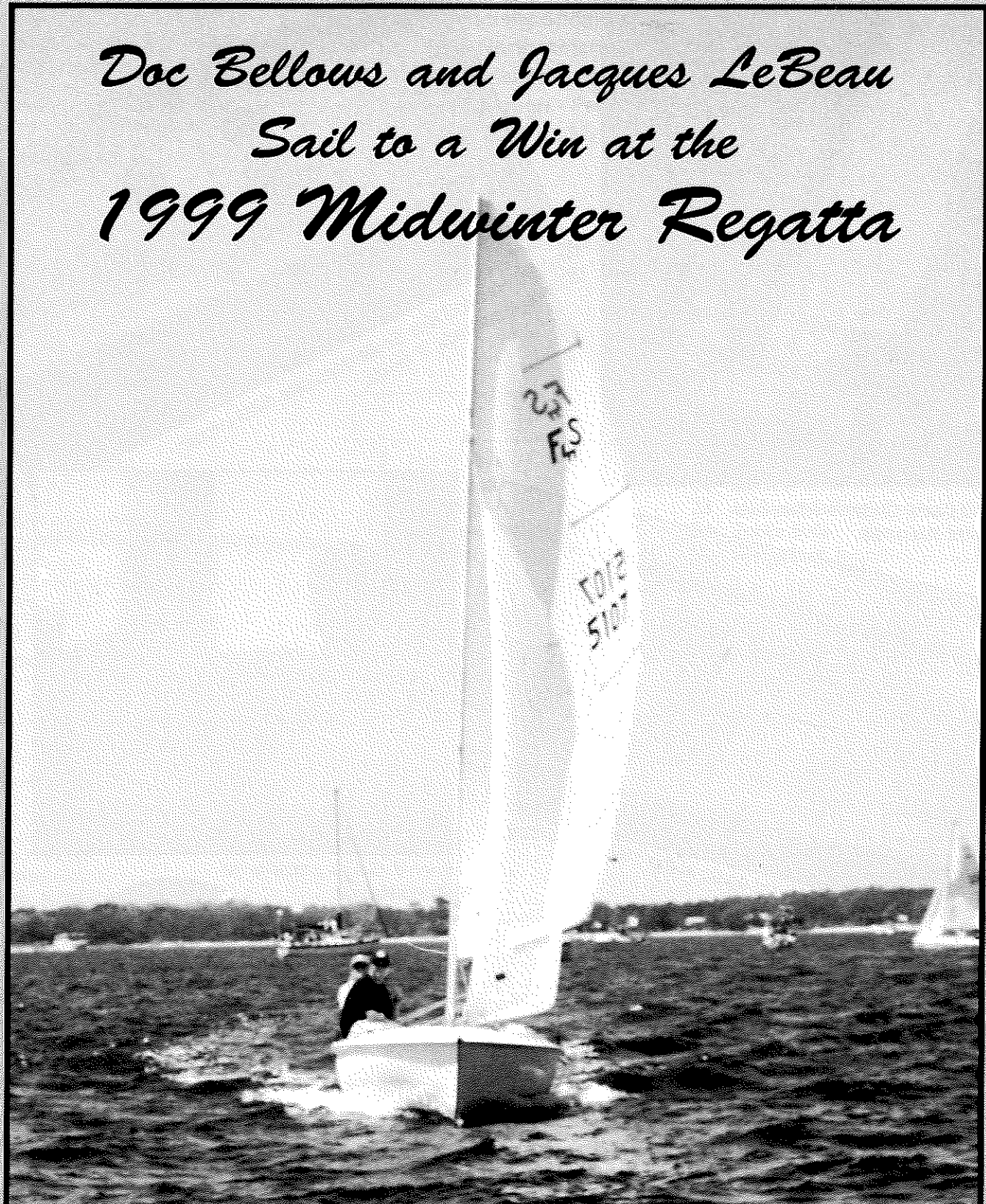


# Scots 'n Water

OFFICIAL PUBLICATION OF THE FLYING SCOT® SAILING ASSOCIATION

VOLUME 43 NUMBER 3 MAY/JUNE 99

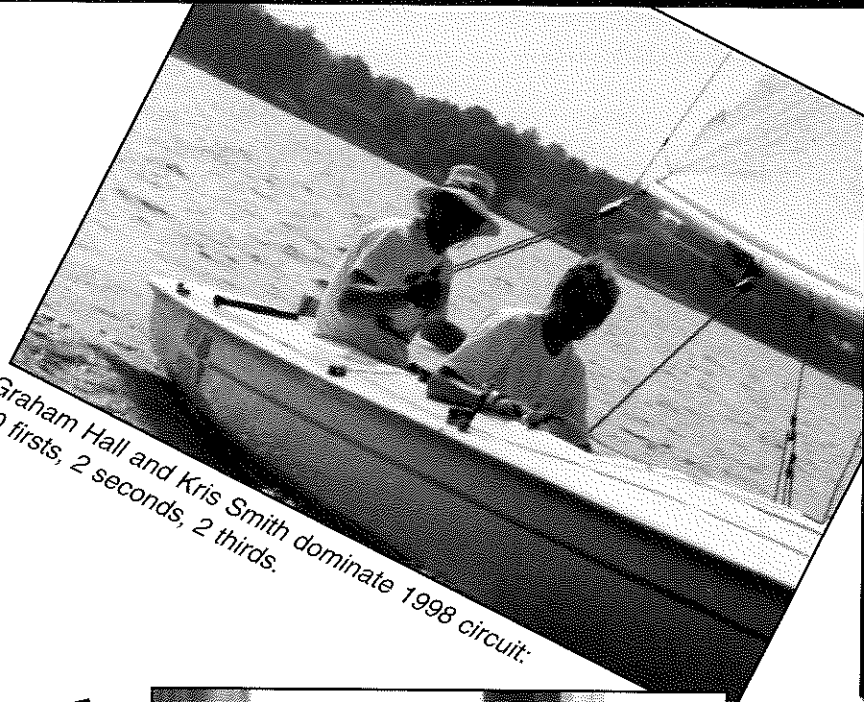
*Doc Bellows and Jacques LeBeau  
Sail to a Win at the  
1999 Midwinter Regatta*



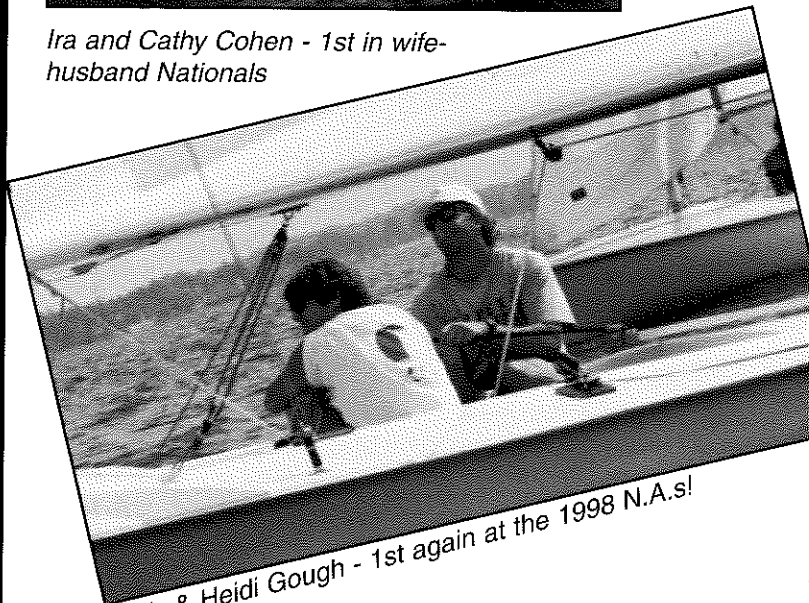
# Thanks To All Our Customers Who Look Good Making *Us* Look Good!



*Ira and Cathy Cohen - 1st in wife-husband Nationals*



*Graham Hall and Kris Smith dominate 1998 circuit:  
10 firsts, 2 seconds, 2 thirds.*



*Kelly & Heidi Gough - 1st again at the 1998 N.A.s!*



*Brian & Greg - proud to be your personal Flying Scot reps*

## **No. 1 in One Design**



**North Sails One-Design Central**  
**North Sails One-Design East**  
**North Sails One-Design West**  
**North Sails New Orleans**

*Greg Fisher* 484 E. Johnstown Rd. • Gahanna, OH 43230 PH: (614) 418-9410 FAX: (614) 418-9411  
*Brian Hayes* 189 Pepe's Farm Rd. • Milford, CT 06460 PH: (203) 877-7627 FAX: (203) 877-6942  
*Eric Doyle* 1111 Anchorage Lane • San Diego, CA 92106 PH: (619) 226-1415 FAX: (619) 224-7018  
*Benz Faget* 1716 Lake Ave. • Metairie, LA 70005 PH: (504) 831-1775 FAX: (504) 831-1776

[www.northsailsod.com](http://www.northsailsod.com)

# Flying Scot® Sailing Association

3008 Millwood Ave.  
Columbia, S.C. 29205  
803-252-5646  
1-800-445-8629  
FAX (803) 765-0860  
Email: info@fssa.com

## PRESIDENT

Daniel Goldberg\*  
342 Middlegate Dr.  
Bethel Park, PA 15102  
(412) 831-1042  
Samoyed@cobweb.net

## FIRST VICE-PRESIDENT

James B. Harris\*  
775 Haw-Thicket Lane  
Des Peres, MO 63131  
(314) 966-8404  
jamesbharris@worldnet.att.net

## SECOND VICE-PRESIDENT

Peter Seidman  
33 Huckleberry Lane  
Ballston Lake, NY 12019  
(518) 877-8731  
pseidma1@nycap.rr.com

## COMMODORE

Terry Dees-Kolenich\*  
4 Navy Lane  
Spanish Fort, AL 36527  
(334) 626-7175  
TDKOLENI@USAMAIL.USOUTHAL.EDU

## SECRETARY

Bill Ross  
178 Woodstream Road  
Mooresville, NC 28115  
(704) 664-9511  
wross2@compuserve.com

## TREASURER

Jack McClurkin\*  
1620 Chesapeake Dr.  
Hoffman Estates, IL 60195  
(847) 991-8092  
JMclurkin@aol.com

## IMMEDIATE PAST COMMODORE

David P. Jacobsen  
76 Hurds Hill Rd.  
Woodbury, CT 06798  
(203) 263-0769  
david.p.jacobsen@worldnet.att.net

## FSSA MEASURER

Robert J. Neff  
1032 Old Turkey Point Rd.  
Edgewater, MD 21037  
(410) 798-4146  
Neffs@aol.com

## EDITOR, SCOTS 'n' WATER

Lynne "Sunshine" Hartman  
P.O. Box 1066  
Champaign, IL 61824-1066  
(217) 355-1220  
GW7Lynne@AOL.com

## DESIGNER (1904-1992)

Gordon K. Douglass

## EXECUTIVE SECRETARY

MaryAnn Crews  
3008 Millwood Avenue  
Columbia, SC 29205  
(803) 252-5646

\*Denotes Executive Committee Members

# CONTENTS

May/June 1999

Volume 43 Number 3

- 4 From the President
- 5 1999 Mid Winter Regatta
- 9 1999 MidWinters Board of Governors Meeting
- 11 Financially Speaking
- 12 1999 North American Championship
- 14 NAC Trial Format 2000
- 15 Kelly Gough - Personality Profile
- 17 What I Did on My Spring Vacation

## In Every Issue

- 21 Starting Line
- 25 Flying Scot New Members
- 27 Caveat Emptor

## ADVERTISERS

- |                           |                      |
|---------------------------|----------------------|
| 2 North Sails             | 20 Sobstad           |
| 8 Schurr Sails            | 22 Sailors' Tailor   |
| 10 Fowler Sails           | 23 Midwest Sailing   |
| 11 Singleman's Boat Works | 24 Rooke Sails       |
| 18 Midwest Sailing        | 26 Flying Scot, Inc. |

## Attention Web Surfers and E-mail Users

The FSSA Flying Scot Website is online.

