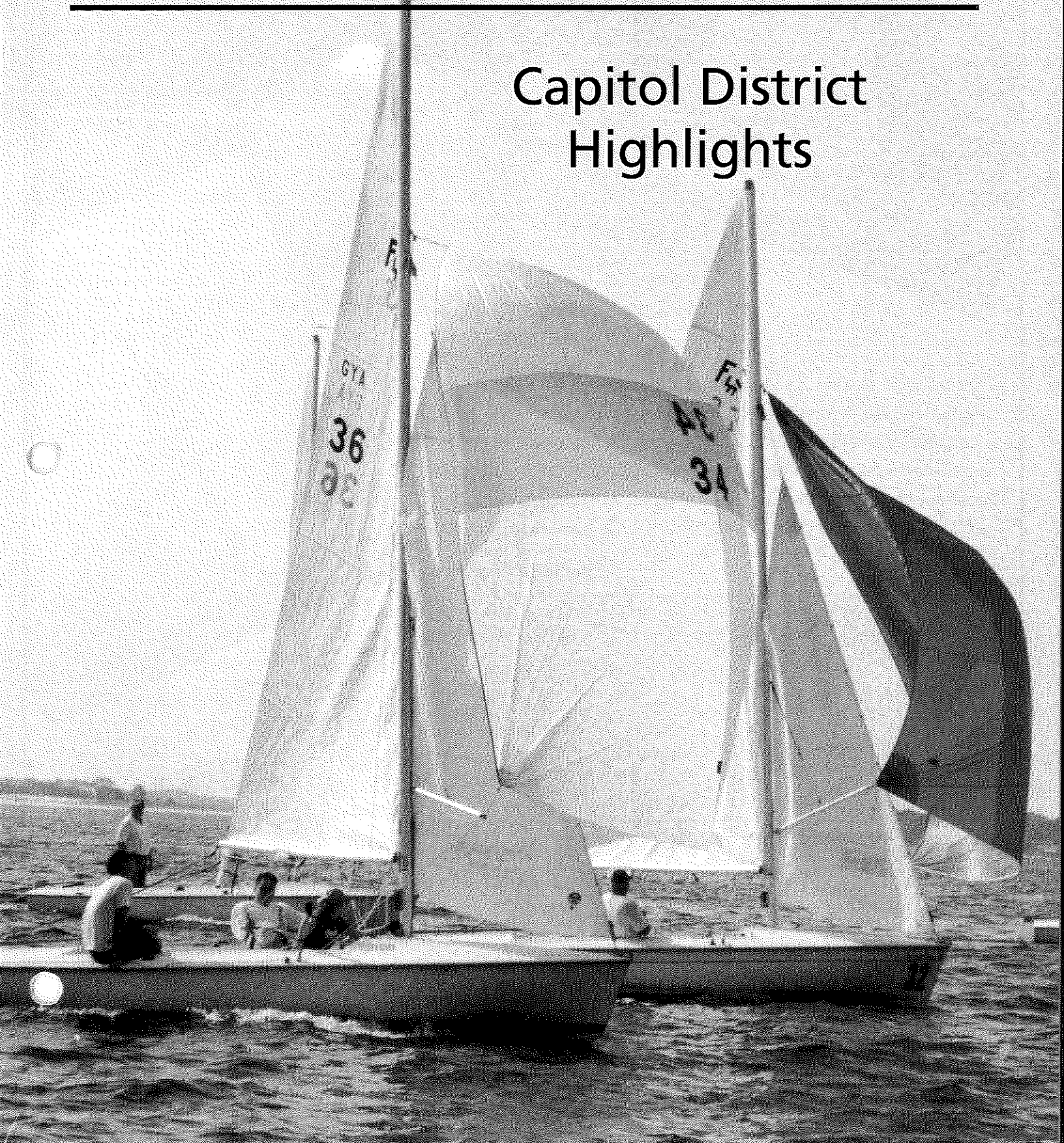


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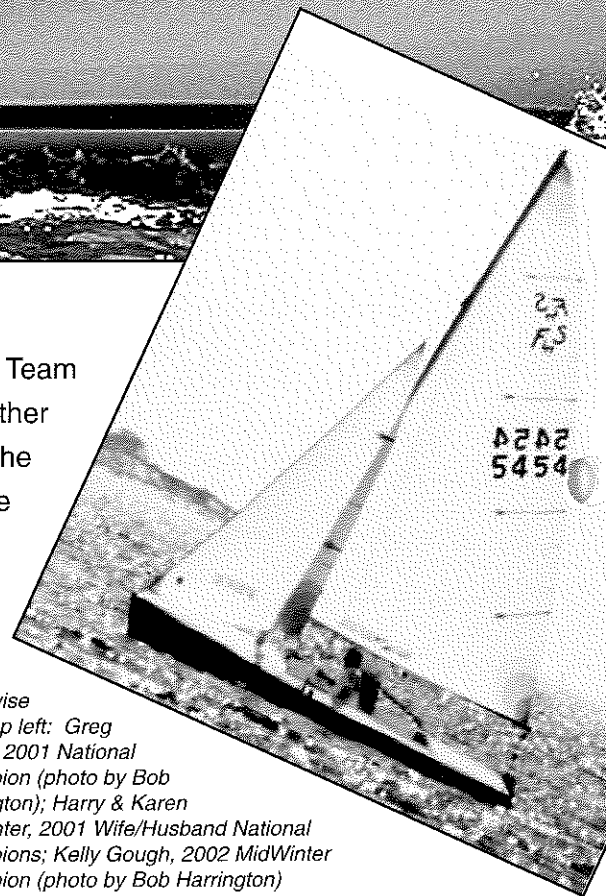
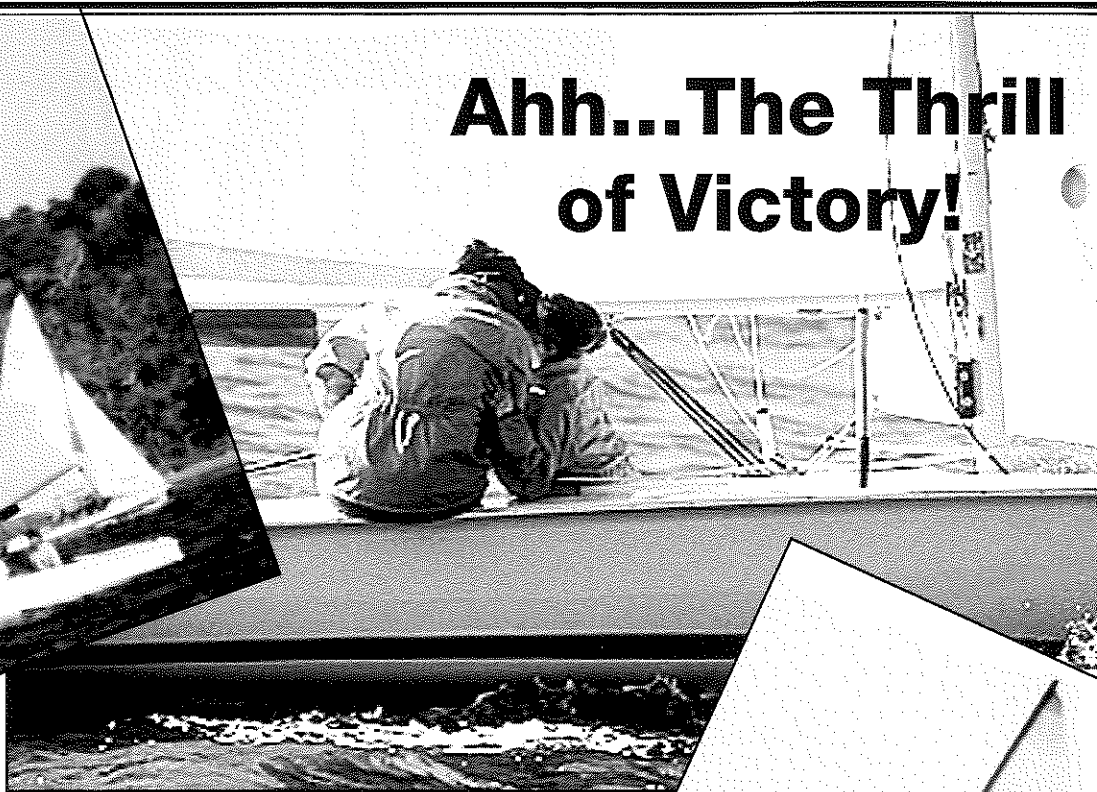
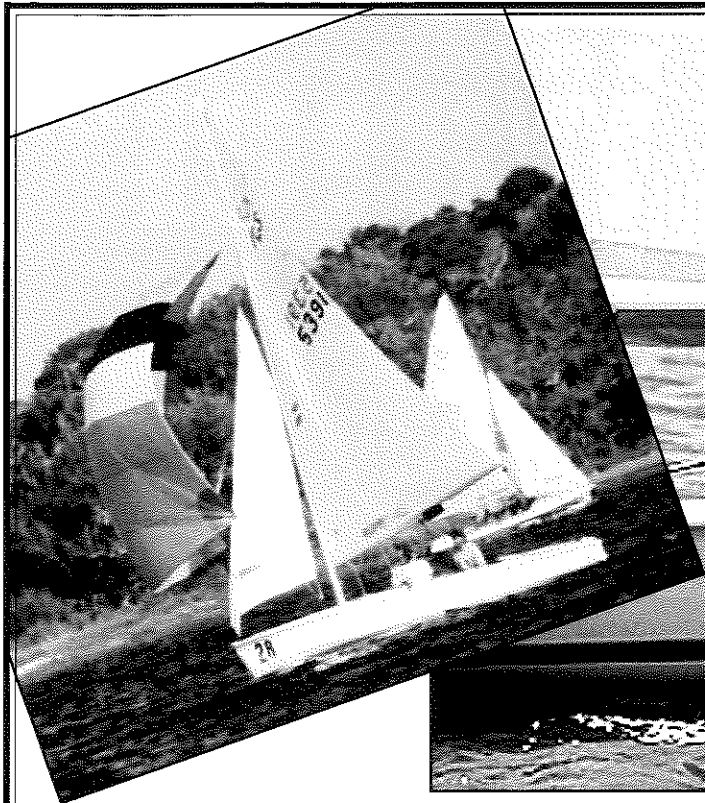
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VOLUME 46 NUMBER 3 2002

