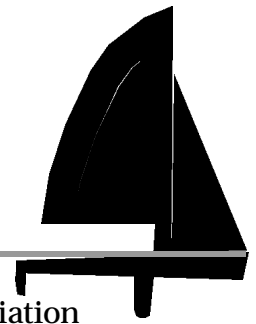


BO W D O W N



The Official Newsletter of the Vanguard 15 Class Association

Vanguard 15 Quick Tuning and Rigging Tips

By Jim Weber

With the continued strong growth of the Vanguard class, many of the people reading this article will be fairly new to the boat. The start of the summer racing season is now upon us, and many new V15 owners will be going out to race their boats for the first time. While your new V15 will be competitive 'right out of the box' (just ask Tim Wadlow, this year's Mid-Winters Champion!), here are a few class-legal changes and improvements that will help your performance and the overall life of your boat and equipment:

Mast Rake : Get 'fast pins' for your shroud adjusters. The top sailors may change their pin settings several times in a day if the breeze is up and down, and the standard 'clevis pin and ring-ding' setup makes pin changes difficult and dangerous. Also make sure that you get a small, thin line and tie the fast pins to the shroud adjuster.

Most of the top sailors place their mast in the center mast-step hole, or in one of the two holes just forward of the center hole. Though some sailors have been successful placing the mast step further forward or aft. Once you have raced your boat a few times, you will probably start to get a feel for where the mast should be raked in different conditions. However, as a good rule of thumb, set your rake so that your boom is level (parallel) with the water. If you are overpowered, ease the jib halyard off and move the pins down lower, until you reach the point where you can hold the boat flat.

Not all shrouds are exactly the same length, and different sized crews will need different pin settings. In 18 knots, a very light skipper/crew may need to go to the bottom hole, while a heavier pair may be set several holes higher.

Be careful when changing pin settings. The V15 has a deck-stepped mast, and it will fall down. Before you go out, make sure there is enough slack in your forestay to allow you to drop the rig all the way down to the bottom hole in your shroud adjuster if it gets windy. In breezy conditions, you don't want to have to send your crew up to the foredeck to loosen the forestay. Loosen your jib halyard until the rig tension transfers back onto the forestay, then back your jib and cleat it. While the crew is changing the pins, the skipper sits on the weather rail, sailing on a close reach with the main trimmed part way (to keep the rig stable). If the main is not trimmed in a bit, the whole rig can fall down over the bow or to weather.

To prevent dropping the mast during pin changes, you can put an extra shroud clevis pin in the top hole of the shroud adjuster (but not through the shroud eye). This will keep the shroud from pulling out of the shroud adjuster if it gets away during a pin change. You should also attach a thin piece of bungee cord to your forestay, and tie it to the bow chainplate shackle after you raise the jib, to prevent the forestay from bouncing around and getting caught on the tell tales once the forestay goes slack. Loosen it at the end of the day before you drop the jib (so the bungee does not take the load when the tension comes back on the forestay).

Vang: You cannot legally add any hardware to the vang system to increase its purchase, but by using a longer line with loops tied in it, you can increase the purchase from the existing 3:1 set up. You can also get a swivel attachment for the vang so the crew can adjust it from the rail.

Daggerboard: Put sticky-back Velcro strips inside the daggerboard trunk to protect the daggerboard from getting scratched up, and to prevent the daggerboard from eventually wearing a hole through your trunk. Put four Velcro strips inside the trunk (top and bottom, front and back). Make sure you get 'marine grade' (waterproof) Velcro, or it won't last through your first day of sailing.

Mainsail: Your mainsheet bridle should be tied long enough so that when you are sheeted all the way in, the two pieces of the triangle bridle are pulled into the aft boom block. Your boat should also have two small pieces of bungee cord attached to the transom. These should be tied around both sides of the mainsheet bridle, to prevent the sheet/bridle from getting caught around the corner of the transom when the sheet is eased.

Check the tension of your mainsail compression batten under sail. It should be tight enough that it takes a decent good roll gybe/tack to get it to pop over, but not so tight that it always seems to end up inverted.

Jib: Replace the shackle on your jib tack with a piece of thin line. A 'jib cunningham' that is adjustable from the cockpit isn't allowed under the class rules, but you're allowed to just replace the shackle with line so that the jib luff tension is easier to adjust (otherwise, you will have to take the jib all the way down and adjust the jib luff tension from the head of the jib). This set up also gives your jib a little more clearance over the deck.

