



**NOVEMBER REGATTA SCHEDULE**

for a very nice weekend.

20<sup>th</sup> District

Nov. 17-19 Schoomaker Cup

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**LAKE GEORGE OPEN**

September 15-16, 2001  
By John A. MacCausland

After a trying week for our country and many events being canceled, Northern Lake George Star Fleet chose to go ahead with their regatta and let the sailors decide to participate or not.

Fifteen boats decided to attend. The weather for the weekend looked great, plenty of sun and cool temperatures. But the forecast left one thing out – wind.

Saturday's race was very light with Andy Ivy and Rick Dhine pulling out to a large lead, only to see their lead disappear and the time limit run out. So no race on Saturday. Hopefully we will have good wind tomorrow.

Sunday dawned sunny and nice – 12 to 15 knots southerly.

Race one got off without a hitch. Kirk Reynolds lead at the first mark with John MacCausland second and Rick Burgess third. At the bottom of the first run the breeze shut down and went to the west, which really stirred the pot. After the dust settled Andy Ivy came out on top with Kirk Reynolds second and Rick Burgess third.

Race two the breeze came back from the south and we had a very nice race. Andy Ivy led wire to wire and won the race and the series. John MacCausland was second and Rick Dhine following in third.

This was a great weekend with beautiful weather. Our thanks to the Northern Lake George Yacht Club

Lake George Open Results

Boat#	Skipper	Crew	Fleet	R1	R2	Points
7830	Andy Ivey	Deb Robinson	Sun	1	1	2
8056	J. MacCausland	Bruce Hatfield	CR	5	2	7
7824	Rick Burgess	G. Scheid	GrL	3	4	7
7940	Kirk Reynolds	D. White	KL	2	7	9
7734	Hank Rowan	G. Suplee	LG	6	5	11
8050	D. Marshall	P. Marshall	LG	4	9	13
7271	Bob Wescott	J. McAllistar	SL	8	6	14
7095	Steve Rottier	C. Siwek	LG	7	8	15
8013	Rick Dhein	J. Barth	LG	dns	3	17
7214	Janet Lawrence	C. Van Voorhis	LG	9	13	22
7350	Peter Abell	E. Hicks	LG	12	10	22
6985	Nat Cook	Dave Wiggins	Sun	10	12	22
7930	John Chiarella	Terry Fletcher	Sun	11	11	22
6831	Duane Delfosse	G. Meyer	Sun	dnc	dns	28

avoided the “no wind” zones made big gains on the downwind legs. Bit by bit Rumsey / Birks were reeled in and the race was won by Ben Cesare / Dave Curtis, followed by Will Swigert / Carroll Beek in second. Button / Batchelor manage to move through the fleet to get yet another third, thereby giving them the series. Series’ second went to Ron Sandstrom and Steve Braverman, and series third to Ben Cesare / Dave Curtis.

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**NUTMEG REGATTA**

September 22-23, 2001

Mid-Connecticut Star Fleet

Twenty-three boats from nine fleets and four districts showed up for the Nutmeg Regatta. Once again as was the case with the North American’s the wind tried to be as uncooperative as possible. For the week leading up to the regatta the days were marked with nice winds, but as Johnny Mac noted upon arrival on Friday the wind knew the Stars were gathering at Milford and would not put in much of an appearance for the next two days.

Two races were scheduled for Saturday, but only one race could be sailed because of the light conditions. Josh Phypers and Dave Timberlake, perhaps relying on knowledge gathered from the North American’s, were able to position themselves for the major wind shift the first time up and go on to win the race, followed by Guy Gurney / Rob Bowers with Jack Button / Chris Batchelor in third.

There was some doubt about getting off two races on Sunday because the predictions were not the best, but an attempt was made to do so. The first race was run in a dying northerly. Dave and Mike Chittick manage to get on the right side of the various wind shifts to win the race, with Ron Sandstrom / Steve Braverman coming in second and Jack Button / Chris Batchelor coming in third.

