

J/105 News

Official Publication of the J/105 Class Association

Fall 2005

Same Weekend, Different Time Zone: NAC and Big Boat Series

When planning major events, regatta organizers try to avoid overlaps. But September's two big events (North Americans and Big Boat Series) took place on the same weekend... even (allowing for the difference in time zones) at the same time on each day. That didn't prevent attendance from exceeding thirty boats at each event, a great reminder of the strength and depth of the class. After comparing the two regatta reports, it is hard to decide which fleet had better racing or more fun.

WEDNESDAY, SEPTEMBER 15

Toronto: Thirty-five teams attended the opening ceremony in the RCYC ballroom. The J/105 Perpetual Trophy, held by HOSS after their 2004 win, was escorted into the room by two officers from the Royal Canadian Mounted Police as an honour guard to the American and Canadian colours.



DONKEY JACK beats past Alcatraz en route to victory

ANDREW SIMS/WAVELENGTHSTUDIOS.COM



GROOVADOR approaches the offset mark

TIM WILKES PHOTOGRAPHY/TIMWILKES.COM

San Francisco: A Rolex Commodore's Reception for Owners and Tacticians overlapped with the Rolex Crew Reception, which took place in a separate room. Thirty-three J/105's made up the largest fleet in the 103 boat event.

THURSDAY, SEPTEMBER 16

Racing began at 1100 on both courses. In Toronto, a light northerly and a significant swell left over from the previous day's strong winds favored the right side the first race, due to stronger

continued on next page

What's Inside

NAC's and Rolex BBS	2
Adjusting your Headstay	4
All it takes is Gumption	5
Regatta Results	6
Fleets and Contacts	7
Small Fleet, BIG plans	8



Friday's racing in Toronto provided big waves and plenty of breeze.

TIM WILKES PHOTOGRAPHY/TIMWILKES.COM

I'd like to offer my reflections on the Toronto North American Championship from the venue side. This was our eleventh NAC, but the first outside the USA. It was in stark contrast to the 2004 NAC in the small New England village of Marion, MA at the smallish Beverly Yacht Club. Greater Toronto has four and a half million people and the Royal Canadian Yacht Club is a three thousand member club.

Toronto is on Lake Ontario, but it is surrounded by a harbour formed by barrier islands. The harbor is large enough to hold major regattas for smaller boats and well protected from wind and seas. We ran our regatta "outside", southwest of the cityfront. The daily fast ferry to Rochester, NY and the large oil tanker anchored temporarily did not interfere in the least. The RCYC resides on two of the smaller islands and they have launch service to and from the club.

The launch makes the 10 minute run from the RCYC parking lot to the Club, leaving Toronto on the quarter hour and the Club on the half hour. In good weather it pulls up to a long pier in front of the club (festooned with Canadian and American flags for us), but in inclement weather it goes around to the back. The capacity of the launch is 165, so we could practically fit all the sailors for the regatta on each run. The dress code (collared shirts and no denim, please) was enforced, but checking of ID was not required during our visit.

The facilities of the club were exquisite. They had finely manicured landscaping, a lawn bowling area, tennis courts, a swimming pool, and protected slips for hundreds of boats. They secured a bunch of them together near the club for our use in a protected passageway behind the club. The club is supported by a staff of over 200 employees. The RCYC is certainly adequate in every respect, but they are still planning on a \$6-8 million renovation soon. In addition, the RCYC has a "City Club" that supports dining, squash, badminton and a health facility for those not wanting to take the ferry ride. In short, who could ask for anything more?

Last but not least, I was fortunate to be able to stay with Robert Baker and Janet McCallum (his wife and crew), who showed my wife and me the ultimate hospitality. Not only was Robert sailing PLANET B in the event, but he was the regatta chair, emcee extraordinaire, and gracious host. For the last four years he has been getting Fleet #4 owners ready by growing the fleet and encouraging everyone to attend out-of-town regattas. There were seven at the 2004 NAC. Said Robert, "we would have had lots more boats had we only been able to convince owners that it's no big deal crossing the border." We need more leaders like Robert. We should do Toronto again sometime. *-nbw*

NAC's (Toronto) and

pressure and significantly smaller seas. Local favorites NBX, HEY JUDE, and JAMAICA ME CRAZY paid heavily for playing the left side. JESTER won the first race, followed by INDEFATIGABLE and SAVASANA. The second and third races were held in a more traditional sea breeze and local boats fared much better.

