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# The Great Atlantic

*The Newsletter of  
The Atlantic Class  
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**FOSTER'S CORNER**

By John Foster, Class Chairman

## **SPINNAKERS: OLD AND NEW**

Since late last season a number of Atlantic sailors have tested an experimental spinnaker designed by Peter Wheeler at Halsey Ligard Sailmakers. As reported to you in the last issue of the newsletter, this sail is of lighter cloth material and has different parameters. The sail has longer leach and shorter girth dimensions than Class rules currently specify.

Search of the records show that the current spinnaker design has been in use for about 35 years! Time for another change? First a little history.

Back in 1964, the Rules Committee realized that the old Atlantic change to a larger chute of "modern design" was needed.

*(continued on page 2)*

## **Peck Wins 11<sup>th</sup> Nationals**

by Tom Kantor & Charlie Langalis



The Winning Team: (l to r) Tom, David, Diane & Norm Peck

Our beloved Atlantic, which survived and prospered over almost the entire last century, begins another with a very successful championship regatta. Held this year at Niantic Bay Yacht Club on August 3 - 5, it attracted twenty boats from Cedar Point, Cold Spring Harbor and the home club.

Norman Peck Senior was over-all Chairman abetted by daughter Diane and a crew of volunteers. The team of Ted Fontelieu and Bernie Doragusker came up from CPYC to handle the Race Committee duty along with Dave Peterson, Louise and Gary Woodruff and a fleet of support boats and members from Niantic Bay.

On Thursday morning, a skippers' meeting was held on the outdoor launching deck by Chairman Peck. A geriatric group of past champions was introduced, including Dick Eadie, Charlotte Barringer and yours truly. Charlotte from Lyme is the only lady champion with her #6, Carolina, and is the sister of "Hoppie" Perry of Southport, another former champ. Peck then turned the meeting over to Fontelieu who answered a few questions.

Then the wait for wind!

*(continued on page 2)*

*(Foster's Corner, continued)*

Three leading sailmakers provided the class with spinnakers of their design for testing and evaluation under racing conditions during the summer of 1964. Each of the new designs had larger mid-girth dimensions while holding to the original leach dimension. There was wide acceptance of the new design and the Class voted to approve the Rules Committee recommendations to adopt the new design. As a result, the current dimension tolerances were established and the cloth considerations developed. The current design, while not easy to fly in light winds, has served the class well these many years.

Now, scroll forward to the experimental design. With Bill Healy's leadership, the Committee has considered whether we could find a better design taking advantage of newer technology that could result in a superior chute at less cost. The resulting experimental chute sure looks different! The leach length is 12 inches longer than the current chute and the girth dimensions 24-inches narrower up top and about 4 inches narrower at the mid-girth.

Following a season of limited use in actual races, the Rules Committee decided at their September 26<sup>th</sup> meeting that the performance of the experimental spinnaker was not significantly different from that of the current design and that a change was not justified at this time.

Does that mean that we have wasted time and money on this trial effort? Not at all. In my judgement we should keep exploring ways to make the Atlantic more fun for more sailors, to study ways to modernize the boats and to reduce the cost of ownership. Just as long as we keep the boats as one-design as possible, we should continue to develop ideas.

*(Nationals, continued)***Thursday**

A wispy southerly increased to 5-8 knots and we were off. At about noon, Doragusker was sent off 1.8 miles to set up a windward mark and the first of a regatta consisting of five leg windward-leeward races was begun in slack tide. Much of the fleet went off on port tack soon after starting and Foster seemed to be fastest arriving at the windward mark just ahead of Peck Senior and Reichhelm. Peck gybed almost immediately (about which more later) and this turned out to be a great move. He was first at the takedown mark and was never headed after that. The wind had lessened during the race to a mere wisp and Fontelieu called it a day.