Things to get: A mast sleeve (sail material with a Velcro closure) to wrap around the mast at the halyard cleats.

Plastic shroud covers to protect the main when it gets between the mast and the shrouds. Cut them down and tape them where the boom would touch the shrouds on a run.

NEWS FROM THE PRESIDENT

The spring and winter have been very busy for the officers of the V15 class, and we have been working hard to make various of changes and improvements within the Class Association.

The Class has now been granted access to the Vanguard Sailboats website, and we will be posting lots of class information such as racing results, class membership list, fleet contacts, and more. Please visit the site at: www.teamvanguard.com. If you have any ideas about items that should be added, please let us know! In addition to the website and the newsletter, a lot of class information is being exchanged over the e-mail server. Contact Kyle Welch (kwelch@mit.edu) if you want to subscribe to the e-mail list.

The proposed changes in the class rules that were sent out with the last newsletter were overwhelmingly approved by the Class Association members. The newly empowered technical board is now updating the V15 class rules for the 1998 sailing season, and is considering several rule changes that have been proposed by class members (see Food for Thought). The new rules should be available by June 1st, and they will be posted on the web-site as soon as they are finalized.

Since the last newsletter was mailed, six new areas have established class-sanctioned V15 fleets. Congratulations to our newest V15 fleets across the country: Norfolk/Hampton, VA, Houston, TX, Winnetka, IL, San Francisco, CA, Larchmont, NY, Seawanhaka, NY.

Thus far, we have over 145 class members for 1998, and the summer sailing season has not started yet. For the first time ever, it looks like the class will have a surplus of membership dollars left over at the end of this year. The class officers have come up with several ideas for using this surplus to support the class: First, the class association intends to purchase perpetual trophies for the North Americans, Mid-Winters, and the Grand Prix circuit. Additionally, the class plans to hire instructors and sponsor free V15 racing clinics at various clubs around the country. If you have any additional ideas as to how any surplus money might be used to support the class, we would be glad to hear them. Also, if your club is interested in hosting a clinic, or if you would like to participate as an instructor, please let me know!

Overall, the class association has had a very productive 'off-season,' and we are well on our way to being a more organized association that is better prepared to serve our members. I am looking forward to a great sailing season!! See you on the water! — Jim Weber

Just a Note

There appears to be a great demand for V15s this season. If you walked into a dealership today and there was not a boat in stock, you would see at least three tasty weekends of sailing go by before the boat arrived. However, there are some smart dealers with boats in house. All of the boats listed in the last newsletter have been sold and Pete Alarie had a posting on the list serve for less than a day before he sold his boat. Keep sailing -- Mike Zani

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zani@teamvanguard.com, tel. 401-683-0960

FOOD FOR THOUGHT

The Class has voted in a new means of operation. While any Class member can still (and is encouraged to) submit proposed rule changes to improve the functioning of our Class, the primary responsibility of keeping the rules current with class desires now falls to the five member technical committee. Adopting rule changes is a matter for the entire slate of officers. In our work, the technical committee hopes to get the opinions of class members, in order to understand a variety of view points. The more we know about the various needs of different fleets, the easier it will be to structure the rules to best serve the entire class. Having said that, in this issue I would like to introduce two topics for discussion:

First the issue of legalizing **ooching**. It has been discussed by a number of class members for some time. At the 1997 annual meeting (at midwinters), the general consensus seemed to be in favor of legalizing ooching. The question is how to do this in a responsible and responsive manner which addresses the breadth of skill levels within our class. One proposed suggestion is to have a two part rule, whereby Grand Prix events would default to legalized ooching, and non-Grand Prix events would default to the U.S. Sailing Rules, but could be amended in the notice of race. How do class members feel about this?

The second issue concerns our **large events**. It has been wisely suggested that the Class develop mission statements for its National and North American Championship events. Therefore, what would you like to see the class accomplish with these events? Traditionally, the Buzzards Bay Regatta has served as the North Americans, but it is thought that this regatta will remain strong even without this title, and the North American title might be better used elsewhere. So the question is how should these titles be used and how would the class membership like to see these two regattas structured?

