

**J**  
105

# ***In The Wind***

J / 1 0 5 C l a s s A s s o c i a t i o n



**Bill Zartler on *Solaris* Crowned  
J/105 Midwinter Champion**

S p r i n g 2 0 1 2 • V o l u m e 3 • I s s u e 2



# 2013 MIDWINTER CHAMPIONSHIP

**2013 J/105 MIDWINTER CHAMPIONSHIP**

March 8-10

Lakewood Yacht Club

Seabrook, Texas

[www.j105mw.com](http://www.j105mw.com)

## President's Corner

### President

Vic Forsyth  
Fleet #17 713-609-5345 (O)  
512-847-6153 (H)  
713-609-5666 (Fax)  
vic@forsyths.net

### Vice President

Ian Farquharson  
Fleet #4 416-721-9754 (O)  
416-920-8542 (H)  
416-408-2872 (Fax)  
farquharson.ian@gmail.com

### Secretary/Treasurer

Joseph Colling  
Fleet #22  
216-496-6368 (O)  
330-576-6430 (H)  
usa3757@roadrunner.com

### Measurer

Walt Nuschke  
Fleet #3  
717-762-2191 (O)  
717-762-9232 (H)  
w.nuschke@lsi-controls.com

### Class Administrator

Chris Howell  
440-796-3100 (O)  
216-916-4840 (Fax)  
howell@j105.org

### Past President

(voting member of the ExecComm)  
Bernard Girod  
Fleet #8  
805-682-6168 (H)  
805-682-8249 (Fax)  
bgirod@yahoo.com

### Copyright Holder

(voting member of the ExecComm)  
Jeff Johnstone  
JBoats  
401-846-8410 (O)  
401-846-4723 (Fax)  
jeffj@jboats dot com

### Fleet At-Large

James MacDonald  
Fleet #21  
441-299-4950 (O)  
441-293-8270 (H)  
441-298-7843 (Fax)  
James.Macdonald@conyersdillandpearman.com

### At-Large

Carter Williams  
Fleet #25 314-517-5725 (O)  
314-995-6998 (H)  
carter@tirrillfarms.com

### At-Large

Bee Bednar  
Fleet #17  
713-722-0740 (O)  
713-722-0740 (H)  
713-932-7288 (Fax)  
bee@panoramatech.com  
bill.zartler@denhamcapital.com

This is the first time I can remember that the Midwinter Championship was not held during Key West Race Week. But due to direction set by the national membership, it was deemed that a new location was required which would support a cost-effective racing venue with access to a local fleet and availability of charter boats.

This year, Fleet 17 stepped up to the challenge and with the support of Lakewood Yacht Club hosted the 2012 edition of this event. There were 13 boats registered, and skippers came from the Chesapeake Bay, New York and Bermuda to race in Galveston Bay.

The regatta was first rate to say the least, with plenty of reasonably priced hotel space available, along with crane and rigging services that were free to the regatta entrants. The food and entertainment was top notch, and there was plenty of time to enjoy a beverage along with other fleet members at the bar while watching the replay of the racing that was recorded by Kattack.

The winds were stiff (mainly in the 20-30 knot range for all seven races), but when all was tallied, Bill Zartler on Solaris was first with a total of 10 points (five firsts). An interesting side note is that he had bow sticker number 1 as shown by the picture below... seems fitting. Second was Bill Lakenmacher with 21 points, third was Uzi Ozeri with 29 points, and fourth was Alan Bates with 34 points.



I would also like to give a special thanks to Chris and Julie Howell for their support. Without their help, this regatta would not have been possible. This event came off without a hitch, and I know we can count on a repeat performance next year.

As everyone is aware by now, this year's North Americans is being hosted at the San Diego Yacht Club by Fleet 8. The website for this event is live ([www.J105nac.com](http://www.J105nac.com)), and this will be a first-class event. If you have any questions, feel free to contact the regatta chairman, Jeff Brown ([jeff@jk3yachts.com](mailto:jeff@jk3yachts.com)).