In San Francisco, Perennial favorite **Chris Perkins** on **GOOD TIMIN'** posted a 2-1 on day one, but the eventual regatta winners were already on his radar screen. "We really consider ourselves tied for the lead with **Scott Sellers** and his gang on **DONKEYJACK** since we both had a first and a second. Scott did a great job winning the first race."

After racing at the NAC's, a unique



Groovador's winning crew: Alex Balutta, skipper, Pat McNeill, bow, Matt Clancy, main, Bernard Farroll, spinnaker trim, Graham Hicks, jib trim and pit and Terry McLaughlin, tactics. Fleet 4 and Event organizer Robert Baker (PLANET B) looks on.

challenge took place in front of the RCYC clubhouse. Three members from each crew had to down a round of rum shots, pack a jib and spinnaker, run them around some marks, and finally tie a bowline behind their back. The winning team was SAVASANA, who were awarded framed on-the-course shots from Tim Wilkes.

2005 Big Boat Series

1. Scott Sellers	DONKEY JACK	27
2. Tim Russell	AQUAVIT	33
3. Chris Perkins	GOOD TIMIN'	38
4. Peter Wagner	NANTUCKET SLEIGHRIDE	45
5. Jeff Littfin	WING DANCE	49
6. Cooper/Deisinger/Thom	NATURAL BLONDE	64
7. Peter Lufkin	SHORT SKIRT	67
8. Kristen Lane	BRICK HOUSE	72
9. Pat Benedict	ADVANTAGE 3	75
10. Bergmann/Bennett	ZUNI BEAR	87
11. John Downing	CHILE PEPPER	93
12. Jaren Leet	IRRATIONAL AGAIN	94
13. Gary Kneeland	ORION	95
14. Steve Stroub	TIBURON	106
15. Alice Leahey	GRACE O'MALLEY	107
16. Woodley/Titchener/Whitney	RISK	107
17. Doug Bailey	AKULA	108
18. Stuart Taylor	LARRIKIN	109
19. Bruce Stone	ARBITRAGE	114
20. Vaughan	JABBERWOCKY	135
21. Chuck Cihak	HAZARDOUS WASTE	141
22. Tom Kennelly/Paul Dines	WONDER	142
23. Scooter Simmons	BLACKHAWK	146
24. Brian and Kevin Mullen	CUCHULAINN	154
25. Don Wieneke	LULU	161
26. Franci Fridell	BREEZE	163
27. Allen/Kasberg	WALLOPING SWEDE	174
28. Pat Doyle	SPARTAN	179
29. Walter Sanford	ALCHEMY	192
30. Eric Stang/Tim Sullivan	PEREGRINE	197
31. Eden Kim	WHISPER	198
32. Paul V. Farr	JUPITER	213

and Big Boat Series (San Francisco)

FRIDAY, SEPTEMBER 17

Toronto dished up rain and 18+ knots of easterly with large waves. Shrimped spinnakers, blown chutes and penalty turns kept the cameras clicking, and a strong current pushed several boats into the weather mark. GROOVADOR and SAVASANA both racked up only 13 points each in three races, but the winning boat of the day was LIVE EDGE with a 3, 3, 5.

San Francisco: Year after year, sailors are drawn to San Francisco Bay and the Rolex Big Boat Series by bright sunshine, a dependable 15-25 knot wind, and the tight competition held right off the St. Francis Yacht Club that provides entertainment for hundreds of spectators. That's a perfect description of 2005's day three. **Scott Sellers** on DONKEY JACK made the most of the excellent conditions and posted a 1,9 to move into the lead. **Peter Wagner** on SLEIGHRIDE also ended the day with 13 points, but DONKEY JACK's two bullets won the countback.

Toronto's Friday night festivities included a banquet and prizes for all the participating skippers. In San Francisco, a Mount Gay Rum party provided the evening entertainment.

SATURDAY, SEPTEMBER 18

Clear skies and strong sun in Toronto means sea breeze, but when? The expected left shift and build in pressure came through on the last downwind leg of the first race, mixing up the finishes to favor the boats in the left corner. The second race was held in the more familiar sea breeze. STARCROSS led the way with an impressive 5th and 7th, followed by GROOVADOR with a 3rd and 11th.

