

Volume 1, No. 7

Star Class Newsletter for the 1st, 2nd and 12th Districts

STARLIGHTS BANNER

Above is a take-off of the original Starlights banner which was used from January, 1925, through July, 1946. In as much as the banner takes up mucho bytes, you won't see it again in the e-mail edition of Stardust. As long as the primary method of distribution of Stardust is via e-mail we can not afford the extravagance of having a graphics-heavy copy. Take for example the October hardcopy edition of Stardust. Three photographs were included in the hardcopy. The inclusion of these photographs increased the newsletter file from 140 KB to 6 MB. Bottom line: limited graphics and no photographs in the e-mail edition of Stardust!!! In next month's issue we will go back to having a graphic's corner on the back page.

NOVEMBER REGATTA SCHEDULE

20th District Nov. 18-19 Schoonmaker Cup

49TH OXFORD FALL WINDUP by Rick Burgess

The 49th Oxford Fall Windup was held at the Tred Avon Yacht Club September 30 / October 1. We had 29 entries from 2 countries, 16 fleets, and 3 districts. It was nice to see Bill Allen, Star Class Vice President, and Joe Zambella, Star Class North American Continental Vice President, were in attendance.

The weekend brought two wonderful days of sun and light breezes. With that combination the sailing on the Chesapeake Bay can and was quite demanding. Richard Lippincott did a great job of running the races and was presented at the awards ceremony a really nice brass ships clock and barometer, for all his work in keeping the Fall Windup going.

The Tred Avon Yacht Club hosted a wonderful dinner on Saturday night. As has been the custom at Oxford on Sunday afternoon they put out a table filled with chicken wings, cheeses, crab imperial, and all of the oysters on the half shell one could consume. It really doesn't get any better than this. November, 2000

There seems to be a little confusion as to how many years this regatta has been sailed but after checking in the Log today I find that in 1951 Robert Lippincott, Richard's Dad won it. The Fall Windup has been sailed every year since.

Oxford Fall Windup Results							
Boat#	Skipper	Crew	Fleet	R1	R2	R3	Points
7864	Kevin McNeil	S. Zwingleburg	AN	1	5	4	10
7488	T. Hutchinson	Andrew Scott	AN	6	2	2	10
7400	Doug Schofield	Bob Schofield	AN	9	3	1	13
7763	Kevin Hall	Paula Cox	AN	7	1	5	13
7734	Henry Rowan	Rick Burgess	LG	3	4	17	24
7741	J. Vanderhoff	Rowan Perkins	NCB	8	9	7	24
7950	Joe Zambella	Peter Costa	BH	5	8	14	27
7520	Jay Graham	John Baker	GSB	2	13	16	31
8013	Rick Dhein	Bruce Hatfield	LG	17	15	3	35
7765	Ken Allen	John Allen	BH	20	10	6	36
5775	Barbara Vosburg	Trapper Lippincott	AN	18	7	11	36
7184	Henry Colie		LH	10	6	20	36
7313	Tom Price	Wil Wagner	AN	11	20	9	40
7993	Joe Bainton	Chris Rogers	NB	4	12	dsq	46
6100	John Jenkins	Warren Mazernac	MES	14	11	25	50
7785	Davis Buckley	Greg Gahlinger	AN	24	14	12	50
7626	Jim Freeman		SL	16	22	13	51
6614	Ken Guinness	Sean Guinness	MES	21	23	10	54
7566	Elliott Oldak	Greg Goyette	AN	15	16	24	55
7934	K. Von Schwarz	Rob Shapiro	AN	23	17	15	55
7998	David Cutler	*	GrL	13	26	21	60
6881	Donald Elliott	Flower/Balderson	MES	25	28	8	61
7688	Larry Parrotta	Tim MacAteer	NCB	12	27	22	61
7786	Bert Collins	Guy Avellon	AN	22	24	18	63
7876	Rod Monster		LOC	19	18	dnf	67
7090	Roger Pickall	Bob Braford	MES	27	21	19	67
7072	Jon Rogers	Arie Schreide	AN	26	19	dnf	75
7318	Harold Schuster	Mark Wells	MES	28	25	23	76
7202	Chuck Wiley	Tom Alt	MES	29	29	26	84
	-						

17TH ANNUAL MICHELOB CUP by Elliott Oldak

The Annual Michelob Cup, which has become a post-season favorite, saw seven Stars participate from three fleets. Cool north winds 15 to 23 knots prevailed throughout the weekend with sunny skies. Several boats, however, experienced breakdowns in the first of three races, which reduced the fleet on Sunday.