Capitol District Highlights



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2001
National Championships - First
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*Clockwise
from top left: Greg
Fisher, 2001 National
Champion (photo by Bob
Harrington); Harry & Karen
Carpenter, 2001 Wife/Husband National
Champions; Kelly Gough, 2002 MidWinter
Champion (photo by Bob Harrington)*

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North Sails One-Design Central Greg Fisher 4374 Chateau Morse Dr., Columbus, OH 43231
PH: (614) 418-9410 FX: (614) 418-9411 greg@od.northsails.com
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PH: (203) 877-7627 FX: (203) 877-6942 brian@od.northsails.com
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North Sails New Orleans Benz Faget 1716 Lake Ave. • Metairie, LA 70005
PH: (504) 831-1775 FX: (504) 831-1776 benz@sales.northsails.com

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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

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

FIRST VICE-PRESIDENT

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

SECOND VICE-PRESIDENT

William B. Ross
178 Woodstream Road
Mooresville, NC 28117
(704) 664-9511
RossWilliamB@aol.com

COMMODORE

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

SECRETARY

Bill Vogler
1902 E. Taylor Drive
Bloomington, IL 61701
(309) 663-0576
bvogler@ilstu.edu

TREASURER

Susie Stombaugh
2341 Wilmore Road
Nicholasville, KY 40356
(859) 885-3302
fs2162@netzero.net

IMMEDIATE PAST COMMODORE

Terry Dees-Kolenich*
4 Navy Lane
Spanish Fort, AL 36527
(334) 626-7175

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
gw7lynn@aol.com

DESIGNER (1904-1992)

Gordon K. Douglass

EXECUTIVE SECRETARY

MaryAnn Crews & Courtney Cantrell
3008 Millwood Avenue
Columbia, SC 29205
(803) 252-5646
(800) 445-8629
info@fssa.com

*Denotes Executive Committee Members

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EDITOR: Lynne "Sunshine" Hartman, P.O. Box 1066, Champaign, IL 61824, Tel., (217) 355-1220 (O), Fax (217) 355-2587, Email: gw7lynn@aol.com.

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FSSA Policy on Protest Flags

by Dan Goldberg, FSSA Commodore

The Racing Rules of Sailing (RRS) for 2001-2004 no longer require boats under six meters long to fly protest flags (Rule 61.1). The Flying Scot is just under six meters long. The Board of Governors of the Flying Scot Sailing Association (FSSA) has held extensive discussions on whether to require the use of a protest flag for FSSA events.

The Board has decided that red protest flags SHOULD BE REQUIRED for NATIONAL Flying Scot regattas. This is to ensure a boat being protested has a definitive, unambiguous notification that a protest has been lodged. However Class Rules (such as the FSSA Constitution and ByLaws) cannot change rule 61 of the RRS. The only way to require the use of protest flags is by stating this requirement in the Sailing Instructions for each regatta. For the two major national sanctioned events (Mid-Winters and North Americans), the standard Sailing Instructions prepared by the FSSA

require the use of protest flags. Unfortunately there are no standard Sailing Instructions for the Wife-Husband regatta (because of the need to accommodate various local sites). Therefore the FSSA encourages the host fleet for the Wife-Husband regatta to specifically require the use of a red protest flag in the Sailing Instructions.

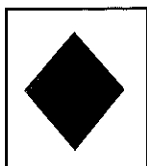
For all other regattas (local, district, regional, etc.), the use of a protest flag is optional. In the interest of uniformity, the FSSA Board suggests that fleets and regatta organizers write sailing instructions that require the red flag when protesting. However, this is an option only, and each fleet and regatta organizer need to make their own decision. If the host fleet decides to require the use of a protest flag, this requirement must be specifically stated in the Sailing Instructions. Suggested wording is as follows:

Protests. RRS 61.1(a) is modified as follows: Delete the phrase: "However, boats of hull length less than 6 meters need not display the flag, and." Also, change "if" to "if."

The effect of these modifications is to require a protest flag in accordance with all the other provisions of RRS 61. Unless this (or similar alternate) wording is incorporated into each event's Sailing Instructions, the use of a red protest flag will NOT be required.

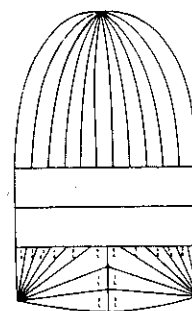
Bottom line: If you are a competitor at a regatta, you are only required to fly a protest flag if the Sailing Instructions require it, by means of the above or alternate wording. If you are the host fleet for a regatta, and decide to require the use of a protest flag, you need to state this in the Sailing Instructions. If the Sailing Instructions are silent on the use of protest flags, they are not required.

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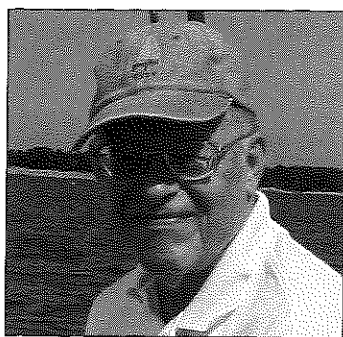


Fowler Sails, Inc.

3803 N.W. 25th Ave.
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From the President

by Jim Harris, FS 4296

Betty and I just returned from a wonderful Mid-Winters regatta. Jim Robinson, Regatta Chairman, did great work in his second year on the job. I wonder if he would like to be appointed for life? Also my thanks to PRO John Morrow and St. Andrews Bay Yacht Club Commodore Steve Crooks. Unfortunately, we couldn't sail, but we enjoyed the weather, the seafood and seeing lots of sailing friends.

Jim's success as Regatta Chairman ranks up there with that of Bill Warner at Toms River. Congratulations to the winners and all the racers.

June 15 and 16 are the dates for the Wife-Husband Regatta at Lake Delavan, Wisconsin. Regatta Chairman Frank Gerry is working hard to make the regatta the "best ever." The 2002 NAC's will be at Pensacola Yacht Club, July 20-26. Bernie Knight, our hard-working and innovative Regatta Chairman, promises a great week. His boat cleaning station evidently must be seen to be believed.

The 2003 Wife-Husband will be at Lake Maumelle in Arkansas and the 2003 NAC's at Lake Norman, North Carolina.

We had three business meetings at the Mid-Winters – the executive committee, the media committee and the Board of Governors. I want to thank everyone who

contributed their time, especially the District Governors for their work and ideas. We accomplished a lot.

Maryann Crews, Courtney Cantrell and the staff at FSSA headquarters continue to provide us with excellent support and advice. Their experience with other organizations helps us solve many issues.

Our financial picture is improving in spite of a continuing decline in FSSA membership. Membership decline remains our number one problem. We hope to reverse this trend by acting on several fronts:

- Bill Ross is developing a discount booklet for new members.

- District Governors and Fleet Captains are renewing their efforts to encourage FSSA membership in their areas.

- We will soon have certain areas of our website accessible only to FSSA members.

- Bill Vogler's development committee (Courtney Cantrell, Charlie Fowler, Scot Mauney, Bill Ross and Harry Carpenter) is addressing the challenging issue of class development. If anyone has ideas on increasing FSSA membership or would like to help Bill, please contact him.

Other decisions during our meetings were:

- To examine the NAC format and schedule. Bill Ross, Larry Taggart, Harry Carpenter, Dave Jacobsen and Josh Goldman have agreed to study the issue and bring their recommendation to the 2002 NAC's. If you have ideas, please contact your favorite committee member. They want your input.

- Terry Dees-Kolenich agreed to review the trophy issue (lotsa, lotsa trophies) and recommend some improvements. Thanks a lot Terry. This is a tough job.

Bill Ewing will be hosting a weekend "Eastern Region" Masters Regatta this fall at Bob Neff's club on the Chesapeake. I understand they'll be sailing in the peak of the Blue Crab season. More on this later.

And last but not least, Hank Sykes has agreed to resume his role as our webmaster. You may remember that Hank was instrumental in establishing our website. He has retired from IBM and was looking for something to keep him off the streets. We snapped up his offer to help. Are we lucky!

All you married folks – I'll see you in Delavan. Everyone else at Pensacola. I'm ready for some serious parties!

Changes to the Wife-Husband Regatta Registration

- Regatta Registration mailed after June 1 will incur a \$10 additional late fee
- Families are welcome!
- Jib and Main Class Added (Spinnakers not used)

Carpenters Delight Middle Bay Fleets with Superb Seminar



Harry and Karen Carpenter treated middle Chesapeake Bay Scot sailors from the Rappahannock River and Fishing Bay Yacht Clubs (RRYC and FBYC) to a dynamite seminar to open the 2002 season. RRYC and FBYC are based out of Irvington and Deltaville, Va respectively. RRYC, the Capital District's newest fleet hosted the event to celebrate the beginning of it's first sailing year.

Twenty eight seminar attendees braved the Saturday's unseasonably blustery weather (complete with a brief snow flurry). All agreed that it was time well invested. Harry and Karen opened the Saturday session with walk-through setups for both tight and loose rigged boats, interspersed with brief retreats into the club house for warmth and sustenance. Eager participants filled notepads and asked lots of questions. Harry used a newly minted, fully tricked out boat to demonstrate upwind and down wind sail handling and trim techniques, then shared a video made by Gregg Fisher to further illustrate the main points.