Fair Sailing,  
Vic Forsyth, J/105 Class President

# Bill Zartler on *Solaris* Crowned J/105 Midwinter Champion



Bill Zartler, *Solaris*, Houston, TX  
*It was a fantastic time at Lakewood Yacht Club for the regatta!  
We had lots of wind, weather and good competition.  
Thanks to the boats who came down and travelled. We sailed  
well; everyone sailed well. We're glad to have the regatta,  
and hopefully we'll get a big group down next year.*



Local Bill Zartler raced *Solaris* to a dominant victory at the J/105 Midwinter Championship in Seabrook, TX. Finishing with just 10 points over seven races, the team won five of the races, and scored a second and third in the others. The top four overall were comprised of local sailors, with Bill Lakenmacher on *Radiance* in the runner-up position (21 points), Uzi Ozeri on *Infinity* in third (29 points) and Alan Bates on *Zippity* in fourth (34 points). There were no throw-out races in this series.

*Solaris* won Sunday's only race, as a storm forced an end to the regatta in the late morning. Following Zartler, Bates's *Zippity* came in second, trailed by Lakenmacher's *Radiance*. Twelve teams competed in the annual event, held for the first time at the Lakewood Yacht Club in Seabrook, TX. Competitors enjoyed favorable breeze throughout the championship and multiple social opportunities on shore for the fleet to interact.



Paul Beaudin, *Avici*, New York, NY  
We had a great time coming down to Texas. It was awesome! The hospitality is so fantastic, I just can't believe it. We had beautiful wind for three days and got a lot of racing in, fantastic sailing. They put on a fabulous show. Excellent Race Committee work, excellent regatta. We couldn't recommend it more. We'll definitely be back next year.



The event kicked off with winds on Galveston Bay howling at a consistent 16 knots, with gusts well into the 20s. The 12 teams battled through choppy waves and swells of six feet. The three local teams who ended the series at the top of the leader-board also started there. Zartler and Lakemacher were tied at three points each after flip-flopping the first and second place finishes in the first two races. Ozeri lodged two third-place tallies and stood at third place overall.

Zartler gained control of the fleet on day two. Four races were completed, bringing the series total to six. *Solaris* scored three firsts plus a third-place finish to end the day with just nine points total. Lakenmacher held onto second place overall as did Ozeri in third place. Other than *Solaris*, the day's other race winner was Paul Beaudin racing *Avici*. The New York-based team came on strong all day, also tallying a second, fourth and sixth. Conditions on Galveston Bay were ideal for the J/105 with winds at 16-20 knots.



Alan Bates, *Zippity*, Taylor Lake Village, TX  
We had 25 knots of wind on the first day, 20 on the second and probably 18 on the third. We had a workout for seven races. It's been a great time, great competition. There were boats from Bermuda and Dallas. We hope you come down next time and join us for some really great sailing. We had to set-up the boat with lots of shroud tension, flat sails. We had flat water most of the time. We enjoyed the tight racing. Hopefully we can make it at least 20 boats next year!

The J/105 Class would like to thank the Lakewood Yacht Club for hosting, and Dwight Bengtson and his Race Committee for their excellent race management. Visit [www.j105mw.com](http://www.j105mw.com) for complete results and [www.kattack.com](http://www.kattack.com) for race replays.

*The 2013 Midwinter Championship will return to Lakewood Yacht Club in Seabrook, Texas from March 8-10. Details will be forthcoming on the event website: [www.j105mw.com](http://www.j105mw.com).*







## J/105 Fall Series

# Highlights of Upcoming Events in San Diego!

The J/105s will be the center of attention come this fall in San Diego. First up is the J/105 Southern California Championship regatta which will pit J/105 sailors from across SoCal in a one-design event sailed in the Coronado Roads course on the Pacific Ocean, off of Point Loma and Coronado. The event will be held October 13-14 and sailed out of San Diego Yacht Club. It is expected that over 30 J/105s will compete in the event, enjoy fun social events, and get ready for the J/105 North Americans which will be held the following week. The 2012 SoCal Championship will serve as an excellent tune-up for the NAs which will be sailed in the same racing venue. For your convenience, the measurement committee will be available during the SoCal Champs to get the boats, sails and equipment ready and measured in preparation for the North American Champs.

The annual J/105 North American Championship, held in previous years at exciting venues such as San Francisco, Chicago, Annapolis and Toronto, returns to San Diego to draw upwards of 50 boats to compete in one of the nation's premier racing venues. The regatta will be held October 17-21, with measurement and registration early in the week and concluding with four days of racing. Not only will the on-the-water activities be reason enough to join us in San Diego, but the regatta committee has planned festivities and social events to keep participants, family and friends entertained! You can look forward to a "Taste of Point Loma," which will showcase an eclectic array of eateries located around SDYC. Each restaurant will serve signature selections for all participants to enjoy. Load up your Woody for the final social event of the week and come on a "Surfing Safari" at SDYC!





