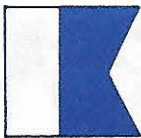


LEADING EDGE



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DAVE CURTIS WINS HIS THIRD SOLING NORTH AMERICANS

By Joe Hoeksema

THE 1990 SOLING NORTH AMERICANS were hosted by the Corinthian Yacht Club in Tiburon, California in what turned out to be near-perfect conditions. Each day, including the practice race day, the wind filled at 18 knots plus just prior to the start and built from there. With sunny skies and the water temperature around 60°F on the Berkeley Circle, there was little else a Soling sailor needs except for a square starting line and a well-set weather mark and the Race Committee delivered those. Now I really don't want to belabor the point, but a description of the regatta site is in order for those who didn't make the trip.

Perched over the water on Strawberry Point with the city of San Francisco framed across the bay between Angel Island and the Golden Gate Bridge, Corinthian Yacht Club is easily one of the most picturesque clubs in the world. After each day's racing no one seemed to be in a hurry to leave the club and since we had not one, but 2, great dinners most evenings we kicked back over beers and watched the city lights come on while the spinnakers dried on the upper deck. Oh, one other point: since the wind didn't turn on until 11:30 we could sleep in.

Regatta chairman Kevin Reilly and Mark and Tracy Murry need to be thanked and complimented for putting on a really first class event.

HIGHLIGHTS OF THE RACING

- The top three, Curtis, Dodson and Mahaney, were never really challenged by the rest of the fleet. Although the second tier was never far back they were unable to penetrate the top three.

- The boat speed differences between



Photo credit: Kurt K. Weinar

Regatta chairman, Kevin Reilly, and crew at the 1990 North Americans on San Francisco Bay.

NORTH AMERICAN CHAMPIONSHIPS

Corinthian Yacht Club

September 17-21, 1990

			Race 1	Race 2	Race 3	Race 4	Race 5	Race 6	Race 7	Total Points
1	US 786	Curtis	3	2	1	1	1	2	1	8
2	KZ 16	Dodson	2	1	3	2	2	1	2	10
3	US 787	Mahaney	1	3	2	3	3	3	18	15
4	US 779	Hallman	4	8	7	8	6	4	3	32
5	US 739	McLean	6	7	6	5	4	12	4	32
6	US 807	Hoeksema	7	11	4	4	8	6	6	35
7	US 757	Wills	5	8	5	7	5	20	5	35
8	US 614	Hughes	11	5	8	9	7	5	8	42
9	US 701	Medley	8	9	10	14	9	9	7	52
10	US 803	Wadsworth	10	6	11	6	13	7	18	53
11	US 797	Wareham	9	12	9	11	11	12	10	62
12	US 702	Carson	13	13	12	12	20	13	9	72
13	US 782	Walton	18	22	14	10	10	20	12	84
14	US 638	Berg	15	10	18	22	14	15	14	86
15	US 686	Murray	16	14	17	13	17	10	20	87
16	US 677	Tone	17	15	16	22	15	11	13	87
17	US 687	Smith	14	18	13	15	12	20	15	87
18	US 497	Allen	12	16	15	22	21	20	18	102
19	US 131	Bitter	21	17	20	22	16	14	15	103
20	US 181	Reilly	20	20	19	22	18	16	18	111
21	US 645	Baldino	19	19	25	16	19	20	18	111

If you want a new Soling bad enough, you'll come up with a good answer.

Since old Solings never die, (they just keep on sailing...) the question that begs to be answered is "What do you do with your old Soling?"

Here's a few suggestions.

1. Move it to your crew. After all they've worked long and hard to help you. Besides, they might just beat you and make you feel good because you now can take credit for their success.
2. How about donating your old boat to your club! This is a great way of establishing or revitalizing the club's racing program and introducing new sailors to the Class. Just think, your

generosity might be instrumental in helping a future World and Olympic Soling Champion soar on the wings on his or her dreams.

3. You can call us. We get a lot of inquiries from people who want to get into the Class and are looking for a used boat to start. No matter what condition your old Soling is in, we can service and up-grade it for re-sale and a new life of competition on the circuit.

No matter what, getting a new Soling starts with feeling good about finding a good home for the old one. Call us.

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Telex: ABBOTTSAR 064-76103



the leaders and the rest of the pack really didn't show up until the wind got above 22 knots. Then the "heavy weights" (both in talent and pounds) were clearly a "tick" faster.

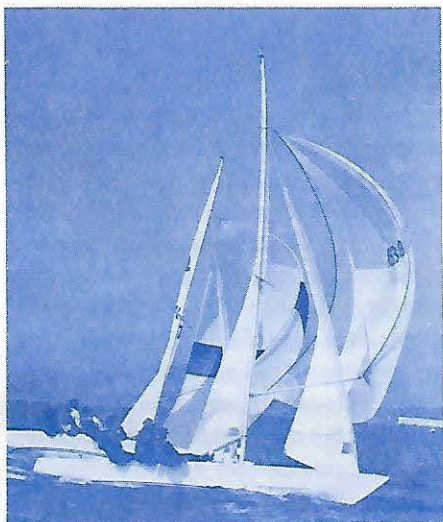
- The boat that led at the first bottom mark won every race. Because of the solid breeze and steady conditions on the Berkeley Circle it was very difficult for the leaders to pass each other.

- After 6 races one point separated Dodson and Curtis. To win outright Dodson needed a first and had to find one boat from the second tier that could finish ahead of Curtis. With Mahaney (locked in third) packing up for the Star Worlds, it was unlikely unless he got Curtis real deep on the first beat. In an apparent attempt to push Curtis over the line early Dodson himself was over and had to restart thereby giving Curtis an easy first for the final race.

- Dave Curtis, sailing with Brad Dellenbaugh and Bob Billingham, won his third Soling North Americans. He won his first in Houston 20 years ago.

- So, for those of you who missed this this year's North American, put a star on your calendar by the year 2010. If the Soling North Americans are held at the Corinthian Yacht Club in San Francisco—be there! Dave Curtis probably will and with a little luck might just win it again.

If you participated in the North Americans and would like a picture of your boat contact Kurt Molnar, P.O. Box 6393, South Lake Tahoe, CA 95729, (916) 541-1249.



Seattle-ites Arvid Berg (US 638) and Jim Medley (US 701) close reach at the 1990 North Americans on San Francisco Bay.

CANADIANS ROMP AT FIRECRACKER

by John M. Odenbach, Jr.

TEN CANADIAN SOLINGS INVADED THE 1990 Firecracker in Rochester over the Fourth of July weekend and dominated the top spots. Led by Olympian Paul Thompson the northerners were first, second and third overall in a top notch fleet of 28 boats.

The first day brought a light and shifty easterly breeze. Jerry Castle of Rochester moved from 10th to first on the last leg when the breeze shifted right 30 degrees. In a little steadier wind in the second race Stuart Walker led all the way around, with Paul Thompson and Don Cohan hot on his tail.

Morning rains on Sunday gradually let up as the breeze filled in from the north at 10-15 knots. Bill Abbott had great speed with a newly built Soling as he won both races. Thompson, Fogh and Coleman filled

out the other top spots. Late in the day the sun came out and a cool Canadian breeze brought a victory to Eric Koppernaes of Halifax as Fritz Odenbach outtacked Walker and Cohan for a second.

The weather got better and better each day as Monday was clear and crisp with a northwest breeze of 10-12 knots. Hans Fogh made an adjustment to his jib and won race six over Paul Coleman. A third for Paul Thompson clenched the series for him without a win but very consistent top finishes. Bill Abbott won the last race, his slow start the first day hurt his chances along with forgetting the compass in the shop. Canadian Tim Otten finished a great 8th place in the final race and won the B Fleet by a comfortable margin.