Comments on these two issues or any other issue are encouraged. Please either post comments to the listserver for all to discuss or send them to Elizabeth McCance (ezmcc@aol.com). — Elizabeth McCance

1998 REGATTA SCHEDULE

June

- 6-7 **Larchmont Regatta**, Larchmont YC, NY 914-834-2440
- *13 - 14 **RIISA**, Barrington YC, RI; Leeds Mitchell
- *20 - 21 **Cleveland Race Week**
- 27 - 28 **Buzzards Bay Bash**, Wild Harbor YC, North Falmouth, MA; Tim Fallon 617-625-9789, tfallon@emerald.tufts.edu

July

- 4 - 5 **Hampton One Design Regatta**, Hampton YC, VA; Tina Hazard 757-728-9739, thazard@sy.nnsy.navy.mil
- 12 **SSA One-Design Regatta**, Severn Sailing Association, Annapolis, MD; Ann Renzy 703-748-2703, arenzy@madeira.org
- 18 - 19 **SuperSail**, Winnetka YC, IL; Andrew Yeager 847-251-8021
- 25 - 26 **USTRA Mid-Summa's**, Falmouth YC, MA; Robbie Richards 617-787-8081, rrichards@polyfoamcorp.com
- 25 - 26 **Falmouth Regatta**, Falmouth YC, MA; Robbie Richards 617-787-8081, rrichards@polyfoamcorp.com
- 25 - 26 **Larchmont Race Week 2nd Half**, Larchmont YC, NY 914-834-2440
- 31 - Aug. 2 **Hyannis Regatta**, Hyannis YC, MA 508-778-6100

August

- *7 - 9 **Buzzards Bay Regatta (North American Champs)**, Beverly Yacht Club, Marion, MA
- 8 - 9 **South Atlantic YRA Invitational**, Wrightsville Beach, NC; Julie Scope 919-726-0218 (h) 919-728-8744 (w), jscope@hatteras.bea.nmfs.gov; Roger Mays 919-247-4400, 919-728-8798, rmays@hatteras.bea.nmfs.gov
- 15 - 16 **Hoop Pole Regatta**, Beaufort NC; Julie Scope 919-726-0218 (h) 919-728-8744 (w), jscope@hatteras.bea.nmfs.gov; Roger Mays 919-247-4400, 919-728-8798, rmays@hatteras.bea.nmfs.gov

- 29 - 30 **Crab Dip Regatta**, Severn Sailing Association, Annapolis, MD; Ann Renzy 703-748-2703, arenzy@madeira.org

September

- 12 **SSA One-Design Regatta**, Severn Sailing Association, Annapolis, MD; Ann Renzy 703-748-2703, arenzy@madeira.org
- 19 - 20 **Clark Lake**, Clark Lake YC, MI
- 26 - 27 **Long Island Sound Champs**, Noroton YC, CT; Warren Costikyan 203-866-4581

October

- 3 - 4 **N.C. Seafood Festival Regatta**, Morehead City, NC; Julie Scope 919-726-0218 (h) 919-728-8744 (w), jscope@hatteras.bea.nmfs.gov; Roger Mays 919-247-4400, 919-728-8798, rmays@hatteras.bea.nmfs.gov
- 3 - 4 **Jimmy Talbot**, Chicago YC, IL; Elizabeth McCance 773-477-1346, ezmcc@aol.com
- *3 - 4 **Vanguard 15 Nationals**, Island Heights YC, Toms River, NJ
- 10 **SSA One-Design Regatta**, Severn Sailing Association, Annapolis, MD; Ann Renzy 703-748-2703, arenzy@madeira.org
- 18 **Neuse YRA One-Design Regatta**, New Bern, NC; Julie Scope 919-726-0218 (h) 919-728-8744 (w), jscope@hatteras.bea.nmfs.gov; Roger Mays 919-247-4400, 919-728-8798, rmays@hatteras.bea.nmfs.gov
- 24 - 25 **Spookfest**, Bristol Harbor, RI; Bob Guck 401-254-5090, lars@ici.net

December

- 4 - 6 **Hinman Team Racing Championship**, Long Beach, CA; Brad Dellenbaugh
- *28 - 29 **Midwinter Championship**
- * Grand Prix event



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V15 Recall: Illegal Spreader Issue