On Thursday night, we were treated to a real New England Clambake with smoked bluefish, cherrystone clams, chowder, lobster and corn with all the fixings. Thanks to Hal Peatfield for finding enough beds to house an exhausted group of sailors after the first of three long days.

**Friday**

Pretty much the same conditions as on Thursday but this time Foster's boat speed carried him to the top improving over his drop to fifth in the first race. Reichhelm again took second with senior Peck third. Willbanks in #108 had gotten another 4th to match his 4th in the first race.

Fontelieu got off another one in similar air. Mergenthaler won, Foster was second, Reichhelm third then Peck. On Friday night, Peck and Reichhelm were tied in points, Foster a point behind and Mergenthaler waiting for any of the above to falter.

Friday night was "Grillnight" at the club and the sailors loaded up on chicken, steak, salmon, veggies and salad. A few went off in search of some nightlife but the rest went to bed.

**Saturday**

Saturday gave us the first northerly of the regatta. Reichhelm was a point ahead and Foster was tied with Peck. A northerly at 8-12 knots set in from compass setting 040 at slackish tide. Reichhelm rounded the first mark in command. Slowly and steadily, Peck made major gains downwind, coming back from eighth place at the first mark, to ultimately pass Reichhelm on the final leg to win a pivotal race in their series victory. Foster finished a disastrous fifteenth and Norman the Younger Peck finished third and was gaining momentum.

A final race was run in the same conditions but now with a strong tide over the starting line. Peck and Reichhelm were tied in points with Peck ahead on a tiebreaker. Despite warnings from Fontelieu, several boats were over the line. These included Foster and Reichhelm. There were now two ways of playing the situation for the Cedar Point boats: hopeful or desperate. Foster took the former route and the Reichhelm brain trust chose the latter. Mergenthaler was first around every mark to win the fifth and final race. Peck the Younger chased him all the way and finished second. After rounding the first mark in ninth, Foster worked hard for a third place finish. Peck Senior was eleventh around the first mark with Reichhelm right behind. All Peck had to do was cover. Peck finished the race in fifth with Reichhelm a disastrous eleventh.

So, in the end, Peck won by 6 points but with the throwout allowed after the fifth race, a tie with Reichhelm had to be broken. Peck had won two races and George none so with the tiebreaker, Peck still had it. Foster was two points behind, Peck the Younger two points behind Foster and Mergenthaler, despite two firsts, was five points behind that.

Peck Senior regained the championship in an extremely competitive series to win his 11<sup>th</sup> National Championship title!

### VIGNETTES

1. Diane Peck Rothman was all over the place on shore, smoothing things over while sailing all day with Dad.
2. Dick Eadie renamed "Miss April" "The Bushel" alluding to Dave, Diane and brother Tom on board - all Pecks.
3. Tom, in fact, reversed disaster when brother Norman in the first race pulled a sudden gybe at the first windward mark. Tom was flipped over the side and did a strongman trick by grabbing the spinnaker pole and flipping himself back on board.
4. John Foster said "Biggest and best lunch sandwiches at any Nationals". We've come a long way since "Flaky Puffs". (Thanks to Debby Morris and her team for rising early each day to prepare such a feast!)
5. Good to see Hal Peatfield back in the series after his recent absences. The Healys stayed home, however.
6. Friday's 2nd race unforgettable at the finish because of the tide. Some boats tacked three or four times to finally make the line.

7. No kelp this year. The result of cutting back the Millstone nuclear plant?
8. In the absence of George Clay and son Eric, Mergenthaler recruited Gerard Feddema from Holland. Obviously did him some good.
9. Sean O'Connor, our resident shark, ran the pool table at the Lyme Tavern again. Got no betting takers this time.
10. At the awards ceremony, Reichhelm said Scott began crewing for him at age 5. Peck Senior countered that David began at age 4. Peck the Younger obviously teethered on a hiking stick.
11. All in all, this was a beautifully run regatta with extremely close racing and great shore events to start the new millenium.