Visit it at <http://www.fssa.com> with your favorite browser.

The Email address for regatta notices and regatta results to be published in *Scots 'n Water* is info@fssa.com. Updates on the web pages will occur between the first and fifteenth of the month. Visit the site frequently!

Please save all articles submitted for publication in the ASCII Text Format

## Scots 'n Water

Registered Trademark, Publication No. ISSNS 0194-5637. Published bi-monthly by FSSA at 3008 Millwood Avenue, Columbia, South Carolina 29205. Volume XL No. 6 Subscription is \$8 a year included in annual membership dues. Periodical postage paid at Columbia, South Carolina 29201.

**Publication Deadlines:** January/February issue, **October 15**; March/April issue **December 15**; May/June issue, **February 15**; July/August issue, **April 15**; September/October issue, **June 15**; November/December issue, **August 15**. **Ad Rates:** Write FSSA, 3008 Millwood Avenue, Columbia, SC 29205

**Postmaster:** Please send change of address to Scots 'n Water, FSSA, 3008 Millwood Avenue, Columbia, South Carolina 29205.

**EDITOR:** Lynne "Sunshine" Hartman, P.O. Box 1066, Champaign, IL 61824, Tel., (217) 355-1220 (O), Fax (217) 355-2587, Email: Hartsung@msn.com.

**LAYOUT DESIGN:** Nancy H. Cooper. **ADVERTISING:** Andrella Brunson (800) 445-8629.

*Flying Scot®* and the FS logo are registered trademarks of Flying Scot®, Inc.

On the Cover: Doc Bellows and Jacques LeBeau at the MidWinter Regatta.

# From the President

by Dan Goldberg, FS 4991



I'm approaching the end of my first year as your president and it has been a very interesting experience. The one thing I have been most impressed by is the passion that people feel for the Flying Scot Class, its principles, and its uniqueness. For example, as described elsewhere in this issue, a proposal was made last year to consider changing the format of the North American Championships to eliminate the Qualification Series. However, a number of people eloquently defended the current format, with very good justification. A number of alternate proposals were also considered and rejected. The current format, which we will keep, is one of the things that distinguishes us from almost every other one-design classes. It allows anyone, no matter how inexperienced, to compete on a national level, yet requires people to earn the right to compete in the

Championship Division. There have been a few "tweaks" decided upon. One is the establishment of a new trophy for the highest-placing first-time skipper in the Challenger Division, to encourage new Scot owners to give it a try. Also, on an experimental basis, we plan to expand the Women's NAC. Thanks to Steve Branner for heading up this large effort.

As President, I also get to hear a lot of complaints! I actually think this is a good sign that people really care, and they are thinking about things that could be improved. So keep those complaints coming!

One question I've heard is why is the Caveat Emptor (used boat listing) no longer on the Flying Scot Sailing Association (FSSA) Web Page. The Executive Committee voted to remove it from the Web Page during its 1998 summer meeting, for a number of reasons.

First, there is a liability issue. The FSSA obviously has no way of knowing about the condition or safety of any used boat, and we do not wish to get into legal disputes. The Caveat Emptor listing now published in *Scots'n Water* now contains a disclaimer to this effect. The number of available used boats is the same, regardless of whether they are published in *Scots'n Water* or on the Web Page.

Second, we have replaced the Web Page used boat listing with a contact point at the FSSA. The FSSA maintains a "hotline" of boats for sale, including those not yet published in *Scots'n Water*. Any

prospective owner can easily get this information. In addition, the FSSA provides information about FSSA membership and a sample copy of *Scots'n Water*. The FSSA also puts prospective new owners in touch with local Fleet Captains or District Governors. We feel that this "personal touch" is very beneficial in promoting membership in the FSSA and encouraging new owners to join. No such opportunities exist for boats sold over the Web.

Third, the FSSA does not wish to be in competition with our boatbuilder, Flying Scot Inc. The proliferation of used boats for sale on the Web Page has the potential to negatively impact the new boat market. As I discussed in the last issue, it is important that we all (including the FSSA) support our only boatbuilder. We are in a different situation from some other classes in that we still have an active boatbuilder that we need to support.

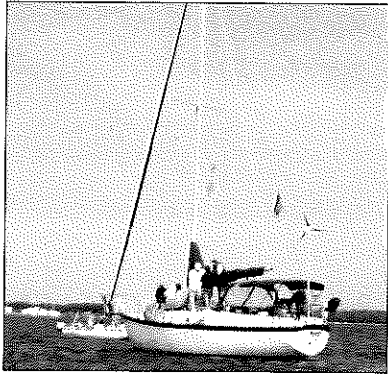
Speaking of the Web Page, we did a major overhaul in the spring of 1999 to make it easier to use and to update its contents. Also, ex-President Dave Jacobsen has agreed to be the Web Page editor. Dave will perform a monthly review of the Web page, and inform the FSSA of needed changes from a user's perspective. He will also work with the FSSA to add items such as standardized format for regatta notices.

I'm looking forward to my second year as President and meeting lots more Scot sailors! ▲

**FSSA Website**  
**www.fssa.com**

**FSSA E-mail**  
**info@fssa.com**

# The 1999 MidWinter Regatta

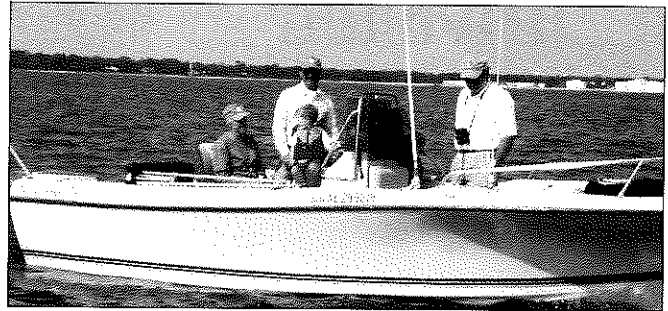


*It was wonderful to have Bo and Betty Smith on their boat "Bodacious" helping with the safety committee. They have been sorely missed at the Midwinter Regatta, after having run it for 24 years!*

Championship and Ralph Coffill with John Zambriski crewing, mastered the Challenger Division.

Participants at this last Midwinters of the century had a full week. Starting racing on Monday was a first and seemed to be well liked by the sailors. The rest of the week was either too windy, not enough wind, too many general recalls (by both fleets), or the sun headed down too soon or the fog came in too heavy. There were to be six races, but it proved impossible to get them in.

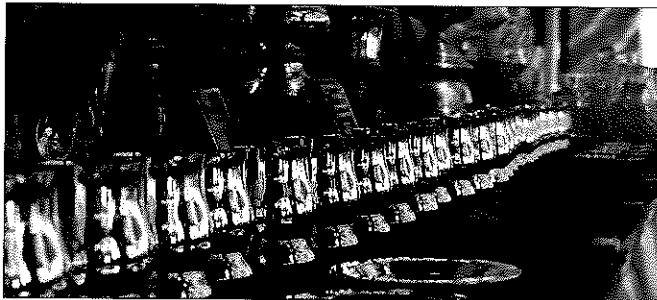
Doc Bellows and Jacques LeBeau came in to win the



*The Dees family - Granny, Jerry and his two sons Nicholas and Christopher were a wonderful sight on the power boat "Granny Dees", which is a long standing tradition at the MidWinters. Also pictured is Bud Thurman.*

With the competitors party at the home of Jimmy and Brenda Ruthven on Sunday night, the Bayside party on Tuesday night, the St. Andrews Yacht Club cocktail party (and OH what food!) and banquet dinner on Thursday (awards were handed out on the back deck after one race was held on Friday afternoon), it was hard not to be entertained.

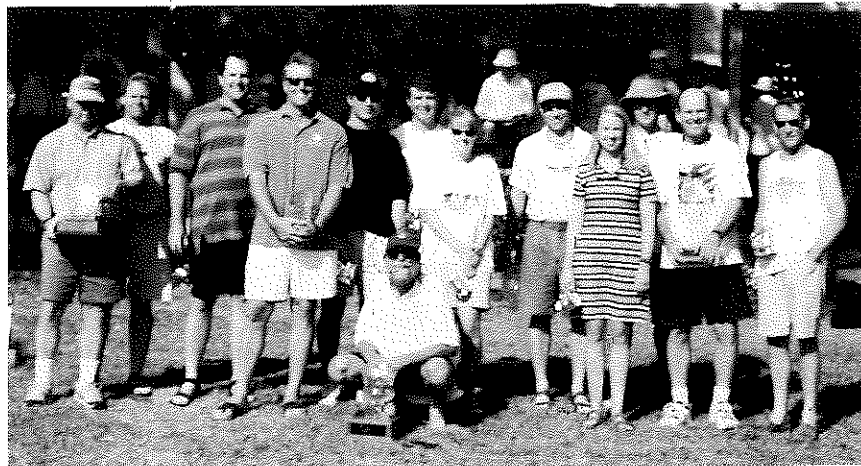
Ellen Price as regatta chairperson did an excellent job again with many raffles, lots of music and fun things to do for the competitors. St. Andrews Bay Yacht Club has always been a very gracious host to this regatta for the past thirty years. ▲



The last Midwinter Regatta in the 1900's, won by Doc Bellows and Jacques LeBeau started a new tradition for the next millenium. Doc was thrown off the pier by past winners and their crews. Doc thinks that it's a wonderful tradition and is looking forward to helping throw someone in next year...even if it is himself.



