

## notes from the class champion

**FUN IS KEY**

**Mark Golison**

I have always had fun sailing the Cal 20. After all, who wouldn't love the excitement and exhilaration of screaming along on a windy day, flying from wave top to wave top..... wait a minute, that's my Melges 24..... No, the Cal 20 is about something different. While speed is certainly important, the critical and best factor in racing a Cal 20 is tactics. And the 2003 Nationals were no exception. With 45 boats and a level of competition that many thought was the best ever in the Cal 20 class, each decision throughout the race had great effect.

So how do you improve and have good tactics? Experience. And the best way to get experience is to sail as many regattas as possible. "Time in the boat" is always what I tell people when I am asked about how to improve and how to win regattas. The more regattas and sailing you can do, the better. In fact, if you look at the results, all of the top boats had decades of experience on their boats. Our team was no exception, with Steve Flam, a world-class tactician, and my wife, Jennifer Golison, also a life long sailor. Between us we had 100 years of sailing experience.

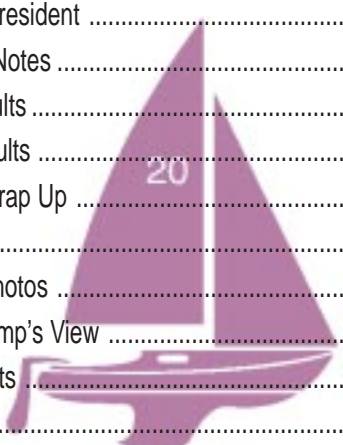
But what I did not have was "recent" experience. Because of back problems (and having three kids... now 7, 5 & 2), I have been unable to sail much over the last four years. In fact, I had only sailed the Cal 20 *once* over that four-year period. And the few other times I sailed, it was on other types of boats in distance races, hardly the type of races to keep tactical skills sharp.

Only a few days before the regatta, Steve and Jennifer convinced me to sail and just see how much my bad back could handle. Since the Nationals were in our Long Beach hometown, I did not have much to lose, so three days before the regatta, I decided to give it a try.

I had done very well at the Nationals in the past having finished second 3 times, but I had been unable to pull out a win. And since my brother Bruce had also been a bridesmaid three times without winning, many people figured there was a Golison curse on the Cal 20 Nationals.

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This year we approached the Nationals completely different. Although we still had our inner confidence, we had low expectations of winning because I had not sailed in so long. We knew that the top people had all been practicing, preparing their boats, tuning and competing in regattas leading up to the Nationals. I, on the other hand had sailed only one Cal 20 regatta over the last four years! According to every rule in the book, we should not have had a chance in this regatta.

But what I found out, is that like riding a bicycle, you don't forget or completely lose the knowledge and abilities that had been gained over

...continued on page 5

# from the **president**

**Glenn Selvin**

**L**ong Beach Yacht Club, in conjunction with Alamitos Bay Yacht Club and Cal 20 Fleet One, held the 2003 Cal 20 Class Championship in August within the inner harbor. A near record of 46 boats hit the line on Friday, sailing the elimination series to qualify for the coveted Gold flight. With the 46 boats split into four different colored fleets, two fleets were randomly started at a time, with points added up at the end. Three races and one throw out later, the line was drawn at 30 boats for the Gold flight, with the other 16 entered into



the consolation flight. Conditions could not have been tougher, with light air and lumpy seas. That night, LBYC put on a very nice burger bash, complete with complimentary kegs of beer at the dock, donated by Morrey's of Long Beach.

Saturday saw better conditions, as four races were held, all windward-leeward, utilizing an offset mark at the top of the course and leeward gates at the bottom. Congestion at the marks was tight, screaming was held to a minimum, and miraculously, only one protest was heard upon closing. Cal 20's, while not known for their speed, offer up fantastic one-design racing, and with little speed difference between the boats, we saw very, very tight racing through out the day. That night, we were treated to a Polynesian luau, complete with a live band to round out the day.

By the end of Saturday, the top spots in both flights were up for grabs. Sunday was breeze on, and the top spots for the Gold flight and Silver flight changed hands between Saturday's racing and the concluding three races on Sunday. Break downs were getting to be norm, with one mast snapping in half, another saved with a broken upper, and lots of broken blocks and shackles. But everyone was there to race, and race hard, as the gear fest finished by late afternoon. Seven races with no throw outs later, trophies were handed out upstairs at Long Beach Yacht club, and everyone concluded that it was a great regatta.