Wind, weather, fresh water, parties, fireworks and the 1991 Soling Worlds brought a great turnout of boats with anticipation that next year will be even better in Rochester.

FIRECRACKER REGATTA

Rochester Yacht Club

June 30-July 2, 1990

Red Fleet

			Race 1	Race 2	Race 3	Race 4	Race 5	Race 6	Race 7	Total Points
1	KC 182	P. Thompson	2	2	2	2	6	3	DNS	17
2	KC 1	B. Abbott, Jr.	5	7	1	1	9	4	1	18½
3	KC 181	H. Fogh	3	6	3	4	7	1	3	19¾
4	US 769	P. Coleman	DNS	4	4	3	11	2	2	26
5	US 725	S. Walker	13	1	5	12	3	6	10	36¾
6	US 801	D. Cohan	10	3	19	5	4	9	7	38
7	US 726	J. Castle	1	12	11	6	5	13	5	39¾
8	KC 194	E. Koppernaes	9	13	15	19	1	7	6	50¾
9	US 688	J. Odenbach	8	5	9	8	12	11	12	53
10	KC 185	J. Beatty	16	21	6	7	13	5	9	56
11	US 779	F. Soward	6	22	10	10	16	12	4	58
12	US 804	F. Odenbach	11	14	13	9	2	10	14	59
13	US 757	M. Wills	4	10	23	11	17	8	21	71
14	US 767	B. Palm	14	18	20	13	8	13	11	77
15	US 714	D. Doyle	7	9	14	18	14	20	15	79

Blue Fleet

1	KC 146	T. Otten	19	20	12	14	18	14	8	85
2	US 761	B. Cameron	17	11	17	15	20	19	18	97
3	US 799	T. Polidor	15	17	16	17	22	17	17	99
4	KC 175	S. Bamford	20	19	7	23	19	16	24	104
5	US 790	M. Tennity	23	16	18	21	10	23	16	104
6	US 789	D. Rutherford	12	8	25	22	24	DNS	20	111
7	KC 129	B. Sims	22	15	DNS	DNS	DNS	15	13	119
8	US 779	B. Moran	DNS	27	8	16	15	DNS	DNS	120
9	US 607	W. Lawless	21	23	24	20	23	21	19	127
10	US 638	D. Bornath	25	25	21	26	21	22	23	137
11	US 604	W. Woodhall	18	26	22	25	27	26	25	141
12	KC 188	P. Bissell	24	24	26	24	25	24	22	143
13	KC 171	D. Walters	26	28	27	27	26	DNS	26	160



WILMETTE RACE WEEKEND STUNNING SUCCESS

by Craig Warner

DATE LINE WILMETTE—IN WHAT CAN BE only termed as a stunning success, Wilmette's 55th. "Race Weekend" attracted 37 Solings from across the U.S., Canada, and Wisconsin. The national J-24 fleets could only muster a paltry 22 boats. Their stunned expressions were evident as they were forced to witness a Soling armada nearly twice their size.

The TRUE NORTH blew strong and free as those refugees from the National Hockey League, Hans Fogh (KC 181), Jim Beatty (KC 185), Bill Abbott (KC 175) took first, second and third place respectively. Their incredible effort set U.S.-Canadian relations back ten years. Next year we are not only scoring their racing results but we'll force them to enter the first Race Weekend basketball tournament. As a side note we want to announce Michael Jordan as our newest fleet member.

Varied weather conditions produced some of the best big fleet racing that this class has experienced in some time. Stu Walker was not able to attend this regatta (he blew us off). So as a stand in, here is a technical analysis of the weather. Wind condition: wind, no wind, more wind, and too much wind. Cloud cover: clear, partly cloudy, all clouds, and rain. These challenging conditions provided many opportunities to certain individuals to rise to the occasion and distinguish themselves. Certainly one of the most noteworthy efforts came from Bob Lewis (US 381). No doubt the helmsman of the year award should go to Bob. While steering his boat "ROBO SOLING", he T-boned Jack Lane (US 646) on the starting line. Bob gained such a reputation during the following races that no one dared come near him. Jack recovered nicely. After a similar ramming in Milwaukee Jack learned to keep several hundred yards of duct tape on board for in the water repairs. Jack plans to keep the Melges Boat Works busy. By the way where are those Melges? Perennial local favorites Rose and Joe Hoeksema demonstrated exceptional navigation capabilities by sailing around the wrong buoy. They were even more successful in navigating around the protest committee. The moral of the story is: It is OK to sail around the wrong mark just as long as you look good doing it. As usual the

WILMETTE RACE WEEKEND

Wilmette, IL

August 3, 4, 5, 1990

			Race	Race	Race	Race	Race	Total
			1	2	3	4	5	Points
1	KC 181	Fogh	1	1	1	1	1	5
2	KC 185	Beatty	2	10	3	3	5	23
3	KC 175	Abbott	4	2	2	14	4	26
4	US 744	Hoeksema	3	3	11	2	11	30
5	US 757	Wills	7	6	4	11	3	31
6	KC 146	Otton	8	5	5	9	6	33
7	US 794	Gondran	18	9	12	4	2	45
8	US 697	Kamps	11	4	8	17	8	48
9	US 785	Heitzinger	5	13	18	6	10	52
10	US 75	Wolf	10	11	7	5	28	61
11	US 759	Joosten	13	8	22	7	12	62
12	US 803	Wadsworth	14	7	19	15	7	62
13	US 732	Harper	22	12	10	10	19	73
14	US 758	Foley	9	19	23	8	14	73
15	US 731	Draftz	12	17	14	20	21	84
16	US 541	Williams	23	16	6	19	24	88
17	US 431	Johnson	6	25	28	21	9	89
18	US 628	Slaght	25	15	9	18	23	90
19	US 677	Tone	16	22	21	24	13	96
20	US 755	Murphy	27	23	13	16	18	97
21	US 718	January	19	18	17	25	20	99
22	US 750	Warren	15	14	15	23	DNF	105
23	US 700	Kondo	17	30	20	26	15	108
24	US 763	Crysdale	21	26	24	22	22	115
25	US 682	Slater	DNF	DNF	16	13	16	121
26	US 740	Warner	24	20	32	12	DNF	126
27	US 258	Kennedy	20	24	30	28	DNF	140
28	US 646	Lane	DNF	21	26	DNF	17	140
29	US 605	Bobo	29	27	31	27	29	143
30	US 50	Walsh	28	32	33	29	26	148
31	US 381	Lewis	DNF	31	25	32	25	151
32	US 689	Higgins	26	29	29	30	PMS	152
33	US 792	Buerger	DNF	28	27	31	DNF	162
34	US 575	Zieserl	30	33	DNF	DNF	27	166
35	US 692	Muir	31	34	34	DNF	DNF	175
36	US 112	Shipley	DNF	DNF	35	DNF	DNF	187
37	US 690	Cotsirilos	DNF	DNF	DNF	DNF	DNF	190

cheesehead menace was something we all had to contend with. Perhaps the best example of their bullying tactics was personified by Mac Slater (US 682). His disregard for good sportmanship put him into a protest situation twice on one leg. His inadequate attempt to beat me (US 740) was in vain. To reward his efforts I waited for him at the finish line and mooned him. Take that you Packer backer! No doubt there were numerous examples of human endeavor known only to those who committed them.