Wild windy weather gave most of the 1,000-plus sailors competing in the Rolex Big Boat Series exactly what they hoped for: outrageously fast sailing and a day of racing most will never forget. **Scott Sellers** continued to post consistent top ten results, and **Tim Russell** on AQUAVIT moved into second overall with a pair of fours.

SUNDAY, SEPTEMBER 19

After a short postponement, Toronto dished out another seabreeze. Two excellent races were held in 7 to 10 knots of wind. Indefatigable posted two bullets to move up to second overall. The battle for first overall was between GROOVADOR who posted two 7ths, and STARCROSS who had their worst result in the final race with a 16th.

San Francisco: **Tim Russell** won the last race, but since **Scott Sellers** wrapped up his impressive series with a fourth, that final race victory was only enough to secure second overall for AQUAVIT. Defending champion **Chris Perkins** finished second in the last race to cement third place.

This article was compiled from press releases by Dana Paxton (Media Pro Int'l) and information from the Fleet #4 website.



Hey Jude shows her underbody as she rounds the leeward gate into one of Friday's large waves.

TIM WILKES PHOTOGRAPHY/TIMWILKES.COM

2005 NAC's

1	GROOVADOR	Baluta	56
2	INDEFATIGABLE	Lotz	61
3	STARCROSS	English	62
4	SAVASANA	Keane	84
5	HOT WATER	McLeod	87
6	NBX	Clayton	114
7	PHANTOM	Best	121
8	PLANET B	Baker	125
9	JESTER	Bethell	129
10	LIVE EDGE	Mountford	135
11	JOYSEA	Boylan/Emery	153
12	CONVEXITY	Wilson	161
13	HEY JUDE	Rathbun	162
14	C-JEM	Ruffing	165
15	RE TERN	Shaver	167
16	EAGLES WINGS	Gottwald	168
17	JAMAICA ME CRAZY	Hall	169
18	MAX POWER	Schulze	178
19	FULL TILT BOOGIE	Pask	181
20	WINDCATCHER	Davidson	192
21	JATO	Gillis	192
22	GHOST	Colburn	200
23	WISH	Mills	206
24	SONIC BOOM	Farquharson	210
25	PALADIN	Shepherd	211
26	PUFFIN	Stone	230
27	TWISTED LIZARD	Lathrope	235
28	HIGHLANDER	Ellis	238
29	FORRO	Mezo	245
30	SENTIENT	Rourke	264
31	DARK & STORMY II	Clark	278
32	UNBRIDLED	Mock	280
33	JAGUAR	Hardy	291
34	ECLIPSE	Corbeil	311
35	CASUAL ELEGANCE	Clarke	312

HEADED SOUTH?

The 2005 J/105 Southern Circuit will consist of four events.

#1 **Key West Race Week**, aka the J/105 Midwinters. This will be a no-throwout, owner-aboard event. *Jan 16-20, 2006*



#2 The St. Pete NOOD has been added to the Circuit in recognition of the impressive showing at last year's event. *Feb 17-19*



#3 **Miami Race Week**, which for the first time will provide racing over four days. A no-throwout, owner-aboard event. *Mar 9-12*



#4 The final event of the Southern Circuit: **Charleston Race Week**, a class favorite. *April 6-9*



Circuit scoring will be "high point" (so you get credit for how many boats you beat). At least two events are required to qualify for the President's Trophy.

Check online for more details:
j105.org/racing/kwrw.php

join us for some
great racing!

Adjusting Your Headstay

by *Walt Nuschke, Class VP*

The photo below shows **Gerrit Schultze** and others adjusting the forestay on MAX POWER at the Toronto NAC. A large majority (about 75%) of the boats had to make adjustments, mostly shorter. A lot of the adjustments were major. We have found the same problem in Fleet #3 including yours truly.

There are two very important reasons why it is critical to get this done sooner rather than waiting for someone to force it on you.

1. The sails are cut for a certain forestay sag. Having the forestay loose or tight changes this and makes the tuning guide useless.
2. Making major changes right before a big regatta means that a lot of your accumulated knowledge is over the side. Lead positions, mast butt, sheeting positions, and halyard positions are all suddenly different.