Cal 20's may be old, they may even be a bit slow. But for boats ranging from San Diego to British Columbia, Cal 20's are still one of the hottest small keelboat one-designs going.



**NEXT DEADLINE:  
JANUARY 30, 2004**

**CLASS ASSOCIATION OBJECTIVE:** The Cal 20 Class Association's objective shall be to promote Cal 20 racing under the rules of the Association, and to vigorously protect the one-design features of the Cal 20 as designed by C. William Lapworth, built by Jensen-Wenke or its successors, and configured as allowed by the Association Bylaws.

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**NOTICE:** While we fully believe that the material represented is completely factual; neither the Association nor its officers can be held responsible for the content of this newsletter.

# historiCal notes

*John Torgunrud*

**D**id you know that the Cal 20 was also built in Canada? There were only two

builders of Cal boats ever, Jensen Marine in California and Calgan Marine Ltd. in North Vancouver, British Columbia.

The boats were designed by Bill Lapworth for the California based Jensen Marine Corporation, owned by Jack Jensen. Al Nairne, a good friend of Jack Jensen, was down in California in 1962 and discovered the Cal 20. He fell in love with the little boat and arranged with Jack



to build it up North in Vancouver, British Columbia. Al's company was called Calgan Marine Ltd., and they began manufacturing Cal 20s later that year. In all, Calgan Marine built about 180 Cal 20 models under licence. They also built the Cal 25, Cal 28, and Cal 29 boats. In addition to the Cal line, they developed their own line of sailboats, the Crown 18, Crown 28 and Crown 34.

Jack Jensen is no longer alive, and his company has since ceased operations. Calgan Marine is similarly long out of the boat building business. Al Nairne now lives in Ferndale WA.

*A huge thank you to our intrepid Cal 20 historian, Zenon Samila of Fleet 38, for his interview with Al Nairne.*

## Silver Championship Results

	Sail	Boat	Skipper	Club	Total
1	441	Spooner	Fournier,Roland	LBVC	29
2	250	Green Machine	Robertson/Shaw	LBVC/ABVC	34
3	1608	Sweet Bippy	Black,Cathy	ABVC	35
4	15	Spineless Jellyfish	Fearman,Adrian	CBVC	36
5	450	Sore Subject	Selvin,Glenn	ABVC	40
6	662	What a Hoot	Hope,Burr	KHYC	43
7	634	When Pigs Fly	Price/Cameron	ABVC	46
8	163	EH!	Jackson,Colin	Royal Vancouver	49
9	1781	Peppermint	Ellis,Dave	ABVC	50
10	397	Bezerklee	Smith, Lee	ABVC	63
11	1303	Rutharola	Saggese,Bernard	Eyc	74
12	138	Marooned	Veiss,Earl	CBVC	80
13	1234	Chica	Goldbeck,Ted	Corthian	82
14	358	Escape Force	Hamilton,Barry	KHYC	84
15	1	F Troop	Frazier,Bobby	LBVC	105

## Junior Championship Results

	Sail	Boat	Skipper	Club	Total
1	1701	Mojo	Anctil,Megan	ABVC	4
2	238	Hot Pink	McNaboe,Chris	ABVC	5
3	1092	Poquito	Pistay,Matt	CYC	11
4	370	Mainsheet Maddness	McVey,Paul	KHYC	13
5	106	4 - kids	Namikawa,Hiro	CBVC	15
6	250	Green Machine	Shaw,Molly	LBVC	17
7	101	F Troop	Buffa,Joel	LBVC	20

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# champs wrap up

*Walter Johnson*

Mark Golison has finished second in the Cal 20 Nationals a bunch of times, but winning that championship has always eluded him. Until this year.

Sailing with his wife Jennifer and Steve Flam, Golison left no doubt that, for the moment at least, he's the one with the "hot hand" in this very competitive one-design class. During the three days of racing at the Long Beach Yacht Club, Golison was one of only two sailors who got through the three-race Qualification Series and the seven-race Championship without ever logging a double digit finish.

Consistency was important once the Championship Series started, because all of those seven races counted - there were no "discards." Golison's steady 1-3-9-4-1-1-4 series provided his 'Bandini Mountain' with a nine point victory over Mike Sentovich.