As exciting as the races were an aggressive social schedule kept everyone in high spirits. The highlight of the social

agenda was the annual dinner party at Tom Murphy's place on the lake. Visitors were greeted by an impressive display of Tom's car collection. Some of the visiting crews were disappointed to learn that the cars were not door prizes. It pains me to report that the Belmont sailors have become girly-men in their old age. Normally we can count on Bob Foley to polish off a bottle of Dewars purchased especially in his honor. But alas those Chicago boys and girls can't pound them down like they use to. To top off the evening festivities a J-24 crew tried to crash the party. Mob sentiment leaned toward a lynching, but the fleet bouncer kept everyone cool and returned

the intruder to the streets. Next time we'll let mob violence take its course.

Everyone who attended will agree that this was a special event. Such a strong showing will attract new people to the class. Also the class acts and sportmanship exhibited by Hans Fogh and other top skippers can only rub off on the rest of us thereby contributing to our capabilities. We at Wilmette were proud to be your hosts. You are all invited back next year. We also sincerely hope that the momentum generated at Race Weekend will carry over into this and future seasons events. Thanks for racing with us. You've helped our fleet grow and in return we hope that our fleet has contributed to the class.



KAMPS WINS 1990 McNULTY

TWENTY-THREE SOLINGS GATHERED IN Milwaukee June 22-24 to celebrate the 45th anniversary of the McNulty Regatta. Thick fog on Friday prevented any racing but allowed time for the contestants to prepare their boats for Saturday's gusty northwesterly and themselves for Friday night's dinner party at Patty and Terry McMahon's new house in Shorewood.

Three short races were sailed on Saturday in winds that shifted in direction from 310° to 350° and ranged in velocity from 15 to 30 mph. Conditions were complicated by large rolling seas from the north, at a substantial angle to the prevailing wind. Wild surfing and broaching was common even though most of the competitors flew their minis on the reaches.

In the first race the leaders took a long starboard toward shore where they found smoother water and backed gusts. Kent Heitzinger, with Steve Lacey on board, led at the first mark but was passed by Charlie Kamps on the first reach. Heitzinger regained the lead on the second beat as Kamps' crew (subbing for Louisa) succumbed to *mal de mer* and spent extended periods on the low side. An early jibe at the top of the run put Kamps back in the lead briefly, but Heitzinger found a strong, sustained puff on the right and regained the lead to take the downwind finish.

Fred and Beth Joosten gained their first of three thirds, Joe and Rose Hoeksema finished fourth and a California visitor, Mell Wills in US 757 was fifth. Terry McMahon, last year's champion, suffered a broken forestay right after the start

and spent the day driving to Zenda for a replacement. Jorgen Johnson was forced to retire with a large hole in his top sides but returned, nicely taped up, in time for the second race.

Joe and Rose Hoeksema led the second contest the whole way. They were sailing Bill Abbott's KC 1 while their new Soling was receiving its finishing touches in Sarnia. The Hoeksemas and Wills caught a huge port tack lift near shore on the first beat. Then the wind veered and lightened, allowing the two leaders to carry their large chutes on the reaches whereas the boats rounding later were overpowered with their minis. Heitzinger was over early and had to wait for the fleet to pass before he could return to restart. He then hit the windward mark and still was able to recover to finish fourth. Tom Murphy experienced a magnifi-

cent broach on the run, just before the finish, lifting his entire keel out of the water. Jack Lane suffered the major holing of the regatta, while on starboard before the start of the second race, and was forced to retire from the regatta.

In the third race, Hoeksema appeared well on his way to another first but had his jib tack fitting give way and fell back to fourth, as Heitzinger, Kamps and Joosten duplicated their finishes in the first race. Mac Slater was fifth and taped up Jorgen Johnson was sixth.

At the end of the first day, Heitzinger was first with 6 points, Hoeksema and Joosten were tied with 9 each, Kamps was a distant fourth with 12 and Wills followed with 14.

Sunday morning greeted the competitors with sunshine and a light (4-8 mph)

McNULTY REGATTA Milwaukee Yacht Club June 22, 23, 24, 1990

Blue Fleet

			Race 1	Race 2	Race 3	Race 4	Race 5	Total Points
1	US 697	Kamps	2	8	2	1	6*	19
2	US 759	Joosten	3	3	3	4	6	19
3	US 785	Heitzinger	1	4	1	7	7	20
4	US 744	Hoeksema	4	1	4	8	5	22
5	US 757	Wills	5	2	7	13	2	29
6	US 431	Johnson	8**	10	6	6	11	41
7	US 570	Hall	6	6	8	11	13	44
8	US 682	Slater	DSQ	7	5	9	3	49
9	US 763	Crysdale	9	13	10	14	16	62
10	US 740	Warner	7	5	DNS	12	14	62
11	US 737	McMahon	DNF	DNS	DNS	2	4	78
12	US 601	Faude/Schemel	10	DNF	DNS	15	10	83
13	US 646	Lane	8	DSQ	DNS	DNS	DNS	105

Red Fleet

1	US 541	Williams	11	16	13	5	9	54
2	US 711	J. Schroeder	12	12	12	10	8	54
3	US 755	Murphy	PMS	9	9	3	12	57
4	US 605	Bobo	14	11	11	17	15	68
5	US 700	Sobczak	13	14	16	21	18	82
6	US 689	Tripas	15	15	17	18	DNF	89
7	US 545	D. Schroeder	17	DSQ	15	19	17	93
8	US 584	Barry	DNF	17	DNS	16	19	100
9	US 639	Blank	16	DNS	DNS	20	DNF	108
10	US 792	Buerger	DNR	DNS	14	DNS	DNS	110

* Penalty points

** Redress; average points

northeasterly (70°) that veered as the day progressed. The majority had used heavy air mains on Saturday and were now faced with the task of making them work in very light air and some chop.

Heitzinger appeared to have the fourth race, and the regatta, well in hand as he led the fleet into the final leg of the Olympic course. Then the wind softened and veered substantially. McMahon, farthest right on the last leg was able to fill his large chute and reach toward the finish but, as the wind died further, Heitzinger and Kamps reached in from below with their minis, putting McMahon in third, followed closely by Murphy, Joosten and Williams. Heitzinger, passing the race committee boat to port, was shocked when Kamps passed it to starboard and received a horn. Kent dropped to seventh by the time he recovered and finished correctly.

Heitzinger's mistake led to a three way tie between him, Joosten and Kamps going into the last race.

The race committee set the first leg of the final race at 150° and registered the wind at the start of 5 mph. Heitzinger approached on port and tacked right at the pin below Kamps and the two collided as the horn sounded. On the first beat Hoeksema and Kamps found stronger wind to the south while Kent led Bill Faude into a major hole on the left. At the first mark it was Kamps, with his I flag flying, followed by Hoeksema and Wills. The fleet came together at the jibe mark and positions became scrambled on the second reach which changed into a run as the wind backed. The start of the second beat found the wind veered to about 160° but the race committee had already signaled a course change to 120°. Kamps, rounding the bottom mark in fourth, was the first boat on to starboard and the first to reach the stronger wind out in the lake. Wills finished second followed by Slater and McMahon. To win the regatta Kamps with his penalty points needed Joosten to finish no better than sixth and Heitzinger no better than seventh, which is exactly what happened. Heitzinger, by far the fastest boat in the regatta, and Joosten were never able to recover from their bad first beats.

Dave Williams garnered a fifth and ninth on Sunday to capture first in the red fleet, followed by Jim Schroeder and Ricky Lindemann in second and Tom Murphy in third, who was hurt by a premature start in the first race.