Harry also made individual "boat calls" to assist owners with setup issues. Karen just happened to have a box of spare parts in their car, along with the special delivery orders that participants had pre-arranged. We were grateful for the convenience, and partook freely.

On Sunday temperatures climbed above fifty degrees. Boats hit the water. Harry delighted each crew in turn, by sailing on each boat and providing individualized coaching, then returned ashore to provide tips on reloading boats onto their trailers.

As usual with Scot sailors, the atmosphere was convivial and supportive. Many of us are very new to the Flying Scot class and were highly impressed. We look forward to many more inter-club events and regattas here on the middle Bay.

Those who did not already know the Carpenters learned what a valuable resource and support system they provide for our fleet. The Scot class is indeed fortunate to have such an involved, talented, and energetic builder family at the helm. They will always be welcome in Irvington.

Rapid Growth Spawns Capitol District Fleet 185 at RRYC

FSSA has approved the formation of Fleet 185, based at the Rappahannock River Yacht Club in Irvington, Virginia. Irvington is located on Virginia's historic Northern Neck. The Northern Neck is the body of land bordered by the Potomac River to the north, the Chesapeake Bay to the east and the Rappahannock River to the south. The RRYC clubhouse is located on Carter's Creek, off the Rappahannock River, near the Whitestone Bridge.

The RRYC racing fleet has grown from zero to 6 boats in 12 months time, and is expected to grow by two or three more before the season's end. Fleet enthusiasm runs high. Most of the sailors have come from the cruising boat ranks and are new to one design racing and small boat handling. What a treat they have in store! This article is a brief account of how we got started.

The RRYC bylaws mandate that active members own a club-approved boat. Traditionally the club required that a boat be PHRF ratable. Among the PHRF rules are the requirements that boats be in excess of 20 feet and have a head, a galley and a self-baling cockpit. Hence the supply of cruisers in the club.

A core group of RRYC members believed that the club would support a one design racing fleet with the right boat. They further believed that this fleet could enhance on-the-water activity within the club. Boat choice was the issue. It had to be trailerable and affordable, capable of being launched and retrieved at the existing club ramp, be available in reasonable numbers for purchase, be large and stable enough to be comfortably sailed by a wide range of age groups, have a strong class association and have active fleets in the area. It also had to pass the fun test. Because of the active fleet at nearby Fishing Bay Yacht Club in Deltaville, the Scot became the clear choice.

The RRYC board formally approved the Flying Scot as the club's official one design boat. In addition, the board designated

the Flying Scot as a boat that qualifies an owner for active membership status. This was a major first step.

Two families, one of which included the commodore, purchased Scots in the Spring of 2001. They raced under Portsmouth handicap rules with a small fleet of 24 foot Rainbows (keelboats) that were temporarily moored at the club.

The prospect of a fleet of single design boats infected RRYC members with the one design racing bug. No more waiting for calculated race results; no more design/weather condition related excuses. More importantly for the Scot fleet, it was evident that the Scot was much more responsive and exciting to sail than the keelboats had been.

When the Rainbows sailed away for the last time in September 2001, a small band of Flying Scot fans intensified the campaign to establish a fleet. An e-mail Flying Scot Newsletter began to target ex-Rainbow sailors, giving general information about FSSA and Flying Scot, Inc. and leads to help members find reasonably priced boats and, most importantly, to broker boat partnerships to reduce the individual cost of ownership. The third boat buyer pledged in November 2001.

In late winter 2001, the board approved a "jump start" incentive program for Flying Scot owners. Members of the founding fleet who bought boats prior to tax day and joined FSSA were assured free year-round storage on RRYC property for the first sailing year. The result to date is three two-way partnerships, including two brand new boats, and three individual family boats.

The fleet is grateful to the flag officers (present commodore and vice commodore are one of the boat owner partnerships) and the board in general for the support and vision to promote the fleet.



(L to R) Ron Jenkins, Fleet 185 Captain is shown with Harry and Karen Carpenter at RRYC, Irvington, Virginia. Photo by Joseph Sarnowski, also a founding member of fleet 185.

Involvement: A Key to Success When Sailing with Kids

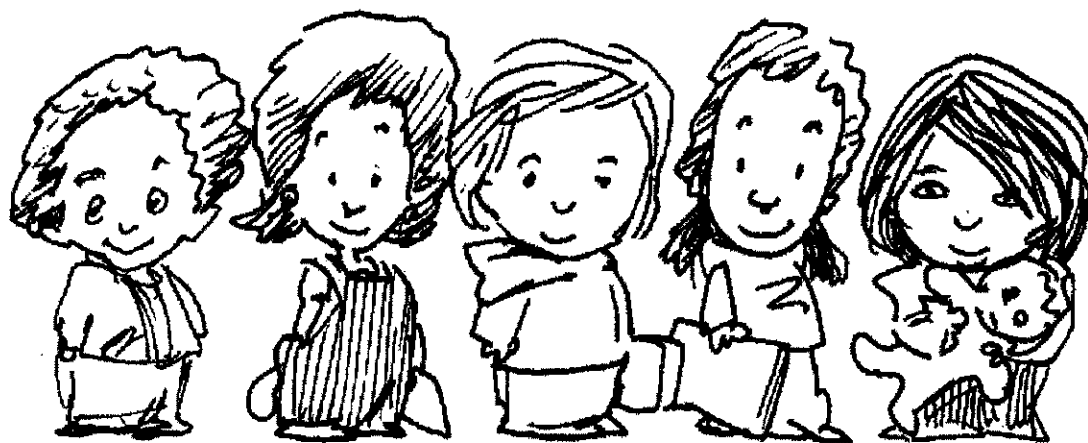
by Chris Swensen, FS 4639

I received an email yesterday from someone who is about to have his first child. He was concerned that his sailing career would soon be over due to lack of time and the loss of crew, his wife. While this may be true for the first year or two, the real truth is that he will soon be adding to the enjoyment of sailing. Prior to having children, I often wondered how people raced with young children and maintained their sanity. After having children, however, I found that sailing and racing with children was a necessity if I

old and had been sailing since a very young age. The sail out to the racing course turned out to be an experience that would have sent most people back to the dock. My friend's son, who hadn't ever sailed before, reacted to every slight heel of the boat with a whine or cry of fright. The picture did not look good, and to make matter worse, my daughter, seeing the older boy reacting as he did, decided we must have been in a dangerous situation and started her own whining. At this point something had to be done, or we may as

be a great success, both with the amount of fun everyone had and our finishing places. When we returned to shore that night, my friend said to me, "You've taught me a great lesson today which I will never forget." The lesson was one of involvement. Before the children were involved, they spent all their time worrying about what was going to happen, but once they were involved, they had nothing but fun.

My wife, Denise, and I have used the concept of involvement to enjoy sailing with our kids, Kelsey and Matthew, now



wanted to sail with some degree of regularity. To make sailing fun for the whole family was now the challenge.

While thinking about the challenge of keeping sailing fun for the whole family, I recalled one Wednesday night race when a friend of mine, who had been crewing for me that year, asked if he could bring his 10 year old son along. In need of a crew, and seeing no other way around the situation, I replied, "Of course you can, and I'll even bring my daughter." My daughter at the time was about five years

well have called it a night. So, I gave the kids jobs to do. My daughter's first job was to teach the 10 year old the parts of the boat. We then showed him how each control affected the boat and the way it heeled. Once he saw that we were in complete control, we gave him a hike out rope and told him to flatten the boat whenever it started to heel. The duties of each child were expanded during the races to trimming the jib, adjusting the vang, and counting down on the watch prior to the starts. The night turned out to

ages 11 and 9. We have enjoyed sailing with them regularly in our Wednesday night series, one day regattas, day sails, and even 30 minute sails. We have kept them involved in trimming sails, man overboard drills, and sailing to friends houses. The kids have even taken the tiller during races, a request I have never denied them. So you see, having kids does not stop you from sailing, it adds a new dimension to sailing, and involvement is your key to having fun.

Drag Parasites

by Gabor Karafiath, FS 3512

In the course of the past few years my finish position in many regattas has been slowly creeping downward. Last year I took a good look at the condition of my boat, partly because I did not want to admit that I may be needing a new set of sails or even worse that my racing might be getting sloppy. First off, let me say that sail trim, boat handling, and tactics are the key factors to winning but I looked at a few secondary things and estimated their effect on speed.

To make the analysis easy, I assumed a one nautical mile downwind run sailed in a light 3 to 4 knot wind and assumed a nominal 2 knot boat speed. The table below shows the effect of each factor expressed as boat lengths lost at the end of the run. The estimates are based on some typical drag coefficients from standard fluid drag textbooks, and from my approximations of the drag characteristics of the Flying Scot.

- Carry an unneeded extra 50 pounds: 7 boat lengths lost.
- Bad centerboard gasket: 11 boat lengths lost
- Forget to pull up the centerboard: 20 boat lengths lost.
- Let the mainsheet dangle in the water: 57 boat lengths lost
- Dirty bottom: Big effect.

The above downwind sailing scenario is at a very low speed so that most of the hull drag is due to friction. Extra weight makes the boat sit slightly deeper and its primary effect at low sailing speed is to increase the wetted area and the total frictional drag. The bad centerboard gasket opens a slot that allows water particles to get trapped in the centerboard trunk. These particles have to be accelerated up to the speed of the boat creating drag. As they escape from the trunk they do not produce a compensat-

ing thrust. Leaving the board down creates more wetted surface and increased drag. The mainsheet in the water creates small waves and also presents extra frontal area to the flow. With regard to a dirty bottom, many studies have been done on the general effect of roughness on drag and the coefficient of friction increases with the roughness. The difficulty in predicting the extra drag is quantifying the roughness of a given surface and expressing the roughness in everyday terminology.

Extra Weight

I was surprised at the relatively small effect. On a smaller boat such as a Laser which is about one fourth of the all up Flying Scot weight, the effect of 50 pounds would be much more pronounced. I can save about 10 pounds of weight by leaving ashore my second paddle, the whisker pole, and my heavy lifting bridle, but the rest of the weight reduction has to come from the crew weight.