For the final race the wind freshened a little to about 6 to 8 from the south. John Rumsey with 84 year old youngster Ray Birks up front showed the way to the first mark by hitting the left corner while Jack Button / Chris Batchelor faltered the first time up and rounded ninth. The wind was patchy and boats which

## Nutmeg Regatta

September 22-23, 2001

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Place	Sail #	Boat Name	Skipper	Crew	Fleet	# 1	# 2	# 3	Total
1	7565	Telluride	Jack Button	Chris Batchelor	Mid	3	3	3	9
2	8052	Don't Look Back	Ron Sandstrom	Steve Braverman	BH	7	2	5	14
3	7465	Kimmar	Ben Cesare	Dave Curtis	Mid	4	11	1	16
4	7890		Guy Gurney	Rob Bowers	CLIS	2	12	4	18
5	7756	Fat Heads	Brian Murphy	Kevin Murphy	LH	5	6	7	18
6	7715	Ciao Bella	William Swigart	Carroll Beek	CLIS	10	7	2	19
7	7248	Jane's Bane IV	David Chittick	Mike Chittick	Mid	11	1	8	20
8	7265	More Pressure	Josh Phipers	Dave Timberlake	CA	1	14	12	27
9	7728	Hayaku	John Lombard	Kip Gardner	Mid	17	4	9	30
10	7657	Serendipity	Bill Watson	David Hoffman	CLIS	16	5	10	31
11	6767	Foxy	John Fox	Deb Blodgett	BH	6	13	14	33
12	7595	Le Vent	Carol Gracco	Peter Costa	Mid	8	9	18	35
13	7371	Man No Sober	Peter Cusick	Tyler Hadden	Mid	12	8	21	41
14	7332	Bel Ami	Thorsten Cook	Wayne Pierce	CLIS	9	22	11	42
15	8056	Erin	John MacCausland	Sean Delaney	CR	14	17	13	44
16	6822	Robbie One	Charles Correll	Andy Nelson	Mid	21	10	16	47
17	7012	Impromptu	John Rumsey	Ray Birks	BisB	dns	18	6	48
18	7127	Justice	Bernd Hefele	Karl Hefele	LH	19	15	15	49
19	6731	Xanadu III	John Courtney	Bob Carlson	Mid	15	21	17	53
20	7222	Kabul Express	David Schutz	Doug McFadd	Mid	18	16	20	54
21	7554	Trojka	Emil Karlovsky	Don Cronan	Mid	13	19	dnf	56
22	6756	Suter's Mill	Steve Andrews	Ailene Rogers	HB	20	20	19	59
23	7864		Gerry Cayne			dns	dsq	dns	72

And of course the wind picked up again on Monday!

**50<sup>TH</sup> ANNUAL OXFORD FALL WIND UP**

September 29-30, 2001

by John A. MacCausland

The Eastern shore of the Chesapeake in the fall is a beautiful place, migrating geese warm temperatures and wonderful colors of fall make it a great place to be. A number of boats showed up early on Friday to take advantage of some of the last nice days of sailing left in the season. As the day wore on 26 boats arrived at the Tred Avon Yacht Club.

Saturday morning dawned cloudy with a nice northerly breeze 15 to 22 knots. With the forecast for increasing breeze Richard Lippincott and his race committee thought that it would be best to race in the river. As it turned out it was a good decision the wind did pick up. The first race of the day was an extended course 4 with an extra windward leeward. They did this to make the race a little longer cause we were sailing in a smaller area. What happened was the race became very long but it was a very challenging race with many lead changes. At the first weather mark Gavin Brady lead with John MacCausland right behind then a gap back to the closely packed fleet. As the race progressed the wind did increase with this there was a few good wipeouts. John Vanderhoff had the most spectacular one with his keel out of the water on the last run to the finish. During the rest of the race Brady and MacCausland traded the lead back and forth. Brady using a little of his match racing experience he luffed MacCausland head to wind on the last run in 20 knots of wind. MacCausland ended up head to wind with the jib fully backed with the pole up. This all happened a quarter mile from the finish, John Vanderhoff finished third.

Race two started in 20 + knots again Brandy using his match racing skills made it difficult for MacCausland to get off the starting line. After the start both Brady and MacCausland went hard right the majority of the fleet went left. The breeze went had left for most of the weather leg which put the fleet far ahead of Brady and MacCausland but by the end of the leg the wind shifted back to the right which let Brady lead at the first mark with John Avis in second and MacCausland in fifth. Brady led this race wire to wire but had many challenges by John Avis and John MacCausland. The race for second was a fight right down to the finish with whom ever getting the last shift finishing second. MacCausland was able to find that last shift with John Avis third.

Saturday night we all enjoyed at great dinner at the club. With the long day on the water we all slept very well, hoping we would get a chance to beat Gavin in one race.