The Fleet Prepares to Start at the 2000 Nationals



O'Connor's A-133 "threads the needle" between Diduck's A-1 & O'Neil's A-104

## 2000 Atlantic National Results

Sail #	Boat Name	Skipper	Club	R.# 1	Pts.	R.# 2	Pts.	R.# 3	Pts.	R.# 4	Pts.	R.# 5	Pts.	Total	Place
130	Miss April	Norm Peck Jr	NBYC	1	1	3	3	4	4	1	1	5	0	9	1
142	Shucks	George Reichhelm	CPYC	2	2	2	2	3	3	2	2	44	0	9	2
140	Thistle	John Foster	CPYC	5	5	1	1	2	2	45	0	3	3	11	3
137	Nonesuch	Norm Peck III	NBYC	3	3	8	0	5	5	3	3	2	2	13	4
139	Nevermore	Hank Mergenthaler	CPYC	44	0	6	6	1	1	8	8	1	1	16	5
108	Dragon	George Wilbanks	CPYC	4	4	4	4	8	8	44	0	4	4	20	6
141	Faith	Chris Judson	NBYC	44	0	5	5	7	7	9	9	7	7	28	7
107	Mojo	Paul Harris	CPYC	42	0	7	7	6	6	10	10	6	6	29	8
25	Carin III	Chris Wittstock	CPYC	49	0	13	13	10	10	4	4	8	8	35	9
36	Marley's Ghost	Tom Layton	NBYC	43	0	9	9	11	11	5	5	10	10	35	10
133	Spirit	Sean O'Connor	CPYC	7	7	11	11	9	9	42	0	9	9	36	11
136	Au Revoir	Hal Peatfield	NBYC	9	9	10	10	12	12	13	13	44	0	44	12
29	Ghost	Dick Child	CPYC	6	6	46	0	14	14	14	14	12	12	46	13
2	Brute	Charles Langalis	CPYC	45	0	14	14	13	13	6	6	13	13	46	14
30	Consensus	David Sinclair	CPYC	18	18	12	12	15	15	7	7	48	0	52	15
111	Cybelle	Kerry Dawson	CPYC	8	8	19	19	17	17	DNS	0	16	16	60	16
109	Fireboss 3	Dick Morris	NBYC	17	17	15	15	49	0	16	16	17	17	65	17
115	Raider	David Wyllie	NBYC	20	0	17	17	16	16	TLE	18	15	15	66	18
104		Mike O'Neill	CPYC	10	10	20	0	20	20	TLE	18	19	19	67	19
1	Deke	Gerald Diduck	CSHBC	16	16	18	18	18	18	TLE	18	20	0	70	20



Foster's A-140 crosses Peck Jr's A-130 during 2000 Nationals

## Atlantic Nationals Record Book

### Most Wins By Yacht Club

1	Cedar Point	22
2	Pequot	19
3	Niantic Bay	16
4	Cold Spring	3

### Most Times Hosted by Yacht Club

1	Cedar Point	18
2	Pequot	16
3	Niantic Bay	14
4	Cold Spring	9

**Largest Fleet:** 1947 – 41 Boats Hosted by Manhasset; Won by John Field

**Largest Fleet since 1970:** 1979 – 37 Boats Hosted by Cedar Point; Won by Hank Mergenthaler

### Most Wins By Boat #

1	130	10
2	25	8
3	63	5

### Most Consecutive Wins by Skipper

1	Norm Peck, Jr. (5)	1982-1986
2	Joe Olson (3)	1963-1965

### Most Wins by Skipper

1. **Norm Peck Jr (11)**  
73, 82, 83, 84, 85, 86, 88, 89, 92, 95, 00
2. **George Reichhelm (9)**  
71, 72, 74, 75, 77, 78, 80, 98, 99
3. **Joe Olson (5)**                      and                      **Briggs Cunningham (5)**  
63, 64, 65, 69, 76                      52, 53, 55, 60, 61
4. **John Foster (3)**  
90, 91, 97