Photo courtesy of: Tim Wilkes

Experience all that is unique to San Diego at this rockin' beach dance party and get ready to sample extraordinary local cuisine, and of course, the beach bar will be flowing with cool libations! Be sure to make your plans early for the North Americans in San Diego—be there or be square!

Following the J/105 North American Championship, SDYC will be hosting the International Masters Regatta, November 2-4. The Masters Regatta was established in 1975 at St. Francis Yacht Club. The world's greatest master sailors have competed in this prestigious international sailing event on the San Francisco Bay. The San Diego Yacht Club is proud to host this event for the first time, promising to bring the best master sailors from around the world by invitation. An honor for the J/105 fleet, this regatta will be sailed in J/105 sailboats. The racing will include buoy racing inside San Diego Bay, close enough to the shoreline to provide excellent spectating. It will also incorporate San Diego's most loved race, the Hot Rum, where the master sailors will mix it up with over 100 other boats.

Please make your plans to attend the San Diego events—the SoCal Championship and the North American Championship, then stay on to cheer for your favorite sailing legend in the Masters Regatta! The J/105 Fleet and Regatta Committee look forward to hosting you at the San Diego Yacht Club this fall. Registration for the SoCal Champs and the North American Champs is open at [www.j105nac.com](http://www.j105nac.com).



# Technical Committee Report

Walt Nuschke – Class Measurer, Fleet 3, Annapolis

Pat Benedict – Fleet 1, San Francisco

Robert Baker – Fleet 4, Toronto

## *The Engine, Fuel and Air*

There has been an ongoing issue with air in the fuel line that is worth revisiting, especially for newer owners. To summarize, our fuel tank is located on the port side of the boat. When the boat heels, there is the potential that the fuel line in the tank is exposed, allowing air in. When the air moves up the fuel line to the engine, the engine will stop just as though it has run out of fuel. The lower the fuel level, the higher the likelihood of this happening. Likewise, greater heeling angles increase the likelihood. At this year's Midwinters in Texas, we had consistently high winds, and subsequently several instances of engines that wouldn't run.

There have also been numerous instances where the same symptoms have resulted from fuel filter replacement, even when done by a qualified mechanic. Any time the fuel line is opened, allowing air in, the system is prone to problems. Anytime work is done, it is a good idea to run the engine for 15 minutes or so at high RPMs. This will purge any air and identify the problem in a situation that is less stressful.

Note that these comments are specific to the Yanmar 2GM20F engine only. The same principles apply to all diesel engines, but the specifics vary.

### *Prevention:*

The best solution to any problem is to not have it in the first place. One obvious solution is to keep more fuel in the tank. One rule of thumb has been half a tank, but  $\frac{3}{4}$  seems a better choice in windy conditions. The fuel gauge is not linear, and  $\frac{1}{2}$  is a good bit less than what is indicated.

Several years ago, TPI came up with a check valve that could be installed in the tank. A check valve is a device that only allows fuel to flow in one direction so if the line is not covered the fuel won't run out, and the air in. This does not help if the engine is running when exposed to air. The current status of this is unclear due to the change in builder. It isn't clear if this was ever standard equipment on new boats or when that might have taken effect, if it ever did. The only way to find out is to look inside the tank.

### *Bleeding the Air:*

Restarting the engine requires bleeding the air from the fuel system. The difficulty in doing this is why you will often see mention that you should never run a diesel engine out of fuel. The best place to bleed air is at the small filter located on the top front of the engine. The forward nut, when partially backed out, has a bleed hole. The idea is to get all fuel in that filter, which will allow the engine to start. This is done by pumping fuel up until all the air has been displaced. It is the pumping part that causes the grief and this is addressed below. Once the air is out of the filter, you will be able to start the engine; but rest assured, there is still air in the system. There are various other bleed points, but these are difficult to access, especially when on the water without a full tool kit. Therefore the practical method is to start the engine with the fuel lever on as far as possible. The engine will start, but as the residual air reaches the engine you will hear it sputter. Commonly the engine will stall out again. If this happens, it is necessary to repeat the bleed and once again start the engine with full throttle. In severe cases, this can take three cycles to get the engine running smoothly. You will know the air is all out when the engine runs with no hiccups. In fact, it is a sure sign that trouble is pending if your engine begins to have any roughness.