Centerboard Gasket

Up until this past year my Scot had the original 20+ year old rubber centerboard gasket. Every time I looked at the gasket I noted a slight tear, but it lay so smoothly against my partially lowered centerboard that I dismissed all the talk about Dacron gaskets and gasket replacement. I had gotten into the habit of storing the boat with the centerboard lowered to rest on a padded crossbar on the trailer. The reason for this was to transfer the 80 lb. tip weight in the centerboard directly to the trailer. However just last year I discovered much to my horror that over the years the gasket had molded itself in to the open curved position created by the partially lowered centerboard. The edge of the gasket was stiff and pointed directly downward. With the board all the

way up there was a huge open slot through which I could see the board.

The factory sent me a new gasket and screws and very helpful instructions but I did not relish the idea of launching the boat onto the club lawn and turning it on its side to replace the gasket. Another unappealing alternative was to work under the boat while it was dangling from the launching crane. The final solution to get access to the gasket was to back the boat and trailer onto two 2x6 boards under each trailer wheel. The boat was now a convenient distance from the ground and working on my back was no longer a problem. The TeeNee trailer design does not have a centerline support member so access to the gasket screws was pretty easy and the entire gasket replacement job took two evenings of work while there was still daylight outside.

Centerboard Up?

It is absolutely critical to pull up the board on a downwind leg. As the wind increases, just leave enough down to maintain control and keep the boat from side slipping.

Dangling Mainsheet

Another drag producer is the dangling of the mainsheet in the water on the light air downwind leg. The sheet would get under the rear corner of the boat and with the boom fully out several feet of line would drag through the water. Holding the boom taut against the sheet is a tiresome task, especially if the alternative to holding the boom is a move into the shade of the sail. I installed a short wire bridle (ordered from the factory) between the mainsheet block and the rudder head. Tied to the block is a light piece of shock cord let forward to a cleat on the tiller.

Continued on bottom of page 10

Women's Eastern Regional Flying Scot Championship

by Jane Mahan

The Women's Eastern Regional Flying Scot Championship was held on Deep Creek Lake on August 11 and 12, 2001. There were 18 boats racing in two divisions. The A Fleet consisted of women skipper and crew. The B Fleet consisted of a woman skipper and male or female crew. This was the first year we had entries from off Deep Creek Lake. For the first time in our ten year history there was little to no wind. This made running the races difficult for race commander, Dave Mahan.

The first race started in very light easterly winds and Barbara Elster and her crew led the pack until the wind totally died and the race had to be abandoned.

After lunch a nice, light, wind did come up from the north and Dave was able to get a race started. Jane Mahan and her crew, Jenifer Meehan, and Monica Chandler managed to win this one by a few boat lengths. Joni Palmer and her crew finished second, and Meredith Dodd was third.

In the B Fleet, Barbara Griffin with her husband Don as crew finished first while Erin Craig and her husband Ben were second and Debbie Skipkovich and her husband Paul were third.

On Sunday Dave's plan was to have two races back to back but thunderstorms interfered and the races had to be cancelled. The championship had to be decided on the basis of the one race sailed.

Despite the unfortunate weather, a good time was had by all. We celebrated our tenth year of holding The Women's Regatta with special t-shirts commemorating the event. We hope all those who participated this year will return for more excellent competition August 10 & 11, 2002. And again our thanks go to Geri Meehan who not only coordinates the event but also sails in it, and to Dave Mahan for running the races. See you all on the starting line.

Championship Division

- 1 J. Mahan
- 2 J. Palmer
- 3 M. Dodd
- 4 B. Elster
- 5 V. Willey
- 6 J. Potts
- 7 S. Meehan
- 8 S. Mahan

Challenger Division

- 1 B. Griffin
- 2 E. Craig
- 3 D. Stipkovich
- 4 S. Ericsson
- 5 E. Kingsley
- 6 Frank
- 7 A. Rosanski
- 8 D. Rehak
- 9 J. Williams
- 10 J. Thagard

Drag Parasites

Continued from page 9

On light air runs I tighten the shock cord and pull the block forward causing the sheet to lay on the deck with less of a tendency to drag through the water. I was very surprised by the large drag of the mainsheet and will be very careful to keep it out of the water.

Dirty Bottom

Based on experience with ships and other larger vessels, a clean bottom is extremely important, especially on light air days when the drag is mostly frictional. The drag effect is biggest on the forward part of the hull so make sure that the forward part of the hull (and forward

part of the centerboard) is as smooth as you can get it.

Painted Rudder

My rudder blade is over 20 years old and one could see, more than feel, little pinpricks on the surface. Friends at the club told me that Rustoleum sandable spray primer makes for a good finish. Indeed it is an easy job to spray it and wet sand it. However I think that in my case the advantage was mostly cosmetic and psychological.

Was it all worth it?

I replaced the gasket, rubbed the hull and centerboard with marine boat polish twice, painted the rudder, removed as much weight as I could (the lifting bridle and other small stuff) and made sure to

keep the main sheet out of the water. The results this past summer were mixed. In one race I got a great start with the boat moving, only to have one of the most accomplished sailors in our area sail past me to windward and eke out a good lead. This was a light air race and most likely my sails were trimmed wrong or were too flat. In a different race I got a great start and had enough boat speed to hold off the rest of the pack all the way to the finish. It was a good feeling to know that the boat grooming efforts had indeed been worthwhile. So if you are looking to make up just a few boat lengths at the end of a race, a little boat grooming and attention to the main sheet and centerboard could improve your finish.

2002 North American Championship

July 20 – 26, 2002

Pensacola Yacht Club

NOTICE OF RACE

Rules

This regatta will be governed by the Racing Rules of Sailing, the prescriptions of US Sailing, the Bylaws of the FSSA, and the Sailing Instructions (which will be available at the Registration). The regatta will be Category A.

Eligibility and Measuring

1. Eligibility
 - a. Championship and Challenger Divisions: As stated in the FSSA Bylaws. Reminder: FSSA dues must be paid by June 21, 2002.
 - b. Junior Championship: Skippers and crew must not reach age 18 in the year 2002, except that immediate family members (father, mother, brothers and sisters) may serve as crew.
 - c. Women's Championship: All skippers and crew must be women.
 - d. Women's and Junior Championship: Skippers must be Active, Associate, or Family members of the FSSA. At least five boats each must be Registered in the Women's and Junior Championship by June 28, 2002 for these championships to be held.
 - e. Master's Championship: The skipper must be age 55 or older.
 - f. Senior's Championship: The age of the skipper plus one crew must be at least 120.
2. Skippers shall declare their intention to race in the Master's or Senior's Championship before the close of Registration.
3. Registration may be by mail using the form in Scots N Water, or may be at the regatta site beginning Saturday, July 20. Registration for the Junior and

Women's Championships must be completed by 1700 hours on June 20, registration for all other divisions must be completed by 1700 hours on Sunday, July 21, unless other arrangements have been made with the Registration Committee.

4. All sails will be measured and all boats will be checked for required safety equipment. All hulls will be measured and weighed, except for boats with valid measurement certificates. Those with valid measurement certificates will have safety equipment inspected, and will be subject to random measurement checks as determined by the Chief Measurer.

Entry Fees

North American Championship: \$130 if you are a member of US Sailing and register early, otherwise \$160. Discounts of \$15 are allowed for US Sailing members and \$15 if your Registration is postmarked by June 28, 2002. Juniors' and Women's NAC: \$25.00 each event. All fees include Florida and local sales taxes of 7.5%.

Scoring System

The low point scoring system. Rule A2 will apply with the exception that there will be no thrown out races. Three races in the NAC will constitute a series. Three races are scheduled for Women's and Junior's NAC with one race constituting a regatta.

Trophies

Awards will be provided for the top 10 positions and for individual race winners in the NAC for both Championship and Challenger Divisions. Top three positions and race winners will be awarded in the Women's and Juniors' NAC.

SCHEDULE

Saturday, July 20

- 1000 - 1700 Registration and Sail Measuring
- 1700 Registration closes for Women's and Junior's NAC

Sunday, July 21

- 1000 - 1700 Registration and Sail Measuring
- 1045 Skippers' meeting for Women's and Junior's NAC
- 1255 First Warning Signal for Women's and Junior NAC Races and Practice Race for all others
- 1900 Welcome Party, Trophies for Women's and Junior NAC and Skippers Meeting for NAC

Monday, July 22

- 1255 First Warning Signal for NAC Qualifying Races - second race to follow
- 1900 Dinner @ PYC - Low Country Seafood Boil

Tuesday July 23

- 1255 Warning Signal for third NAC Qualifying Race
- 1900 Board of Governors' Dinner (by invitation) p.m. Open Evening for Competitors

Wednesday, July 24

- 1030 Skippers' Meeting - NAC (if Required)
- 1255 First Warning Signal for NAC Races - Championship and Challenger Divisions - second race of the day to follow
- 1800 Steak Cookout and Bushwackers on the Lawn at PYC

Thursday, July 25

- 1255 Warning Signal for NAC Races - Championship and Challenger Divisions - second race of the day to follow
- 1900 Annual Meeting and Banquet - Ballroom PYC

Friday, July 26

- 1255 Warning Signal for NAC Race - Championship and Challenger Divisions
- 1630 Trophies on the Deck

Continued on page 12

NORTH AMERICAN CHAMPIONSHIP ENTRY FORM

Skipper's Name _____

Address _____

City _____ ST _____ ZIP _____

Phone Number _____

Seniors Division? (Y/N) _____ Masters Division? (Y/N) _____

Crew Names _____

Sail Number- _____ Bow Number (Issued at Registration) _____

USSailing Membership Number _____

Entry Fee: \$160 --- _____
less \$15 USSailing Member Discount _____
less \$15 discount for early registration, postmarked by June 28, 2002 _____
Amount Paid _____

**Please return entry
form to:
Pensacola Yacht Club
PO Box 989
Pensacola, FL 32595**

JUNIOR NAC

Skipper's Name _____

Address _____

City _____ ST _____ ZIP _____

Crew Names _____

Sail Number- _____ Bow Number (Issued at Registration) _____

Entry Fee: \$25 _____

**Please return entry
form to:
Pensacola Yacht Club
PO Box 989
Pensacola, FL 32595**

WOMEN'S NAC

Skipper's Name _____

Address _____

City _____ ST _____ ZIP _____

Crew Names _____

Sail Number- _____ Bow Number (Issued at Registration) _____

Entry Fee: \$25 _____

The Silver Piper National Championship

October 5 & 6, 2002

Pensacola Yacht Club, FL

Last year a survey was initiated by Bill Ewing (FS# 5246) to see if there is enough interest to support a new, stand-alone Championship Regatta for mature FSSA members. Because of very positive response, you are invited to compete in the first Silver Piper National Championship, for skippers sixty years old and up, October 5 & 6, 2002 at Selby Bay Sailing Center, Edgewater, MD 21037. Based on the survey, this will be a fun event, competitive, but moderate. The winner will receive the Silver Piper Trophy.