Interestingly, Golison has been nursing a very sore back that has kept him out of his Cal 20 for more than a year - a problem that obviously did not dull his performance. Even more amazing, perhaps, was the performance of third place finisher, Tom Pollack. Pollack purchased hull 101 just days before the championship and had never steered a Cal 20 in competition until the Qualification Series started. Still, Pollack made it through the entire regatta with only single digit finishes to take third place - one point ahead of former Cal 20 National Champion, Doug McLean.

The 46 boats that raced in this year's Cal 20 Championships were blessed with the kind of conditions competitors dream about - bright sun, flat water and 10-15 knots of breeze for all of the races. And most of the racers agreed that this may have been the most competitive championship in the history of a class that spans nearly 40 years - a point that was underscored when several former class champions did not make it into the top ten.



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This past Spring, Fleet 38 elected a new executive, consisting of Zenon Samila as Fleet Captain, John Goffe as treasurer and Ted Sharplin as measurer. Janet Stamper and Kent Wickens are our members at large. One of our Fleet 38 members, John Torgunrud, became editor of the Cal 20 News.

With much of central British Columbia on fire, the place to be this summer was close to water, and preferably on a Cal. The fleet participated in a number of regattas over the summer.

In June, eight Fleet 38 boats competed in the Waves Regatta, an annual event held at the Royal Vancouver Yacht Club. Mike Sharp and Kirk Denton of Victoria took first place, Kerry Brann came in second and Ed and Steve Chessor were in third.

Later in July, another eight Fleet 38 boats raced in the Annual Kitsilano Yacht Club Invitational. This time, Ted Sharplin came first, with Sebastian Salm in second and Tim Murphy in third.

"ComiCal" raced by Chris Nicol and Kerry Brann won division 4 in the Spring Thursday Night Series at False Creek Yacht Club, beating out several San Juan 24's, a C&C 27 and a Catalina 27.

In August, three Fleet 38 "Cal-o-holics" were on hand for the Class Championship. Colin Jackson & Zenon Samila drove down from Vancouver, and John Torgunrud drove down from San Francisco to join them in Long Beach. The 23 hour non-stop drive down and the 30 hour trip back in the hottest weather of the year might have been a bit more bearable if only

However, we did get to see a cigarette boat chased across the course by a police boat with sirens blaring, lights flashing, and a machine gun mounted on the deck. We don't get that much excitement in False Creek.

Looking to the upcoming sailing season, a new boat is set to make its maiden appearance this fall. Colin Jackson has been working on "BarneyCal" through the previous year in his back yard, and it has finally made its way down to the marina a few weeks ago. This will be the "boat to watch".

This fall and spring are big ones for Fleet 38. This will be the 20th year for the annual Bill Brassington Race Series. A good turnout is expected on September 28th, when the fall series begins, and a big party is planned for spring.

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## notes from the class champion

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several decades after sitting out a few years. By putting in enormous amounts of time, particularly in your youth, one can live off of that investment for quite a long time. That's not to say that additional time and energy won't increase performance, of course it will, but it is possible to retain tactical ability.

On the racecourse, there are two types of tactical decisions to be made that are critically important to a successful regatta. The first is short-term instantaneous decisions. An example of this would be the start of our next to last race. With the leeward end favored, we were on port tack approaching a stack up of starboard tack boats luffing near the leeward end of the line. There were two boats in front of us also on port and approaching the line-up. As they approached the line-up they tacked below and to leeward of the pack. What they did not see was that the whole group of starboard tack boats were well below the starting line without enough time to get anywhere close to the line in time. At the last moment, we noticed this fact, hardened up in front of the starboard tack boats, tacked in front of them and were the only boat near the leeward end of the starting line that was up on the line at the start. Moments later, we tacked and crossed the entire fleet and went on to win the race. All made possible by a single instantaneous decision.

The second type of tactical decision is the longer-term course management decision. This might be deciding which side of the course on a weather leg will be best or where to tack to place yourself in a good position relative to the future positions of other nearby boats. For us, the place where we gained the most when we were behind was on the runs. We would predict future wind strength and direction down the course, and most importantly, which path would keep us in the cleanest air from surrounding boats. Since we were using a leeward gate, keeping an inside position was less critical since there was always the option of using the opposite gate.