## *Pumping the Fuel?*

The ultimate problem with all of this is how do we pump fuel through the system in order to purge the air? Below are some tried and true methods.

### *The Manual Fuel Pump:*

There is a lever on the fuel pump located at the starboard rear of the engine. The purpose of this lever is to manually operate the pump diaphragm, as is there specifically for the purpose of bleeding. This is a painfully slow process and could take a very long time to move enough fuel to bleed the entire line from tank to filter. Luckily there are better ways to go.

### *Topping Off:*

This method requires a small supply of diesel fuel and a bulb syringe. Look for a “baby syringe” at a drug store. The bleed nut is completely removed from the filter and filled with fuel via the syringe. The bleed nut is replaced and the start done as described above. The main benefit of this method is minimum spillage of fuel. The main disadvantage is keeping a small bottle of fuel and a syringe ready for the event.

### *Compression Relief:*

The engine has a compression relief valve located mid-engine on the port side near the valve cover. This valve allows the starter motor to serve as the pump by unloading the engine. Simply open the compression relief and the bleed, then crank the engine. With this method, you will get a gusher from the bleed port so a means for absorbing the fuel is important. Remember to flip the compression relief lever back when trying to start the engine. This method is fast but potentially messy. It also requires two people unless you rig a fitting with tubing (like bleeding car brakes) to the bleed port.

### *Primer Pump:*

Some have put a Primer Pump in the fuel line between the tank and the filter. The port side of the engine compartment is a good place for this. This is the kind of bulb pump often used with outboard motors. This pump is as effective as using Compression Relief but requires the initial installation and has the same issue with fuel shooting out the bleed port. This method has the unique advantage of pushing fuel through, which is very handy when bleeding after a fuel filter change.



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2011  
Fleet 6- 1  
LYCRW- 1  
Red Grant 1



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# Awesome J/105 Fleet for SDYC's Yachting Cup

This year marked the 40th year of San Diego Yacht Club's (SDYC) signature regatta, the Yachting Cup. This premiere regatta brings together competitive fleet and one-design racing at multiple venues in San Diego. The J/105s were the largest fleet in the event, with a showing of 15 boats racing in the Near Coronado Roads venue on the Pacific Ocean—providing excellent practice for the upcoming SoCal Champs and North American Championship in San Diego in October of this year. Conditions for the Yachting Cup were typical San Diego—sunny, warm, breezy, all around great sailing. Racing was tight and in the end, *Wings* was victorious. The rest of the results are as follows -

Place	Boat Name	Owner
1	<i>Wings</i>	Dennis & Sharon Case
2	<i>Sanity</i>	Rick Goebel
3	<i>Triple Play</i>	Dave Viereg
4	<i>Perseverance</i>	Bennet Greenwald
5	<i>DeColores</i>	Sean O'Keefe
6	<i>Viggen</i>	Fisher / Dagostino
7	<i>Creative</i>	Ed Sanford
8	<i>J Hawk</i>	Ed Machado
9	<i>Straight Edge</i>	Mark Mitchell
10	<i>Zuni Bear</i>	Richard Bergmann
11	<i>Air Boss</i>	Jon Dekker
12	<i>Trouble Maker</i>	Dave Chersh
13	<i>Blink!</i>	Steve & Lucy Howell
14	<i>Speedplay</i>	Michael O'Connell
15	<i>Kestrel</i>	Bill Moore





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**J-105 RESULTS 2010**  
 Chicago NOOD.....2nd  
 Verve Cup.....2nd  
 Macinac Sec.....3rd

**MORE RESULTS**  
 KWRW.....1,2,5  
 Annapolis NOOD.....1st  
 SCC Spring Big Boat..1,2  
 Miles River Race...2,3,4  
 Solomons Island Race..1st  
 Screwpile Regatta....2nd  
 CBYRA Race Week...2,3,4  
 Race to Oxford.....1st  
 Hammond Memorial..1st  
 Hospice Cup.....2nd  
 Ches Bay Champs...2,3

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# The Resurrection of Fleet 17

By Bee Bednar



## 1999

It started in 1999. Bob Wright took delivery of hull #279 in October, named it *Rare Breed*, and three weeks later won the 255-boat Harvest Moon Regatta.