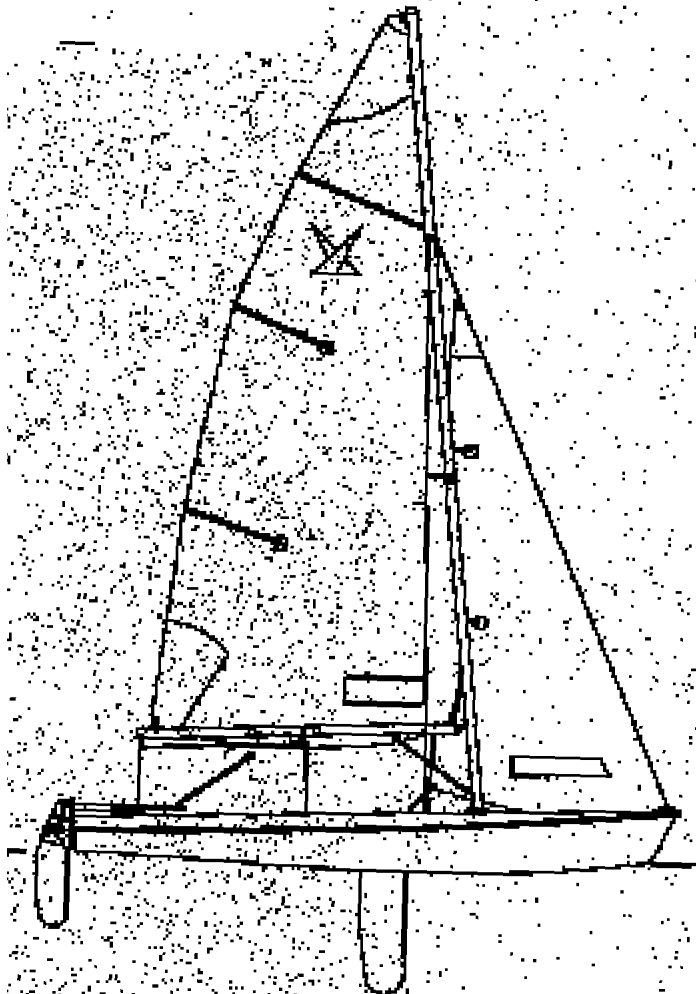
As many as 55 V15s built since the summer of 1997 may have spreader brackets that are different from the standard Vanguard bracket, due to a supplier problem that Vanguard encountered last year. There are actually two types of these 'non-standard' brackets.

Vanguard realizes that these non-standard brackets are not legal under our class rules (the different brackets are considerably further swept back than normal), and they are making efforts to help people get their boats back into compliance. Owners have until June 1. After that time, the old brackets will be illegal at all Grand Prix regattas.

Vanguard has issued a letter to dealers, as well as to people who may have bought V15s with illegal brackets. This letter contains drawings that illustrate how to determine if you have illegal brackets. If you need a copy of the letter and the drawings, please contact Dave Kirkpatrick at Vanguard Sailboats, at 401-683-0960.

In order to help class members comply and make their boats legal, Vanguard has stated that they will offer boat owners with illegal spreaders a choice of the two options below:

1. Provide the boat owner with a regulation Vanguard bracket and all the related hardware, along with a new set of spreaders (at no cost). The mast tube will also be warranted indefinitely against breakage in the spreader bracket area.
2. Supply the owner with a new mast tube, including an installed spreader bracket. The owner must install all of the remaining hardware themselves, but the holes will be drilled by Vanguard.



Grand Prix Standings

Reflects Mid-Winters, Florida State Championships, Atlantic Coast Championships, Mid-Atlantics, Spring Shot