ATLANTIC COAST CHAMPIONSHIP Vineyard Haven Yacht Club August 10-12, 1990

			Race	Race	Race	Race	Race	Race	Race	Race	Total
			1	2	3	4	5	6	7		Points
1	US 801	Thompson	1	1	2	1	1	1	DNC		7
2	KC 146	Otton	2	2	4	6	2	5	7		21
3	KC 185	Beatty	7	3	3	2	4	2			21
4	US 751	Murphy	6	4	1	3	6	4	5		23
5	US 756	Wilson	9	7	6	5	5	3	1		27
6	US 803	Wadsworth	4	9	7	7	3	7	10		37
7	US 798	Davies	10	5	5	4	7	6	12		37
8	US 660	Vickery	3	6	8	9	8	10	4		38
9	US 732	Harper	5	10	DNS	8	12	11	2		48
10	US 510	Duane	8	12	10	10	9	9	3		49
11	KC 188	Bissell	11	8	11	13	10	8	13		61
12	US 577	Kerr	12	11	14	12	13	13	11		72
13	KC 171	Walters	DNS	14	RET	11	11	12	14		83
14	US 729	Seeley	PMS	16	13	14	PMS	14	6		84
15	US 54	Waldman	16	PMS	17	16	15	15	15		94
16	US 634	Mandell	15	18	15	15	16	17	DNF		96
17	US 771	Brown	DNC	DNC	DNC	PMS	14	16	9		102
18	US 349	Worrell	14	15	12	DNC	DNC	DNC	DNC		104
19	US 757	Wills	PMS	13	9	DNC	DNC	DNC	DNC		106
20	US 473	Stevens	13	17	15	DNC	DNC	DNC	DNC		109



SIXTEEN COMMANDMENTS

by Peter Galloway (ex-Soling Sailor)

ALL TOO OFTEN I'M APPROACHED AFTER a race or during a regatta to discuss the days events and the subject invariably gravitates to "How fast" I am or "If I could just had your speed..." Frequently these conversations evolve into some sort of problem the competitor is experiencing like "I just can't point like the rest of the fleet," or "I just can't seem to get the boat going" and these usually pivot around some complaint about the sails, the boat or some lack of understanding of the "tune." The puzzling thing is that, for the most part, these competitors have exactly the same equipment that I do. The same hull. The same make and age of sails. The same mast. Why then are they so slow? Could it be that the whole problem is that they just don't know how to get the most of what they have? Perhaps—and I'll grant you that speed is a necessary ingredient in achieving success. You've heard it time and again that you have to know how to go fast in all conditions and so I won't dwell on that topic—much has

been printed about how to achieve it already. However, consider this: lack of success is usually blamed on speed, but more often than not the problem is that these competitors have not been exercising their minds enough.

I like to think that success comes from making the fewest mistakes. That is, the boat that makes the fewest mistakes wins! When I don't win a race I can usually trace it to a few pivotal errors. Now this concept can be quite a revelation when you think about it. Have you ever thought about that mistake you made that cost you so much? Perhaps you went the wrong way, or you tacked when you should not have. The purpose of this article is to make you think about some of the most common mistakes and how to avoid them. I'll put them in terms of DO's & DON'Ts rather than just DON'Ts because if you fail to DO, then that too is a mistake. So here they are—The 16 commandments for success.

1) **DO** Keep your head out in front of the boat. Buddy Melges, I believe, was the one who coined this phrase and it simply means to keep your eyes open to what's going on around you and well ahead of you.

Simply stated, it means THINK! This is perhaps the most important DO because it is all too easy to get distracted by the little sphere that surrounds you and your boat and not look far enough ahead of you as to what may be developing. The opposite of this is said to be "Having your head in the bilge." The point is to **never** stop thinking.

2) **DON'T** Get all caught up in small battles. All too often people get wrapped up in getting around the next boat or defending against the boat behind, frequently at the utter disregard of the rest of the competition. A good example of this is luffing someone to the moon thereby letting those ahead of you open up and those behind to catch up. **Don't give distance away to those ahead of you or to those behind you.** You can't move up if you are so wound up in individual battles.

3) **DO** Keep your eye on the big picture. Are you in the middle of a big pack approaching the layline? If so, you can bet there will be no clear air available for you when you finally tack. Keep your eye out on what's going on around you and try to predict what will happen.

4) **DON'T** Take unnecessary risks. Think in terms of odds. If I tack now will my potential to gain exceed my potential to lose? Recently I witnessed a potentially serious mistake by a competitor who was leading the race on the second beat. He had the second and third boats well covered while all three headed right in a light breeze. Then, inexplicably, he tacked and sailed on starboard completely leaving the two closest competitors to head out to the right on their own. When they came back together several minutes later he had neither gained nor lost. "So what" you might say. The point is, he exposed himself to unnecessary risk. Even if he may have thought there was an advantage the other way, what would he gain? He was already first! A few yards maybe? He risked a few yards against losing a few boats—bad odds I'd say.

5) **DO** Sail toward the mark. It amazes me how many people forget this basic rule. If the other tack takes you closer to the mark then you should be on it. This is particularly true as you approach the layline. Except for extenuating circumstances, (bad air, etc.) your opportunities are greatly increased if you sail **toward** the mark rather than at right angles to it.

6) **DON'T** Hit the laylines too early. This goes hand in hand with number 5 above. As you approach the layline, your opportunities to gain become zero and your chances of losing are increased. Both lifts and headers work against you, and the chances of opponents affecting your air becomes more likely. This is true downwind as well as upwind. **Try not to hit the layline until you are within 10 to 15 boatlengths from the mark.**

7) **DO** Look for wind. **Always** keep your eye out for more wind. More often than not, sailing in greater wind strength than your competition will result in gains even if you sail a slight header. Also, given a choice between sailing in greater breeze versus sailing in less current, it is almost always better to sail in greater breeze. This is because the speed difference you can realize with greater breeze is usually more than any difference current will make. So, **look for greater wind and sail toward it.**

8) **DON'T** Forget to cover the fleet. If 80% of the fleet behind you is headed right and you are headed left, then you should tack. Remember to play the odds. Your potential for losing a lot of boats is greater than your potential for gaining if you don't cover the fleet.

9) **DO** Look aft on downwind legs. Like riding in a car, everyone always wants to watch where they are going rather than where they have been. **Have one of your crew look astern while on reaches and runs.** That crew member should be constantly advising you about the competition aft, clear air and puffs.

10) **DON'T** Tack on top of people indiscriminately. Tacking on an opponent's air is a weapon to be used intelligently. When you tack in his face, you force him to tack. By doing so you have sacrificed your cover over him and provided him the opportunity to pass you. Better to give him clear air thereby assuring that he'll stay behind you. **Only tack on your opponent's air if there is a clear disadvantage for your opponent to tack,** such as when you are tacking onto or near a layline.

11) **DO** Wave port tackers across. If you are headed the way you want to go and a port tacker is trying to cross you, but it's close, wave him across and shout "Cross." It's better to give up a little distance by ducking slightly than being forced about. On the other hand, force him to tack if you want to go the other way. **Use the**

weapon intelligently.

12) **DON'T** Hit that other boat. I don't care if you **are** right. When there is contact one of you is obligated to protest and one of you **will** be thrown out. Protest him—yes, but don't hit him. Your chances in court are 50/50 at best because you'll never know what your opponent will claim. If there is no contact and, if you are the protestor, the likelihood of your being thrown out is low.

13) **DO** Stay out of congestion. When there are a lot of boats around you, there is a lot of disturbed air. **Stay clear of large packs and sail in clear air.**

14) **DON'T** Pinch. Too many sailors pinch in light air. This only works if the water is flat—it is deadly slow if there is slop. Keep the boat moving. The reciprocal of this is to keep your boat on its feet when it's breezy. Don't try to keep the windward telltale flying. Point up until the boat is on its feet. A heeling boat makes too much leeway and this is often mistaken as not pointing.

15) **DO** Tack in strength. **Always** try to tack when you are in the most breeze. You'll accelerate a lot faster thereby saving many boat lengths.