*Note from the Skipper Bob Wright:* My crew has raced my J/30 *Wild Turkey* offshore for 18 years. This was our first offshore race in my 3-week old J/105 *Rare Breed* #279. The Harvest Moon Regatta is a fun race from Galveston, Texas to Aransas Pass—154 miles. It started at noon Friday, October 22, with a finish deadline of Saturday, October 23 at 5:00pm. It is normally an off-the-wind race, and this year there were 255 starters.

*Note from Navigator Bruce Huckaba:* At 13th Harvest Moon Regatta, it was the worst of times, it was the best of times. We got a good start up by the Flag Ship Pier into a moderate west wind and a little foul current. We beat along the rhumb line to Freeport, watching the J/35 *Leading Edge* pull out ahead. After Freeport and dark, we took a hitch offshore and noticed a little lift as we went out. We tacked back to the rhumb line and decided that the current and lift were more

favorable offshore, so we tacked back out. The wind had built to 18 true, and was still on the nose. The seas were lumpy and we had a rough, wet ride. At midnight, the GPS predicted an ETA of midnight Saturday; if this held we would miss the deadline and more important, the party! As we sailed out, we found the lift again, and this time it took us up almost to the mark. When the sun came up, the front finally came through and wind went north and then northeast and BUILT! We popped the big chute on starboard jibe sailing just above the mark. The boat planes nicely in 20 knots, doing up to 14 over the ground. A wild ride. The winds laid as we approached Port Aransas, but we were still moving well and finished around 2pm, just behind the Mumm 36. We were the sixth boat to finish. Lee Demerest in his Tayana 52 finished a few minutes behind us, but then, he had ice cream aboard. We had a feeling we had done well. Only 40 boats finished before the time limit. The party was great: rum, BarBQ and live music by Key West (the band). Later that night, we were forced to drink rum straight from the Bacardi Cup (first in PHRF Fleet). Which



explains my slight case of rumnesia. We left Port A Sunday morning and had a pleasant motor back up the ditch. The end of our trip was capped off by meeting the USS San Jacinto coming down the ship channel.

Local PHRF racers did not know what to think. Half loved it, and half hated it. They thought it was going to destroy all the old classic PHRF designs. Some even went so far as to propose not allowing 105s to race alongside the existing symmetric spinnakers. As the future has shown, they had a right to be concerned. The Harvest Moon's Commodore and Bacardi Cups have both been won by J/105s. The 90-mile offshore Heald Bank has seen a J/105 finish first or second almost every year since. The same is true for the Houston Yacht Club's Offshore race. Texas Race Week's Texas Navy Trophy has been won twice with one second-place rolled in just for fun. That record has cemented the 105 as a viable Galveston Bay and Gulf of Mexico race boat under almost all conditions. Speeds in excess of 15 knots when the Texas winds blow are not all that uncommon. Twenty knots is exceptional, but not unusual. The 105 almost owns the offshore circuit.

#### 2001-2004

In relatively rapid succession, *Babe* (294), *Cayuse* (344), *J Teeze* (436), *Marion V* (291), *Pirate* (286) *Vitesse Extreme* (481), *Aftershock* (393) and *The*

*Great Escape* (430) began to race in 2001...and shortly thereafter Fleet 17 formed. That year 11 J/105s participated in the Houston National Offshore One Design Regatta (NOOD). As the NOOD results below show, by 2004, Fleet 17 had grown to 10+ boats and a voting member of the J/105 Executive Committee. Unfortunately, that changed quite dramatically. Between 2005 and 2009, the fleet dropped from 10 to just six; of those, only three or four raced routinely.

#### The NOOD Regattas

- 2000 - Hal Haltom, *CAYUSE*, Hull #344 (5 boats)
- 2001 - Barry Brown, *BLUE MAX*, Hull #124 (11 boats)
- 2002 - Vic Forsyth, *AFTERSHOCK*, Hull #393 (8 boats)
- 2003 - Hal Haltom, *CAYUSE*, Hull #344 (12 boats)
- 2004 - Ryan Glaze, *GRINGO*, Hull #629 (10 boats)
- 2005 - Bill Zartler, *SOLARIS*, Hull #286 (6 boats)
- 2006 - Bill Zartler, *SOLARIS*, Hull #286 (8 boats)
- 2007 - Bill Zartler, *SOLARIS*, Hull #286 (9 boats)
- 2008 - Cancelled due to Hurricane Ike
- 2009 - Bill Zartler, *SOLARIS*, Hull #286 (6 boats)