Early in October, this area is truly beautiful. The August heat is gone and there is good wind. It's time for those cable knit sweaters that look so good.

Selby Bay is located where the South River meets the Chesapeake Bay, about 10 miles south of Annapolis, Maryland. The race course is a short sail from the dock at SBSC, home of Fleet 42.

Maryland's famous blue crabs are at their best. Our resident waterman will reserve the sweetest ones for Saturday night. (We'll also satisfy landlubber tastes as well.)

Nearby Annapolis is full of charm. It is home to the Navel Academy and many historically important buildings. (George Washington not only slept there but he resigned his commission in the state house.) The city is also blessed with wonderful restaurants, boutiques and art galleries.

On the Thursday following our regatta the world-class U.S. Sailboat Show opens on Annapolis' city dock. It runs through Columbus Day. If you can stay that long, make hotel reservations early. They fill up way in advance. You can store your Flying Scot at SBSC until you head home. Call Mary Ellen at 410-798-4146 for information. There is limited space at SBSC for camping and RVs.

At the time of this writing, you can enter online (then follow up with a check) at: www.selbybaysailingcenter.com

Look on the FSSA web page for more information. Hope to see you there.

Chris Swensen, Capital District Gov.
Bob Strang, Fleet 42 Fleet Captain
Bob and Mary Ellen Neff, SBSC

Three races are scheduled (one constitutes a regatta), to be sailed under current FSSA Class and US Sailing rules. PRO is Harry Carpenter.

The objective of this regatta is to provide a fun event that keeps sailing conditions competitive but as moderate as possible.

Please note we may be limited to the first 50 registrants. A few excellent boats are available for charter, with or without sails.

The world-class U.S. Sailboat show in Annapolis opens the following Thursday for those who can stay in the area a while.

Eligibility

All skippers must be members in good standing in FSSA and must have reached their 60th birthday prior to 1/1/02. There are no age restrictions on crew.

Schedule of Events (Tentative)

Friday, October 4

3:00 - 7:00 pm Registration and reception

Saturday, October 5

8:00 am Registration

8:30 am Continental Breakfast (Box lunch available)

9:30 am Skippers Meeting

11:00 am Race 1, Race 2 immediately following

4:00 pm Blue Crab Feast (Landlubber fare available)

Sunday October 6

8:30 am Continental Breakfast

10:00 am Race 3

12:30 pm Lunch

1:30 pm Trophy presentation

REGISTRATION

Boat No: _____

Skipper: _____

Fleet No.: _____

Address: _____

Email: _____

Crew Names: _____

Registration Fee: \$75.00 per boat which includes meals for two adults.

Additional meal packages: \$25.00

Make check payable to Fleet 42 and mail to:

Bob Hruby
1248 Hyde Park Drive
Annapolis, MD 21403

FLYING SCOT®

Free Ways to Order... Phone: 800-864-7208
Fax: 888-442-4943 or E-mail: info@flyingscot.com

Free UPS Ground Shipping... on orders over \$100 net and under 20 lbs. and under 50" in length.

Competitive Low Prices... on many items from Harken, Ronstan, and others that sailors like most. Support your builder by ordering what you need for your Scot from the people who know it best, and feel good about the price you are paying.

New Flying Scots Built to Order... Our factory team has attended every NAC since 1973 and every Midwinters since 1979. We know how to rig a Flying Scot for everyone - from daysailer to national champ. Order your new Flying Scot rigged just the way you like it.

Bring New Life to Your Old Flying Scot... with new Paint, Gelcoat & Hardware installed by the factory, or for the ultimate in refurbishment - trade it for a new one!

Ronstan Fixed X-10 Tiller Extension...

40" fixed length black anodized aluminum fluted tube w/black 'Hyperlon' grip and rubber ball end. Urethane universal joint offers unlimited movement & unique fixed or snap-on/snap-off mount system. Complete w/bolts.

\$38.25

Clip to hold extension to tiller.

\$1.95

Ronstan Telescopic X-10 Tiller Extension...

29" to 48" telescopic, same as Fixed X-10 above w/twist-lock adjustment. 'Hyperlon' grip on outer tube & ball end on inner tube, and urethane universal joint. Complete w/bolts.

\$65.70

Clip to hold extension to tiller.

\$2.55

Spinnaker Pole...

1.5" diameter pole w/heavy duty Forespar end fittings designed to snap on without pulling the continuous wire trip.

\$198.00

Coming Soon: Carbon Fiber Spinnaker Pole...

Call For Details!

Flying Scot® Embroidered Shirts & Caps...

100% Cotton Blue Denim Shirt. Long-sleeve w/button down collar & Flying Scot Logo. Sizes: S-XL

\$45.00

Classic Polo Shirt. 60% cotton/40% poly interlock knit w/pocket. Colors: White or Navy w/Flying Scot Sailboat. Sizes: S-XXL

\$28.00

Poplin Cap. The perfect summer cap. Colors: Red, Blue or Gray w/Flying Scot Sailboat. One Size Fits All

\$9.00

Brushed Cotton Cap. Khaki w/Flying Scot Sailboat. One Size Fits All

\$11.00

Cotton/Poly Visor. Blue w/Flying Scot Sailboat. One Size Fits All

\$9.00

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

Trailex Aluminum Trailer...

Lightweight extruded aluminum designed to keep boat low for easy access while rigging. Overall width is 7.5' and features 4.80 x 12" tires. Can be picked up at the factory or knocked down and shipped by truck (assembly required).

\$1675.00



Aquameter Sailor II Compass & Mount...

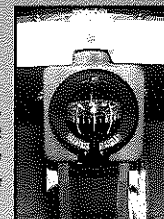
Features large yellow course line and 45 degree red bearing lines, along with an angle of heel indicator. Mount is molded fiberglass to fit the deck just aft of the mast and is held in place by shock cord for easy installation. Price complete.

\$77.00

Plastimo Contest Tactical Compass & Mount...

3 5/8" card - read the horizontal surface for bearings. Read the vertical surface at the 45 degree lubber line, tack through 90 degrees and you will read the same number on the opposite tack's lubber line. Mahogany mount is held in place by shock cord for easy installation. Price complete.

\$220.00



Tacktick Micro Compass & Mount...

Enjoy the competitive advantage of having a digital heading display and essential start timer.

\$375.00

Stainless Steel Mast Sleeve...

Custom formed, welded and polished stainless steel to reinforce the base of the mast. Complete w/screws.

\$144.80



Rudder Lift System...

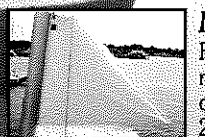
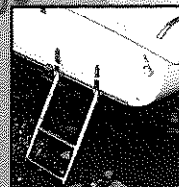
Features custom stainless bracket for lift line and shock cord to pull blade down and hold it down. Great for weed prone or shallow areas. Complete w/fasteners.

\$83.00

Swim Ladder...

Telescoping, stainless steel, two-step ladder that stows flat to the transom. Stainless grab rail through bolts to deck. Low profile to reduce mainsheet snags. Easiest way to get into the boat from the water. Complete w/fasteners.

Ladder **\$110.00**
Grab Rail **\$21.00**



Mainsail Flotation...

For added security against turtling or burying the mast in the bottom. No modification to the boat or sails required for installation. Weight approx. 2 lbs. Price complete.

\$150.00



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for a Complete Parts List!!!

Things Mom Never Taught You... Or Martha Stewart!

Sent in by Barbara Wright, Ohio District Governor

1. Stuff a miniature marshmallow in the bottom of a sugar cone to prevent ice cream drips.

2. Use a meat baster to "squeeze" your pancake batter onto the hot griddle and you'll get perfectly shaped pancakes every time.

3. To keep potatoes from budding, place an apple in the bag with the potatoes.

4. To prevent egg shells from cracking, add a pinch of salt to the water before hard-boiling.

5. Run your hands under cold water before pressing Rice Krispie treats in the pan and the marshmallow won't stick to your fingers.

6. To get the most juice out of fresh lemons, bring them to room temperature and roll them under your palm against the kitchen counter before squeezing.

7. To easily remove burnt food from your skillet, simply add a drop or two of dish soap and enough water to cover bottom of pan and bring to a boil on stovetop.

8. Spray your Tupperware with nonstick cooking spray before pouring in tomato-based sauces and there won't be any stains.

9. When a cake recipe calls for flouring the baking pan, use a bit of dry cake mix instead and there won't be any mess on the outside of the cake.

10. If you accidentally over-salt a dish while it's still cooking, drop in a peeled potato and it will absorb the excess salt for an instant "fix me up".