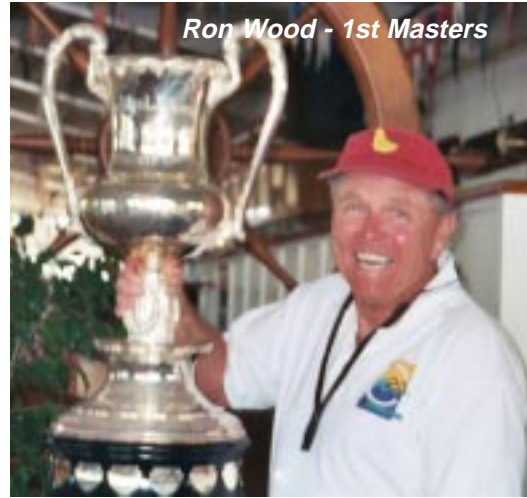
I believe that another factor in our success was the lack of stress. Since we had no expectations after the long layoff, we felt that there was no pressure on us. Contrary to what most of the top people would tell you, there is an element of pressure that always affects the leader board. This year we were especially relaxed and dedicated to just having fun. We kept telling ourselves (even in the last race with an eleven point lead) that there was no way we were going to win, so just have fun. In the end, we not only had a great time and a lot of fun, but we finally broke the Golison curse!

# champ photos

*Roland Fournier and Crew - 1st Silver*



*Ron Wood - 1st Masters*



*Adrian Fearman and Crew - 4th Silver*



*Bryan Dair*



*Mike Sentovich and Crew - 2nd Gold*



*Doug McLean and Crew - 4th Gold*



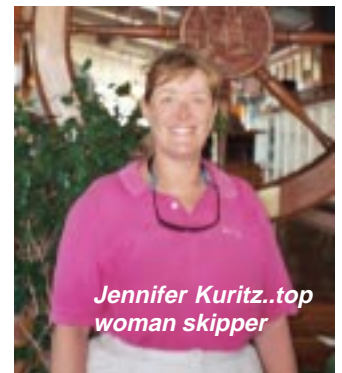
*Ken Hodges*



*Dave Robertson/Steve Shaw - 2nd Silver*



*Jennifer Kuritz...top woman skipper*



# social & rigging photos



*Burr and Fran Hope*



*Cathy and Todd Smith*



*Canadian group - (l-r) Colin Jackson, John Torgunrud, Zenon Samila*



*Class President Glenn Selvin*



*Steve Kuritz*



*Kevin Taugher, Ron Wood and friend*



*Adrian Fearman and Crew*



*Dave Robertson*

## Victoria, BC

by Peter Vivian

I have long had a dream that I would have a well found boat sitting at the marina ready to go, and the flexible lifestyle to say the wind and tide are just right, lets go now! I would then head off downwind and sail 'till I came to a comfortable anchorage in a quiet harbour, and with a little luck, a few good friends may be there to share a tale or two about the adventures of the day.

The practical side of life tends to get in the way, with various commitments to work, home maintenance, other family members' needs. Thus, one tends not to be quite as flexible as one would some days like to be. However, now and then a really good venue coincides with some scheduled holidays, and one says, "Come headwinds or strong tides, I am going to be there!" One then plans for the event, and spends considerable time on the underside of ones fine boat removing the ever-growing beard, and fairing yet another miniscule flaw in the keel. Provisions are put aboard and rigging checked over and tuned, racing sails and an old cruising set put aboard for the trip to the venue. On nearby docks there are others doing the same thing, several are good friends and competitors from the same fleet.

The appointed day arrives and we have bright sunshine and a breeze filling in from Southwest! The destination is Cowichan Bay, a mere 26 nautical miles away. The venue is the annual Cow Bay Regatta. This year we have five Cal 20s attending. From RVYC we have Kelsib and Alga-Y. From Turkey head Cal Nao and Cookie Monster, and from San Juan Island Got T Run. Alga-Y departed RVYC in Cadboro Bay at 1045 with a freshening southwesterly breeze and hot on our heels traveling in company was Kelsib. As we sailed around Ten Mile Point, the wind freshened and came more from the South, giving us a downwind sail to Sidney channel. By the time we were approaching D'arcy Island, we had Southerly 20 knots with gusts to 25 and a good size sea running, as it was against the tide. This gave us some fine surfing as we surged ahead on the crest of a large wave and one had a slight inkling of the thrill they must enjoy on those big comers in the Southern ocean. We passed by a forty footer bucking into it, and the poor fellow was making heavy going of it. Made us glad for the part of the dream we were living with the wind on our stern and the destination downwind all the way.