1 Jim Weber 92.5	56 Lee Lcyda 23
2 Barr Batzer 81	57 Jamie Logan 22.5
3 Tim Wadlow 75	58 Tina Hazard 22
4 Zack Leonard 74	59 Dennis Bell 21
5 Rickey Tagg 73	60 Ben Marden 21
6 Michael Welch 72	61 Gaelen Phyfe 20
7 Josh Adams 71	62 Colin Ferrar 19.5
8 Bill Hardesty 70	63 Matt Cottrell 19.5
9 Francis Blesso 70	64 Mel Levy 19.5
10 Andrew Horton 69	65 Mike Richards 19
11 Lars Guck 68	66 Karl Ziegler 18
12 Dan Herlihy 67	67 Hamish Murdoch 18
13 Timothy Fallon 66	68 Ken Allen 18
14 Pete Conway 65.5	69 Bill Faude 18
15 David Ellis 65	70 Jamie Ewing 17
16 Bill Smith 63.5	71 Andrew Murdoch 16.5
17 Patrick Downey 63	72 Ann Renzy 16.5
18 Mike Zani 62	73 Carissa Harris 16
19 John Baxter 61	74 Peter Wadsworth 15
20 Ward Cromwell 59	75 Aaron Housten 15
21 Andrew Green 58	76 Brent Harrill 14
22 Tracey Haley 57	77 Brent Creelman 13.5
23 Kyle Shattuck 56	78 Dan Feldman 13.5
24 Kyle Welch 55	79 John Condon 13
25 Ben Altman 55	80 Jay O'Malley 12
26 Whitney Connor 54	81 Art Kessler 12
27 Bern Noack 53	82 Mike Buczkowski 11
28 Caitlin Mcallister 51	83 Dave Reynolds 10.5
29 Mark Powell 51	84 Tom Kent 10.5
30 Ezra Smith 50	85 Roger Morris 10
31 Todd Hudgins 50	86 Andrew Herlihy 9
32 Harcourt Schutz 49	87 Charlie Branning 9
33 Richard Feeny 48	88 Roger Mays 9
34 Mason Woodworth 46	89 Dave Abbott 9
35 Doug Clark 45	90 Joe Harris 8
36 Andrew Buttner 44	91 Steve Perry 7.5
37 Chris McDowell 43	92 John Senger 6
38 Rob Richards 42	93 Chris Crane 6
39 Tucker Thompson 41	94 Jim Bingham 6
40 W. Mason 39	95 Mac McDevett 6
41 Mark Zagol 37	96 Fred Hagedorn 6
42 Dean Balcirak 36	97 Lee Sackett 5
43 Tim Herzog 35	98 Chris Odom 5
44 Scott Nixon 34.5	99 Dean Whitman 4.5
45 Will Stout 34	100 Peter Crumley 4.5
46 Chris Arner 33	101 Stephen Katz 4.5
47 Carlos Lenz 32	102 Paul Whitesides, III 4
48 John Edenbach 31	103 Brian Wood 3
49 Graeme Woodworth 30	104 Doug Shilladay 3
50 Mark Ivey 29	105 Paul Kleinmann 3
51 Kenneth Wolfe 28	106 Brita Formato 1.5
52 Rob Maxim 27	107 Kyle Burton 1.5
53 Kevin Downey 26	108 George Garey 1.5
54 Ted Ferrarone 25	109 Paul Whitesides, Jr. 1
55 Tommy Bremen 24	110 Bob Guck

REGATTA RESULTS

Vanguard 15 Atlantic Coast Championships,

April 18-19 at the Morehead-Beaufort Yacht Club

The ACCs held to its reputation of being a breezy regatta (four years straight and counting!), as 13 boats from as far away as Cleveland and Boston battled it out through 10 races in 15-20+ knots of breeze on both days.

Saturday was overcast but with great breeze, and class newcomer Scott Nixon, sailing with class veteran crew Polly Gibbons-Neff got off to a roaring start with bullets in 5 of the 6 races on Saturday! A few of the class veterans struggled with OCSs early on, while others struggled just to stay upright.

The Saturday night Pig Pickin' dinner and keg party was a huge success (as always), and many of the competitors continued the post-race festivities far into the night (a bit TOO far for some of us...). In addition to the inevitable games of 'Quarters' and 'Admirals', the party goers were also entertained by the antics of former V15 class president Bill Smith as he took part in a game of 'Quarter Horse' (you'll have to ask Bill about that one yourselves...but don't ask him for a quarter!)

Sunday provided some of the most exciting racing of the weekend, as the committee shortened up the course and the start line for some real collegiate-style racing. In the four 10-20 minute sprints, Nixon and Gibbons-Neff continued to sail strong in the big breeze, posting finishes of 1-2-1-2. Francis Blesso and crew Tanya Haddad also sailed well on Sunday, posting a 2-4-2-1 which earned them second place overall, six points ahead of Bill Smith and crew Tara Callahan. The top five were rounded out by Jim Weber/Fred Sage, and Brent Creelman/Jim Welch, who were also the top local sailors.