# Championship Division



Place	Sail #	Skipper	Crew	Race1	Race2	Race3	Race4	Race5	Total Pts.
1	5107	Doc Bellows	Jacques LeBeau	1	13	2	1	16	33
2	4216	Mark Beaton	Michael Delorme	4	4	3	14	14	39
3	4945	Graham Hall	Tricia Batchelor, Bill Ewing	10	1	17	2	10	40
4	5171	Josh Goldman	Tim Johnson, Will Nye	8	3	15	17	1	44
5	4045	Jeff Lines	Russ Lines	12	6	11	6	9	44
6	5225	Kelly Gough	Jeff Grinnan	3	5	32	3	4	47
7	5175	Scott Mauney	Natalie Mauney	2	20	1	13	12	48
8	4916	Greg Fisher	Martha Fisher, Skip Dieball	5	2	32	10	2	51
9	5213	Glenn Shaffer	Jim Worth	21	16	7	4	7	55
10	10	Paul Lee	Denise Lee, Thom Lee	9	14	9	21	3	56
11	4943	Charlie Buller	Andy Buller	6	22	18	7	8	61
12	3713	John J. Applegate	Patti Applegate	7	18	8	19	11	63
13	4937	David P. Jacobsen	Peter Beam	24	7	10	12	19	72
14	5180	Frederick Meno, III	David Landis	13	29	4	11	22	79
15	304	Jeremy Quinton	Nathaniel Allured	22	30	13	5	15	85
16	5060	Pat Manicchia	Sarah Adams, Jeff Perna	23	17	24	8	13	85
17	6	Jim Cavanagh	Taylor Smith, Ryan Malmgren	15	23	16	26	5	85
18	5015	Rob Spring	Joyce Spring, Harold Bauer	26	8	21	15	21	91
19	9	Ed Bayer	Fred Blackmer	11	28	27	9	17	92
20	4298	Kate Thropp	Drew Hudson, Andrew Kerr	28	15	12	20	18	93
21	2929	Daniel Neff	Christine Hinkley, Jennifer Dewey	20	12	6	25	32	95
22	5252	Ira Cohen	Brian Hayes	17	11	22	16	32	98
23	5251	Harry Carpenter	Carrie Berger, Larry Taggart	14	9	23	24	32	102
24	4722	Frank Gibson	Rick Newell, Debbie Gibson	16	25	20	18	23	102
25	4715	Richard Slosar	Sharon Slosar	19	27	5	23	32	106
26	2363	Gary Werden	Ben Pierce, Anna Klos	25	21	19	22	20	107
27	4565	Ralp Rieu	Stacey Rieu, Frank Pechacek	29	24	26	28	6	113
28	5230	Forest G. Rogers	Guy Deboer	32	10	14	29	32	117
29	4930	Jim Thorpe	Ray Folio, Kathy Worth	18	19	28	30	32	127
30	4738	Jimmy E. Ruthven	Brenda Ruthven, Jimmy Ruthven Jr.	27	26	25	27	32	137
31	5126	Charles Fowler	Jim Fowler	32	32	32	32	32	160



# Challenger Division

Place	Sail #	Skipper	Crew	Race1	Race2	Race3	Race4	Race5	Total Pts.
1	4814	Ralph Coffill	John Zambriski	1	5	1	2	1	10
2	66	Jeremy Mullis	Morgan Doolittle	3	2	4	4	2	15
3	1885	Richard Schultz	Martin Haber	2	8	2	5	3	20
4	4115	Bernie Knight	Johnathan Fleege, Thomas Feretti	6	1	10	3	5	25
5	5182	Bill Vogler	Susie Stombaugh, Brett Adams	5	7	3	10	6	31
6	4994	Rick Banning	Jack Leipper, Brooke Banning	4	6	13	6	4	33
7	4305	Ellen Fitzgibbon	Roth Rowell, Terri Swift	12	3	12	9	8	44
8	1518	Jim Leggette	Mike Funk, Vin Paladini	8	9	11	8	13	49
9	1827	Glenn Levine	Chip Reid	16	19	9	1	9	54
10	4736	Ed Summerfield	Herb Lindsey	13	10	5	16	11	55
11	4135	Dick Frankland	Ian Denhom, John Bauer	11	15	8	12	10	56
12	4500	John Payne	John Diggins, John Soukup	7	4	7	11	28	57
13	3114	Joe Vandenburg	Bill Ludlum, Bob Engel	14	11	19	14	7	65
14	67	Andrew Sumpton	Stewart Sumpton	18	16	17	7	12	70
15	4938	Anthony DiResta	Regina DiResta, Christine DiResta	10	12	6	17	28	73
16	4140	Keith Seddon	Trevor Handall, Jim Webb	15	23	15	19	15	87
17	4947	Dave Gillingham	Brian Atkins, Rick Kamilar	24	17	14	15	19	89
18	5190	Ken Boyle	Sharon Boyle, Mike Darrah	20	18	20	18	16	92
19	5000	Paul Moore	Tom Pinkel	9	14	18	28	28	97
20	5205	Bob Fletcher	Dave Cooper	19	22	26	13	17	97
21	5249	Harry Redgrave	Charlie Koines, Mike Flanagan	22	13	16	22	28	101
22	5217	David Oster	Dorothy Bowman, Paul	28	21	23	20	18	110
23	521	Bill Miles, Jr.	Michelle Poirier	17	25	21	21	28	112
24	2981	Ken Johnson	Jack Yoes	28	20	25	25	14	112
25	2095	Bill Denes	Bob DeHart, Terry Myers	21	28	24	24	20	117
26	3290	Jim Benson	Emmett McCarthy	23	24	22	23	28	120
27	4317	Ralph Jones	Bob Vickery, Bruce Faust	28	28	28	28	28	140

# SCHURR SAILS

***Excellence in Design, Fabrication & Service***

## Design

The Schurr Sails design team has over 50 years combined experience in the development of fast, easy to set and trim, sails on the market today.

Our record speaks for itself with numerous wins in present and past local, regional, and national events.

## Fabrication

Schurr Sails continues to produce the highest quality, most durable sail on the market today. By using quality material and individual construction techniques, each sail is guaranteed to be consistent with the design.

## Service

Over the years Schurr Sails has been a proud sponsor of many Flying Scot Association events. With so many class members this is one of the strongest associations in the country and we guarantee to continue to provide you with the individual attention you deserve.

***For more information call Steve Bellows, your Flying Scot Sailmaker***

Name \_\_\_\_\_ Phone \_\_\_\_\_ Sail # \_\_\_\_\_

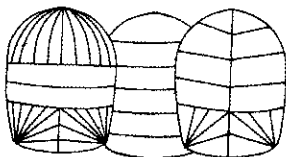
4.4 oz. Racing Cloth     5.3 oz. Cruising Cloth    Number Color:  Red;  Blue;  Green;  Black;  White

- |  |       |  |       |  |       |
|--|-------|--|-------|--|-------|
| <input type="checkbox"/> Mainsail            | \$629 | <input type="checkbox"/> Jib Radials         | \$30  | <input type="checkbox"/> Brummels on Spinnaker | \$15  |
| <input type="checkbox"/> Mainsail Radials    | \$80  | <input type="checkbox"/> Jib Window          | \$20  | <input type="checkbox"/> Spinnaker Turtle      | \$15  |
| <input type="checkbox"/> Mainsail Reef       | \$55  | <input type="checkbox"/> Telltale Window     | \$15  | <input type="checkbox"/> Mainsail Cover        | \$120 |
| <input type="checkbox"/> Mainsail Foot Shelf | \$30  | <input type="checkbox"/> Spinnaker-Crosscut  | \$350 | <input type="checkbox"/> Tapered Battens       | \$30  |
| <input type="checkbox"/> Mainsail Window     | \$20  | <input type="checkbox"/> Spinnaker-Triradial | \$450 | <input type="checkbox"/> Centerboard Gaskets   | \$20  |
| <input type="checkbox"/> Jib                 | \$267 | <input type="checkbox"/> Spinnaker-Biradial  | \$450 | <input type="checkbox"/> Mainsheet Retainer    | \$10  |

Price includes bag, battens and royalty.

Terms: Pay order in full Schurr Sails will pay freight or 50% deposit w/order. Sails shipped C.O.D. for balance.

### Mark Colors On Diagrams



TRIRADIAL    CROSS-CUT    BIRADIAL

### SPINNAKER COLORS

- |            |              |
|------------|--------------|
| Black      | Orange       |
| Grey       | Coast Gold   |
| Natural    | Yellow       |
| Purple     | FL-Yellow    |
| Lt. Blue   | FL-Green     |
| Ocean Blue | FL-Pink      |
| Green      | FL-Orange    |
| Dk. Blue   | FL-Raspberry |
| Red        |              |



***Pensacola Loft***  
***490 South 'L' Street***  
***Pensacola, Florida 32501***  
***850/438.9354 / Fax: 850/438.8711***  
***e-mail: schurr@schurrsails.com***  
***http://schurrsails.com***



# 1999 Mid Winters Board of Governors Meeting

By Dan Goldberg, FS 4991

In order to increase the communication between the Board of Governors and the membership, we have decided to publish a summary of the Board of Governor's meeting minutes in *Scots'n Water*. Below is a summary of the 1999 Mid-Winters meeting.

President Goldberg called the meeting to order and everyone introduced themselves.

Peter Christain, 1999 NAC regatta chairman from Gulfport YC, gave an update on arrangements and displayed an information package that will be available to participants, including map, schedule, motel information, etc. He also gave International Race Committee chairman Jim Harris a proposed list of judges for approval. Harris will separately respond. Goldberg noted two corrections that needed to be made to the schedule, including the possibility of a 2-day Women's NAC. Christain agreed to make the changes prior to distributing the packages.

Josh Goldman, potential 2000 NAC regatta chairman from Indian Harbor YC, answered questions regarding available facilities and manpower. Both the Indian Harbor and Grass Island facilities will be used and there is adequate manpower. Most likely time is the 3rd week in July. Pending receipt of written confirmation from local officials confirming agreement for the use of the Grass Island facility, the FSSA Staff will formally notify Indian Harbor of acceptance of their bid.

Jim Harris, representing Carlyle Lake, stated that everything was set for the 1999 Wife-Husband.

The minutes of the 1999 Board meeting were approved as written.

Treasurer Jack McClurkin provided the treasurer's report, with his projection for the remaining fiscal year. No problems are anticipated. Tony DiResta (NY District Governor) suggested that we consider changing the due date for dues from September to earlier in the year (spring time), so that new members feel that they

are not paying full year's dues for three months of membership. McClurkin and FSSA Staff will work on this change and make a recommendation during the 1999 NAC.

The 2000 Wife-Husband Regatta was awarded to Saratoga Lake. FSSA Staff will notify the Seidmans. Berlin Lake has also expressed an interest. Ohio District Governor Jack Rudy will encourage them to bid for 2001.

Harry Carpenter presented the Measurer's report in Bob Neff's absence. He recommended that the Chief Measurer's ruling on the use of electronic devices be revised to include a prohibition on devices that perform calculations. This was approved. Larry Taggart will make the change. Neff also completed the creation of a digitized Official Plan, and will provide it to FSSA Staff on disc. Taggart also stated the the Handbook would be divided into two parts: those requiring yearly updates and those that do not. The yearly update part (including Membership Roster) could then be offered for sale each year for a nominal cost (postage and handling). Taggart will prepare an article for *Scots'n Water* explaining the changes and how to order the yearly updates. FSSA Staff will publish the new Handbook (including previously approved revisions to the

Constitution and ByLaws) after receipt of all needed items from Taggart and Neff.

Dave Jacobsen confirmed his acceptance of the position of Chairman of the Electronic Media committee. Hank Sykes revamped the Web Site in February 1999. Jacobsen will review the Web Site monthly and advise FSSA Staff of any needed changes and updates. McClurkin suggested putting the Handbook on the Web Site. Jacobsen will make a recommendation at the 1999 NAC. The disadvantage is that non-members could access the information therein, although many saw no problem with them doing so. Jacobsen will also design a streamlined standardized form for the Web Page for regatta announcements, and will provide this to FSSA Staff. At Joni Seifrick's (Texas District Governor) request, Jacobsen will also determine if the Caveat Emptor listing can be restored to the Web Site in way that resolves all current concerns.