Sunday morning we all arrived at the club and the wind was blowing harder then yesterday with a little drizzle. Richard Lippincott surveyed the situation and held a skippers

meeting. At this meeting Richard took a vote of the fleet to see who would like to sail. Only 5 or 6 people put their hands up so no race and Gavin Brady was the winner of the 50<sup>th</sup> Oxford Fall Wind Up. At the trophy presentation Richard had all of the people that had raised there hands earlier at the skippers meeting come up and put there names on pieces of paper in put them in the trophy for the winner of the last race that was not held. Then he drew a name from the trophy for the winner of the last race and the trophy and the winner was Gavin's crew Ian Gordon who says the rich don't get richer. Richard and his crew at the Tred Avon YC did a great job, We all enjoy coming each year. Thank you Richard.

**Windup Results**

Sail #	Skipper	Crew	Fleet	R1	R2	Total
8065	Gavin Brady	Ian Gordon	Isol	1	1	2
8068	J. MacCausland	Arnis Baltan	CR	2	2	4
8038	John Vanderhoff	Rowan Perkins	NCB	3	6	9
7307	John Avis	Paul Murphy	AN	8	3	11
7313	Tom Price	Doug Loup	CB	7	4	11
7763	Aaron Serinis	Chris Brown	AN	4	7	11
7876	John Jenkins	Bob Schofield	MES	9	5	14
8063	Bert Collins	Guy Avellon	AN	11	8	19
7824	Rich Burgess	Peter Brzechffa	LH	10	11	21
7939	Elliott Oldak	Angelo Buscemi	AN	12	10	22
7090	Bob Bradford	Roger Pickell	MES	15	9	24
6255	Chris Carter	Chris Lapotsky	NCB	14	12	26
7370	Rob Emmet	Bubba Voeltner	AN	5	dnf	30
7741	Dick Webber	Robert Marley	NCB	17	13	30
7626	Jim Freeman	Matt Freeman	SL	6	dns	31
7102	Will Murdoch	Cory Penwell	MES	20	14	34
7271	Bob Westcott	Jack McAllister	SL	13	dns	38
7454	G. Weissenberger	Henric Werring	NCB	16	dns	41
6790	Joe Balderson	Peter Borchart	MES	18	dns	43
6729	Walter Risse		AN	19	dnf	49
7786	John LeCourt	Chris Harding	AN	dnf	dnc	50
7425	Barbara Vosbury	T. Lippincott	AN	dnc	dnc	50
7934	K. Von Schwartz	Joe Krolack	AN	dnc	dnc	50
6117	Sam Hopkins	C. Lankheimer	MES	dnc	dnc	50



**BEDFORD PITCHER**

October 6-7, 2001

Central Long Island Sound Star Fleet

By John "Little Mac" MacCausland

This year's Bedford Pitcher was scheduled for September 15-16 the weekend after the World Trade Center disaster. The Cedar Point YC and the star fleet chose not to run the event and postponed it till October 6-7.

The weather during the week leading up to the event was wonderful warm southerly breezes and sunny skies. On Friday night a strong cold front passed over the area and in its wake the temperature dropped 25 degrees and the wind shifted from the Southwest to the Northwest and picked up to 25 to 35 knots.

Saturday was windy and very cold so by 1 PM the race committee decided to cancel the racing for the day and try for two races early Sunday morning. Later that afternoon William Swigart and Carroll Beek went for a sail, they came back with the opinion that the committee had made the right decision. We also moved the dinner from the evening to a late lunch which was very nice. Tim Du Val, a fleet member, did all the cooking and did a spectacular job.

Sunday dawned windy and very cold but the forecast was for raceable conditions early and then becoming much windier. The plan was to go out and try to get the races in before the big wind came. Out of the 14 boats that had registered 8 chose to go out for the racing. Once we arrived on the course it was not that windy. The race got off without a hitch. At the first mark Pete Cusick had a little problem and his mast came down. Pete was in good shape when this happened and was in second place. On the reaches we did not even plane. Every thing was going just fine with the wind at this point. On the way to the course and during the race we lost four of the boats that came out to the race. Each had a different problem. One boat went a ground in a very large puff. Another broke his mast. The third had batten problems and the last boat was late for the start.

We finished at the second weather mark with John MacCausland and Sean Delaney first, Bill Watson and David Chard second, Guy Gurney and Tim Du Val third.