Held at the West River Sailing Club in Galesville, Md, (15 miles south of Annapolis) on October 7-8, the Michelob Cup

was won by Bert Collins and Guy Avelon. Bert and Guy sailed a very strong race. Elliott Oldak and Greg Goyette were second over all and Steve Braverman / Ron Rezac were third. Saturday night a chicken barbecue and Michelob beer was enjoyed by all.

Michelob Cup Results							
Boat#	Skipper	Crew	Fleet	R1	R2	R3	Points
7786	Bert Collins	Guy Avelon	AN	4	1	1	6
7566	Elliott Oldak	Greg Goyette	AN	1	3	2	6
7628	Steve Braverman	Ron Rezac	BH	3	2	3	8
7497	Doug Schofield	Todd Johnson	AN	2	dnc	dnc	18
7475	George Kalfka	Chris Arleo	HB	5	dnc	dnc	21
7804	Gary MacDonald	Jon Marks	BH	dnf	dnc	dnc	24
7460	Steve Kling	Mark Bryfogle	WS	dnf	dnc	dnc	24

A VIEW OF THE OLYMPIC SAILING VENUE By John A. MacCausland (a.k.a. Little Mac)

My trip to the 2000 Olympic Games at Sydney started out with a 24 hour plane flight from Newark through Los Angeles. We arrived in Sydney at 6:00 a.m. and were taken to the Olympic Village by bus. There we received our credentials which was our pass to everything from meal tickets in the dining room to a pass for the ferry to the sailing area. We made a quick trip to our room to deposit our baggage and then it was off to the sailing venue at Rushcutters Bay. There we got our Star boat ready along with the 18' hard bottom inflatable powerboat, in which I would spend my time in each day out on the water. My job was to help Peter Bromby and Lee White, Star sailors from Bermuda, win a medal. In the spring of this year I finished 5th in the U.S. Olympic Trials, which was not good enough to represent the U.S. in the Olympics. Shortly after this I was contacted by Peter Bromby to see if I would be interested in helping him in Sydney during the games. I thought long and hard about helping another country in the Olympics, but I could not pass up an opportunity like this. It was a great way to get my hand into coaching.

We were in Sydney for a little over 3 weeks. The first two weeks we tested sails, worked on boat handling and got in tune with the waters of Sydney Harbor and the ocean. Training went well. There were good signs in a lot of the practice racing that we had a good chance of doing well in the regatta. We also had the help of a local expert who came out on the boat with me each day. His name was Steve Jarvin, a.k.a. Mothballs. He was an enormous help. He grew up sailing on Sydney Harbor and really understood the wind and the currents. He also knew everybody in Sydney which was a great help throughout our stay.

The final week was when the racing was held. The regatta consisted of 11 races with 2 throw outs. Most of the racing for the Star Class was held outside of Sydney Harbor in the ocean. The regatta was very interesting to watch unfold. There were 16 of the best Star sailors in the world racing on short courses with shifty winds and lots of current. Throughout the regatta the Bermuda team stayed in contention each day. In the end they finished 4th overall, and I think they should be very proud of doing so well. As for coaching, it was a great experience for me and something I would like to do more of in the future.

			2000 OLYN	APICS, S	ydne	y, Aus	stralia								
			Septe	ember 20)-29, 2	2000									
Pl. 1	Nation S	Skipper	Crew	Place	ed in	each r	ace								Points
1	USA	Mark Reynolds	Magnus Liljedahl	(14)	3	(10)	5	6	10	1	2	4	1	2	34
2	GBR	Ian Walker	Mark Covell	1	(9)	(11)	7	2	3	2	1	7	9	3	35
3	BRA	Torben Grael	Marcelo Ferreira	3	(13)	1	2	1	6	7	4	12	3	ocs	39
4	BER	Peter Bromby	Lee White	4	(10)	3	8	4	1	(12)	7	6.3	8	4	45.3
5	CAN	Ross MacDonald	Kai Bjorn	7	5	13	4	(14)	5	3	ocs	5	5	1	48
6	NED	Mark Neeleman	Jos Schrier	5	7	7	(11)	8	4	(15)	6	1	4	8	50
7	AUS	Colin Beashel	David Giles	8	8	6	1	3	2	8	9	dsq	(12)	6	51
8	ESP	J.M. van der Ploeg	Rafael Trujillo	2	4	dsq	3	11	7	4	10	3	11	ocs	55
9	NZL	Gavin Brady	Jamie Gale	(16)	1	5	9	5	15	6	5	2	(16)	9	57
10	ITA	Pietro D'Ali	Ferdinando Colaninno	9	2	8	6	(13)	12	10	ocs	dnc	2	ocs	79
11	GRE	Dimitrios Boukis	Leonidas Pelekanakis	6	11	(15)	14	12	13	5	11	9	6	7	80
12	GER	Marc Pickel	Thomas Auracher	11	6	2	(13)	10	8	11	13	8	(15)	dsq	82
13	SWE	Mats Johansson	Leif Moeller	12	(16)	9	12	9	11	9	8	10	7	10	85
14	IRL	Mark Mansfield	David O'Brien	(15)	12	12	10	7	9	13	3	11	13	ocs	90
15	SUI	Flavio Marazzi	Renato Marazzi	13	14	4	dsq	dsq	dnf	16	12	6	10	5	97
16	ARG	Eduardo Farre	Mariano Daniel Lucca	10	15	14	15	dnc	14	14	14	13	14	11	119