RESULTS

1 Nixon/Gibbons-Neff 11; **2** Blesso/Haddad 24; **3** Smith/Callahan 30; **4** Weber/Sage 33; **5** Creelman/Welch 48; **6** Renzy/Carscaddon 54; **7** Cottrell/Dave 59; **8** Mays/Scope 62; **9** Hazard/Spruill 67; **10** McDevett/Deprider 84; **11** Crumley/O'Connor 89; **12** Shilliday/Char Betts 100; **13** Garey/Rogers

Springshot Regatta ,

Chicago Yacht Club, May 16-17

RESULTS

1 Ben Marden/Erica Beutler; **2** Ben Altman/Erin Casey; **3** Bill Faude/Lori Synowick; **4** Mel Levy/Sue O'Neill; **5** Arron Houston/Karen Wallace; **6** Dan Feldman/Jill Felman; **7** Art Kessler/Jill Goldman; **8** Tom Kent/Elyse Steiner **9** Dave Abbott/John Abbott; **10** Ken Allen/Sarah McCarrom; **11** Fred Hagerdorn/Sarah Alger; **12** Stephen Katz/Gerry Lambert; **13** Paul Kleinmann/Beth Holland; **14** Brian Brennan/Michael Jevack

Vanguard 15 Mid-Atlantics,

May 8-9 hosted by Severn Sailing Association

Class newcomer Scott Nixon and crew Polly Gibbons-Neff continued their string of impressive early season V15 victories this past weekend, winning the V15 Mid-Atlantics.

Ten V15s competed in ten races over two days in 15-20 knot breezes on Saturday, and 5-12 knots on Sunday.

The Nixon/Gibbons-Neff team dominated in Saturday's breezy conditions, winning three of five races, and finishing second in the two other contests. The lightweight team of Todd and Kristen Hudgins also sailed very well on Saturday, as they stayed on the heels of the lead boat all day long to stand in second place after five races.

Sunday's racing began in fairly breezy conditions, but lighter air prevailed as the day progressed. The team of Jim Weber and Mike Devlin found their stride in the light and shifty conditions, as they won three out of five races and moved ahead of Hudgins/Hudgins in the overall standings. However, their effort was not enough to catch Nixon/Gibbons-Neff, whose consistent sailing resulted in no finish worse than third for the entire event. The top five was rounded out by Dave Reynolds (and crew?) and Matt Cottrell/Cecily Natunewicz.

RESULTS (ten races sailed, no throwout)

1 Nixon/Gibbons-Neff 18; **2** Weber/Devlin 23; **3** Hudgins/Hudgins 26; **4** Reynolds/? 40; **5** Cottrell/Natunewicz 63; **6** Hazard/? 68; **7** John Senger/? 70; **8** Renzy/Prior 74; **9** Wood/? 77; **10** Formato/Formato 100

Larchmont Regatta

Larchmont Yacht Club, June 6-7

Thirty-four boats competed in the first annual Larchmont V15 Regatta in shifty 10-20 knot winds. Several class veterans used the event as a tune-up for the next weekend's RIISA, while other sailors got their first taste of V15 competition.

The team of Weber/Sage won 4 of the first seven races, and established a 12 point lead after the first day. But Baxter and Bowen came on strong late Saturday and early Sunday to bring Weber's lead down to 2 points. Weber port-tacked the fleet and went on to capture the final race and the regatta. The battle for third also came down in the final race, and racing was close throughout the top of the fleet.

RESULTS

1 Weber 30; **2** Baxter 35; **3** Ehrhart 50; **4** Breck 52; **5** Kaplan 58; **6** Ferrarone 65; **7** Dowd 82; **8** Corning 95; **10** Snaith 103; **11** Denatale 123; **12** Hazard 125; **13** Dailey 127; **14** Bodkin 152; **15** Cottrell 169; **16** McQuade 181; **17** Hinman 202; **18** Kelly 204; **19** Esdorn 209; **20** Morrow 210; **21** Denatale 240; **22** Padin 250; **23** Walsh 262; **24** Baum 265; **25** Moore 278; **26** Bauer 283; **27** Cottrell 287; **28** Johns 289; **29** #514 302; **30** #574 304; **31** Dumoulin 306; **32** Sano 321; **33** Grinnell 332; **34** O'Connor 338