First Vice-President Jim Harris provided the Publicity and Development report. *Highlights of Scots'n Water* update was completed last summer and over 200 have been sold. For the first reprinting, Harry Carpenter agreed to supply pictures in exchange for permission to use *Highlights* as part of a new

*Continued on page 10*

## Chief Measurer Report

by Bob Neff

CMR 69 prohibits the use of electronic devices, which aid in a boat's performance with the exception of compasses and timers. I believe the compasses that calculate lifts and headers are in violation of this CMR. Further, I believe if we allow any device that calculates (a computer) aboard while racing, we will have fundamentally changed the nature of our sport.

Note: These devices could be used for practicing. The same is true for golf...you are not allowed to use a wind speed indicator in official play, however, they can be used in practice.

Continued from page 9

boat package. Harris encouraged increased communication between the boatbuilder and FSSA Staff regarding boat owners who are not members. Harris also recommended that the responsibility for Publicity and Development should be reassigned to the Second Vice-President, because of the other responsibilities assigned to the First VP. All agreed. Harris will contact Peter Seidman to transfer this responsibility. Goldberg suggested that the future actions in this area should take advantage of Website opportunities, and requested Harris to request Seidman to coordinate with Jacobsen in this area. Also, Harris was requested to ask Seidman to recommend whether used boat owners should be offered a one year free membership in FSSA to foster development. Harris agreed to do so.

*Scots'n Water* Editor Lynne Hartman gave her report. Articles are needed for the upcoming issue and requested each Governor to provide something. Goldberg agreed to provide a summary of the meeting minutes, a From the President discussing the Caveat Emptor Web Page issue, and an interview with Kelly Gough. Hartman requested guidance on whether to publish sensitive or controversial letters to the Editor. Goldberg stated that

she should continue to do what she is doing - use her judgement but bring such items to the President's attention prior to publication.

Paul Moore reported on Ted and Florence Glass. Ted has shown improvement after a change in medicine.

Steve Branner, Chairman of the Championships Committee, provided his report with input from Bernie Knight, Joni Seifrick, and Tom Pinkel, on the format of the NAGs. Various options were considered, including eliminating the Qualification Series and continuing it with points counted into the Final Series. However, the final recommendation was to not change the format because it has worked well in the past. Some minor changes were suggested, as discussed below. For the Women's and Junior's, there is a division of opinion. Some want to continue with a one-day regatta, and some want a two-day regatta. The weather at the last two Women's/Junior's has not permitted good one-day regattas. On the other hand, some women feel that a two-day regatta would be too tiring prior to a full week of the regular NAC.

The following interim By-Law changes were recommended and subsequently improved:

The Championship/Challenger split should be changed from 55/45 to 45/55 to discourage "sandbagging" and to allow

more meaningful competition for good club racers who may otherwise be in the back of the Championship Division.

The Host Club should provide some take-away recognition (ribbon, certificate, small memento, etc.) for everyone that makes the cut.

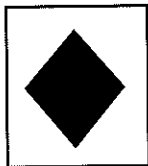
A trophy should be awarded to the highest placing first time participant in the Challenger Division, subject to the approval of the IRC (to preclude "ringers"), to promote participation by new owners. Goldberg volunteered to donate a perpetual trophy for this. Ten trophies should be awarded in each division.

The Women's/Junior's should be a 2-day event with five short races (30-45 minutes aim), on a trial basis during 1999 and/or 2000. The 1999 and 2000 participants will be polled to determine their preferences, and should include consideration of changing the awards ceremony to the Annual Meeting.

It was also recommended that the host club be encouraged to hold the award ceremony as quickly as possible after the last race of the series, to increase attendance and permit people to get an earlier start for home.

Goldberg thanked Branner and his committees for all the hard work on this difficult issue. The meeting was then adjourned. ▲

Brighten your sailing -- choose our  
Flying Colors triradial spinnaker.  
Improve your speed with your  
color customized chute.



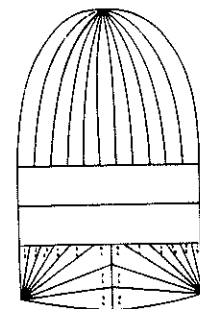
*Fowler Sails, Inc.*

2210 N.W. 14th Street, 10  
Miami, Florida 33125

Phone (305) 638-8885

Fax (305) 636-2620

[www.fowlersails.com](http://www.fowlersails.com)



Making Flying Scot sails since 1974

Flying Colors JCF/3

Mainsail model D 12R

Jib model TX7

Contact us for prices and spinnaker color options

# Financially Speaking

by Jack McClurkin, FS 3404, FSSA Treasurer

As the current Treasurer of the Flying Scot Sailing Association, I would like to inform you about the financial side of our organization.

Our fiscal year begins on September 1 of each year. A budget is prepared for each fiscal year, and is presented to the Board of Governors for their approval at their meeting which occurs during the NACs.

For Fiscal Year 1999, the total budget of the association is approximately \$95,000.00. Our budgeted income and budgeted expenses are closely matched. This means that your dues and the other sources of income are used to fund the expenses of the current year. There is no additional surplus, or unspent income, being generated during this fiscal year.

The Association receives income which can be placed into five general categories. These categories are:

- Memberships - 75%
- Transfers, Royalties, and Boat Numbers - 11%
- *Scots'n Water* Advertising - 8%
- Merchandise Sales - 3%
- Interest - 3%

Looking at the budgeted income, you will see that the Association receives 75% of this year's annual income from member dues. The continued success of the Association is highly dependent upon maintaining or increasing the number of dues paying members.

The next largest category is Transfers, Royalties, and Boat Numbers. These are fees that are paid when an owner registers a Flying Scot, when a sailmaker sells a Flying Scot sail, or when our builder manufactures a new Scot.

The three remaining categories are important, yet smaller sources of income to the Association. You will also notice that there is no income generated from regattas. The host club is not required to "rebat" any funds to the Association.

The expenses of the Association fall into four general categories. These are:

- *Scots'n Water* - 56%
- Administration - 37%
- Merchandise - 3%
- Association Advertising - 4%

Looking at the budgeted expenses, you will notice that the largest expense of the Association is for *Scots'n Water*. In fact, over half of the expense of the Association is for publishing the magazine.

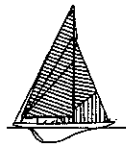
The second largest expense of the Association is for its administration. This consists of a number of specific categories of expenses, all relating to the operation of the Association. The remaining two categories of expenses are important but smaller in size than the first two.

As you may know, the Flying Scot Sailing Association contracts with an

association management company for the day to day operation of the Association. That company is J. Edgar Eubanks and Associates of Columbia, South Carolina. In addition to our Association, they also manage eight other professional associations.

Each month I receive detailed documentation from Eubanks and Associates on every expenditure which they have made on our behalf. I review the monthly report, question any unclear areas, and provide a brief report to the President of FSSA.

As of the halfway point of this fiscal year, income and expenses were both as expected for this point in the fiscal year. ▲



## Singleman's Model Boat Works

### One Design Class Awards

VISIT OUR WEBSITE @ [www.awards4sailing.com](http://www.awards4sailing.com)  
FOR NUMEROUS COLOR PHOTOS, A PRINTABLE BROCHURE  
AND COMPLETE PRICING AND ORDERING INFO.

- Half Hull Awards
- Half Hull with Cloth Sails
- Half Hull Pen & Pencil Sets
- Perpetual Trophies
- Mini Half Hull Awards
- Mini Half Hull with Cloth Sails
- Silk Screen Awards
- Silk Screen with Mini Half Hull
- Silk Screen Award Plaque

\* DISCOUNT FOR ORDERING EARLY \*

\* MANY CLASSES AND PRODUCTS AVAILABLE \*

425 East Campbell Road Ext. • Schenectady, NY 12303  
Phone/Fax: 518-355-2119 • [al@awards4sailing.com](mailto:al@awards4sailing.com)

# 1999 Flying Scot North Am

## July 23 - 30, 1999 • Gulfport

Gulfport Yacht Club is located in the small craft harbor, at the "foot" of Highway 49, east of the commercial State Port facility. It is adjacent to the small craft harbor channel, and the race area is very accessible to participants. The clubhouse offers dining facilities, full service bar (lounge), snack bar, a lower-level covered deck, an upper-level open deck, a swimming pool for adults and another for infants. There is a sand beach along the waterfront adjacent and south of the club, as well as a fenced playground. In anticipation of the event, the house committee has initiated interior clubhouse renovations to painting and carpeting, and the docks and piers committee is currently upgrading the bulkheads and adding an additional 6000-pound capacity hoist.

The weather in July in Gulfport is generally 32-38 degrees (Centigrade), and breezes vary between an average 6-12 knots, and can increase dramatically in thunderstorms. Our intention is to confine the racing to the afternoons, coinciding with the arrival of the afternoon sea breeze. We currently foresee that morning races will be scheduled and sailed only in a "make-up" race capacity.

Gulfport is located on the Mississippi Gulf Coast, and easily accessible via Interstate-10. It is located almost directly between New Orleans, Louisiana (80 miles west) and Mobile, Alabama (80 miles east). Gulfport also has an airport, which is serviced by a growing number of the major airlines. Amtrak also has passenger train service to the immediate area. If someone in your crew flies into New Orleans, Coastliner bus service offers direct passenger pickup, approximately every hour, at the New Orleans International Airport, and transportation directly to hotels in Gulfport at a very reasonable rate. ▲

### TENTATIVE SCHEDULE OF EVENTS

#### FRIDAY - SUNDAY

- Registration and measurement

#### SUNDAY JULY 25TH

- Women and Junior's NAC

#### MONDAY JULY 26TH

- Qualifying Rounds begin
- 4 Races (2 races for each of the two groups)

#### TUESDAY JULY 27TH

- Qualifying Rounds Continue
- 2 Races (1 race for each of the two groups)

#### WEDNESDAY JULY 28TH

- Championship Division (2 races)
- Challenger Division (2 races)

#### THURSDAY JULY 29TH

- Championship Division (2 races)
- Challenger Division (2 races)

#### FRIDAY JULY 30TH

- Championship Division (1 race)
- Challenger Division (1 race)

### ACCOMODATIONS:

Holiday Inn (Beach) 3 min from GYC	800-465-4329
GROUP PACKAGE (Ask for FSSA Group package)	
Best Western Beach View Inn (2 min)	800-748-8969
Economy Inns (East) (3 min)	228-864-9595
Days Inns (15 min)	800-329-7466
Holiday Inn Express (15 min)	228-864-7222
Best Western Seaway Inn (15 min)	800-822-4141

### CONTACTS

- GYC Sailing Director, Michael G. Hage, 228-864-0206  
Email: HYPERLINK mail to: GYCGYA@aol.com  
Website: HYPERLINK <http://member.aol.com/> <http://members.aol.com/gycgya>
- Flying Scot Headquarters: Andrella 800-445-8629  
Email: HYPERLINK mail to: info@fssa.com  
Website: HYPERLINK <http://www.fssa.com>

Gulfport Yacht Club is also hosting a NAC WARM-UP REGATTA

GYC is hosting the annual Weatherly Regatta, a GYA Capedevelle event, July 17-18, sailed the weekend before the NAC.