#### 2005-2012

Several of us, myself included, were wondering if the fleet might collapse. Hurricane Ike probably had nothing to do with the cancellation of the NOOD regattas, but it certainly put a big short-term damper on all forms of sailing. In 2010, *Aftershock* moved to Canyon Lake near Wimberly, TX, and Fleet 17 was down to just four active racers. We all blamed it on the economy. Not sure if that was true, but in 2011,



Fleet 17 began to grow. Moreover, the new members were willing to work hard to sell the boat to new buyers and take on national events. In December of 2011 as the lack of participation in Key West became clear, Fleet 17 was asked to host the J/105 Midwinter Championship in March. Given the Christmas holidays, organizing an event in two months was not going to be easy. But with help from Lakewood Yacht Club's Dwight Bengston and Gerhard Wittich, Fleet 17's Bill Lakenmacher and Uzi Ozeri, the 2012 J/105 Midwinters is now history. Crews from Annapolis, Bermuda and New York added to the local Texas flair, contributing to a wonderful event that was enjoyed by all. The Midwinter Championship has generated a lot of interest in the boat! It also brought together boats from "Yankee" (Dallas and Fort Worth) and Sunny South (Seabrook) Texas to provide a strong foundation for future growth and expansion. We all expect at least two or three more boats to join the fleet over the next couple of years, and are looking forward to becoming one of the fastest growing fleets in North America.

### Acknowledgements

It would be irresponsible for me to end this article without acknowledging the enthusiastic volunteers that made the 2012 Midwinters the excellent event it was. Fleet 17 Captain Bill Lakenmacher was the managerial glue that held us all together. Uzi Ozeri and Tom Meeh worked real magic weighing and launching boats (for free!). Fleet 17 Measurer Alan Bates verified that 105 rules, boat weights and sail tags were proper. Kathy

Goethe made sure that boats were properly registered and that their crew met the weight restrictions. Dwight Bengston did an outstanding job setting up the race courses and getting the races off in a timely manner, while Gerhard Wittich did an incredible job of making sure the marks were set properly (not easy to do in 25+ knots). I am sure I have missed someone and apologize for that, but there were so many wonderful helpers it's easy for this old brain to miss someone who should have been recognized.





# Calendar

Dates	Event	Contact
June 18-22, 2012	Block Island Race Week Duck Island Yacht Club Westbrook, CT	Ted Zuse 203-675-9550
June 22-24, 2012	Long Beach Race Week Alamitos Bay Yacht Club & Long Beach Yacht Club Long Beach, CA	ABYC 562-434-9955 LBYC 562-598-9401
July 13-15, 2012	Sail Newport Regatta Sail Newport Newport, RI	Anderson Reggio 401-846-1983 267-304-1873
July 19-22, 2012	NYYC Race Week presented by Rolex New York Yacht Club Newport, RI	Brad Dellenbaugh 401-845-9633
July 26-29, 2012	Marblehead NOOD Eastern Yacht Club Marblehead, MA	Valerie Mey 401-845-4412
September 1-3, 2012	Annapolis Race Week Chesapeake Bay Yacht Racing Association Annapolis, MD	Chris Groobey 703-201-9945
September 6-9, 2012	Rolex Big Boat Series St. Francis Yacht Club San Francisco, CA	Race Office 415-563-6363
September 22-23 and 29-30, 2012	American Fall Series American Yacht Club Rye, NY	Paul Beaudin 917-584-5194
September 22-23, 2012	San Francisco NOOD Corinthian Yacht Club Tiburon, CA	Valerie Mey 401-845-4412

# Calendar

October 13-14, 2012	SoCal Championship San Diego Yacht Club San Diego, CA	Dennis Case
October 13-14 and 20-21, 2012	Manhasset Bay Fall Series Manhasset Bay Yacht Club Port Washington, NY	Paul Beaudin 917-584-5194
October 13-14, 2012	J Fest Southwest Lakewood Yacht Club Seabrook, TX	Fleet 17
October 17-21, 2012	North American Championship San Diego Yacht Club San Diego, CA	Jon Dekker 619-838-5066
March 8-10, 2013	J/105 Midwinter Championship Lakewood Yacht Club Seabrook, TX	Bill Lakenmacher 832-419-6181
April 18-21, 2013	Charleston Race Week Charleston Harbor Resort & Marina Mt. Pleasant, SC	Daniel Havens 843-722-1030, x18
October 31-November 3, 2013	J/105 North American Championship Annapolis Yacht Club Annapolis, MD	Chris Groobey 703-201-9945

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