Winning Yacht: 7829. Built by Danilo Folli, Mandello Lario, Italy, 1995.

Second place yacht: Built by Danilo Folli, Mandello Lario, Italy, 2000.

Third place yacht: 8034. Built by Cantiere Nautico Lillia, Como, Italy, 2000.

For Magnus' report on the Olympics go to: http://www.quantumsails.com/star/index.htm Click on Reports.

CARL EICHENLAUB HONORED WITH HERRESHOFF TROPHY

PORTSMOUTH, R.I. (October 12, 2000) -- US SAILING, national governing body for the sport, has announced that Carl Eichenlaub (San Diego, Calif.) will be the recipient of the 2000 Nathanael G. Herreshoff Trophy. The award, US SAILING's most prestigious, is bestowed annually to an individual who has made an outstanding contribution to the sport of sailing in this country in any associated activity. US SAILING President James Muldoon (Washington, D.C.) made the announcement earlier today at the organization's Annual General Meeting, which is being held October 12-15 in New Orleans, Louisiana. The award presentation will take place at a banquet Saturday evening, October 14, at the World Trade Center's Plimsoll Club.

Eichenlaub has been a mainstay of the U.S. Olympic Sailing program for over twenty years. In 1979 he accompanied the Team attending the Pan Am Games as the official boatwright, a position he has held with five subsequent Pan Am Games Teams, two Goodwill Games Teams and six Olympic Teams. With an ability to fix boats that has become legendary, Eichenlaub now travels to each event with a specially outfitted 40' container that holds, among other things, a swedging machine, drill press, compressors, as well as a microwave for curing resin. The 70 year-young Eichenlaub, who seldom sits around with nothing to do, is frequently approached by foreign athletes with damaged equipment and seldom refuses a request for assistance once his work for the U.S. team is complete. His dedication to our sailors is unfailing and never more apparent than now -- Eichenlaub suffered a broken hip at the Athlete's Village during the Olympic Games yet maintained his duties while on crutches. Following a week of R&R at home he will return to Australia to assist the 2000 Paralympic Sailing Team during their competition scheduled for October 20-27 in Sydney. The owner / operator of Eichenlaub Marine can be found playing with a local symphony when not messing about with boats.

(Editor's note: The above article is from US Sailing. Not mentioned in the article is the fact that Carl Eichenlaub, with the design help of Lowell North, built top-flight Star boats from the mid-1950's to the early 1970's. Eichenlaub boats, in the hands of such skippers as Lowell North, Bill Ficker, and Joe Duplin, won several World Championship titles from the late 1950's through the 1960's. To illustrate something of the nature of the relationship between Lowell North and Carl Eichenlaub, Eichenlaub Marine was within walking distance of the North Sail loft on the San Diego waterfront and the sidewalk was well worn from the constant back and forth between the two businesses. Eichenlaub Marine advertised its Stars in the Star Logs of the 1960's with the motto "Fine Light Spars and Hulls". The buzzword in California was "any slob can win in an Eichenlaub". It might be mentioned that Eichenlaub boats were noted for being built as light as possible. This included, in the later boats, the use of staples rather than screws to hold the planks on the ribs. Glue did the real work (and gave a certain patina to Carl's overalls as well). In an effort to tighten up tolerances in boat construction the Technical Committee weighed boats at the 1965 World's in order to gather information as to what would be a reasonable weight of a Star. The lightest boat weighed was an Eichenlaub at 1342 lbs., whereas the average weight of the boats was closer to 1450 lbs. In recognition of the fact that his boats were built rather on the light side Carl named his own boat, 3821, Flimsy.)