A list of things to keep in mind when making adjustments:

1. The fleet has a simple template that makes it easier to measure around the drum. It has a mark for the stem and another reference mark for the foil. The max and min measurements from the pin to the reference mark are written right on the template.
2. The adjustment of the length requires some practice but is easy once you understand it. The roller drum is a big turnbuckle. The top sheath is held by two socket head lock screws. Under this there is a big locknut that is screwed tightly up against the head

stay. There are a lock nut and star washer on the bottom. Once these are loose, you can turn the drum (furler line and all) to loosen and tighten. The bottom toggle is reverse threaded so turning clockwise (looking down) loosens. Nine turns for one inch. Seven turns for two centimeters. After turning, put everything loosely in place to recheck the measurement.

3. The measurement must be completely redone after every adjustment because the foil moves along with the length. You can't put a permanent reference mark on the foil because it all moves together. This means re-marking with the template and then using a steel tape (no stretch) to measure down from the pin.
4. The head stay needs to be tight because a slack headstay curves about 1/4 inch just hanging there. This is where a lot of the too long headstays came from.
5. When finished, remember to tighten the upper locknut up against the forestay (not down against the drum) and get the lower star washer in the correct position before tightening the nut.
6. This can all be done in about a half hour or less with two people (one up top).

For more see:

www.j105.org/diagram/forestay.gif

www.harken.com/furling/j105-furl-install.php



Having the right headstay length is not just critical to speed- it's the law

ALL IT TAKES IS A LITTLE GUMPTION³

Rushing to the race course with many questions filling the minds of friendly crewmates: Is the boat ready to race...is the bottom clean...is the rig tuned properly...which side of the line is favored for the start...what section of the race course will develop in the most favorable way...is there water on board...who got sick in my duffel bag? Well without a clear-cut strategy to mitigate the risks associated with each of the crews concerns, the boat was chock full of anxiety and ill prepared to compete effectively...quickly pitting friends against one another.

If this sounds familiar, then you can relate to how things used to be aboard **Kevin Grainger's** 1993 J/105 GUMPTION³ (G³). We've all been there, but how can a crew make the transition from just trying to survive on the race course to leading? With that said, we have been asked to provide a glimpse into the practices employed by the crew of G³ to make the transition noted above.

First a quick look back...G³ began one design racing in autumn of 2002. In the seasons following G³'s regatta results were less than notable. G³ spent most of the time in the middle third of the fleet. It was at the beginning of the 2005 racing season that the G³ crew (consisting of **Kevin Grainger, Jon-Claude Zucconi, Bill Howard, Jamie Morris, Tom Wey, and Cullin Wible**) began to realize their potential and consciously focused on moving Gumption³ to the front of the fleet.

Kevin had always dedicated much time and effort into building a winning team, and knew that he and his crew of six friends had what it took. Now

**Once G³'s season
got underway the
change was dramatic**



TIMWILKES.COM

The Team of G³ compiled this article to document their transition from consistent mid-fleet finishes to winning a major championship. The above "before" photo shows them on their way to finishing 27th (of 40) at the 2005 Key West Race Week. They obviously had bow number issues (an example of poor boat prep), and from the excess curl in the spinnaker it is obvious the crew's concentration was not yet finely boned.

all we had to do was take our collective "gumption" and convert it into racing success by following some very basic principles:

1. J/105 one design racing is a team sport...and there is no I (or U) in team
2. Practice often, practice hard
3. Pre-race boat prep is crucial, who is responsible for boat prep: the entire team
4. Racing begins when you leave the dock

In the weeks leading up to G³'s 2005 kick off regatta, the team set out a very robust practice schedule. Our practice sessions pushed everyone to his or her breaking point and it was all captured by an on-board video camera. The post practice video review became an incredibly useful tool and a great way for individual as well as team development.

A few words about videotape...first of all, it's very difficult to hide from the camera. Each crewmember can critique his/her own performance and discuss what's required to improve. A

good example of how the G³ team used videotaping was to look at upwind crew position. The videotape does not discriminate when highlighting crew who are not hiking or a driver who is looking around too much. Videotaping is not for the faint of heart.