11. Wrap celery in aluminum foil when putting in the refrigerator and it will keep for weeks.

12. Brush some beaten egg white over pie crust before baking to yield a beautiful glossy finish.

13. Place a slice of apple in hardened brown sugar to soften it.

14. When boiling corn on the cob, add a pinch of sugar to help bring out the corn's natural sweetness.

15. To determine whether an egg is fresh, place it in a pan of cool, salted water. If it sinks, it is fresh, but if it rises to the surface, throw it away.

16. Cure for headaches: Take a lime, cut it in half, and rub it on your forehead. The throbbing will go away.

17. Don't throw out all that leftover wine. Freeze into ice cubes for future uses in casseroles and sauces.

18. If you have a problem opening jars, try using latex dish washing gloves. They give a non-slip grip that makes opening jars easy.

19. Potatoes will take food stains off your fingers. Just slice and rub raw potato on the stains and rinse with water.

20. To get rid of itch from mosquito bites, try applying soap on the area and you will experience instant relief.

21. Ants, ants, ants everywhere...well, they are said to never cross a chalk line. So get your chalk out and draw a line on the floor or wherever ants tend to march. See for yourself.

22. Use air-freshener to clean mirrors. It does a good job and better still, leaves a lovely smell to the shine.

23. When you get a splinter, reach for the scotch tape before resorting to tweezers or a needle. Simply put the scotch tape over the splinter, then pull it off. Scotch tape removes splinters painlessly and easily.

24. Now look what you can do with Alka Seltzer.

- Clean a toilet. Drop in two Alka-Seltzer tablets, wait twenty minutes, brush and flush. The citric acid and effervescent action clean vitreous china.
- Clean a vase. To remove a stain from the bottom of a glass vase or cruet, fill with water and drop in two Alka-Seltzer tablets.
- Polish jewelry. Drop two tablets into a glass of water and immerse the jewelry for two minutes.
- Clean a thermos bottle. Fill the bottle with water, drop in four tablets and let soak for an hour (or longer, if necessary).
- Unclog a drain. Clear the sink drain by dropping three tablets down the drain followed by a cup of White Vinegar. Wait a few minutes, then run the hot water.

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

6 STYLES:

MOORING FROM \$437
FULL DECK OVER THE BOOM
(PICTURED)

TRAILING/MOORING FROM \$381
FULL DECK COVER FOR TRAILING &/OR
FITS WITH MAST UP

SKIRTED FROM \$495
BOTH TRAILING & MOORING VERSIONS

COCKPIT FROM \$276
BOOM TENT THAT COVERS FROM MAST
OF TRANSOM

BOTTOM COVER \$354
SOFT FLANNEL-LINED CANVAS WITH
SHOCK CORD & DRAIN HOLE

RUDDER COVER:

FLANNEL LINED \$51
FOAM PADDED \$66

Here are the simple facts:

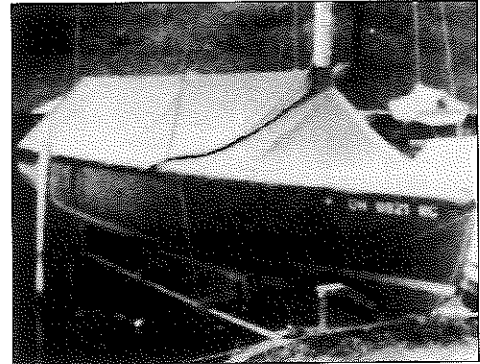
A white acrylic cover lasts an average of 3-4 years, colored acrylic about 5 years. Our least expensive Poly Army Duck cover lasts an average of 7 to 10 years. Now that's long! We know, because we've been manufacturing quality one design boat covers for over 20 years. And we make both Acrylic and Poly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



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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.

Starting Line

2002 Wife Husband Championship Regatta

June 14 - 16, 2002
Delavan Lake Yacht Club
Delavan, WI

For more information contact co-chairs: Frank Gerry at (630) 466-1161, fgerry@mc.net or Jack McClurkin at (847) 991-8092, JMclurkin@aol.com. Visit the Delavan Lake Yacht Club website at www.dlyc.com.

Full Moon Regatta

June 15, 2002
Monmouth Boat Club
Red Bank, NJ

Skipper's meeting at 9:30 am; continental breakfast and lunch included. Entry fee will be waived for all skippers participating for the first time. For further information, contact Bill Ewing at (732) 530-6511 or fs5246@yahoo.com.

Annual Governor's Cup Regatta

June 15 & 16, 2002
Carolina Sailing Club
Kerr Lake, NC

For further information, contact Joleen Rasmussen at (919) 732-5410, ejrasmussen@mindspring.com.

45th Anniversary Regatta

June 22 & 23, 2002
Cowan Lake Sailing Association
Cincinnati-Wilmington, OH

For further information, contact Bob Peterson at (513) 522-2203.

Douglass - Orr Invitational

June 22 & 23, 2002
Sprite Island Yacht Club
East Norwalk, CT

For further information, contact Melanie Dunham at (845) 855-0619, FS2601@aol.com.

Summer Solstice Regatta

June 22 & 23, 2002
Selby Bay Sailing Center, Fleet 42
Edgewater, MD

For further information, contact Gene Kendall at (703) 519-5709, gkendall@mindspring.com.

Founder's Day Fleet 4

June 29 & 30, 2002
Clear Fork Lake
Mansfield, OH

Look for more information in future issues of *Scots'n Water*.

Greater NY District Championship Regatta

July 5 & 6, 2002
Westhampton Yacht Squadron
Remsenburg, NY

For more information contact Ed Sorgan (631) 288-2069 (weekends), (201) 567-5307 (days), or visit www.yachtsquadron.org.

Flying Scot Canadian Championship and Michigan/Ontario Districts

July 13 & 14, 2002
Stony Lake Yacht Club
Stony Lake, Ontario

To include Greg Fisher Race Seminar. For more information on FSCC, please contact Colin Kinnear at ckinnear@spring.ca, (416) 481-1145. For more information on Michigan/Ontario Districts contact Forest Rogers at forest@vibrodynamics.com (734) 954 0452

North American Championship

July 20 - 26, 2002
Pensacola, Yacht Club

For more information contact Bernie Knight at (850) 983-7247. Registration info located on page

2nd Annual Lake Saint Clair One-Design Invitational

July 20 & 21, 2002
Crescent Sails Yacht Club
Grosse Pointe Farms, MI

For more information contact Ted Jeske at (313) 647-9124.

New York Lakes District Regatta

July 20 & 21, 2002
Owasco Yacht Club, Fleet 181
Auburn, NY

For info contact Peter Whiting at 315-252-2709 eves; 315-253-5231 days; plwhiting@aol.com.

Sandy Douglass Memorial Regatta

July 27 & 28, 2002
Deep Creek Lake, MD

For more information, contact Ed Peters at (301) 797-7824 or barmusic01@hotmail.com.

The Duxbury Yacht Club Mid-Summer Regatta

July 27 & 28, 2002
Duxbury Yacht Club
Duxbury, MA

For more information, contact John Clark at (781) 934-97720, john@cutterassociates.com.

97th Annual Ephraim Regatta

August 3 & 4, 2002
Ephraim Yacht Club, Fleet 44
Ephraim, WI

For more information contact Nancy Claypool (504) 899-0935 or nclaypool1@cox.net. Visit the website at www.eyc.org.

New England District Regatta

August 3 & 4, 2002
Stone Horse Yacht Club
Harwich Port, MA

For more information contact Ned Steiger at (617) 268-8320, eaststeiger@yahoo.com or Chuck Winans at (561) 234-3386 (until May 1), winansca@mindspring.com.

16th Annual Invitational Regatta

August 10 & 11, 2002
Saratoga Lake Sailing Club, Fleet 161
Saratoga Lake, New York

For more information contact Peter and Ann Seidman (518) 877-8731, or email: pseidma1@nycap.rr.com, www.sailsaratoga.org

Continued on page 19

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 # _____

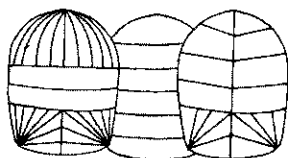
4.4 oz. Racing Cloth 5.3 oz. Cruising Cloth Number Color: Red; Blue; Green; Black; White

<input type="checkbox"/> Mainsail	\$710	<input type="checkbox"/> Jib Radials	\$40	<input type="checkbox"/> Brummels on Spinnaker	\$15
<input type="checkbox"/> Mainsail Radials	\$100	<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	\$50	<input type="checkbox"/> Spinnaker-Crosscut	\$398	<input type="checkbox"/> Tapered Battens	\$30
<input type="checkbox"/> Mainsail Window	\$20	<input type="checkbox"/> Spinnaker-Triradial	\$510	<input type="checkbox"/> Centerboard Gaskets	\$20
<input type="checkbox"/> Jib	\$300	<input type="checkbox"/> Spinnaker-Biradial	\$510	<input type="checkbox"/> Mainsheet Retainer	\$10

Price includes bag, battens and royalty.

We would like a 50% deposit with order and balance upon delivery.

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	



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Women's Eastern Invitational Regatta

August 10 and 11, 2002
Deep Creek Lake, Fleet 6
Deep Creek Lake, MD

Contact Geri Meehan for more information at 703-293-9531 (Home); 301-387-7890 (Deep Creek Yacht Club/Weekends)

Labor Day Regatta

August 31 & September 1, 2002
Rudder Club
Jacksonville, FL

For more information, contact Jon Hamilton at (352) 335-1243, hamilton@ufl.edu or visit the club website at www.rudderclub.com.

Harvest Moon Regatta

September 7 & 8, 2002
Atwood Lake
Dellroy, OH

For more information, contact Jack Stewart at (330) 823-7885 or jfssail@neo.rr.com

Annual Whale of a Sail Regatta

September 14 & 15, 2002
Carlyle Sailing Association
Lake Carlyle, IL

For more information, contact John Wiegand, Fleet 83 Captain, at (314) 388-0779, J01BL2@aol.com or check the CSA website at www.csa-sailing.org.