16) **DON'T** Forget to re-sail the race in your mind after it's over. Only then can you analyze your mistakes and learn from them. Remember, the boat that makes the fewest mistakes wins!

The *Leading Edge* is published quarterly by the United States Soling Association. Deadlines for submitted material is as follows:

January 20
April 20
July 20
October 20

Advertising Rates:

Full Page	\$100.00
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Full Page	7½ x 10
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PERSEPHONE PLATE REGATTA

THIS SMALL REGATTA WITH A BIG name turned into another chapter of a Walker-Merrick match racing tussle in which Stu outsmarted his Annapolis colleague in the last race by seducing him into covering away from where a major shift was in the offing. In the meantime the rest of the fleet went for the shift and so deprived Sam of the win that he needed for the regatta.

The event was sailed from the beautiful surroundings of the Seawanhaka-Corinthian Yacht Club, but out in the broad reaches of Long Island Sound. Weather on both days was autumn perfect—warm sunshine and wind that only occasionally dropped to light enough for the tidal currents to spoil the fun.

The first day, the wind was always in the ten-plus range. Merrick won the first

two contests. In the third Walker got the better start and developed an early lead. Merrick came on gradually but was unable to break past Walker's cover, so energetically applied that Tom Otton from Canada got past both.

For day two, the wind had shifted from the north side of west to the

southerly side. For the first two races, Merrick and Walker shared wins. In race 5, Merrick got badly entangled at the start and never recovered while Walker got a second win. The score on the basis of the worst drop was 7½ for Stu and 8¼ for Sam—hence the need for each to win—or, what ensued!

PERSEPHONE PLATE REGATTA Seawanhaka-Corinthian Yacht Club October 6-7, 1990

			Race 1	Race 2	Race 3	Race 4	Race 5	Race 6	Race 7	Total Points
1	US 725	Walker	2	2	2	2	1	1	5	9½
2	US 788	Merrick	1	1	3	1	3	5	4	12¼
3	KC 146	Otton	3	4	1	4	2	3	1	13½
4	US 735	Blatch	4	3	5	3	4	2	2	18
5	US 660	Vickery	5	5	4	5	5	4	3	26
6	KC 171	Waters	6	6	6	6	DNF	6	6	37



THE ATHLETE'S KITCHEN

by Nancy Clark, MS, RD

WHAT DO FOUR CUPS OF CHEERIOS, an hour's walking at a moderate pace, and 1.5 ounces of fat have in common? All are similar from an energy standpoint, and represent about 350 calories. Calories are a measure of heat: one calorie (more technically, kilocalorie) raises the temperature of a liter of water by one degree centigrade. Humans spend lots of calories simply heating their body to 98.6... a temperature considerably higher than the standard 65-70 degrees room temperature. Hence, even when sleeping, we burn calories. In fact, about 60-70% of calorie needs are related to our resting metabolic rate; that is, the amount of energy needed to simply stay alive, be warm, breathe, grow hair and pump blood.

Calories come from carbohydrates, protein, alcohol and fat, but not from vitamins or minerals. Some athletes mistakenly take vitamin pills "for energy". They'd be better off eating carbohydrates instead. Carbohydrates are not only the best source of energy for the muscles, but also are less fattening than other sources of calories.

Whereas it costs the body only 3 calories to convert 100 calories of excess dietary fat into body fat, it costs 23 calories to turn 100 calories of excess carbohydrate into body fat. Plus, the body prefers to burn off carbohydrates and store the excess fat calories instead.

Researchers have verified that excess fats are indeed more fattening than excess carbohydrates. Subjects who over-ate a standard diet required seven months and about 120,000-180,000 excess calories from all types of foods to increase their body weight by 20-25%. In comparison, the subjects who ate the basic diet plus extra calories from fatty foods gained the same amount of weight in only three months with only 20,000-40,000 excess calories. The moral of the story is, if you're going to overeat, choose jelly beans (carbohydrates) instead of peanuts (fats), pretzels instead of chips, or nonfat yogurt instead of ice cream.

Inevitably, when I counsel sports-active people, they want to know how many calories they need in a day. Some ask out of curiosity: "I eat like a pig. I often wonder how many calories I'm eating per day..." Others ask out of frustration: "I eat hardly anything compared to my friends—I've starved myself

on 800 calorie diets and have barely lost weight..." For the most part, you should have little need to know how many calories you require. If you want to lose weight, you eat a little less fat than your current intake. If you want to gain weight, you eat more of a variety of wholesome foods, including the heart-healthier fats such as in peanut butter, sunflower seeds and olive oil. For those who want to maintain weight, you simply need to trust that Mother Nature will do a wonder job of adjusting your appetite to your caloric requirements. For example, if you think of the number of times that athletes over-eat and under-eat in a year (or the number of days they over- or under-exercise), you can clearly see that Mother Nature appropriately adjusts the appetite and caloric intake to maintain body weight within a certain "set point" range. For the most part, it takes a concerted effort to lose or gain weight over the course of time.

When it comes to determining caloric needs, nutrition professionals can only estimate your requirements since each person varies widely in caloric needs. For example, per each 1,000 calories, two "normal" people might vary by 20%. That is, one person might need 800 calories,

another 1,200. Dieters who restrict calories often need fewer calories than might be expected to lose weight, because they've become more energy efficient. Their resting metabolic rate may have declined by 15%, requiring about a 1,000 calorie diet to lose weight whereas a 1,200 calorie diet had once done the job. On the other hand, fidgeters who pace and wiggle a lot can burn an extra 100-800 calories and get away with eating an additional meal.

One true way to determine caloric needs is to spend time in a calorimeter, a large insulated chamber in which researchers can accurately measure how much heat you generate, oxygen you consume and hence calories you expend. Since calorimeters are few and far between, you can roughly calculate your calorie needs by multiplying your weight by 13 if you're sedentary throughout the day; 15 if moderately active. Then, add on more calories for additional exercise and training:

Theoretically, a 110 lb. accountant who sits most of the day would need about 1,430 calories (110 lb. x 13 cal/lb.) to maintain her weight, plus an extra 255 calories for jogging three times per week (30 minutes x 8.5 cal/minute). A 150 lb. clerk who has a more active job might need 2,250 calories (150 x 15), plus another 864 calories for playing an hour of squash (14.4 x 60). In reality, these calorie-estimates are rarely this clear-cut, with some people burning more than others due to metabolic differences. You may have peers who eat

like horses, as well as others who eat like birds. When it comes to calories, life simply isn't as mathematical as we'd like it to be.

Nancy Clark, MS, RD, nutrition counselor at Boston-area's SportsMedicine Brookline, designs personal diet plans for sportsactive people. Her popular books *The Athlete's Kitchen* ('81; \$5) and *Nancy Clark's Sports Nutrition Guidebook* ('90; \$15) are available through New Eng. Sports Publications, P.O. Box 252, Boston, MA 02113.

Activity	110	130	150	170 lbs. body weight
Biking, 13 mph	8.5	10.0	11.5	13 calories/minute
Running, 8 min/mile	10.8	12.5	14.2	16
Squash	10.6	13.1	14.4	17
Swimming, hard	7.8	9.2	10.6	12
Walking, normal pace	4.0	4.7	5.4	6



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WHAT YOU NEED TO KNOW ABOUT SPORTS NUTRITION MYTHS

DO YOU BELIEVE NUTRITION MYTHS?

Serious athletes are always looking for ways to improve their performance. Unfortunately, many athletes want to improve themselves so much that they will try almost anything. They may be easily fooled by promotional claims for foods, drugs, or nutrients that promise miraculous improvement. Athletes may also be told, wrongly, to avoid eating some foods which really are healthful. Athletes should watch out for the following sports nutrition myths.