The committee chose to send us in after the finish. This was a good call. By the time we hit the dock the wind was in the 25 to 35 knot range with some bigger puffs. After we put our boats away the fleet had a large pot of hot soup that was great after being cold and wet earlier in the day. Thanks to all that were involved hopefully next year the weather will cooperate.

**Bedford Pitcher Results**

Place	Sail #	Skipper	Crew	Fleet
1	8068	John MacCausland	Sean Delaney	CR
2	7657	Bill Watson	David Chard	CLIS
3	7890	Guy Gurney	Tim Du Val	CLIS
4	7715	Will Swigart	Carroll Beek	CLIS
DNF	7371	Peter Cusick	Tyler Hadden	MID
DNS	7332	Thorsten Cook	Mike Young	CLIS
DNS	6756	Steve Andrews	Ailene Rogers	HB
DNS	7565	Jack Button	Wayne Pierce	MID
DNS	7163	Erik Rosanes	Kieran Glackin	HB
DNS	7386	Jim Kubik	John Tagliamonte	CA
DNS	7732	Gary MacDonald	Serge Leonidov	BH
DNS	7465	Ben Cesare	Noel Miller	MID
DNS	7728	John Lombard	Bud Converse	MID

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**NASH TROPHY**

For the winner

of the combined Nutmeg – Bedford Pitcher Series

The Nash Trophy was originally awarded to the skipper having the best score in a series of four regattas which took place on Long Island Sound in September. Two of these regattas have since become defunct and the Nash Trophy was not raced for in recent years. This year it was decided that the two remaining series, the Nutmeg and Bedford Pitcher, would be used to determine the winner of the trophy. This year the trophy went to Guy Gurney. In the results sheet given below races 1, 2 and 3 are those of the Nutmeg and race 4 is that of the Bedford Pitcher.

**Nash Trophy Results**

Place	Skipper	R1	R2	R3	R4	Points
1	Guy Gurney	2	12	4	3	21
2	Will Swigart	10	7	2	4	23
3	Jack Button	3	3	3	14	23
4	Ben Cesare	4	11	1	14	30
5	Bill Watson	16	5	10	2	33
6	John MacCausland	14	17	13	1	45
7	John Lombard	17	4	9	14	44
8	Peter Cusick	12	8	21	14	55
9	Thorsten Cook	9	22	11	14	56
10	Steve Andrews	20	20	19	14	73

## TO THE LADIES

(text and pictures reprinted from the 1938 Log)

Women are playing a constantly greater part in every phase of modern sport but in none more so than in yachting. And in the sailing of small racing yachts no international class has a larger percentage of feminine participants than the Star Class. The seagoing gals on salt water and fresh, at the tiller or on the jib sheets, in local races and in larger interfleet and even international events, have shown and are showing in increasing numbers that they can take it. In many flotillas the fair sex is providing the enthusiasm which builds for future progress and in others the ladies are doing the real work of running the fleet.

Taking a world-wide view of our Class, there are few fleets in which they are not well represented. Surely they are helping to build a better Class and even more surely are they making Star Class activities afloat and ashore more colorful and enduring. So we say - TO THE LADIES.

(In the September, 1940 issue of Starlights there appeared notes by Barbara Nettleton from PS (picture 3 below) and Elizabeth Miller from NOG (pictured to the right).



Miss Elizabeth Miller, New Orleans Gulf Fleet and, insert, Mrs. Corham Godwin, Peconic Gardiners Bay Fleet.

Items from Barbara Nettleton, the fair skipperess of Puget Sound usually gets more attention than we have had space for lately. So we will let the typing secretary from Seattle have the floor on color schemes: "We have quite a rainbow this year. I'm getting a terrific ribbing for my paint job as usual. (There is more than one way to take that, Barbara). As the only girl in the fleet I took the opportunity of being original and Alberio appeared painted a dizzy coral pink. The boys can't stand it and have dubbed her 'Finger-nail polish scow'. When she's alongside Herb Ihrig's crimson Goony we have something. But the shades of green and blue and varnish and white make us quite a gang. The old boys in the yacht club scorn us." We hope to have more analyses from our Pacific Coast color authority on style motifs for the new year with special emphasis on use of the spectrum.

Elizabeth Miller writes very frankly from New Orleans of a problem they have there and we hope to print their solution to it, if and when they arrive at one, as it is a condition which many if not most of our fleets have at this time.