### Clean Sweep

1	Joe Olson	1976
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### Women Champion(s)

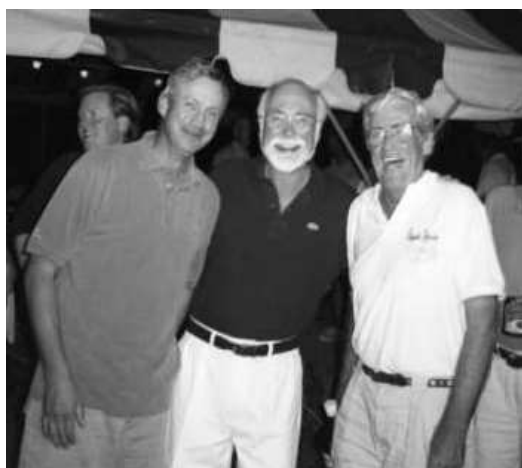
1	Charlotte Perry Barringer	1944
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Bernie Doragusker, Thurston Hartford & Ted Fontelieu



George Reichhelm & "Miss April"



Gerard Feddema, Arvid Brandstrom & Hank Mergenthaler



David Logee & Dick Child



Team A-142: Kristen, George, Scott & Dave



Tom Kantor & Charlotte Barringer

## The Perfect Gift?

Trident Studio/The Scale Model Company of Newport, RI is now offering Half Models of the Great Atlantic. The initial mold was created from a carving produced for Dan Rackoff's A-118.

All half models are molded from epoxy then painted to the owner's specifications. Unless otherwise stated, the models are 1:24 scale, that is, 1 inch equals 2 feet. All come mounted on a satin varnished, solid cherry backboard. Custom graphics such as the name of the boat or a logo can also be added. A brass plaque with the boat's name and other information is available for a nice finishing touch.

### 2000 Prices

Model: \$360

Brass Plaque: \$20 each plus 20 cents per character

Custom Graphics: \$70 per color (You will need to provide a high quality, straight-on photograph showing the graphics and how they are placed. All photographs will be returned with the completed model.)

Shipping & Handling: \$20 via UPS Ground

Payment may be made either by check or credit card.

For more info, contact Andrew Burton at Trident: 401-846-9505.

## Annual Meeting Scheduled

The Annual Meeting of the Atlantic Class Association will be held on Thursday, January 25, 2001 at the Red Barn Restaurant in Westport, CT. Details to be sent in December.



A-107 Paul Harris and A-139 Hank Mergenthaler



10...9...8...7...6...5...4...3...2...1...GUN!

## Cross, Tack, or Duck

### Tactics By John Alofsin

*This article was originally published in the May 2000 issue of SailingWorld. It is reprinted by permission.*

At my first major regatta, I was crewing for Dave Curtis, who was then a three-time world champion. On the way out to the racecourse, I asked him about his upwind tactical philosophy. Expecting a technical, world-champion type of answer, I was surprised when he said, "You either tack or go straight." "That's it?" I asked. "Yup," he said. "It's simple—every time you encounter another boat you ask yourself, 'Should I tack or not?'" Over the years, I've realized that upwind tactics essentially boil down to a series of crossing situations. Many factors go into making the decision to cross, tack, or duck, so let's look at some general rules, then look at crossing from both the starboard- and port-tack perspectives.

The goal of any crossing situation is to end up going in the direction you want; this requires an overall strategy. You must also anticipate the need to make a quick decision—we've all endured crash tacks when we didn't see a starboard tacker until the last second. Fundamental to every cross, tack, or duck decision, is seeing the other boats. The bowperson must inform the tactician and skipper about every boat that will be closer than three boatlengths. On our boat, we like to make the initial call no less than thirty seconds before crossing. This gives us some time to discuss options before we commit. As we get closer—no less than fifteen seconds apart—the bowperson tells us exactly how close it will be. For example, is one boat crossing? By how much? Is it bow-to-

bow? The bowperson must avoid vague statements like "It's going to be pretty close." The afterguard needs good input if they're going to make informed decisions.