Fleet Contacts

Fleet 1 Buzzards Bay, MA; Chip Johns 401-683-0960
Fleet 3 Bristol, RI; PJ Shaffer 401-254-8959
Fleet 6 New London, CT; Kevin Ferrar 860-447-0382
Fleet 8 Miami, FL; Mark Powell 305-856-0039
Fleet 11 Morehead City, NC; Julie Scope 919-726-0218
Fleet 13 Cleveland, OH; Doug Shilliday 330-929-1887
Fleet 14 Portland, ME; Lexi Andrews 207-883-9414
Fleet 15 Barnegat Bay, NJ; Terry Kempton 908-506-0744
Fleet 18 Manhasset Bay, NY; Jerry Morea 516-944-9790
Fleet 19 Noroton, CT; Warren Costikyan 203-866-4581
Fleet 20 Cedar Point, CT; Michael Colnes 203-531-8731
Fleet 23 Highland Park, IL; Dan Feldman 847-433-0551
Fleet 26 Sarasota, FL; Doug Fisher 813-951-0189
Fleet 27 Amityville, NY; Jim Koehler 516-842-5221
Fleet 29 Mentor Harbor, NY; Jim Sminchack 216-361-1160
Fleet 32 Scituate, MA; Jim Logue 617-749-8512
Fleet 33 Annapolis, MD; Bob Ames 410-290-5175
Fleet 34 Guilford, CT; Peter Gintz 203-453-1531
Fleet 35 Cooper River, NJ; John Burnham 609-854-1851
Fleet 37 Madison, CT; Ted Boynton 203-458-1040
Fleet 39 West Yarmouth, MA; Barry Sturgis 508-778-9187
Fleet 40 Skaneateles, NY; Mike Yates 315-685-7558
Fleet 42 Ft. Meyers, FL; Pat Jones 941-793-7722
Fleet 43 Chicago, IL; Elizabeth McCance 773-477-1346
Fleet 44 Ft. Lauderdale, FL; Morgan Reeser 954-420-0949
Fleet 45 Boston, MA; Francis Blesso 617-787-8793
Fleet 46 Long Beach, CA; Mark Kresovsky 562-987-1211
Fleet 47 Falmouth, MA; Rob Richards 617-787-8081
Fleet 48 Hampton, VA; Tina Hazard 757-728-9739

Fleet 49 Houston, TX; Ed Furier 281-474-4137
Fleet 50 Larchmont, NY; Peter Kelly 914-834-6590
Fleet 51 Oyster Bay, NY; Pete Johnson 516-922-4829
Fleet 52 Winnetka, IL; Andrew Yeager 847-251-8021
Fleet 53 San Fran., CA; Shane Wells 800-632-2350x26187
Fleet 54 Rye, NY; Drake Sparkman 212-843-9900

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1998 Summer Series

The following are a few of the series taking place this summer. If your area is not listed, call your local fleet contact (see page 6)

Fleet 3 Evening Racing Series, Bristol, RI. Come and join us for the best sea breeze around. Where: Bristol Harbor
When: 6:15 first start, every Tuesday evening. Launch: State St. Ramp (right off of Rt. 114/Hope St. in downtown Bristol) Casual racing followed by casual dinner and casual beer drinking. Contact: Ezra Smith 410-254-5090

Cedar Point Yacht Club in Westport, Connecticut. CPYC's Vanguard 15 fleet is 35 boats strong and races on Sunday afternoons and Thursday evenings. For more information about Vanguard 15 racing at Cedar Point Yacht Club, contact Michael Colnes at 203-531-8731 (home), 203-532-1600 (office), mjc1995@aol.com.

Fleet 46 in **Long Beach**, CA, will hold evening races every Thursday on Alamitos Bay. The races are sponsored by the Belmont Shore Sailing Association and will be held at the Leeway Sailing Center, next to the US Sailing Center. Beach launching is available. The racing will start May 7th and continue through September 24th. The first of three races each night will start at 6 pm. Contact Mark Kresovsky kresov@concentric.net 562-987-1211

Houston YC is racing on Friday nights this summer. We started on April 17 and will run through July. We start the races at 6:30pm. Contact Ed Furry at KO Sailing 281-291-9500 gosail@earthlink.net.

The Vanguard 15 craze has arrived on the West Coast. The **San Francisco Bay Area** now has 14 V15s racing weekend regattas and on Thursday nights. Contact Shane Wells at 650-341-6412 swells@frk.com or check out the website www.sceptre.org/V15html/

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To skipper in any Vanguard 15 Grand Prix or Championship event, vote, receive newsletters and other information, you must be a member of the class.

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