Once G³'s 2005 racing season got underway the change in performance was noticeable and dramatic, the program won the four-day American Yacht Club Spring series against 19 other boats. The four basic principles, when followed, were working.

Along the way the G³ crew has encountered a few hurdles that remind us to be vigilant. A hard learned reminder in boat preparation came this summer when we encountered a serious case of the slows in one regatta. Two crew jumped in the water to convince themselves there was nothing wrong down below. What they found was a bottom full of slime and barnacles. Lesson learned: take ownership, to be competitive each member of the crew must take a vested interest in making sure that the boat is race ready. With many lessons under our belt, the G³ crew continues to grow as a team and perform on the racecourse. Pre-race routines run like clockwork, with each crew being responsible for rig tune, provisioning, and yes...bottom cleaning. We now clean our own bottom before every day of racing because we will not let each other down. There is also no excuse for being late to the line or not getting a full data set of pre-race numbers before the start. It is not uncommon to find G³ to be the first boat to the racecourse in the morning or the last one in at the end of the day.

You may be finding yourself reading this and thinking, this is a lot of time, work, and expense. The reality is that the J/105 fleet continues to get stronger and more effort is required to move to the front. With shared goals, practice and personal ownership the crew of Gumption³ was able to achieve better regatta results.

Results

RENAISSANCE REINSURANCE CHALLENGE CUP 2005

The first Renaissance Reinsurance Challenge Cup was held in Bermuda's Great Sound on Thursday 5th May. Owners of four J/105s were asked to lend their boats for the event, planned as a day of entertainment for visiting RenRe clients.

The inspiration for the event came from RenRe employee **Jamie Lewis** who received enthusiastic backing from RenRe President **Bill Riker** – one of the owners of NOT MINE. J/105 skippers supported by one regular crew member helmed ADDICTION, JOJI, MONKEYSHINES and NOT MINE. The rest of the 20 sailors were RenRe guests or employees – many of whom had never sailed before. It was agreed that four or five races would be run and spinnakers would not be used without the agreement of all participants.

An elegant 75' motor yacht took visitors and race committee to the Great Sound followed by the four J/105s with their "professional" crew. On the trip to the start several visitors talked wistfully about Bermuda's famous golf courses while others nervously offered to concentrate on supplying drinks to their crew during the races. Clad in official boat shirts and armed with suitable refreshments, the teams joined their boats.

Light breezes for the first race gave newcomers a chance to get the feel of the J/105s so as the wind built in to 14 knots during the afternoon they were gradually able to take on more jobs on the boats. They effectively sailed wing-on-wing downwind and many took their place at the helm. The spirit of the day was enjoyment – taken to heart by one participant who came on board the well-stocked committee boat for a break and stayed for some lunch, causing a re-start for the second race.

By the time spinnakers were introduced during the fifth race crews were able to jibe confidently and effectively. Racing was close throughout the day but in the end ADDICTION lead the fleet followed by MONKEYSHINES, JOJI and NOT MINE.

At the prize giving barbeque that evening, nobody yearned for a golf course or passive roles on the boats. Considerable energy was expended on negotiating for an invitation to take part in the Renaissance Reinsurance Challenge Cup in 2006.

Ken Lamb, who works in IT at RenRe and is a regular on NOT MINE, assisted Jamie with details of the day. Fleet #21 Captain **JT Thompson** was PRO assisted by MONKEYSHINES owner **Marlee Robinson**, with further assistance from **Pennie Lamb**.



2005 NOOD Regattas

The J/105 Class was again represented at all National Offshore One-Design (NOOD) Regattas during 2005 and represented the largest class at many of them. Even without the Galveston NOOD the number of individual races increased from 935 in 2004 to 1001 in 2005. As testament to the closeness of the racing, there were NO repeat winners in any of the regattas.