Whether you're on port or starboard tack, it's helpful to know if the port-tack boat has the option to leebow the starboard-tack boat. Later, I'll explain how this information can factor into either boat's decision. On keelboats, the easiest way for the bowperson to gauge this is to look at where the two boats would hit if they held their courses. If the starboard-tack boat would hit the port-tack boat near the stern, then the port-tack boat is in a position to leebow. The same applies if the starboard-tack boat would hit the port-tack boat amidships. If the starboard-tack boat would hit the port-tack boat any farther forward than amidships, then the port-tacker is not in a position to leebow. The bowperson should always tell the tactician if a leebow is an option. Once this information has been passed to the back of the boat, the tactician tells the helmsperson which way to go. Then it's the driver's job to make it happen.

When you're sailing on starboard tack, the tactician decides whether to keep going to the left side of the course or to tack to the right. Many factors influence this decision. For example, if you're on a lift, if there's more wind to the left, or if there's favorable current ahead, then going straight is the right call. The tactician should continuously update the driver about his or her choice for side of the course, not just when a crossing situation presents itself. If going straight is your goal, then you next factor in whether the port-tack boat can leebow. If it can't, then it's a no-brainer—keep going and pay no attention. If they can leebow, things become more tricky.

If the port-tack boat is barely crossing, then your best option is to let them cross. I know you're on starboard and have the right-of-way,

but who cares? Your goal is to go straight, so make that happen. A little duck now may pay big dividends later if your strategy pays off. Be sure to let them know early that it's OK to cross. Put a big smile on your face and wave them on as you shout, "Cross!" Don't say "Go" because it sounds too much like "No." If you have to duck a little to let them cross, then start early so they can see you're changing course. This will give them the confidence to keep going.

If the port tacker can't cross, then they'll likely try to leebow. You need to make sure they don't force you to tack away from where you want to go. Remember, your decision in this case was to go straight. When you're about three boatlengths away, bear off about 5 degrees. Under Rule 16.2, you must do this early enough so the port-tack boat doesn't have to immediately alter course. Two boatlengths is usually plenty of distance. Once you bear off, you're going faster and pointing at them, so they'll have to tack sooner. When they do, you can head up and transfer your extra speed back into pointing. By doing so, you'll keep windward separation and maintain your lane. It also helps to hail "Starboard" a few times to get their attention.

If your tactician wants to tack to the right, then the decision is easy. Simply tack before the port tacker gets too close. If you're ahead of them, you can tack right in front and steal their lane. If it's close then leebow the port tacker, but make sure you tack early enough so you're not tacking too close.

When you're on port tack, don't roll over and play dead. Just because the starboard boat has the right-of-way doesn't mean you can't control your own destiny. As before, the tactician decides whether to go straight or tack. Let's start with trying to tack, and to keep it interesting,



we'll assume that you're unable to cross the starboard tack.

First, it can't hurt for you to hail "Hold your course." Under the latest rules revision (Rule 16.2 as of Jan. 1, 2000) a starboard tack can no longer hunt a port tack. The skipper of the starboard boat can still bear off as long as he starts early. If the hail delays or limits the starboard tack's course change, or stops it entirely, then so much the better for you. Your leebow will be much closer and more effective.

Tack safely to leeward and then slowly squeeze off the starboard tack, sending them in the opposite direction. To help this happen, ease the backstay a little after you've reached full speed, pull the traveler up, trim the main a little harder, and tell the crew to hike hard. Once the starboard tack is squeezed off, return to your normal trim.

When the tactician calls "No tack" (continuing to the right) then you can either cross or duck. If you're close crossing, ask the starboard boat "Cross or tack?" By so doing, you're letting them know that you can leebow them and force them to tack. If a starboard tack waves you across, you're usually free to cross. But remember, just because they're letting you cross doesn't mean you're absolved of your responsibility to keep clear. While it would be bad form for the crew to protest you after they said to cross, it can certainly happen.