We are including Open Class Flying Scots, and anticipate a great turnout. Come and sail and leave your boat until the NAC, the following week.

Pre-registration.....\$20 (Prior to June 17)  
Registration.....\$25  
US Sailing Members subtract \$5 from each fee.

For further information contact the GYC Sailing Office: (228) 864-0206

# American Championship Regatta Yacht Club • Gulfport, Mississippi

## 1999 FLYING SCOT JUNIOR NAC REGATTA, SUNDAY, JULY 25

Name: \_\_\_\_\_ Date of Birth: \_\_\_\_\_

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

City: \_\_\_\_\_ State: \_\_\_\_\_ ZIP: \_\_\_\_\_

Phone: \_\_\_\_\_ Fleet#: \_\_\_\_\_ Hull and/or Sail#: \_\_\_\_\_

### REGISTRATION FEES:

#### Postmarked Prior to June 20, 1999

\$15 US Sailing Member (US Sailing Membership # \_\_\_\_\_)

\$25 Non-US Sailing Member

#### Postmarked June 21, 1999 or later

\$20 US Sailing Member (US Sailing Membership # \_\_\_\_\_)

\$30 Non-US Sailing Member

## 1999 FLYING SCOT WOMEN'S NAC REGATTA, SUNDAY, JULY 25

Name: \_\_\_\_\_

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

City: \_\_\_\_\_ State: \_\_\_\_\_ ZIP: \_\_\_\_\_

Phone: \_\_\_\_\_ Fleet#: \_\_\_\_\_ Hull and/or Sail#: \_\_\_\_\_

### REGISTRATION FEES:

#### Postmarked Prior to June 20, 1999

\$15 US Sailing Member (US Sailing Membership # \_\_\_\_\_)

\$25 Non-US Sailing Member

#### Postmarked June 21, 1999 or later

\$20 US Sailing Member (US Sailing Membership # \_\_\_\_\_)

\$30 Non-US Sailing Member

## 1999 FLYING SCOT NAC REGATTA, JULY 26 - JULY 30, 1999

Name: \_\_\_\_\_ Date of Birth: \_\_\_\_\_

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

City: \_\_\_\_\_ State: \_\_\_\_\_ ZIP: \_\_\_\_\_

Phone: \_\_\_\_\_ Fleet#: \_\_\_\_\_ Hull and/or Sail#: \_\_\_\_\_

Is this your first NAC?  Yes  No

### REGISTRATION FEES:

#### Postmarked Prior to June 20, 1999

\$125 US Sailing Member (US Sailing Membership # \_\_\_\_\_)

\$135 Non-US Sailing Member

#### Postmarked June 21, 1999 or later

\$135 US Sailing Member (US Sailing Membership # \_\_\_\_\_)

\$145 Non-US Sailing Member

Make checks or money orders payable to "Gulfport Yacht Club FSNA" and send to:  
Gulfport Yacht Club FSNA • PO Box 34 • Gulfport, MS 39502

# NAC Trial Format - 2000

by Steve Branner

In an effort to resolve some perceived problems with the NAC format and to encourage more participation in the NAC, the Board of Governors, at its MidWinter meeting, adopted the following trial changes for the 2000 and 2001 NACs.

- The Women's and Junior's NAC will be expanded to a two-day event and will include five races of approximately 30-45 minutes each. These events will be held on the Saturday afternoon and Sunday immediately preceding the NAC instead of only on Sunday as has been done in the past. Registration and measurement will be conducted on Friday afternoon and Saturday morning with two races to be held on Saturday afternoon and three races to be conducted on Sunday. The current Women's/Junior's NAC is compressed into a three race/one afternoon event (with the length of the races exceeding one hour). If the weather on that day is less than desirable (as has been the case in the last few events), the racing and competition ceases to be a test of sailing skill. Five shorter races over a two-day period should provide

ample opportunity to allow all competitors to sail to their highest level.

- Revise the cut-off for the Championship Fleet to include the top 45% of the boats in the Qualifying Series instead of the top 55% as is currently done. Trophies for top finishes will be awarded to the same number of boats (10) in both the Championship and Challenger Fleets. Making "the cut" to qualify for the Championship Fleet is, for many sailors, a much sought after goal. Those who just make it into the Championship Fleet (most of whom are very good club and district racers) end up as "tail-enders" of the fleet and don't enjoy the higher levels of excitement and competition that comes from "being in the hunt" for good race finishes (which occurs in both the Championship and Challenger Fleets). This revised fleet split will help to get more of the good club racers into a fleet where they can be truly competitive and may also help to eliminate the perceived "sandbagging" that sometimes occurs during the Qualification races to keep from ending up in the

lower end of the Championship Fleet.

- Encourage the host fleet to provide an award (plaque, ribbon, banner, transom sticker, certificate, etc.) to all Championship Fleet qualifiers. All sailors who qualify for participation in the Championship Fleet should be recognized with a tangible token of accomplishment (especially those whose finishes don't qualify for a trophy). This recognition may also help to eliminate the "sandbagging" problem.
- Recognize novice participants with an award for achievement. Many first-time sailboat/FS owners have come to the NAC for their first major regatta experience and have been disheartened when they end up in the back of the pack. In an effort to encourage participation of first-timers and to recognize them for their accomplishments, an award/trophy will be given to the top novice sailor. A novice is defined as a sailor attending the NAC for the first time who does not "make the cut" for the Championship Fleet subject to the approval of the FS International Race Committee. Dan Goldberg will be donating an award for the Best Novice or First-Time Skipper.

It should be noted that the current NAC schedule format will remain unchanged. After much deliberation, it was determined that the five day schedule (Monday thru Friday) worked well and that there was nothing to "fix".

At the end of each of the 2000 and 2001 NAC events, each participant will be asked to complete an evaluation form that will ask for pro and con opinions of the trial changes as well as suggestions for improvements. The Board of Governors will review these evaluations prior to recommending any permanent changes to the FS By-Laws concerning the NAC. ▲



# Kelly Gough - Personality Profile

by Dan Goldberg, FS 4991

Kelly Gough, age 41, won the Flying Scot North American Championship in 1998 and also won the US Sailing Championship of Champions later that year. I cornered him at the 1999 Mid-Winters to find out more about him and how, as an "amateur" sailor competing against professional sailmakers, he has been so successful. His answers to my questions are not verbatim, but are based on the notes of our conversation.

*Q: Where are you from and what is your real job?*

A: I live in Dallas, Texas and for the last three years have been an independent sales representative in the footwear industry.

*Q: How old were you when you started sailing?*

A: I started at age 6. I grew up in a sailing family. My dad and mom had a Rebel and I crewed a lot for them. My sister had a Santana 20. So I've been sailing all my life. My dad was really supportive of all my sailing and racing when I was a kid.

*Q: When did you start skippering a Scot?*

A: I bought my first Scot in 1989, at age 31.

*Q: How did you get so good so quickly? (Kelly has won the North Americans, Mid-Winters, and Wife-Husband with wife/crew Heidi.)*

A: I really improved as a sailor during my Flying Dutchman Olympic Trials experiences, in 1980 and 1984, crewing for Kelsam Elam. We traveled all over the world and learned a lot about how to make a boat go fast, as well as tactics and strategy. I also sailed on John Kolius' America's Cup boat that went to Australia in 1986. I was the port tailer. I learned the importance of communication between skipper and crew. When I sail now, there is a constant dialogue between me and my crew (Heidi at North



*Kelly and Heidi on land with Terry Dees-Kolenich.*

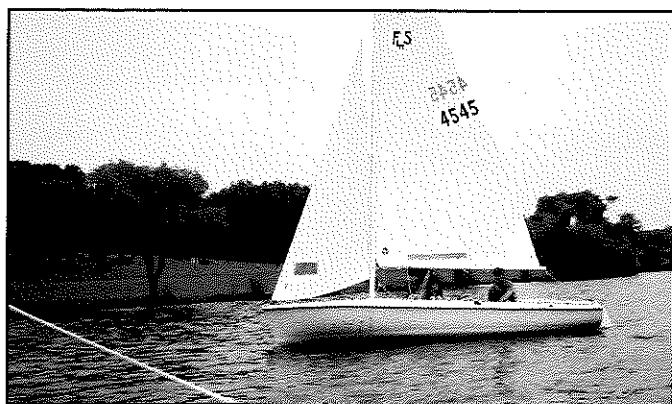
Americans and Jeff Grinnan at Mid-Winters). Our boathandling is pretty much automatic so we can get our heads out of the boat and get input on the wind and other boats. I always want to be prepared for what's coming next. Jeff and Heidi are both great crews and they know exactly what I expect and they know what to expect from me. I think good teamwork is really important to do well on a National level.

*Q: Tell us more about Heidi.*

A: She is a stockbroker and loves her job. She never sailed before I met her, but she loves sailing and racing and going to regattas. I really enjoy being able to go to regattas with her and being competitive on a national level. We always have a great time at regattas. She loves the Scot people and the regatta atmosphere. We don't have any kids yet so we can take the time to go to regattas.

*Q: What is your normal pre-race routine?*

A: I try to get out on the race course at least an hour before the start to take wind direction readings on both tacks and determine the frequency of the oscillations. For example, yesterday (1st race) we were out early and determined that the wind was oscillating 17 degrees every 20 minutes. This paid off on the second beat when we went hard left because we knew the wind was due to go left, and we went from 7th to 3rd.



*Kelly and Heidi on water*

*Continued on page 16*

*Q: Are you a stern taskmaster on the boat?*

A: Not really. When I was younger, I was very aggressive and intense. Now I'm a little more relaxed. I once yelled at Jeff about 10 years ago, but haven't done it since. Occasionally there are disagreements on the boat, but we usually resolve them quickly.

*Q: What was your most significant sailing accomplishment?*

A: Winning the US Sailing Youth Championship at age 17 in a Laser. It was my first national competition and I didn't expect to do that well. Winning the C of C last year was also very rewarding. I expected to be in the top 4 but didn't really expect to win it.

*Q: What was your most disappointing experience?*

A: Not winning the Olympic Trials in 1984. We had done well at the Nationals and Worlds, but couldn't get our speed up for the Trials.

*Q: What's the funniest thing that ever happened to you on a Scot?*

A: She didn't think it was funny at the time, but it involved Heidi. One day at White Rock Lake in Dallas it was blowing about 20. We were under spinnaker when the boat started to capsize. So I told Heidi to step over the side onto the centerboard. Only problem was I had pulled the board all the way up! So she slid off right into the water as I sailed on by. We eventually rescued her and the boat.

*Q: You've won a lot of Scot national events. Are there any sailing goals you haven't achieved?*

A: Someday I may try another Olympics. Otherwise, I've pretty much met all my goals. That is also why I'm not as intense as I used to be. [Author's note: I asked Greg Fisher about this statement afterwards, and he doubled over with laughter!]

*Q: What other boats do you sail now?*

A: Mainly a Melges 24, as crew.