St. Pete

DEEP (10 boats, 8 races)

1. Jim Doane (FLAME) 27
2. Robert Brann (SHOCK AND AWE) 35
3. David Owen (PIPPIN) 38

SHOAL (6 boats, 8 races)

1. Steve Olinger (J'MAKIN' WAVES) 12
2. Patrick Lawler (CRABSTER) 16
3. Dick Crowl (RIVA) 21

San Diego

(22 boats, 5 races)

1. Dennis & Sharon Case (WINGS) 14
2. Doug & Pam Werner (JAVELIN) 17
3. Peter Lufkin (SHORT SKIRT) 21

Annapolis

(30 boats, 7 races)

1. Hugh Bethell (JESTER) 39
2. Marty Hublitz (VELOCE) 47
3. Lewis/Salvesen (MIRAGE) 48

Detroit

(15 boats, 7 races)

1. Colin Mills (WISH) 21
2. Jim & Cynthia Best (PHANTOM) 29
3. Harry Bloom (DIRTY HARRY) 30

Chicago

(18 boats, 8 races)

1. Jon Weglarz (CARESS) 24
2. Arthur Wong (CERTARE) 30
3. Tom Edman (PRONTO II) 33

Toronto

(17 boats, 6 races)

1. Robert Baker (PLANET B) 21 points
2. John McLeod (HOT WATER) 22
3. Chuck Clayton (NBX) 30 points

Marblehead

(11 boats, 6 races)

1. Peter & Doug Morgan (STEELAWAY/3) 9
2. Jim Flanagan (ACHIEVER) 11
3. Ernest Hardy (JAGUAR) 18

Larchmont

(18 boats, 5 races)

1. Kevin Grainger (GUMPTION³, M.D.) 15
2. Damian Emery (ECLIPSE) 15
3. George Wilbanks (REVELATION) 16

more results at www.j105.org

2006 Calendar

For the latest scheduling information, visit the J/105 website.

January			
16-20	Mid-Winter Champs	Key West, FL	Premiere Racing
February			
17-19	NOOD Regatta	St. Petersburg, FL	Sailing World/Fleet #19
March			
9-12	Miami Race Week	Miami, FL	Premiere Racing
17-19	NOOD Regatta	San Diego, CA	Sailing World/Fleet #8
April			
6-9	Charleston Race Week	Charleston, SC	Fleet #11
22-29	Bacardi Int'l Race Week	Bermuda	Fleet #21
28-30	NOOD Regatta	Annapolis, MD	Sailing World/Fleet #3
June			
2-4	NOOD Regatta	Detroit, MI	Sailing World/Fleet #18
10-11	Pacific Coast Champs	San Francisco, CA	Fleet #1
16-18	NOOD Regatta	Chicago, IL	Sailing World/Fleet #5
19-23	Block Island Race Week	Block Island, RI	Storm Trysail Club
23-25	NOOD Regatta	Toronto, ONT	Sailing World/Fleet #5
July			
20-23	Rolex Newport Regatta	Newport, RI	New York Yacht Club
27-30	NOOD Regatta	Marblehead, MA	Sailing World/Fleet #2
August			
24-27	North American Champs	Marina Del Rey, CA	Fleet #8
September			
9-10	NOOD Regatta	Larchmont, NY	Sailing World/Fleet #6
14-16	Rolex Big Boat Series	San Francisco, CA	St. Francis YC
22-24	NOOD Regatta	Galveston Bay, TX	Sailing World/Fleet #1



A class "brag" flag signals the start of the RenRe Challenge Cup in Great Sound, Bermuda

President	Tom Carruthers	rls339@yahoo.com
Vice President	Walt Nuschke	Isicontrols@earthlink.net
Sec./Treasurer	Nelson Weiderman	nelson@j105.org
Chief Measurer	Joerg Esdorn	JEsdorn@gibsondunn.com
Copyright Holder	Jeff Johnstone	jeffj@jboats.com

