red; <input type="checkbox"/> Blue; <input type="checkbox"/> Green; <input type="checkbox"/> Black; <input type="checkbox"/> White
<input type="checkbox"/> Main & Jib \$745	<input type="checkbox"/> Spinnaker Triradial/Biradial \$420	<input type="checkbox"/> Telltale Window each \$10
<input type="checkbox"/> Main \$523	<input type="checkbox"/> Spinnaker Crosscut \$325	<input type="checkbox"/> Vision Window each \$15
<input type="checkbox"/> Jib \$222	<input type="checkbox"/> Spinnaker Turtle \$35	<input type="checkbox"/> Mainsheet Retainer \$8.50
<input type="checkbox"/> Mainsail Reef \$35	<input type="checkbox"/> Brummels on Spinnaker \$15	<input type="checkbox"/> Mainsail Cover \$70
<input type="checkbox"/> Mainsail Foot Shelf \$30	<input type="checkbox"/> Centerboard Gaskets \$12.50	<input type="checkbox"/> Deluxe Tapered Battens \$22.50

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Red	



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