MUSCLE-BUILDING MYTHS—*The more protein and protein supplements you eat, the more muscle you will have.* NO. There is no evidence that excess protein will lead to more or better muscles. In fact, excess protein—like excess fat and excess carbohydrates—will be stored by the body as fat. Too much protein, combined with too little water, may cause kidney or liver disorders. A normal diet supplies more than enough protein for muscle growth.

Taking steroids will develop massive muscles. NO. There is no proof that steroids can increase muscle growth or strength. Steroids are powerful drugs that can be dangerous. Taking steroids can stunt your growth, cause acne, deepen your voice, and alter your sex organs.

QUICK-ENERGY MYTHS—*Eating honey, sugar, soft drinks or any sweets just before competition will provide a burst of quick energy.* NO. When high-carbohydrate foods are eaten an hour or less before competition, they may produce low blood sugar. When this happens, the amount of insulin in the blood rises and the sugar in the blood is removed too quickly. With low blood sugar, an athlete may feel tired or even weak.

Vitamins will give you more energy. NO. Not one of the 14 known vitamins supplies energy. It's true that some vitamins help the body use energy. However, these vitamins are easily supplied by an athlete's normal diet. Megadoses of vitamins won't give you more energy or improve your endurance. If you consume more vitamin C or B vitamins than your body needs, they are simply flushed out in your urine. If you consume more vitamins A and D than you need, they are stored in your fat. Too

much of these vitamins can be poisonous.

Amphetamines give you more energy to compete. NO. There is no proof that amphetamines give you more energy or improve your performance. However, there is proof that amphetamines can be harmful. Among the side effects of using them are a rise in blood pressure, pulse rate, breathing rate, metabolism, and blood sugar. Amphetamines can also cause headaches, dizziness, and confusion which can interfere with your ability to perform. Finally, the possibility of addiction makes amphetamines a poor choice for the serious athlete.

PERFORMANCE MYTHS—*Water during exercise causes upset stomach and slows you down.* NO. There is no evidence that water taken during exercise causes upset stomach or any other problems. In fact drinking water during exercise is very important. Drinking 1/2 cup of water every 10-15 minutes during exercise helps replace body fluids lost as sweat.

Drinking milk causes cotton mouth. NO. Cottonmouth (dry mouth due to lack of saliva) seems to result from emotional stress and a loss of body fluids, not from drinking milk.

Muscle cramps are caused by inadequate salt intake. NO. Cramps are caused by severe losses of water through sweating. Drinking water before, during, and after practice and competition can prevent these water losses. Salt tablets can aggravate this condition by drawing more water out of the muscle and into the stomach.

Athletic success is not a miracle. It results from a combination of natural

talent, hard training, and plenty of preparation before competition. Athletes who rely on nutrition myths instead of following a sensible training program and diet can hurt their bodies and their performance.

QUESTIONS FOR USSA

We get many questions on how to join USSA, how to get a boat certified, etc.

To register a new boat with ISA and USSA and to receive your U.S. sail number, send \$50 to the President, Joe Hoeksema, who will assign a number when he receives the measurement certificate from the builder. For a boat owner or to have the ISA and USSA registration transferred to a new owner, valid certification can be obtained by sending \$15 (to order of USSA) to the Administrative Secretary, Mrs. James R. Klauser, at the address shown below.

For membership, annual dues is \$50 for regular membership (individual owner or one member of an ownership syndicate) and \$15 for associate membership (non-owner, crew or syndicate owner other than the regular member). Either can be obtained by filling out the form below and forwarding it to Shirley Klauser. Each classification of membership entitles the member to USSA and ISA bulletins. Eligibility to race requires a helmsman to be a regular member. Membership expires February 15th.

Mrs. James R. Klauser
5375 Mariner's Cove Drive, #114
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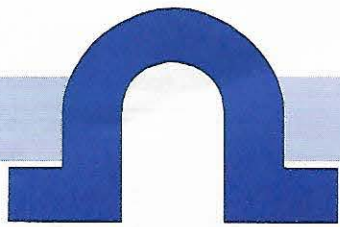
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Number _____ Fleet _____

ALAMITOS BAY YACHT CLUB Olympic Classes Regatta Results April 6-8, 1990

			Race	Race	Race	Race	Race	Race	Race	Total
			1	2	3	4	5	6	7	Scores
1	US 739	Mc Lean	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0
2	US 797	Wareham	10.0	0.0	3.0	3.0	5.7	3.0	5.7	20.4
3	US 782	Coutts	3.0	11.7	5.7	8.0	3.0	8.0	3.0	30.7
4	US 221	Edwards	5.7	5.7	13.0	10.0	8.0	5.7	8.0	43.1
5	US 702	Carson	11.7	14.0	8.0	5.7	18.0	11.7	11.7	61.8
6	US 716	Baldino	8.0	8.0	11.7	11.7	10.0	13.0	14.0	62.4
7	US 677	Tone	18.0	14.0	10.0	13.0	13.0	10.0	10.0	70.0
8	US 497	Allen	13.0	15.0	15.0	15.0	14.0	14.0	13.0	84.0
9	US 694	Hagerman	18.0	10.0	14.0	14.0	11.7	18.0	18.0	85.7
10	US 79	Mahaffy	14.0	16.0	18.0	16.0	15.0	18.0	18.0	97.0
11	US 791	Wempe	18.0	18.0	18.0	18.0	18.0	18.0	15.0	105.0



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8	Persson	S	Rebel
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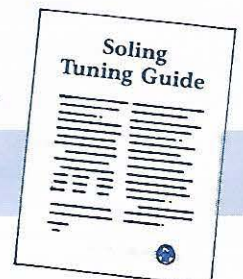
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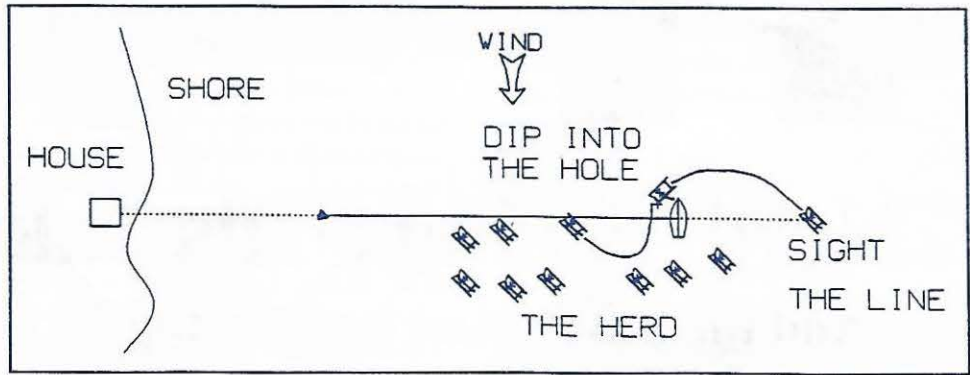
DIP STARTS

By Matt Bounds, as published in Feedback.

WE'VE ALL BEEN THERE BEFORE—YOU have to get a good start because it's the second race on Sunday and you need a good finish so you can toss the DFL you got yesterday afternoon. You work up carefully towards the line on the committee boat end. There are boats all around you, jockeying for position, trying not to go over early, when BAM!, the guy below you takes you up into irons. BANG!, the gun goes off and you're left bobbing while the whole fleet marches away. AAAARRRGGGGH! Tanked again! Is there any way out?

Well, once you're there, there's not much you can do, but next time—think about doing a *dip start*. They're really easy, usually legal.