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Fleets

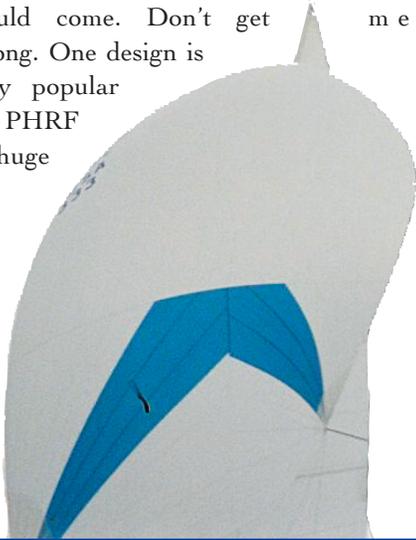
#1	SAN FRANCISCO	Stuart Taylor j105larrikin@yahoo.com
#2	NEW ENGLAND	Brian Harrington jh458@comcast.net
#3	CHESAPEAKE	Chris Groobey chris@groobey.com
#4	LAKE ONTARIO	Robert Baker bakrob@hotmail.com
#5	LAKE MICHIGAN	Marty McKenna ammckenna@sbcglobal.net
#6	L. ISLAND SOUND	Kevin Grainger kevin.grainger@gumptionventures.com
#8	SO. CALIFORNIA	Scott Birnberg indigo120@aol.com
#10	NEW JERSEY	Rich Walker merlin194@comcast.net
#11	LOW COUNTRY	Joseph Highsmith highcon@hargray.com
#14	SO. NEW ENGLAND	Andy Gillis adgillis@yahoo.com
#15	SO. CHESAPEAKE	Bob Rock Mrreidy@aol.com
#16	FT WORTH/DALLAS	Rob Holmes robertwholmes@msn.com
#17	GALVESTON BAY	Bee Bednar bednarb@3dbee.com
#18	DETROIT	Harry Bloom harrybloom@comcast.net
#19	FLORIDA	Jim Doane sainjed@comcast.net
#20	NORTHWEST	Tommer Roush tommerdaddy@mac.com
#21	BERMUDA	Edward Thompson jtatsea@northrock.bm
#22	LAKE ERIE	Robert Mock unbridled@adelphia.net
#23	GULF OF MAINE	Ken Colburn kcolburn@highfieldscapital.com
#24	EASTERN L.I. SOUND	Gary Locke j105@comcast.net
#25	N. MICHIGAN	William Petzold petzoldent@aol.com

**WELCOME
FLEETS 24 & 25**

BUILD IT AND THEY WILL COME

DIARY OF AN OPTIMIST

A couple of years back I traded my J/80 in for a J/105. I had my eye on the J105 for years. Our local club had two and promoted one design racing. Now we had three, and I was hoping more would come. Don't get me wrong. One design is very popular but PHRF is huge on

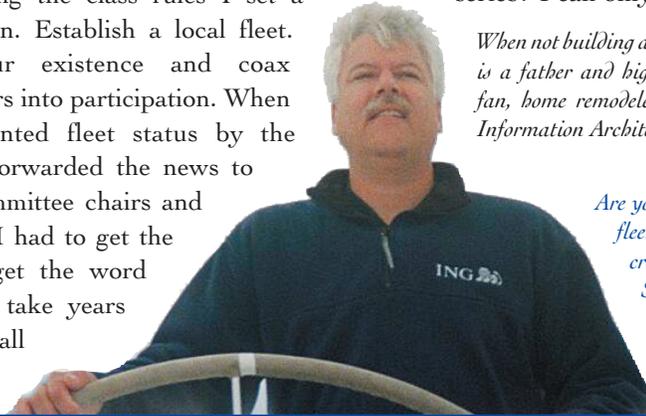


Eastern Long Island Sound with over 30 weekend races and several weekly club series. You can fill your race calendar quickly within a 20 mile range. There are hundreds of racing captains but less than 10 J/105's. Newport, Block, Larchmont; the closest J/105 racing was nine hours away on a good day.

We had to start somewhere, I thought. After reviewing the class rules I set a plan in motion. Establish a local fleet. Advertise our existence and coax existing owners into participation. When we were granted fleet status by the ExComm, I forwarded the news to local race committee chairs and boat dealers. I had to get the ball rolling, get the word out. It could take years to build a small fleet.

Less than six months from the birth of the fleet we were granted our first one design start with five entries. One boat experienced some damage prior to the series and another was a late arrival. After three weeks, the series is half over. Seven races have been scored and I can't wait to see what surprises next year will bring. A Wednesday night one design series? I can only hope. 

When not building a fleet, Greg Locke is a father and high school football fan, home remodeler, gardener, and Information Architect.



Are you building up the fleet in your area, or creating a new one? Send your story to nelson@j105.org

YUAN-YUAN CHEN

This newsletter was printed for the J/105 Class Association by Skip Malm (crew on WISH, hull #148) and Activities Press in Fairport, OH.

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Class Association
127 Schooner Drive
Wakefield, RI 02879
www.j105.org