2000 RESOLUTIONS WHICH WILL APPEAR ON THE STAR CLASS BALLOT

So that Class members will have a chance to study the various resolutions which are up for a vote on the Star Class ballot due out next month, they are reprinted here. Remember that active, life and isolated members are entitled to vote but associate members are not. Please vote and return your ballots to the Central Office.

#1 - 2000 - submitted by the Mid-Connecticut Fleet

To amend Rules 11,13 and 14 as follows:

Add Section 11.1.5 as follows:

11.1.5 International Governing Committee Members. There shall be an International Governing Committee (IGC) of nine (9) members constituted and having the duties as set forth in Rules 14.1 - 14.1.6.

Amend fourth paragraph of Section 13.4 by inserting the italicized additions as follows:

13.4 *Except for members of the IGC*, a candidate cannot be elected to more than one Association or District office at the same time. He/*she* shall be considered elected to the higher of such office.

Amend Section 14.1 by replacing the first and second paragraphs of the Rule with the following:

14.1 International Governing Committee (IGC). The powers of the Association are vested in the IGC subject to the limitations imposed by these Rules. The IGC shall consist of the International President, the two (2) International Vice-Presidents, the four (4) Continental First Vice-Presidents and two (2) Members at Large, one of whom shall be chosen from the Western Hemisphere and one shall be chosen from the Eastern Hemisphere. The

2000

Members at Large shall be nominated and elected by the members in their respective hemispheres in accordance with Section 13 of these Rules and for that purpose they shall be deemed to be International Officers.

REASON: The IGC is the equivalent of a stock corporation's board of directors and a national government's legislative body. The former is elected by its shareholders and the country's voters choose the latter. Under present Rule 14.1 the members of the IGC are appointed by the ISCYRA President, a circumstance not unlike a chief executive officer of a stock corporation selecting his/her board of directors or a president or prime minister choosing his/her country's legislators. The purpose of this proposal calling for the election of the IGC members is to create a governing body which will be more responsive to the membership (shareholders/electorate) and more representative of the elected ISCYRA leadership. Furthermore, establishing the mechanism for an elected governing body would be consistent with the governance structure of ISAF, which has a governing body entirely of elected members.

The second part of the proposal is to eliminate the regional quota formula and the prior office apprenticeship requirement of existing Rule 14.1. Under the proposed new Rule 14.1 each region will be represented on the IGC by its Continental First Vice-President and the "at-large" members will be elected by their respective hemispheres. The regional diversity of the IGC membership will be retained and the potentially cumbersome and difficult implementation of the election process that would result under the existing regional quota formula will be eliminated. The suggestion that the prior office requirement is unnecessary is prompted by the thought that an "at-large" candidate elected to IGC membership under the proposed new Rule 14.1 will have a vote of confidence in his/her ability to perform the requisite duties of the office by the majority of those voting in his/her hemisphere.

#2 - 2000 - submitted by the Cooper River Fleet

To amend Rule 18.1 as follows:

Add after the first paragraph as follows:

When the proposed resolution is sent to the Star Class Central Office, a copy of the letter of advance notice to fleet members must accompany the resolution. Also a statement as to how many voting members attended the meeting signed by fleet captain and secretary.

REASON: Amendments to Star Class bylaws must be proposed by a fleet, not individual members. In the past we have had the problem of resolutions being sent in without fleet meetings. This addition to 18.1 will give better control of proposed resolutions and make sure fleet members vote on the proposed resolution being presented.

#3 - 2000 - submitted by the Lake Springfield Fleet

To replace Rule 23.7.1 with the following:

A *Novice Skipper* is one who has never as a skipper won any series honor that is higher than a B-2 event honor, or as a skipper won a B-2 event.

REASON: Presently, anyone with any daily honor from an event higher than that of a B-2 event is ineligible for B-2 participation. This would grant those who have won daily honors from an event higher than that of a B-2 event eligibility to skipper in a B-2 event. This language would help increase B-2 event eligibility, and hopefully increase participation for B-2 events.

#4 - 2000 - submitted by the Lake Springfield Fleet

To replace Rule 23.7.2 with the following:

A *Novice Crew* is one who has never as a skipper or crew won an AA or A event.