We encountered a lull off Sidney. This is home to numerous sailmaker's shops and one wonders if it is coincidental that they live in the calmest neighbourhood on the voyage. The four horsepower Evinrude pushes us through Iroquois Pass and Colburne Pass into Satellite Channel. The wind fills in as we encounter the ever reliable Cowichan Bay Doctor, the inflow wind to

Cowichan Valley, for a Brisk 5 miles more of downwind paradise.

We stopped by at the crowded and bustling Cherry Pt. Marina to register for the regatta, then made a quick dash across to the sheltered marina at Genoa Bay where we had moorage for the weekend.

Saturday morning dawned clear with promise of a hot day to come, just what one requires to get the Doctor to make his rounds. The thermal took a little longer to develop due to some early haze ,but by 1100 we all started racing and enjoyed a couple of hard fought races with tacking duels up the south side of the Bay and a break for Musgrave Rock, then a fine downwind leg to the finish. Some ambiguity in the layout of the course caused concern for a few on the first finish, but the sailing was fun anyways.

Saturday evening we partook of the fine steak BBQ, and topped up all vital fluids in anticipation of more great racing on Sunday.

Sunday morning the Doctor came in as prescribed, and the long course was set with 15 miles for large boats and 11.5 for the smaller vessels including, of course, the venerable Cal 20 fleet. We set off with a vigorous tacking duel along the south shore, and then noticed Cal Nao out in mid-bay gaining well on the fleet. Soon, the whole fleet was headed to the middle, and positions changed a few times as we played the elements to advantage. In a long windward duel with Kelsib, we on Alga-Y managed to sail well to the left side of the course and just about off the edge of the known world, which cost us dearly. All was not lost as we had sailed into the "land of opportunity" and by carefully playing the elements and enjoying the long course we had to sail, we eventually got back in therace and actually scored a 3rd in the race.

Final results had Cookie Monster ably sailed by Ron Ingalls and Brandin Daykin taking first, followed by Lloyd Bacon and Jim Schutz on Got T Run in second, and Kelsib with Tom Lowdon and Steve Lowdon in third. Alga-Y with Peter Vivian, Allen Vivian and Andrew Harley finished fourth and and Neil Counter and Sergie with Cal Nao were in fifth place.

After toasting the successes of the day at the awards ceremony, we retreated to Genoa Bay where I decided it was a good time to test the man overboard ladder whilst tied to the dock. This I did with success, and enjoyed a refreshing swim in the bargain.

After many years of hearing others extol the virtues of the Cowichan Bay regatta, I was certainly glad of the opportunity to partake in this fine venue and look forward to doing so again. Think of it as a summer cruise with a race weekend thrown in!

**more** **fleet 13** **by Michael (Mikey) Sharp**

**H**ello boys and girls, just your friendly neighbourhood Cal 20 sailboat racer here to regale you with more stories of Fleet 13 and all the great fun they have on their super little sloops. Or at least that's what it says here on this brochure I have

# views from the junior champion

*Megan Anctil*

**T**hursday, August 14<sup>th</sup> was a hard, but rewarding day for me. The wind was blowing pretty hard, so the weather helm was my hardest obstacle, and at times I felt as if my hands were on fire. With the cockpit being wet, my feet kept slipping, and I had to struggle to keep my balance. Despite the pressures, I was determined to keep going, no matter how hard the races got. Thanks to the hard work of my mother (Terry Johnson), and the tactics from my step-dad (Walter Johnson), we made it through each race. Our determination paid off, and though I hadn't planned on getting higher than 5<sup>th</sup> place, we managed to walk away with first place.

I first made the choice to race in the Cal-20 Junior nationals in the middle of July; 5 years since I had last been in a serious regatta. It was a late decision, and that resulted in hasty preparation. The only practice that my crew (my parents) and I got was the Wednesday night before the regatta! I had never even driven downwind wing on wing before. I only had one night to get 'comfortable' with the boat, and as we headed in, I doubted whether or not I'd be ready the next day. But when morning came, I sucked down my insecurity and headed out; it was time for the races to begin.