*Q: Why is your concentration mainly on Scots, since you have to opportunity to sail other boats?*

A: It's mainly the people. At White Rock lake, there are lots of great people

and great racers. On any given race, I can get my butt kicked by two or three local guys. We always have a great time after the races kidding each other. It's the same way at national Scot regattas. Everyone is very friendly and helpful. I remember how much help people like Greg Fisher and Doc Bellows gave me when I first started out. I remember one of my first NACs, when Ted and Florence Glass went right by me on a run! I had no idea what I was doing wrong but people were glad to share their downwind techniques with me. So now I like to help people in return. I see a lot of helping and sharing in the Scot Class that I don't see in other Classes. As I mentioned, I really enjoy the whole regatta scene and being able to do it with my wife. ▲

*Author's Note: Thanks, Kelly, for taking the time to share your experiences and thoughts with our readers, and good luck in the future!*

DISTRICT DEADLINES					
DEADLINE	ISSUE	DISTRICT RESPONSIBLE	CONTACT	PHONE	E-MAIL
04/15/99	MAY/JUN 1999	OHIO	Jack Rudy	(513) 221-6144	jrudy2@juno.com
06/15/99	JUL/AUG 1999	MIDWEST	Tom Pinkel	(618) 632-0712	tpinkel@aol.com
08/15/99	SEPT/OCT 1999	GULF	Dan Kolenich	(334) 626-7175	n/a
10/15/99	NOV/DEC 1999	MICHIGAN-ONTARIO	Forest Rogers	(734) 954-0452	forest@vibrodynamics.com
		GREATER NY	Anthony DiResta	(516) 878-8710	AJD4938@aol.com
12/15/99	JAN/FEB 2000	CAROLINAS	Dave Batchelor	(919) 467-3517	dbatchelor@inacom.com
02/15/00	MAR/APR 2000	PACIFIC	Chuck Bencik	(619) 565-2715	cbencik1@san.rr.com
04/15/00	MAY/JUN 2000	FLORIDA	Charlie Fowler	(305) 638-8885	fowlsail@gate.net
06/15/00	JUL/AUG 2000	TEXAS	Joni Seifrick	(214) 553-0005	jseifri@pisd.edu



# What I Did on My Spring Vacation

by Bob Summerfeldt, FS 264



In the 25 years or so I have been sailboat racing, there have been highs and lows, some stellar successes, numerous dismal failures, and many events that have been humbling and even awe-inspiring. I have been many places, read many books, and done lots of things, but I still find myself generally in the middle third of the fleet at regional and national events. Some would say that the problem is my boat. FS 264 is old (a 1961 Customflex) but nevertheless it is competitively equipped and thoroughly modernized. Over the fifteen years I have owned it, I have become convinced that particularly in winds below 8 or 9 knots, it is as fast as any Flying Scot out there (provided it is pointed in the right direction!). Beyond that, the biggest and most pervasive problem in the boat is obviously "the nut that holds the tiller".

Recognizing that what I need to do is point the boat in the right direction better and especially much more often, I set out to find some help. After investigating several seminars, publications, sailing schools, gathering advice and pondering the possibilities for a while, I decided to take the plunge. On March 31, 1999 I showed up at the Houston Yacht Club in LaPorte, Texas as one of 13 students at the Kolius Sailing School. This 4 and a half day course is a mixture of classroom work and very intensive Laser sailing on a daily basis. The program starts at 0900 with 2 hours or more of classroom lecture and discussion on virtually all areas of boats, sailing and sailboat races, led by either Cameron

*Continued on page 18*

Continued from page 17

Dunn, a very talented Laser sailor from New Zealand, or John Kolius. We started with basic principles on the first day and ended the last full day's classroom session with a thorough exploration of racing strategy, tactics and techniques. For the sailing activities, it is you and you alone in a Laser, with four coaches (and frequently John Kolius himself) meandering among the fleet in inflatables, offering coaching, advice, tips, tricks, encouragement and reinforcement. From mid-day until 4:30 or 5:00 you are on the water with one break for lunch and another at mid-afternoon. In a breeze, this represents a LOT of sailing in a very lively and demanding little boat, so reasonable physical condition is a must. At the end of each day, a one-hour debriefing is held back in the classroom, complete with videotapes of the day's events, including the good, the bad and the ugly. For the last short day, you put it all together for a

mini-regatta. This is total immersion in the subject matter (no pun intended)!

At 6'-3" tall, 205 lbs., 54 years old and size 13 feet, I am not what you would call the picture of the ideal Laser sailor! Let's face it, that little boat had a very big job to haul me around all week. For our class, all thirteen boats were brand-new, never-before sailed Lasers, all identically equipped, except smaller "radial" rigs were provided for the lightweight and/or less-experienced students. Each boat was equipped with a centerline hiking strap, a tiller extension long enough to reach the full length of the cockpit, no compass and no cleats for the mainsheet. The mainsheet itself is long enough to permit the mainsail to rotate well forward of the mast for fast and interesting downwind work if you are so inclined.

If you are beginning to get the picture that there was a lot going on in and around the cockpit, you're absolutely right; and then there is the problem of the scale of my corpus delicti. The combination of my oversize feet, the rest of my

landing gear folded up and stuffed into the cockpit, the six extra feet of mainsheet which I never used, the way-long tiller extension, the need to jackknife the rest of my body and squeeze it under the boom with every tack & jibe, and no place to put the mainsheet while attempting to unsnarl everything else (and usually at a minimum of a four-alarm pace) resulted in a series of difficulties any reasonably-versed person would not have had.

I cannot say enough positive things about the coaches, staff and program John has assembled. Two of the four coaches are Laser sailors who are ranked way up in the top 20 in the world and are working on campaigns for the 2000 Olympics. Another one of the coaches is routinely crew-for-hire on big boats and was just back from Key West Race Week. John Kolius is a very pleasant and approachable man and a very highly skilled sailor with a sailing resume that goes on forever. He has been involved in many class boats, the Olympics, Five America's Cup campaigns and is a



## Midwest Sailing

SAILING SPECIALISTS SINCE 1963

8955 Dexter-Pinckney Rd.  
Pinckney, Michigan 48169-9430  
734-426-4155 Fax 734-426-5532  
www.ms-pyc.com  
e-mail: sail@ms-pyc.com

**NOW IS THE TIME TO UPDATE YOUR FLYING SCOT** with custom rigging kits from **Midwest Sailing**: outhaul, cunningham, boom vang, jib sheeting, main sheeting, and spinnaker; crew hiking line; under-boom mainsheet loop; centerboard gasket. Easy to install. Complete instructions provided with each kit. Also available: stainless halyard cranks; telescoping tiller extensions; spinnaker poles; tiller, shroud and cockpit covers; the best mast-head wind indicators. Check your gooseneck, halyard winches and standing rigging; we stock replacements. **Same-day shipping for most Flying Scot parts, accessories and rigging kits.**

**A NEW MIDWEST SAILING FLYING SCOT** is rigged with our custom boat handling systems. These rigging systems have been developed by our staff since 1967 to make the Scot easier, more comfortable, and therefore more fun to sail and race. Our Scots may not be faster but **Midwest Sailing** has for over 30 years provided our customers with the best rigged Scots available.

**"PREVIOUSLY OWNED" SCOTS.** Our used Flying Scots offer tremendous value. We thoroughly inspect every listed boat twice — once before listing and then before delivery. All necessary repairs (sails, centerboard, etc.) are then made so your focus can now be on sailing and enjoying your boat — not being a handyman. We have several excellent choices on hand, all with **Midwest Sailing's** one year warranty. Call us today for our current listings.

**BOAT HOISTS.** Lake sailors, you can end bottom-washing and dry-sailing hassle with our *aluminum* "A"-shaped boat hoist with custom-designed Scot bunk package. Lifts four feet, 1300 lb. capacity. Lightweight and low maintenance. Complete with tie-downs and bottom anchoring system. Shipped common carrier partially assembled, or pick up fully assembled on your Scot trailer.

**SPECIAL SCOT SERVICES.** We repair centerboards, do fiberglass repair, and straighten masts. Expert personalized instruction is available, whether learn-to-sail or race-to-win; one-on-one, or with your entire family or crew. Also fleet and club seminars.

**SAILING SPECIALISTS.** **Midwest Sailing** has many satisfied long-time customers throughout North America. We also sell and service *Optimist, Sunfish, Laser, Barnett, Hobie, Interlake, Capri, and Hunter*. Please call, fax or e-mail us for details and prices today.

**WE SHIP UPS DAILY. VISA, MASTERCARD AND DISCOVER WELCOME.**

primary part of the Abracadabra team for the upcoming Cup races in New Zealand. You would be hard-pressed to find better sources of sailing advice and coaching than these five people. By definition a good deal of the material was Laser-specific, but most of it is completely transferable to other boats.

The Houston Yacht Club (about the nicest one I've ever been to) is a large pink stucco building with white ornate trim, very much in the style of nearby Mexico. Their facilities basically form a bump on the western shore of Galveston Bay, about forty miles southeast of Houston. The sea walls enclosing their harbor project about 400 yards from shore, forming a square-cornered area with the shoreline, which is somewhat sheltered from the prevailing southerly winds (there is basically very little if anything to slow the wind down between you and Venezuela!). We used this area exclusively after the first day. The winds started at a nice 8-10 for the first half of the first day and built from there. At the onset of whitecaps, the coaches came around and reefed the main by wrapping the sail once around the mast on each boat. Later in the week we were routinely sailing with two reefs as the breeze remained in the 15-20 range and above, with gusts to boot. While the wind shadow of the Yacht Club tended to reduce the velocity of the wind in this sheltered area,

it also added a large amount of mechanical turbulence, making for some very unpredictable and exciting (as in white-knuckle) sailing.

About half of the 13 students were primarily Laser sailors who had come to tune up their technique, and three were alumni of previous classes returning for another round. The rest of the students were from very different boats; everything including a Bluejay, a Melges 24, a brand new One Design 35, a Lightning, a couple of small keelboats and little 'ol me. Most of us were fairly experienced sailors who were there specifically to learn how to race better and to improve specific skills. The students ranged in age from 17 to 65 and hailed from everywhere; San Francisco, Florida, Ontario, Minnesota, two of us from Ohio and a very competitive woman Vanguard 15 sailor from Vermont.

The first day on the water was devoted to learning how to sail a Laser. We did hours of tacking & jibing drills, sailing about in circles following the coaches' boats, and of course, these being Lasers, a requisite amount of capsizes and thence learning how to right the boat, get back in and resume. I don't know of anyone who did not capsize sooner or later, and many of us managed to do so repeatedly. With the water being about 12 feet deep, the muddy masthead was a certain indicator

of how well you were mastering the boat and the conditions.

Day two covered more intensive boat-handling drills, finishing with over an hour of reaching drills; blasting along on a figure-8 course about 300 yards end-to-end in 20 knots of wind with a big hairy jibe at both ends. I lost count of how many laps we did, and tired does not quite cover one's physical state at this point. Mercifully, the weather was cooperating well; while we had buckets of wind, the temperatures stayed in the 65-75 range with the water about the same, but the sun did not appear until the afternoon of the fourth day.