REASON: In order to make obtaining a crew for B-2 events simpler and easier. This would allow previous B and B-2 event winners to crew in a B-2 event for eligible skippers without having to wait 10 and 5 years respectively to retain their eligibility, while maintaining the integrity of a Novice event. This could also help B-2 event participation by allowing previous B and B-2 event winning skippers to crew in their own boat, and have those that are eligible skipper.

#8 - 2000 - submitted by the Cooper River Fleet

To replace Rule 29.3.1 with the following:

In an AA event, the sponsoring fleet may enter 3 additional boats along with those fleet members qualifying through normal channels. These boats must have sailed in the District Championship and will be selected by their order of finish in the District Championship.

REASON: The present Rule 29.3.1 is not clear as to when members are notified as to acceptance of the entry. This guarantee of additional entry for sponsoring fleet members will help develop the sponsoring fleet membership interest in World Championship.

#11 - 2000 - submitted by the Gluecksburg Fleet

To amend Rule 31.1.3 as follows:

For AA, A, and B events, Fleet Qualifications, the Olympic Regatta and all respective Olympic Trial Regattas, the total crew weight is limited according to the following formula:

S = skipper's weight C = crew weight

In kilograms: C = ((106.82 - S)/1.5) + 106.82

In pounds: C = ((235 - S)/1.5 + 235)

Weighing before the event is required; weighing during or after the event is optional. A violation of this rule will result in disqualification from the event. This rule will expire the first day of the year 2001.

REASON: During 2 years the weight formula has proven to fit the Star Class very well.

#13 - 2000 - submitted by the Wilmette Harbor Fleet

To replace Rule 40, 40.1, 40.3.2 and 40.4 as follows:

40. Advertising shall be in accordance with RRS as prescribed by ISAF for Olympic Class Boats.

40.1 A competitor may not be required to carry advertising on his boat or person in a Star Class sanctioned event.

REASON: This will bring our advertising in line with ISAF for Olympic Classes.

#14 - 2000 - submitted by the Wilmette Harbor Fleet

To add a Rule as follows:

The Duties of the District Secretaries, Fleet Secretaries and Fleet Captains will be printed in the LOG.

REASON: To inform candidates of their responsibilities.

#15 - 2000 - submitted by the Sandpiper Bay Fleet

To add a Rule as follows:

In all A and AA events, it shall be obligatory to place the highest Star Class award earned, as well as the National Letters on the mainsail.

REASON: Now that National Letters are obligatory on Mainsails to enhance the TV and Press appeal of the Class, it will add interest and knowledge of viewers to see the awards that have been won. In addition, this is a tradition in the Star Class for over 50 years.

Francisco city front, with the starting line at St. Francis Y.C. Solid breezes in the 10 to 15 knot range provided good sailing conditions on Saturday. The third race was sailed in about 20 knots – enough for the Buckingham / Kew team to break two whisker poles in a single race. There was some question about whether or not the two races on Sunday would be sailed because of the fog, but the fog lifted enough for the races to be completed.

TIPS ON WINTER STAR BOAT STORAGE

by John MacCausland Sr.

It is very important that a Starboat is stored properly for the winter. Ideal storage is a dry warm area. Unfortunately this type of storage is not available to many of us. So, we must take steps to protect our Star in a less than perfect environment. I have found the following steps are important:

1 - The boat must be thoroughly washed with soap. Remove all salt residue, especially from the under-deck wire and fittings.

2 - Wash mast and boom. Remove salt from all wire rigging.

3 - Boat must be thoroughly dry with all ports open so that the boat can breathe. (Check all tanks for water.)

4 - After the boat is thoroughly dry it should be covered with a tight cover. Place the boom on the deck before covering to support the cover.

5 - Do not apply the brake on the trailer, as the brake shoes might stick to the brake drum causing the brakes to be locked up next spring.

NOTE - In preparing your boat for storage remember water turns to ice which can be very damaging to a Starboat, causing delamination of the fiberglass. Whatever you can do to keep the boat dry will extend its life. Proper covers and a good dry storage area will keep your boat race-ready for next year.

CALVIN PAIGE TROPHY

October 14-15, 2000 St. Francis Y.C.

Jeremy and Jeff Davidson, together again after a long summer holiday, beat 10 other boats from various 5th District fleets to win the Calvin Paige trophy. Winner of the Master's Division was Trig Liljestrand with Henry Sprague, a.k.a. Super Henry, crewing.