MYC 52nd Fall Regatta

September 14 & 15, 2002
Massapoag Yacht Club
Sharon, MA

For more information, Diane Kampf at (508) 234-8047, dianekampf@charter.net or visit the yacht club website at www.sailmyc.org.

Annual Flying Scot Fleet 24 Invitational Regatta

September 21, 2002
Candlewood Yacht Club
New Fairfield, CT

For more information, contact Andy Fox at (860) 354-6161, fs3063@yahoo.com.

40th Anniversary Regatta

September 21, 2002
Shore Acres Yacht Club, Fleet 31
Brick & Dover Township, NJ

For more information, contact Sheldon Shikoluk at (732) 477-5641, msangel713@webtv.net.

Capitol District Championship Regatta

September 21 & 22, 2002
Lake of the Woods Sailing Club
Locust Grove, VA

For more information, contact Jimmy Lee at (540) 972-8920, jimmy.lee@loswc.org or visit the club website at www.lowsc.org.

Sail for the Grail

September 21 & 22, 2002
Lake Arthur, Fleet 80
N. Pittsburgh, PA

For more information, contact Dean Marlin at (412) 828-5596, dfm@pannier.com.

10th Annual Founders Cup Regatta

September 28 & 29, 2002
Indian Harbor

Look for more information in future issues of *Scots'n Water*.

Grant Annual Regatta

October 5 & 6, 2002
Cave Run Lake
Morehead, KY

For more information, contact Susie Stombaugh at (859) 885-3302 or fs2162@netzero.net

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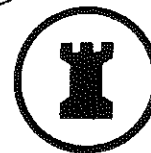
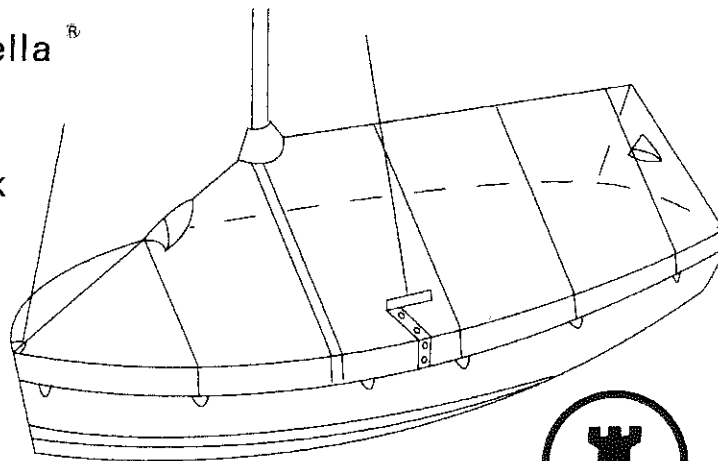
Cover has a tent-like fit
Delrin zippers with flap
Velcro enclosures for stays
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Flat covers also available

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UV proof Goretex thread
Drawstring/shockcord in hem
Sail # installation
Custom multi-color panels/trim

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Cover	white	blue	other
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Full-sided	\$483	\$498	\$522



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Tight Rig Setup

by Dave Batchelor, FS 2324

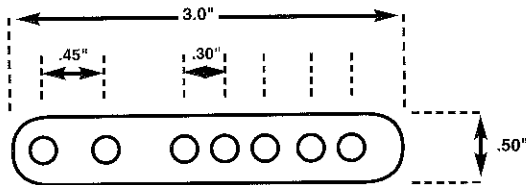
Over the years when it comes to Flying Scots we are lucky to have Dave Batchelor locally to refer to. He's the one we call for information when it comes to the how and why of these boats. Dave has been sailing Scots since 1975. At the 1977 North Americans, he was in charge of sail measurement and has served as District Governor for more than 5 years. He is an officer on the Senior Race Committee with U.S. Sailing. He sells and rigs new Flying Scots and has

designed and given us advise on a couple of products that we have begun to sell specifically for the these boats. The **Tight Rig Kit** and the **Compass Tabernacle Bracket** are just a couple of his ideas.

Step 1: Forestay Extender

I suggest using a forestay extender, in combination with the turnbuckle under the bow, to set tension at your target level (normally 200-250lbs.) at the pre-marked hole. Set it such that there is an opportunity to increase or decrease tension by moving one hole either way. The heavy-duty extender shown below fits inside the tangs of the forestay. This arrangement minimizes protrusions that can snag spinnakers.

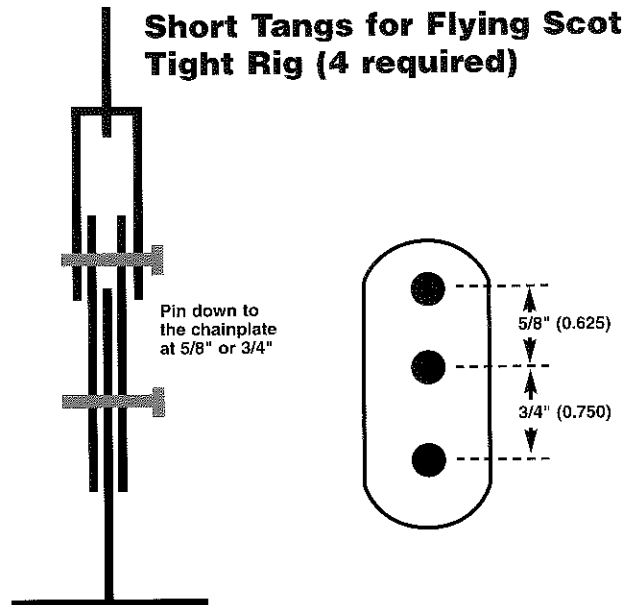
Attach the trailer winch rope to the jib halyard to tension the rig. You should probably measure the tension on the jib halyard when you first attempt this procedure to avoid over tensioning the rig. Attach the forestay in the top hole of the extension. Attach the extension wire, from under the deck, in the third hole from the bottom. Have someone adjust the turnbuckle so that when the winch pressure is released the tension on the forestay measures the pressure recommended by your sailmaker. Re-wire the turnbuckle. Moving on hole either way can effect small changes of 30-40 lbs.. Smaller changes are possible starting in the second hole from the top which is 1.5x the standard spacing.



Step 2: Rake Control

The shroud length controls mast rake in a tight rig. Use the top two holes in the standard extension plates that came with the boat and measure rake. If you are in the range specified by your sailmaker with the forestay tension at recommended values - GREAT. If the standard 7/8" spacing on the standard extension plates gives you a mast rake greater than the recommended value you need to shorten the distance by very small amounts. The custom shroud plates (shown to the right) allow a minimum spacing of 5/8" or 3/4" simply by turning over these plates. This should allow a rake in the recommended range. Observation has shown a change of approximately 1.5" for a 1/8" change. Its hard to drill holes that accurately in any fitting. NOTE: The FSSA class measurer has issued a CMR against drilling any holes in the chainplate fitting.

Short Tangs for Flying Scot Tight Rig (4 required)



Tabernacle Bracket Installation

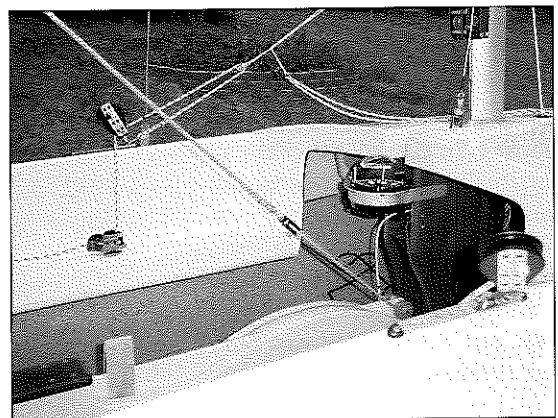
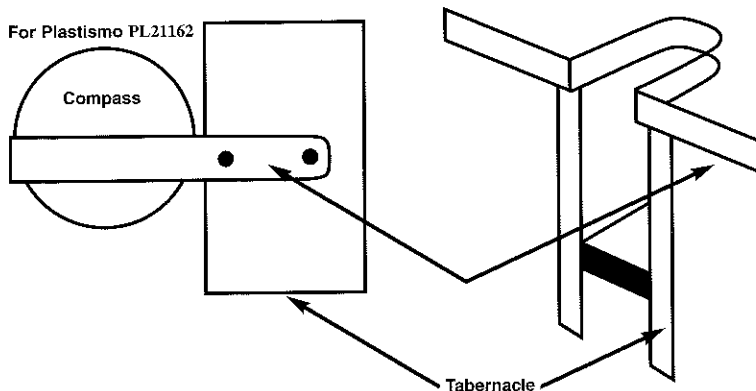


Photo courtesy of Dave Batchelor

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8/15/02	Volume 46, #5	OHIO	Barbara Griffin	(412) 653-3056	bardon87@aol.com
10/15/02	Volume 46, #6	MIDWEST	Harry Haack	(847) 362-7878	haackh@bigplanet.com
12/15/02	Volume 47, #1	NEW ENGLAND	Gary Werden	(508) 359-6708	gary4619@email.msn.com
2/15/03	Volume 47, #2	GULF	Larry Taggart	(504) 482-7358	taggline@usa.net
4/15/03	Volume 47, #3	MICH-ONT GREATER NY	Forest Rogers Josh Goldman	(734) 954-0452 (203) 454-0768	forest@vibrodynamics.com jaglpr@aol.com
6/15/03	Volume 47, #4	CAROLINAS	Larry Vitez	(704) 366-0466	lvitez@carolina.rr.com
8/15/03	Volume 47, #5	PACIFIC	Ken Nelson	(509) 585-4252	greblach@cris.com