If the starboard tack doesn't respond to your hail or the crew hails "Starboard," then duck. Start early, ease your sails and traveler, and steer a path so that you're heading back up as you cross their transom. As you start to duck, throw in a hail of "Hold your course" so they don't tack in front of you.

In every crossing situation, it's critical to see it coming, have good information from the crew, and know

which way you want to go. If you have all of this, your tactical decisions will be quicker, and you'll find the open lanes you need to get to the weather mark first.

*John Alofsin is president of J World Sailing Schools. He's won numerous titles in the J/24 and J/22 classes.*

## Web Site News

Our Webmaster, Loralyn Helms, reports that you can now access the Atlantic Website at <http://atlanticclass.net> or at <http://atlanticonedesign.net>.

Loralyn's support of the Atlantic Class through this world class website has been tremendous and is appreciated by all. Stop in for more Atlantic National photos and mark by mark results.

## Wittstocks' Win Skipper Contest

In the interest of promoting our class, the Rules Committee held a contest to encourage skippers to invite as many different "guests" as possible to join them on the water during the summer racing season. Chris and Cindy Wittstock won the contest and were presented with a check for \$360 to reimburse them for the basic Atlantic National entry fee.



## Boats for Sale

A-103 ODYSSEY Cape Cod boat, completely refurbished. New AWLGRIP white topsides, light green boot stripe, green non skid deck, all new quality hardware and mast rigging. Custom designed trailer, 2 suits of sails. A top quality beauty. Some deck work, hardware installations still need to be done but all parts available. Sunk cost \$18,500. A reasonable offer accepted. Contact John Rieger 516-323-3812. Or Email [thegreatatlantic@hotmail.com](mailto:thegreatatlantic@hotmail.com).

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A-38 ALLEGRO, Originally converted from wood by Les Goodwin for his own use, her hull has been completely redone by Cape Cod Shipbuilding and she is better than new. This boat is at Cape Cod Shipbuilding and awaits her new owner's specifications on fittings and hardware. Needs spars and sails. Price is negotiable.

Contact: Billie Lauricella, 255 Millbank Ave, Greenwich, CT 06830-6618. 203 661- 4926 (phone) 203 661-4921 (fax) Email [laurice@banet.net](mailto:laurice@banet.net) or Email [thegreatatlantic@hotmail.com](mailto:thegreatatlantic@hotmail.com).

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A-111 CYBELLE White Seafarer in sailing condition. Full inventory of new or slightly used sails. Some soft spots on deck, needs work. Located at Captains Cove, Bridgeport, CT. Price negotiable. Contact: Tom Wilson 203-853-3622, Bob Torok 203-255-3025 or Joe Olson 203-227-8143 or Email [thegreatatlantic@hotmail.com](mailto:thegreatatlantic@hotmail.com).

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## News from the Fleets

### Cedar Point Yacht Club by Tom Kantor

The Rear Commodore Regatta for Atlantics held over Labor Day weekend was cut to two races because of a severe thunderstorm on the Saturday. John Foster won, Hank Mergenthaler was second and Larry Liggett third. Hank and Larry tied in points but Hank prevailed using a tiebreaker. Fourteen boats sailed in the two races.