"Plans to attempt the bringing together of a fleet now so large that it shows signs of splitting in to 'the fast boats and the slow boats' are now being considered. There is the same discouragement present which appears in any fleet if there is a corner on the market for winning the silver. In a fleet which has heretofore been very close in its sailing activities, never knowing who would win until the gun was fired, this present state of affairs is discouraging and disconcerting, and we hope to work out some plan by which this might be remedied."



1. Mesdemoiselles Richardiere, Paris; 2. Mrs. Charles Lucke, Jr., Barnegat Bay; 3. Miss Barbara Nettleton, Puget Sound; 4. Miss Dorothy Hess, So. L. Michigan; 5. Paul Richmond, Mrs. T. G. Schirmeyer, Mrs. Paul Richmond, Houston; 6. Mrs. A. Ortseifer, Mrs. Schreiber, R. A. Hess, Mrs. R. A. Hess, Mrs. Wm. Alsop, Mrs. E. Goodrich, So. L. Mich.; 7. Mrs. John White, West L. I. Sound; 8. Mrs. Alexander Davis, So. L. Mich.; 9. Mme. Barthelot, Marseilles

## THE DEVELOPMENT OF STAR CLASS COURSES

From the very first Star Class Log published in March, 1922, the courses for the major championships have been described by the Class. On page 21 of the 1922 Log there is the following:

### COURSES

The course shall be laid out in open water and as far as reasonably possible, away from head-lands, shoals, or other local conditions tending to favor a person possessing local knowledge. The courses shall be triangular and not less than eight nautical miles. One course out of three or two courses out of five, etc. may be to windward and return.

In the 1924 Log the description of championship courses was elaborated upon:

### COURSES

The course shall be laid out in open water and as far as reasonably possible, away from head-lands, shoals, or other local conditions tending to favor a person possessing local knowledge.

The courses shall be either triangular or windward and leeward (varied if possible) and sailed twice around, making a total distance of ten nautical miles or more. No fixed marks indicating shoals, rocks, or near shore, such as government buoys, light-houses, etc. shall be used as marks of the course. In the event that the turning marks (stake boats) are not clearly visible from all parts of the course, a marker boat (large boat with a distinguishing flag displayed) shall be used in order to make the marks easy to locate.

The general locality of the courses must be submitted to the I.E.C. for approval, and circulars containing complete instructions as to signals, tides, and course must be furnished to each contestant, including a chart of the course.

In the 1927 Log the description of championship courses was further refined although the basic idea of having either a triangular course twice around or a windward-leeward course twice round remained the basic principal. However, a time limit of 3½ hours was added. This description continued to be used with some minor additions and clarifications up until the 1960 Log.

### Starboard and Port Roundings

Mention should be made that marks could be rounded either to port or to starboard, depending on the signal displayed by the race committee boat. Judging from the movies taken of the World Championships from the 1930's through the late 1950's it appears that both roundings were used equally. However, it was very evident in these movies that starboard roundings, especially as the fleets got bigger and more evenly matched, made life really miserable both for the boats coming up on the mark on port and also after

rounding making it at times close to impossible to fall off onto a run until the starboard tack boats had passed. Concerning the disappearance of starboard roundings in the late 1950's Bill Buchan has the following observation:

There was a World's, most likely in the mid to late 1950's, perhaps Italy in 1956, where the boats that rounded the weather mark couldn't fall off to go downwind in the face of all the starboard tack boats approaching the mark. I know that when I sailed the Portugal World's in 1962 the Race Committee wanted to have us round the marks to starboard because they felt it was unsafe for the fleet to round on port and then head offshore on the reaching legs into the open ocean. The uproar from the fleet at the skippers' meeting led me to believe that sometime in the recent past there must been an experience that left an indelible impression on those skippers that were there as they wanted no part of any racing that called for starboard roundings. The RC dropped the idea then and there and that's the last time I ever heard of it being brought up.

### The Gold Cup Course

In the 1960 Log there was the first major change in course description since the Logs first came out. Only one course, called at the time "the Gold Cup Course", now Course 1, was to be used at the World's Championship. The course description read as follows:

2. Races shall be held in open water as free as possible from headlands, shoals, obstructions and aids to navigation. Aids to navigation, unless otherwise specified, must be left on the required or channel side.

3. The course shall be an isosceles triangle, followed by a windward and return which is accomplished by omitting the right angle mark from the triangle on the second round, totaling approximately ten nautical miles. The course can not be shorten.