Day three dealt with starting drills, and for me a personal milestone, no capsizes! There was a longish 75 yd starting line for experimenting and maneuvering room, a two-minute signal sequence done with whistles, a 300 yard windward leg, a 40 yard leg to an offset mark, then back to the starting line. These took five to eight minutes to sail - we did about 25 of them that day, 6 of them in the hour before lunch. The wind lightened through the afternoon, so at our 3:00 break the coaches came around and took out the 2-wrap reef. Now with full sail area and power available, the wind cranked back up, of course, and we clawed our way back into the harbor a little after 4:00

*Continued on page 20*

## Looking for a Father's Day Gift?

### Flying Scot Neckties Added to Gift Inventory!

Think about some of the FSSA gift items, most of which can be custom embroidered with individual or boat or fleet or club or event name (with just about anything to suit your needs — get the drift?), while you are considering what to get that special man in the family for Father's Day. You may already be familiar with our short sleeve collared shirts and hats with an embroidered Flying Scot and lettering "Flying Scot Sailing Association". Various colors are available.

Just added to our gift inventory are FSSA neckties with an embroidered Flying Scot and lettering "Flying Scot" in the lower part of the tie. These are good quality polyester ties in navy or red.

And, we always have the official FSSA burgee, the P. Buckley Moss "Sailing" water color prints which features the Flying Scot, and blazer patches.

Our shirts or hats lettered with event name, year and position — Judge, Race Officer, Regatta Chairman, etc. — make excellent appreciation awards for those who volunteer their time to help make our events successful (who needs another wall plaque anyway?). And besides, when these folks wear these items it helps to advertise our great association!

For further information on these and other items or to place an order please contact Andrella at Association Headquarters (800-445-8629).

Continued from page 19

with it blowing every bit of 25. On the next-to-last race, I had been way off to the side re-attaching my boom vang and came back into the starting area on a screaming reach with about 30 seconds to go near the port end. Seeing nobody near me, I just hardened up, hit the line at full tilt and managed to port-tack the fleet to the cheers of the coaches!

Day four was scheduled for practice races, but it dawned very stormy. For safety reasons, we waited until the wind moderated considerably after lunch and then sent out only seven boats. The remainder of the students were on the inflatables, switching off for two short races at a time. As the weather continued to clear, the breeze built way into the 20's and there were times when four of the seven Lasers were capsized simultaneously. By this time, of course, a capsize is not a big deal! At the end of the day, however, Cameron climbed into one of the boats in all this excessive air and sailed a

short race. It was an amazing exhibition - nothing but spray and smoke!

The last day (morning only) was a mini-regatta of six races, all accomplished in two hours. The wind was still in the 20's, leaving those of us who were still "boat handling challenged" a ways off the pace. The windward leg of short course went diagonally through our sheltered area, but then the offset marks and downwind leg brought you out into the full strength of the breeze and the waves in the bay. The best analogy I can use for a Laser going downwind in those conditions is that it is like driving an unfamiliar car down a very steep, tightly winding road with patches of loose gravel alternating with ice, lots of ruts and potholes, and all done at about three times as fast as would seem prudent! While my heavy-air jibes may not be pretty, I now know them to be doable and reasonably stable. That alone was a huge thing to learn how to do.

Whether or not this course will help me accomplish my goals of improving beyond the middle third of the fleet remains to be

seen. I am certain I came away from the experience as a much better sailor with lots of solid information and tips, tricks and techniques to incorporate into my sailing in the near future. For example, the experience of nearly forty starts in a little over two days is the equivalent of years of normal sailing. One could practice and experiment with approaches, speed control, specific tactics and situational dynamics.

The fundamental principles of sailing and sailboat racing are still just as essential as ever and need to be constantly kept in mind and practiced.

This course was marvelously helpful in underlining those fundamentals and I would recommend it highly to anyone interested in learning to sail and race at a higher level. Would I go back again? That depends. If I was a Laser sailor, certainly yes, maybe in a year or so. As a Scot sailor, maybe not, or at least not so soon. I need to digest all this information and translate it into results on the course in my normal sailing environment. ▲

# Sobstad



Sobstad

2832 Canon St.  
San Diego, CA 92106




Telephone  
(619) 226-2422  
Fax  
(619) 226-0682  
E-Mail  
sobstd@sobstad.com

## Fast and durable sails at a great price!

Sobstad Flying Scot sails come with all the "bells and whistles". They are made from the finest cloth available with radial corners, rocked panel construction, windows and everything you need to get the most out of your racing. We have applied the technology and materials that have made us leaders in other one design classes to the Flying Scot to bring you these sails at a very low price.

### Flying Scot Prices

Main	\$ 606.00
Jib	\$ 240.00
Spinn.	\$ 410.00
(sails include Royalties)	

-  Sails from the Sobstad one-design development center.
-  Full features, ready to race, highest quality materials.
-  Sails with a Sobstad race winning pedigree.

Visit our web site at [www.sobstad.com](http://www.sobstad.com)

# 1-800-5-SOBSTAD

# Starting Line

Note: Please send all Regatta Notices to the Association Office

## **Gator Challenge**

May 29 and 30, 1999  
Jacksonville, FL

For more information, contact Jon Hamilton at (352) 392-2999 or e-mail at [Hamilton@DAVE.CBA.UFL.EDU](mailto:Hamilton@DAVE.CBA.UFL.EDU).

## **1999 Midwest District Championships and Egyptian Cup Regatta**

June 5 and 6, 1999  
Carlyle Sailing Assoc., Fleet 83  
Lake Carlyle, IL

The doors will open Friday evening, June 4, and the sailors of FS Fleet 83 will organize an exceptional welcome party for all new and old out of town participants. CSA offers outstanding sailing facilities, great racing, food and partying. Warm up for the 1999 Wife-Husband Regatta hosted by Fleet 83 and CSA. An excellent campground exists in the State Park next to the harbor. Lake Carlyle is a 26,000-acre lake located 50 miles east of St. Louis, Mo.

For more information contact the Midwest district governor, Tom Pinkel, at (618)-632-0712 (E-mail: [tpinkel@aol.com](mailto:tpinkel@aol.com)) or Bill Clark, Fleet Captain for FS Fleet 83 at (314)-878-3969 (E-mail: [cclark@stlnet.com](mailto:cclark@stlnet.com)).

## **Reggae Regatta**

June 5 & 6, 1999  
Lake Lanier Sailing Club  
Atlanta, GA

Please join Atlanta Fleet 111 for the Reggae Regatta. Lake Lanier Sailing Club hosts this multi-class event. Over 100 boats are expected to participate and Flying Scots will have their own start. A great party follows racing, highlighted by an authentic steel drum band. Dry camping facilities are available on club grounds.

For more information and directions, contact Brian Bolin, (w) (770) 280-6327, (h) (770) 772-6168 or e-mail: [brian.j.bolin@mci.com](mailto:brian.j.bolin@mci.com).

## **1999 Full Moon Regatta**

June 12, 1999  
Monmouth Boat Club  
Red Bank, NJ

1999 New Jersey State Championships kicks off in Red Bank, NJ on Saturday, June 12th. The 8th Annual Full Moon Regatta, hosted by the Monmouth Boat Club, will be sailed on the beautiful Navesink River. Come test your prowess as five races are planned. We've had winds from 3 to 30 in recent years. EZ in, EZ out on three hoists next to a historic landmark, the clubhouse. Skippers meeting is scheduled for 9:30 am.

For more information, contact regatta chairpersons, Bruce and Jackie Cattanach (973) 586-0825, or e-mail at [bcattanach@worldnet.att.net](mailto:bcattanach@worldnet.att.net).

## **1999 Wife-Husband**

June 18 - June 20, 1999  
Lake Carlyle, IL

This regatta is hosted by Fleet 83 and the regatta chair is Felicia Bamer. Arrive on Friday, June 18 and enjoy dinner with a five race championship to take place on Saturday and Sunday.

For more information, contact Felicia Bamer at (314) 227-4187 or e-mail at [mst34@rockwood.k12.mo.us](mailto:mst34@rockwood.k12.mo.us).

## **Berlin YC**

### **Invitational Regatta**

June 18 - June 20, 1999  
North Benton, OH

Come join the fun and fellowship with Fleet 19. Welcome party Friday evening; two races, wind permitting, Saturday, with great BYC Bash following; and the thrid race scheduled for Sunday morning, followed by lunch.

For more information, contact Vice Commodore of BYC, Ron Craig at (330) 337-9498.

## **Summer Solstice Regatta**

June 19 & 20, 1999  
Selby Bay Sailing Center  
Edgewater, MD

Come celebrate the longest day of the year where the South River opens into the beautiful Chesapeake Bay. The winds might be light, but the beer will be cold. Three races Saturday, starting at 11 am. Three races Sunday, starting at 10 am. Dinner/party Saturday night. There were sixteen boats last year.

For more information, contact Dave Gillingham at [gillingh@bellatlantic.net](mailto:gillingh@bellatlantic.net), call (410) 295-6675, or visit the Fleet 42 Homepage at <http://www.geocities.com/Yosemite/4218>

## **Governor's Cup Regatta**

June 19 & 20, 1999  
Henderson Point on Kerr Lake  
Henderson, NC

All dinghy sailors are invited to join us. For more information, please call Waldo Johnston, Jr at (h) (919) 493-3801; (w) (800) 851-1331, or [CarolineDJohnston@msn.com](mailto:CarolineDJohnston@msn.com)

## **Douglass/Orr Invitational Regatta**

June 26 & 27, 1999  
Sprite Island Yacht Club  
Norwalk, CT

Fleet 142 invites you to join us on our island paradise for a weekend of great sailing, fun, and good food. We are located off the beautiful Norwalk/Westport shoreline just minutes from Interstate 95.

For more information, contact Rick Farrell at (203) 322-7577, [losmios@aol.com](mailto:losmios@aol.com).

*Continued on page 22*

Continued from page 21

### Greater New York District Championship

July 17 & 18, 1999  
Moriches Yacht Club  
Center Moriches, NY

Fleet 10, Moriches Yacht Club, located on the South shore of Long Island is celebrating its 100th anniversary, and hosting this event during our centennial year is a fitting addition to our club's celebration and sailing history. Please consider joining us for our historic year. We are looking forward to seeing you.

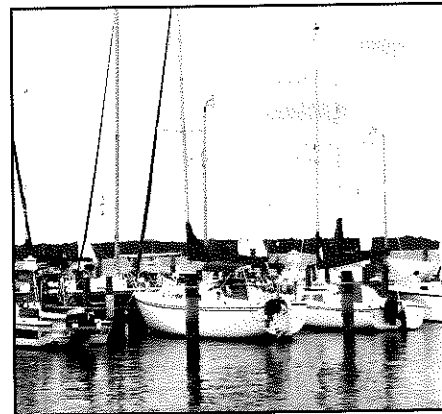
For more information, contact Tony DiResta at (516) 878-8710, AJD4938@aol.com or Chris Cuttone at (516) 874-2709, CJKCSAIL@worldnet.att.com

### 1999 New York Lakes District Championship

July 17 & 18, 1999  
Oswego Yacht Club  
Oswego, NY

Oswego Yacht Club and Fleet 159 will host the New York Lakes District Championship this year in Oswego, site of the 1989 and 1996 North Americans. Flying Scot sailors from the district and adjacent areas are welcome to come and compete for district or open division trophies. Lake Ontario provides us with excellent sailing conditions while the Oswego Yacht Club provides the party!