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Flying Scot New Members

Fleet #	Boat #	Name	Address	City, State & Zip
Capitol District				
	4614	Terrance P. Andrews	1727 Harbor Drive	Chester, MD 21619
185	5449	Franklin T. Birdsall Jr.	1177 Fleets Bay Road	White Stone, VA 22578
	5445	Patrick Bischoff	11711 Oakspine Court	Ellicott City, MD 21042
6	4487	Donald T. Bliss	6732 Newbold Drive	Bethesda, MD 20817
	5431	James C. Carter	7215 Spruce Avenue	Takoma Park, MD 20912
	5408	Michael Chessick	PO Box 883	Havre de Grace, MD 21078
163	3629	Ned Drinker	18 Garnett Circle	Conshohocken, PA 19428
	3195	Joseph Grimes	740 N. Vermont Street	Arlington, VA 22203
185	5447	Harold E. Starke Jr.	PO Box 1122	Richmond, VA 23218-1122
	3540	Mark Stephenson	617 Old Fort Road	Winchester, VA 22601
Carolinas District				
	3308	Miriam Green	1890 Whippoorwill Lane	Chapel Hill, NC 27517
	5460	Bill & Nancy Wech	125 Wynward Point Drive	Salem, SC 29676
71	1663	Michael G. Wise	2629 Avenel Avenue	Roanoke, VA 24015
Florida District				
179	5143	Diane Andrews Robert F. New	24231 Buckingham Way 2500 Palm Lake Drive	Port Charlotte, FL 33980 Merritt Island, FL 32952
Gulf District				
	4355	Stewart Cofield	909 McCarry Road	Chatsworth, GA 30705
	0036	John F. Dane	4523 S. Tonti Street	New Orleans, LA 70125
	5439	Hugh S. Harper	2218 Harding Place	Nashville, TN 37215
	D018	Fred Myers	233 Wilson Avenue	Panama City, FL 32401
	5413	Dick Piatt	4613 Northpointe Cricle	Pensacola, FL 32514
183	4310	Joe Price	8042 SW Yachtsman Drive	Stuart, FL 34997
	D019	Adam White	#9 East 52nd Street	Gulfport, MS 39507
	2979	R. Wilson Jenkins	113 Wildwood Trail	Florence, AL 35630
Michigan-Ontario District				
9	3176	Jeffery J. Davis James Phillips	21040 Culver Road 20390 Hillandale	St. Meinrad, IN 47577 White Pigeon, MI 49099
148	D033	Tam Matthew	362 Mariposa Avenue	Ottawa Ontario CN K1M 0T3
Midwestern District				
114	2157	Tracy Archer	113 E. 16th Street	West Liberty, IA 52776
	D038	Bruce Canterbury	5550 Country Court	Roscoe, IL 61073
	2567	Michael Crowell	652 W. Russell Lake Drive	Zionsville, IN 46077
44	1988	Mike Faugust	437 N. Bernard Street	De Pere, WI 54115
114	3404	Bill Purcell	PO Box 678	Delavan, WI 53115-0678
44	1988	Current Skipper #1988	9000 Pelham	Milwaukee, WI 53217
3	3119	Chris Wright	132 Park Avenue	Wilmette, IL 600914
New England District				
57	4767	Jeffrey Hurst	217 Randolph Avenue	Milton, MA 02186
	3753	Anthony J. Pileggi	46 75th Five Road	South China, ME 04358
53	4044	Sam Morgan	36 Boyden Road	Holden, MA 01520
Ohio District				
	3718	David Bader	3502 Grantswood Court	Louisville, KY 4021332
	0010	Richard Burt	11402 Whitney Hill Road	Louisville, KY 4029932
19	3048	Jeffrey A. Craig	5045 S. Pricetown Road	Berlin Center, OH 44401
80	4296	Tom Uehling	3087 Fairfield Court	Allison Park, PA 15101
80	5071	Dan Gelman	5619 Darlington Road	Pittsburgh, PA 15217
Pacific District				
	D026	Paul Strauch	PO Box 740	Turner, OR 97392
Prairie District				
	782	Kirk D. Auston	6111 North Villa Avenue	Oklahoma City, OK 73132
	1070	Wendell Broom	3300 16th Street	Great Bend, KS 67530
	525	John Cunning	309 Anderson Avenue	Columbia, MO 65203
	2850	Doug Miner	714 Brownell Avenue	St. Louis, MO 63122
Texas District				
170	3041	Matt Baker	4415 Martinique	Wichita Falls, TX 76308
23	800	David Butler	7048 Winchester	Dallas, TX 75731
	1520	Eldon G. Peveler	1926 Willow Drive	Abilene, TX 79602-5328

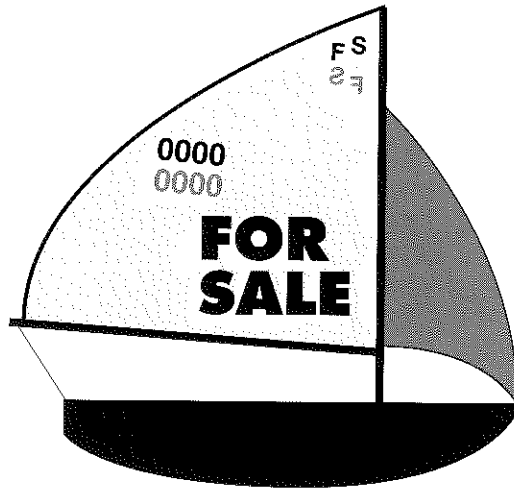
New Members this report 49

Caveat Emptor

Advertisements in the Caveat Emptor section of Scots'n Water and on the FSSA web page is \$30.00 for members per insertion, pre-paid and \$40.00 for non-members. Advertisements must be 50 words or less. Send or fax submissions to Association Headquarters or Email to info@fssa.com.

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CAVEAT EMPTOR = BUYER BEWARE

The Flying Scot Sailing Association is not responsible for items purchased through the Caveat Emptor page.

FS 609 – Totally rebuilt two years ago. White hull. Two sets of sails, main and jib; two and a half HP motor; new cover; removeable motor mount; anchor and lines. Good condition. Located in Mystic, CT. \$4000. Contact Don Seccombe at (508) 954-1782.

FS 1059 – Douglas built, oyster deck with green stripe, red anti-fouling bottom. Four inch transom port drain, bow flotation mounting, removable motor mount. Sailors Tailor skirted cover. Galvanized TeeNee trailer with spare. Located in Charlotte, NC. Contact Ray Weeks at (704) 553-0112; rweeks1@carolina.rr.com.

FS 2360 – Custom Flex, White deck, orange hull, 2 sets of sails and two spinners. Upgraded hardware, Sailor's Tailor mooring cover, Pamco trailer. 4 1/2 hp engine. Too many extras to list. \$3000. Boat is located on Lake Keowee in NW SC. Call (305) 743-0174 or (864) 944-2001; bkan@mindspring.com

FS 2194 – Includes trailer, sails (incl spinnaker), mooring cover (new 1996), and outboard motor bracket. Boat has had limited sailing and secure storage. Excellent condition. Located in Fayetteville, NY. \$3900. Contact John Glezen at (315) 446-6229; jglezen@twcny.rr.com.

FS 2751 – Red hull, white deck, Customflex built with Sportsman trailer. Good overall condition. Two sets of sails, one hardly used, plus spinnaker, anchor, motor mount and other extras. Located in the Seattle area. \$3000. Contact Jim Caro at (719) 473-5362; jbcaro@adelphia.net.

FS 3411 – Factory rebuilt in fall of 1999 and sailed only several times since. White hull and deck with blue waterline and trim. New mast, boom, rudder, tiller, sails, galvanized trailer and mahogany centerboard cap. Main and jib with windows, rudder lift system, cockpit tent style cover. Located in Maine. \$8500 OBO. Contact Walter Laqualia at (207) 537-2091.

FS 3892 – Douglass built, in excellent condition, white deck. One set of windowed racing sails, bridle, 4" transom port drain, bow flotation buoyancy bag, motor mount, almost new 2.5 hp Mariner Motor. Galvanized factory trailer. Two new covers, tent and trailing/mooring; new shrouds and jib forestay. Located in Rockaway, NJ. \$5000. Contact Errol Schnurman at (973) 627-2743 or eschnurman@sprynet.com.

FS 4021 – Douglass built, in excellent condition, used very little due to illness. White deck, blue hull, Schurr sails, detachable motor mount, anchor. Galvanized TeeNee trailer with spare. Dry sailed only. Located in Colorado. \$4500. Contact Dan at (970) 245-1977.

FS 4151 – 1987 Flying Scot, very good condition. Light blue hull, Schurr sails, full mooring and trailing cover. TeeNee galvanized trailer with new tires.

Dry sailed. Anchor and extras. Located in Cincinnati, OH. \$4300. Contact Mark Workman at (513) 948-8232 (h) or (513) 662-8867 (w).

FS 4259 – Main, jib, spinnaker in excellent shape. Not sailed in ten years. Kept in garage. Trailer and boat cover included. Located in Scranton, PA. \$5500. Contact Joe at (570) 586-1471, ext. 313; jtierney@epix.net.

FS 4543 – Douglas built, white with red trim. Excellent condition, garage kept. Tee Nee galvanized trailer with spare, motor bracket, Waco 360. Sailed 2-3 times per year. Honda 2hp OB also available. Located in Chambersburg, PA. \$6800 OBO. Contact Jim Baker at (717) 264-7079, jimncindy@innernet.net.

FS 4909 – 1992, Excellent condition, white with blue stripe. Bowers main, jib and spinnaker. Tiller extension, windex, new blue cockpit cover and Sailors Tailor full skirted trailering cover, bow flotation bag, transom port, masthead flotation, jiffy reefing kit and motor mount. Trailmaster galvanized trailer, tongue jack and spare tire. Located in Stillwater, MN. \$7500. Contact Lloyd Vasilakes at (651) 733-4949, isvasilakes@mmm.com.

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