#### {2000 CPYC Atlantic Class Final Season Standings

Place	Boat Number	Skipper	Standing
1	142	Reichhelm	0.9286
2	140	Foster	0.9224
3	139	Mergenthaler	0.8803
4	128	Olson	0.8551
5	129	Silbersweig	0.8454
6	133	O'Connor*Thackaberry	0.8211
7	25	Wittstock	0.8073
8	107	Solway*Harris	0.8015
9	2	Langalis	0.7786
10	29	Child	0.7115
11	30	Sinclair*Earls*Binks	0.7004
*	110	Liggett	0.7793
*	102	Doyle	0.7347
*	16	Polsky	0.7297
*	108	Wilbanks	0.6892
*	96	Robinson*Esteva*Lawrence	0.6860
*	111	Dawson	0.6810
*	85	Phillips	0.6795
*	47	Yaney	0.6699
*	127	Torok	0.6693
*	9	Brandstrom	0.6667
*	120	Verron	0.6579
*	104	O'Neill	0.6541

\*Non-Qualifer

### Cold Spring Harbor Beach Club by Ward Campbell

The Beach Club Atlantic fleet sails on Saturday and Sunday each weekend from Memorial Day through Columbus Day, with occasional three-day weekends thrown in for holidays. Having been in the business since 1930, we have accumulated a good bit of nice silverware that is circulated through a schedule involving several series, which frequently overlap in the scoring of individual races.

The principal prize for the Season Series counts 70% of all races sailed, and as this is written, the 2000 champion has not yet been determined, pending Columbus Day results. Apart from that, there are three Saturday series which involve five or six races, and it is now possible to report that Dave Noyes won each of the first two, with Mike Murray and Ward Campbell alternating in second and third. Dave eased up just enough to let Ward edge him out for the Fall series, with Mike finishing in third.

For one reason or another, the three holiday weekends so far have produced just one completed series, which was won handily by George Lindsay. With the Janeway invitational races just ahead (we expect a minimum of eight boats from our local fleet of nine, and up to nine more from across the Sound), and the final three race Columbus Day affair, we can report a fine season of 2000, with just under 70 % average participation over all.

### **Kolegewidgwok Yacht Club by Debra Evans**

The 2000 August Series brought a record number of Atlantics to the line and was the most competitive to date. When the final races were complete, Ben Wells in Questra ably crewed by his San Francisco sailing sons once again took home the Silver. But it was not without a lot of pressure coming from Sean Guinness and team sailing Mad Cap. In the 10 race series with two throw outs, Ben's four bullets was enough to overcome seven seconds by the Mad Cap team. Spencer Evans in the newly refurbished Try, re-christened Try Again, captured third place. Fourth place went to Bart and Libby Hayes sailing very consistently on Squall.

KYC hosted The Red Gauntlet Team Race series sailed against The Northeast Harbor Fleet led by David Rockefeller. The skill of the Atlantic sailors held up well against the IOD teams. The Red Gauntlet trophy was returned to its rightful place after the KYC team controlled the two out of three race series.

It was a great month of racing and KYC extends an invitation to the other Atlantic fleets to come up next August and do some racing on Blue Hill Bay. It doesn't get much better!

### **Niantic Bay Yacht Club by Norm Peck III**

Lookout, #36, "Marley's Ghost" has been purchased by Niantic native Dwight Staub, who's enthusiasm as crew on board several Atlantics in Niantic has evolved into ownership. This once again confirms our belief in the "get them into the boat" theory. Niantic seems to starting another growing period.

Dave Wyllie, Niantic's rookie of the year, with his recently purchased A-115 from Orient, had a great time this summer. Dick Morris's 49 races during 1999, resulting in his being awarded the Harry Williams trophy, and even more in 2000 is paying off with more frequent jugular attacks from all directions. This writer has seen the name "Fire Boss 3" too many times.

Norm Peck III with Rob Wyllie, Don Landers and Dave Samson won the Season Series. Chris Judson with crew Tad and Amy Moriarty, JR Fowler and Brian Lilley finished second. And for the first time since 1962, Norm Peck Jr fell below his usual first or second to finish third.



Left: The Noyes  
Syndicate's A-56



Right: Mike  
Murray's A-35



**Atlantic Class Association**  
**Founded 1929**  
**Class Office**  
**22 Seacrest Road**  
**Old Saybrook, CT 06475**



**The Great Atlantic**  
**Newsletter of The Atlantic Class Association**