For more information, contact Dave Tonkin at (315) 343-5781, detonkin@dreamscape.com, or visit the Regattas/Events page of OYC's Website at [www.oswegoyachtclub.org](http://www.oswegoyachtclub.org).



### 1999 Mixed Doubles Regatta

July 24 & 25, 1999  
Portage Yacht Club  
Portage Lake, Pinckney, MI

This is a new regatta hosted by Fleet 20 that requires one female and one male in the boat.

For more information, contact Forest Rogers at (734) 954-0452, Forest@vibro-dynamics.com or Jack White at (734) 426-6452, JWhite@erim.org.

## Acrylic covers last "Twice as Long"?... Twice as long as what?

#### 6 STYLES:

**MOORING** FROM \$405  
FULL DECK OVER THE BOOM  
(PICTURED)

**TRAILING/MOORING** FROM \$353  
FULL DECK COVER FOR TRAILING &/OR  
FITS WITH MAST UP

**SKIRTED** FROM \$458  
BOTH TRAILING & MOORING VERSIONS

**COCKPIT** FROM \$256  
BOOM TENT THAT COVERS FROM MAST  
OF TRANSOM

**BOTTOM COVER** \$328  
SOFT FLANNEL-LINED CANVAS WITH  
SHOCK CORD & DRAIN HOLE

**RUDDER COVER:**  
FLANNEL LINED \$47  
FOAM PADDED \$61

#### Here are the simple facts:

A white acrylic cover lasts an average of 3-4 years, colored acrylic about 5 years. Our least expensive Poly Army Duck cover lasts an average of 7 to 10 years. Now that's long! We know, because we've been manufacturing quality one design boat covers for over 20 years. And we make both Acrylic and Poly Army Duck covers.

Acrylic covers are OK for light duty. They're light weight and colorful but they won't hold up to outdoor winter storage or trailering. And the dark colors hold heat which can cause serious damage to your boat!

Poly Army Duck covers are great for heavy duty service, winter storage, trailering and mooring. This heavier, long lasting fabric is available in your choice of three *light* colors.

Other manufacturers have imitated our cover designs but none has matched our outstanding quality. Our fabrics are finished to our specifications and we put more reinforcements at stress points than anyone!

So, when you're ready for a new boat cover, choose the *quality standard of the industry...*a cover by *The Sailors' Tailor*.



**INVEST IN THE BEST!**

**VISA/MC ORDERS CALL  
SANDY: (937) 862-7781**



# The Sailors' Tailor

191-FS Bellecrest, Bellbrook, OH 45305 • [www.beanbag.com](http://www.beanbag.com)

### 1999 North American Championship

July 24 - July 30, 1999  
Gulfport Yacht Club, Fleet 79  
Gulfport, MS

Please see pages 12 & 13 of this issue of  
*Scots'n Water*.

### Eastern Women's Invitational Regatta

July 25 & 26, 1999  
Deep Creek Lake, Fleet 6  
Deep Creek Lake, MD

Come one, Come all LADIES! Have a great weekend of sailing and enjoy meeting other women sailors. We have had great winds the last five years at our Regatta. We hope to see you there!

For more information, contact Geri Meehan (703) 369-5065 (h) or at Deep Creek Yacht Club on the weekends at (301) 387-7890.

### Sandy Douglass Memorial Invitational Regatta and the Ohio District FS Championship

August 7 & 8, 1999  
Deep Creek Lake  
Deep Creek Lake, MD

Come early and visit the Flying Scot factory in nearby Deer Park. For information call Ted Rissell at (301) 387-6463 or email willriss@gcnet.net.

### Fleet 177 Invitational

August 7 & 8, 1999  
Housatonic Boat Club  
Stratford, CT

For more information, contact Dave Jacobsen at (203) 263-0796, david.p.jacobsen@worldnet.att.net or Melanie Dunham at fs2601@aol.com or Brian Hayes at brian@od.northsaild.com.

### 1999 Michigan - Ontario Districts

August 14 & 15, 1999  
Crystal Sailing Club Fleet 41  
Carson City, MI

For more information, contact Kent Davis at (517) 629-3635 or visit the Crystal Sailing Webpage at [www.sailcsc.org](http://www.sailcsc.org).

### NERD Championships

August 14 & 15, 1999  
Saratoga Lake, NY

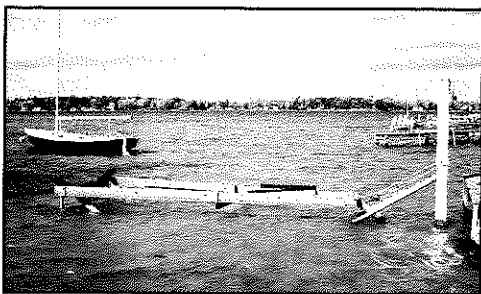
We will attempt to run five races in two divisions. In addition to good racing, we will feature our famous Saratoga hospitality all weekend. There is room to camp at the Sailing Club and we will arrange housing with Club members. Come early or stay longer and catch a show and some horse racing.

For more information, contact Peter or Ann Seidman at (518) 877-8731, or email to [pseidma1@nycap.rr.com](mailto:pseidma1@nycap.rr.com)

*Continued on page 24*

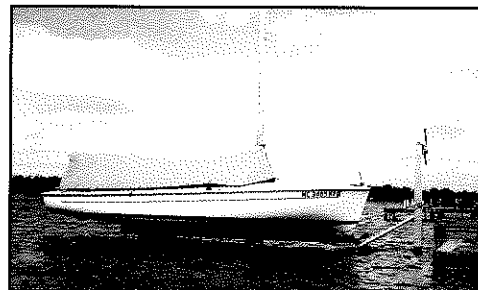
## GIVE YOUR SCOT A LIFT

### Introducing the Delta-TL Boat Lift by Midwest Sailing



- \* Eliminates algae growth and blistering
- \* Protection against wave action and storm damage
- \* Security - Can be locked in up position
- \* Clean bottom - No more scrubbing or cleaning
- \* Float on and off without damage to sail or rigging

- \* All aluminum - lightweight & low maintenance
- \* Cantilever style - Lifts 44 inches, Draft - 18 inches
- \* 1300 lbs. capacity
- \* Adjustable bunks for a great fit
- \* Optional legs for depths up to 6 feet



**Midwest  
Sailing**

**\$1495.00**

Plus shipping  
MI Residents Add 6% Sales Tax

**8955 Dexter-Pinckney Rd.  
Pinckney, MI 48169-9430  
Phone: (734) 426-4155  
Web: [www.ms-pyc.com](http://www.ms-pyc.com)**

*New & Used Sailboats, Hardware, Gear, Activewear, Trailers, Dock, Kayaks, Lessons, Repairs, Storage*

# Flying Scot® Sailing Association Order Form

QTY	DESCRIPTION	PRICE FOR EACH	TOTAL
	FSSA Burgees	\$12.00	
	FSSA Shirt (Red, White, Blue) Sizes: S, M, L, XL, XXL with Boat # or with any one name	\$28.00 additional \$5.00 additional \$5.00	
	FSSA Hat (Red, White, Blue)	\$9.00	
	FSSA Necktie (Red, Navy)	\$38.00	
	Roster Pages	\$5.00	
	Handbook Updates	\$2.00	
	Bumper Stickers (S & H included)	\$1.50	
	FSSA Blazer Patches	\$20.00	
	Scot Print-- "Sailing"	\$60.00	
	Highlights of Scots'n Water	Members \$16.00 Non-Members \$20.00	

### S & H CHARGES:

\$1.50 orders up to \$5.00  
\$4.00 orders up to \$10.00  
\$6.00 orders \$10.00 & above

Merchandise Total

\*Add Shipping & Handling (S&H)

Total Amount of Sale

### SHIP TO: (Please Print)

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_

STATE \_\_\_\_\_

ZIP \_\_\_\_\_

Telephone Number (Daytime) \_\_\_\_\_

Method of Payment:  Mastercard  Visa  AMEX  Check (Payable to FSSA)

Credit Card Number \_\_\_\_\_

Expiration Date \_\_\_\_\_

Signature \_\_\_\_\_

Mail Order Form To: Flying Scot® Sailing Association  
3008 Millwood Avenue • Columbia, SC 29205

Credit call orders may be placed by calling 1-800-445-8629 between 8:30 am and 4:30 pm EST  
Flying Scot® and the FS logo are registered trademarks of Flying Scot, Inc.

## MY ADDRESS LABEL IS NOT CORRECT

Name \_\_\_\_\_

Street \_\_\_\_\_

City \_\_\_\_\_

State/Zip \_\_\_\_\_

Change:  Temporary  Permanent

Please send change of address to: FSSA, 3008 Millwood Avenue, Columbia, SC 29205

Flying Scot® Sailing Association  
3008 Millwood Avenue  
Columbia, SC 29205

Return Service Requested

Periodical  
Postage  
**PAID**  
Columbia, SC  
29201

## District Governors

### CAPITOL DISTRICT

Frank Gibson  
2347 S. Queen Street  
Arlington VA 22202  
(703) 271-2716  
fhgibson@compuserve.com

### CAROLINAS DISTRICT

David H. Batchelor, Jr.  
422 Marjorie Drive  
Cary, NC 27511  
(919) 467-3517  
dbatchelor@inacom.com

### FLORIDA DISTRICT

Charles Fowler  
2210 Northwest 14th Street, #10  
Miami, FL 33125  
(305) 638-8885  
fowlsail@gate.net

### GREATER NY DISTRICT

Anthony J. DiResta  
11 Harbor View Place  
Center Moriches, NY 11934  
(516) 878-8710  
AJD4938@aol.com

### GULF DISTRICT

Dan Kolenich  
4 Navy Lane  
Spanish Fort, AL 36527  
(334) 626-7175

### MICHIGAN-ONTARIO DISTRICT

Forest Rogers  
10118 Curtis  
Pinckney, MI 48169  
(734) 954-0452  
forest@vibroynamics.com

### MIDWESTERN DISTRICT

Tom Pinkel  
3738 Boatmans Point  
Belleville, IL 62221  
(618) 632-0712  
tpinkel@aol.com

### NEW ENGLAND DISTRICT

Gary Werden  
451 Buckminster Drive, Apt. 204  
Norwood, MA 02060  
(781) 440-9675

### NY LAKES DISTRICT

Ann Seidman  
33 Huckleberry Lane  
Ballston Lake, NY 12019  
(518) 877-8731  
pseidman1@nycap.rr.com

### OHIO DISTRICT

Jack Rudy  
740 Lafayette Avenue  
Cincinnati, OH 45220  
(513) 221-6144  
jrudy2@juno.com

### PACIFIC DISTRICT

Charles A. Bencik  
4380 Charger Blvd.  
San Diego, CA 92117  
(619) 565-2715  
cbencik1@san.rr.com

### PRAIRIE DISTRICT

Tylor Hall  
8342 Bridledale St.  
Lenexa, KS 66220  
(913) 422-8869  
tylorh@sound.net

### TEXAS DISTRICT

Joni Seifrick  
8939 Flicker Lane  
Dallas, TX 75238  
(214) 553-0005  
jseifri@pisd.edu