This series is sailed right off the San

CALVIN PAIGE REGATTA

	Sail #	Skipper	Crew		R1	R2	R3	R4	R5	Total
1	7931	Jeremy Davidson	Jeff Davidson	NH	2	1	2	1	1	7
2	7862	Jim Buckingham	Joel Kew	NH	1	2	3	2	5	13
3	7631	Douglas Smith	Mike Moore	WSFB	3	3	1	7	2	16
4	7294	Charles Beek	Val Lyon	NH	6	4	5	5	3	23
5	7254	Trig Liljestrand	Super Henry	LB	4	7	4	6	4	24
6	7555	Barton Beek	Steve Gould	NH	5	5	6	3	6	25
7	6968	Rob Gewecke	Charlie Griffith	WSFB	8	8	dnf	4	dnf	44
8	7791	Patrick Loomis	Ken Kazinski	WSFB	7	6	dnf	dns	dnf	49
9	7635	Norm Quadros	Dawson Klemp	SBC	dns	dns	dns	8	dnf	56
10	7611	Greg Dyer	Aaron Heins	WSFB	dns	9	dnf	dns	dnf	57
11	4103	Scott Merrick	Istvan Matei	WSFB	dns	dns	dns	9	dns	60

REGATTA SCHEDULES

5th District Dec. 9-10 Kriss

Kriss Kringle (SDB)

20 th District	
Nov. 18-19	Schoonmaker Cup
Dec. 2-3	Commodore's Cup
Jan. 6-7, 2001	Bob Levin Memorial
Feb. 3-4	Masters' Regatta
Feb. 17-18	Biscayne Trophy
March 4-9	Bacardi Cup
April t.b.a.	20 th District Championship

ADVERTISEMENTS

Wanted for restoration project: If you know of any hull or pieces of a Star boat dating from the gaff-rigged era (1911-1921, hull numbers 1-106) please contact David Bolles; 203 882 9428 / <u>d.bolles@worldnet.att.net</u>

Wanted: Bello equipment. I am looking for Bello equipment to replace parts on 3855. I am especially looking for Bello backstay and traveler tracks and slides. Please contact David Bolles; 203 882 9428 / <u>d.bolles@worldnet.att.net</u>

2000 World's video available: To purchase a video of the 2000 World's contact Annapolis Yacht Club / P.O. Box 908 / Annapolis, MD 21401 / Bus: (410) 263-9279 / Bus Fax: (410) 269-8905

Videos available: Mystic Seaport has two World's videos available in VHS: the 1977 Kiel World's (AV 74:77-1) and the 1981 Marblehead World's (AV 74-81-1). For further details call Suki Williams, video archivist, at 860 572 5379 / suki@mysticseaport.org

Star Class videos available: the following videos are available through the Central Office: "Star Class Tuning Guide", "Fine Tuned for Excellence", 1999 World's: "The World of the Stars", 1987 World's: "Sail against the Best." Also available from the Central Office is Stan Ogilvy's book "A History of the Star Class" and a biography about Durward Knowles. See next column for contact information.

SEND US YOUR MATERIAL

To submit material to this newsletter please contact: David Bolles 133 Castle Lane Milford, CT 06460-7515 203 882 9428 / d.bolles@worldnet.att.net

Advertisements for boats and boat-related accessories are accepted and will be included in the newsletter as space allows. Please follow the standard format as given in the Starlights when writing up the ad.

A reminder about reporting regatta results: please try to give the information in the following format: Place/ Boat #/ Skipper/ Crew/ Fleet/ Daily positions/ Score

For back issues of Stardust please call or e-mail David Bolles as shown above. Hardcopy available, but please send stamped self-addressed envelope plus three 33ϕ stamps.

MERCHANDISE AVAILABLE FROM CENTRAL OFFICE

The following items are available from the Central Office. For further information on these items of Star Class merchandise plus an order form please contact Diane Dorr at the Central Office: <u>iscyra@interaccess.com</u>

ISCYRA 1545 Waukegan Rd. Glenview, IL 60025-2185 Fax: 847 729 0718 / Office: 847 729 0630

Book - History of the Star Class Book - Driven by the Stars Plans - Complete set w/spec. book Drawing 1 - Lines & Limitations Drawing 2 - Construction Drawing 3 - Keel Drawing 4 - Sail Specification Book Flag - Large (48" x 72") or (123 cm x 184 cm) Flag - Medium (24" x 36") or (62 cm x 92cm) Flag - Small (12" x 18") or (31 cm x 46 cm) Blazer Patch - Current Logo: PIN ON or SEW ON Blazer Patch - Historical Logo: PIN ON or SEW ON Jacket Patch - Current Logo Lapel Pin - Current Logo Tie: Specify Color