The plan goes like this: before the starting line gets congested with boats, sight the line with an object on shore, so



that when you dip back down, you don't have to guess when you're behind the line. (You should do this anyway; it really helps you judge exactly when you're on the starting line.) Stay high of the line, well off the starboard end until about 1 minute to go (exact distance depends on the wind, waves, and how fast everybody else is getting to the line). With about 15-30 seconds to go, cross the front of the committee boat (look out for the anchor line)

and start looking for a hole in the boats. Find your spot, turn hard downwind and then back upwind once you're behind the line (remember the sight!). You should still have about 5-10 seconds left to get back up to speed for the start. Make sure you start sheeting in *before* the gun, so you're moving when it goes off.

Advantages

- Allows a clean start, without having to sail up through the pack trying to start

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at the committee boat.

- You are always in the front row at the start.
 - The element of surprise is on your side. (You may hear yells like "You can't do that!", but of course, you know you can.)
 - It's the cure for a race committee that trails a barging buoy too far behind the committee boat.
- Disadvantages**
- Doesn't work as well when there are a lot of boats dip starting all at once—there usually aren't enough holes to go around.
 - You don't have any rights as you approach the boats waiting on the line—they are all leeward boats.
 - There may not be a hole to dip into (called "having the door slammed shut").
 - The maneuver requires severe course changes, which slow the boat down.
 - It's not practical in heavy air.
 - May be declared illegal at some regattas (check your sailing instructions).
 - Can't be used after a general recall, when the "1 minute rule" is in effect.

GO FOR IT!

USSA MINUTES

by Sam Merrick

MEETING CALLED TO ORDER BY

Joe Hoeksema, President; those present constituting a quorum: Jerry Castle, Terry McMahon, Sam Merrick; also present Rose Hoeksema, Editor, *Leading Edge*, and Shirley Klauser, Administrative Secretary.

Minutes of previous meeting approved.

Treasurer's Report was approved and attached to these minutes*. As of the date of meeting, there were 196 full members.

The 1991 Schedule was mapped out to the degree possible as follows:

January 24-28—Can AM—Miami

April 5-7—Alamitos Bay

April 15-18—U.S. Championship—Punta Gorda

April 19-20—Pre-Olympic match racing

Note: Measuring April 12-14

June 21-23—McNulty—Milwaukee

June 29-July 1—Firecracker—Rochester

July 11-14—North Americans—Chicago

August 2-4—Wilmette Race Week

August 9-11—Atlantic Championship—Vineyard

August 18-21—C.O.R.K.—Kingston (Great Lakes)

August 22-Sept 1—Worlds Rochester

October 5-6 O'Day—Chicago

Not set: Spring Bowl (late April-Annapolis), Fall Bowl, Southern and North West Championships, PPC, Persephone (Oyster Bay-early October).

Discussion on 1991 ranking regattas

that would not be counted unless the dates were made public either through LE or by a notice of race being mailed; so subject to such notice the following would be ranking events: O'Day, Atlantic Coast, Great Lakes, PPC, Alamitos Bay, Fall Bowl, Firecracker, Southern and NW Champs. It was agreed to advise the Southern Region that they needed another 1990 regatta properly announced in order to have a ranking regatta for 1990.

After considerable discussion, it was agreed by majority vote that advertising on the hull and spinnakers would be permitted at the US Championship and North Americans to conform to the rule of ISA under Category B of IYRU appendix 14.

Suggestions were made for changes in the Pre-Olympic Trial Notice of Regatta—such changes to be carried forward to the Olympic Yachting Committee.

It was voted to establish a new position called Vice-President for Promotion, a position being offered to Craig Warner because of his enthusiasm and effectiveness. He will be aided by a budget for advertising and have more direct communication with the yachting press with stories of regattas.

The Association recognized the importance of stimulating a special match racing program in the light of expressed

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212 682-4902 (O)

Mideast

Mr. W.V. Castle, Jr.
888 Rock Beach Road
Rochester, NY 14617
716 342-5999 (H)
214 680-9913 (O)

Midwest

Terry McMahon
4470 N. Farwell Avenue
Shorewood, WI 53211
414 964-7680 (H)
414 271-7010 (O)

West

Mark Murray
675 Hampshire Street
San Francisco, CA 94110
415 648-8051

Northwest

James R. Medley
1216 Pine Street
Seattle, WA 98101
206 623-1626

South

Bruce C. Toal
932 Stonetrail Drive
Plano, TX 75023
214 423-1371 (H)
214 497-4073(O)

CANADIAN OFFICERS

President

Bill Abbott, Sr.
1468 London Road
Sarnia, Ontario N7S 1P7
519 542-2771

Vice President

Jim Beatty
291 Glengrove Avenue, W.
Toronto, Ontario M5N 1W3

Secretary/Treasurer

Joanne Abbott
1803 Modeland Road
Sarnia, Ontario N7S 5M7
519 542-5372

interest by several prominent sailors. The January CAN-AM event appeared to be a possible candidate. A similar possibility might be the Persephone Plate regatta at Oyster Bay.

It was agreed that red division trophies should be upgraded in view of their (trophies) unimportance to those normally at the top of the blue division.

The Olympic Committee will be urged to restrict complete measurement to two top boats at the US Champs unless others request it for their boats. Sails will be measured or stamped if previously measured.

The Association went on record in favor of no limit on entry numbers for the World Championships rather than the existing quota system. It also went on record as supporting the nomination of Stu Walker to be President of ISA to succeed Sam Merrick completing his two two-year terms.

Rose Hoeksema was complimented on the fine job she had done in compiling a new USSA rule book. The Secretary was instructed to cast a unanimous ballot for Joe Hoeksema as President, Joe Deese as

Executive Vice President, Sam Merrick as Secretary, and a Treasurer to be determined. Unless notice is given to the contrary the Board of Governors will include the same Regional VP's serving in 1990.

*A full Treasurer's Report will appear in the next issue of the *Leading Edge*.



WHO SAYS WOMEN CAN'T RACE SOLINGS!

THROUGH THE EFFORTS OF THEIR Women's Committee, the National Strength and Conditioning Association (NSCA) has published a position paper titled "Strength Training for Female Athletes". This is the first time that a formal position paper has been published covering historical, socio-psychological, and physiological aspects of strength development in women, as well as recommendations for program design.

Among the Committee's findings:

- Women improve fitness, athletic performance and reduce injuries through strength training, as do men.

- Physiological responses of males and females to the use of weight training and resistance exercise are similar.

- Women should train for strength using the same exercises and techniques that men use. Coaches should tailor the training to the needs of the individual athlete.

- There is no significant difference between the sexes in the ability to generate force per unit of cross-sectional muscle. Men display greater absolute strength than women largely because they have a greater body size and a higher lean body mass to fat ratio.

- Women do experience muscle hypertrophy (enlargement) in response to resistance exercise, but the absolute degree of hypertrophy is smaller in women than in men.

- Cultural attitudes and social stigmas restrict female athletic performance and inhibit female athletes from reaching their genetic potentials when performing.

News release from the National Strength & Conditioning Association. Additional copies may be acquired for \$2.00 each from the NSCA, P.O. Box 81410, Lincoln, NE 68501.

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BOATS FOR SALE

THE USSA NEEDS TO KNOW ABOUT BOATS for sale because of the many inquiries we receive from prospective buyers and will list boats for USSA members free of charge. The fee for non-members is \$10. Listings will run for four issues

and will then be deleted unless otherwise indicated by the owner.

PLEASE NOTIFY ROSE HOEKSEMA WHEN YOUR BOAT IS SOLD and please supply the name and address of the buyer so we can keep

him in the Soling family

In listing your boat with the information described on this page, we assume a working trailer and at least one set of serviceable sails. If these items are not available, you should indicate same.