### The Addition of Other Courses

By 1962 it was recognized that for A (now called "Silver") events and below sometimes the waters of the host club could not be run on such a course. The Gold Cup Course became designated as Course 1 in the 1962 Log and the present Course 2 was introduced as an alternative course for events taking place on restrictive waters.

Course 0, known as the "Olympic Course" was added to the list of possible courses in the 1969 Log. Course 3 was added in 1975 but it was not until 1994 that Course 4 was added. It should be noted that theoretically for all of these courses the marks can be rounded either to starboard or to port since the direction of rounding is not specified in the course descriptions given in the Logs. However, in the 1996 Log illustrations of the five Star Class courses appeared for the first time, and in these port roundings are shown.



**NEW BOATS AND SAILS**

Web sites for new boats and sails which are presently up and running:

Mader Boats: <http://www.bootswerft-mader.de/>

In the U.S. contact John MacCausland: 856 428 9094

Fritz Sails: [www.fritz-segel.de](http://www.fritz-segel.de)

North Sails:

<http://www.northsailsod.com/class/star/star.html>

Quantum Sails:

<http://www.quantumsails.com/star/index.htm>

Other contacts:

Emmeti Spars:

e-mail: [mastagl@tin.it](mailto:mastagl@tin.it)

Folli Boats, Lariovela Boatyard:

e-mail: [lariovela@tin.it](mailto:lariovela@tin.it)

Lillia Boatyard:

e-mail: [lillia@mclink.it](mailto:lillia@mclink.it)

In the U.S. contact Joe Zambella: 617 839 0992

Star-Rigg Service Alexander Hagen:

e-mail: [alex.hagen@t-online.de](mailto:alex.hagen@t-online.de)

Spar Tech:

In the U.S. contact John MacCausland: 856 428 9094



Walter von Hütschler and Joachim Weise  
at the 1936 European's

**FOR SALE / WANTED**

6719 Melges is for sale for US \$4000.00. The boat comes equipped with sails, f-section Sparteck mast, 2 Tactical compasses, all Harken, and mast-up boat cover. The boat has an excellent aluminum road trailer, radial tires, and surge brakes. The hull was completely faired and finished with nine coats of Interlux two-part epoxy paint (Ontario Yachts). This boat has all the go-fast equipment as well as under deck (3 to 1) kevlar running backs, and double bottom with four auto bailers. The boat is a fast club racer and has performed well at the local level. The boat is presently in Toronto and can be delivered. Call 416-465-8207 or e-mail [francis@fougere.ca](mailto:francis@fougere.ca) (4-01)

7051 - Mader. Boat is in good condition and has all upgrades including thru-deck backstays. SparTech F section mast, four suits of sails, covers (trailer, mast up, mast and boom bags). Harbeck trailer with box. This is a solid boat which is still very competitive at fleet level and would make an excellent starter boat/fleet racer. Boat located on Long Island, NY. \$3500. Contact Randy Pfrunder (631) 472-7259 (eves). [elvzig@cs.com](mailto:elvzig@cs.com) (06/01)

7325, 1988 Mader, Ruffian II, minimum weight. District 5 (Steve Gould) and District 4 champion (Susie Pegel). 10th 2000 N.A.s. Harbeck trailer, greased spring of 2001, spare tire, mast rack and one trailer box. Sparteck mast, new 1995, Sparteck boom with Harken ratchet. One suit of Sobstad (Quantum) sails. Boat cover (spar up). Boat will be in Wisconsin by end of August. Call Jane Pegel (Susie's mom), 262-245-6242 / 262 245 6241 fax. Call Susie Pegel for any details about boat: 949 388 6675. (7/01)

7938, 1998 Mader Star for sale. This is an excellent racing Star. Comes with one 1999 Sparteck mast, practice suit of sail (other sails negotiable) and Balbi trailer. This boat was fully faired for the 2000 Star World's and is absolutely race ready. \$22500 USD for a race machine. Please contact Paul Sustronk at 905-825-6463 or [otisinc@compuserve.com](mailto:otisinc@compuserve.com) (4-01)

7530 – 1990 Mader. Excellent condition. Trailer with storage boxes. Contact John MacCausland: 856 428 9094 / [marinespa@aol.com](mailto:marinespa@aol.com)

8056 – 2001 Mader. Custom trailer with large storage boxes. Like new with an excellent race record. All the latest equipment. Available immediately. Contact John MacCausland: 856 428 9094 / [marinespa@aol.com](mailto:marinespa@aol.com)