★ US 79
1968 Palastrand (modified)
Asking \$3,500

Jim Mahaffy
220 Nice Lane - #115
Newport Beach, CA 92663
714 646-1728

Boat ex-maintained & raced regularly

★ US 210

1969 Abbott
Asking \$5,000
Pilot Marine Corp.
904 S. Hampton Ave.
Norfolk, VA 23510
804 623-4148
(Boat/Trailer/Sails—all in NEW condition)

★ US 331

1969
Asking \$3,000
Bob Chadic
N. Campus Recreational Bldg.
2375 Hubbard Road
Ann Arbor, MI 48109
313 763-4560

★ US 353

1969 Plastrand
Asking \$4,300
Jeff L. Randall
6109 120th Place, NE
Kirkland, WA 98033
206 822-8682

★ US 371

1970 Plastrand (Modified)
Asking \$3,500
Al Frost
3020 Quailtrough Street
San Diego, CA 92106
619 223-1492

★ US 423

1978 Abbott
Asking \$11,000
(New sails, paint & hardware. New custom trailer. Mint!)
Annette Donovan
321 E. Main Street
Centerport, NY 11721
516 385-1514 or
516 228-9292

★ US 437
1971 Abbott
Asking \$5,500
Jeffrey S. Cranshaw
71 Nason Hill Road
Sherborn, MA
617 653-5892

★ US 581
1972 Abbott
Asking \$4,850
Larry Jessee
511 Cincinnati
El Paso, TX 79902
617 435-1617
(Shroud Tracks/New Bottom/ Good Condition Will deliver Texas, So. Calif, Colorado)

★ US 591

1972 Abbott
Asking \$4,000
Bruce Stevens
396 Hawthorne Lane
Winnetka, IL 60093
312 437-3000 (O)
312 446-4234 (H)

★ US 632

1974
Asking \$3,900
Roy Mick
926 E. Main Street
League City, TX 77573
713 332-0468

★ US 643

1975 Abbott (Melges)
Asking \$8,500
Brook Boyd
51 West 51st Street
New York, NY 10019
212 977-9600

★ US 650

1975 Abbott
Asking \$8,000
E.G. (Ted) Parsons
11 Pine Forest Circle
Houston, TX 77056
713 853-2119 (O)
713 621-3189 (H)

★ US 661

1976 Abbott
Asking \$7,500
John Landry
c/o ISS
RD 4, Lakeshore Drive
Colchester, VT 05446
802 864-9065

★ US 673
1976 Elvstrom
Asking \$4,000 U.S.
Paul Bergen
1315 Contour Drive
Mississauga, Ontario L5H 1B2
416 823-1967

★ US 696

1978 Abbott
Asking \$8,000
Bess B. Brennan
2833 Lincoln Street
Highland, IN 46322
219 838-1581 or
219 923-7002

★ US 720

1979 Abbott
Asking \$8,000
Larry Booth
220 E. Clovernook Lane
Fox Point, WI 53217
414 351-4718

★ US 727

1980 Abbott
Asking \$15,000
Richard Kresch
555 Chestnut Ridge Road
Woodcliff Lake, NJ 07675
201 391-0900 or
212 737-0986

★ US 733

1981 Abbott
Asking \$15,000
Martha M. Keys
135-40 77th Avenue, #26E
Flushing, NY 11367
212 832-2931 (O)
718 591-4614 (H)

★ US 737 "Eagle"

1981 Abbott
Asking \$12,000 US
Terry McMahon
414 271-7010
414 964-7680

(Customized by Melges; includes all hiking gear and spinnaker gear. Regatta, local and practice sails included. Aluminum trailer, full deck, rudder and mast cover. Well maintained boat with many championship victories.)

★ US 769
1983 Abbott
Asking \$15,000
Paul Coleman
22-J Orchard Ave
Rye, NY 10580
212 888-5181 (O)
914 967-8574 (H)
(2nd Place '88 Trials)

★ US 745

1982 Borresen
Asking \$7,500
(Includes extra mast)
Norman G. Owens
2414 Baycrest
Houston, TX 77058
713 333-5952

★ US 746

1982 Abbott (Melges)
Asking \$16,000
George Regnier
162 Fairway Drive
Mountain Home, AR 72653
501 425-2534

★ 1977 Abbott

Asking \$6,000
R.F. Pickels
142 Park Terrace
Sherrill, NY 13461
315 363-2046 (H)
315 363-8800 (O)

★ US 768

1984 Abbott
Asking \$13,500
John Bevington
831 Chicago Avenue
Evanston, IL 60202
312 328-4254 (O)
312 724-0514 (H)

★ US 781

Abbott
Asking \$19,000
Richard J. Hockett
5950 Berkshire Lane
Dallas, TX 75225
214 891-3070
214 891-3073 (FAX)
★ KC 91
1975 Abbott
Asking \$4,000 US
Adam Kassel
24 Rosemary Lane
Toronto, Ontario M5P 3E8
416 482-3052
★ KC 138
1976 Abbott
Asking \$8,000 US
Gerry Doris
3 Abercom Road
Markham, Ontario L3P 1V2
416 443-2945

★ KC 182

1987 Abbott
Asking \$20,000
Paul Thomson
3514 Joseph Howe Drive
Halifax, N.S. B3L 4H7
902 445-3278 (O)
902 429-2508 (H)
(Faired hull, Curtis tank systems, minimum weight, delivery within reason)

WANTED

Serviceable Soling Sails spars and hardware for low budget youth sailing program.
Contact Larry Doyle
813 830-5848 (W)
813 685-3653 (H)

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Year Built and Builder _____

Asking \$ _____

Name of Owner _____

Address _____

Phone _____ and/or _____

WHEN YOUR BOAT IS SOLD

Seller's Name _____

Address _____

Buyer's Name _____

Address _____

Boat Name _____ # _____

1991 Schedule of Events

January 23-27	Miami Olympic Classes Regatta	Miami, FL
April 5-6-7	Alamitas Bay Olympic Classes Regatta	Long Beach, CA
April 12-20	Pre-Trials/U.S. Championship	Punta Gorda, FL
April 12-13-14	Measurement and Registration	
15	Two Races	
16	Two Races	
17	Two Races	
18	One Race and Makeup	
19-20	Match Racing	
April 27-28	Spring Soling Bowl	Annapolis, MD
June 21-22-23	McNulty Cup	Milwaukee, WI
June 29-30, July 1	Firecracker Regatta	Rochester, NY
July 11-14	North Americans Championship	Chicago, IL (Belmont)
August 2-3-4	Wilmette Race Weekend	Wilmette, IL
August 9-11	Atlantic Coast Championship	Vineyard Haven, MA
August 18-21	Great Lakes/C.O.R.K. Regatta	Kingston, ONT
August 22-30	World Championship (First Race - 25th)	Rochester, NY
October 5-6	O'Day Regatta	Chicago, IL
October 4-5-6	Persephone Plate Regatta	Oyster Bay

1992 Schedule of Events

January/February	U.S. Championships	Miami, FL
March	Worlds	Cadiz, Spain
April 27-May 9	U.S. Olympic Trials	Punta Garda, FL
September	Europeans	
October	North Americans	Houston, TX



Due to the increase in fees the USSA must pay to the ISA, it will be necessary to raise our membership dues for 1991 as follows:

**Regular Membership
From \$50 to \$55**

**Associate Membership
From \$15 to \$20**

THE LEADING EDGE

Rose Hoeksema, Editor

1615 N. Cleveland Avenue

#3, North

Chicago, Illinois 60614

312 787-9616

312 787-0970 (FAX)



Maj Craig C Warner
16 Greenvale
Vernon Hills, IL 60061