The first race started off pretty well, though to be honest I was nervous. Some of the other competitors looked like they'd been practicing for a while, and it was a bit intimidating. I knew that Chris McNaboe, one of the friends I grew up sailing with, was pretty good, so I figured that he'd be the hardest one to beat. Throughout the race, I listened carefully to the suggestions of my step-dad, and kept my focus on driving. I was shocked when I came in first

place! After that, my confidence seemed to rise, and with a newfound gusto, I came in first again. The third race didn't go so well, as I'd gotten off to a bad start and the wind had come up. I managed to gain on a few boats, but I wasn't unable to catch up to Chris on Hot Pink, and so I ended with second. Overall I had two firsts and a second; I was ecstatic!

The awards ceremony on Sunday was pretty fun. There were many experienced racers and people that I've watched since I was a kid, and I was amazed when a lot of them congratulated me on winning. I also got to take home a cute little trophy, and the Paul C. Merrill, Sr. perpetual, which has famous sailors on it like John Kostecky. All-in-all, the Junior Nationals were fun. The races, the people, and just the sailing itself were memorable experiences, and I hope that next year will be just as great.

## **Gold Championship Results**

	<b>Sail</b>	<b>Boat</b>	<b>Skipper</b>	<b>Club</b>	<b>Total</b>
1	72	Bandini Mountain	Golison,Mark	ABYC	23
2	83	Convicts on Tour	Sentovich,Michael	ABYC	32
3	101	Basic	Pollack,Tom	BYC	37
4	9	Rigormortis	McLean,Doug	ABYC	38
5	979	Lolo	Raab,Chris	ABYC	56
6	363	Magic Bus	Mark,Gaudio	ABYC	63
7	63	Colleen	Kelly,Jib	CBYC	63
8	69	Lickety Split	Wood/King	ABYC	65
9	117	Rubber Dog	Ives/Stevens	LBYC	72
10	1701	Mojo	Johnson,Walter	WYC	77
11	26	Veintiseis	Clay,Chuck	ABYC	84
12	238	Hot Pink	Kurtiz,Jennifer	ABYC	95
13	103	TJ	Brown,Steve	LBYC	99
14	372	Happy Camper	Burch,Mike	CBYC	100
15	11	Wild Beast	Dair,Brian	CBYC	102
16	294	Sluggo	Schopp/George	CBYC	107
17	298	Buckshot	Matzinger/O'Callaghan	LBYC	109
18	1092	Poquito	Pistay,Bob	CYC	111
19	438	Shoots	Zinn,Don	CBYC	113
20	82	Farfromoven	DeBrincat,Mike	CBYC	137
21	299	Loryee	Hodges,Ken	ABYC	147
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## fleet 13 cont

...continued from page 9

in front of me, the one with the white sandy beaches, palm trees and all those beautiful people in the background. My goodness, that's a whole lot of white shiny teeth. That's one thing about tropical isles: good dentistry.

Summer Series racing continues great guns and Fleet 13 is well subscribed, with an average 14 boats showing up to enjoy fun-in-the-sun on Wednesday nights. Clio, Kelsib, and Alga-Y seem to find their way consistently to the front every night, proving that going fast and in the right direction and just plain lookin' good is a sure-fire way to add to your collection of pewter mugs. Kelsib, I understand, now has enough mugs to start a small pub, but does that slow them down? Oh no.

Two of the newer boats to join the fray, Calpurnia and Tahiti, are doing well, having shown up to the race course with the eyes of tigers, but mercifully not the breath to match, and showing some of us regulars their lovely transoms. I, for one, believe that humility is character building and have been learning this lesson on a regular basis. That Calpurnia now looks almost identical to Strait Shooter is flattering, but I think Strait Shooter's helms guy is better looking. Just my opinion, he wrote, somewhat humbly.

Speaking of humility (again!), your author and his good friend Kirk Denton went to Royal Vancouver's WAVES regatta at the end of June and on a borrowed Cal 20, Hysterical, proceeded to, well, win it. A personal best, five wins in a row on the first day and then I thought we'd won the Stanley Cup, this large shiny thing that took two grown men to carry. Weee...Just too much fun! Fleet 38 were very helpful, thanks to Kent Wickens for lending his boat and to Zenon Samila for putting us up in his condo on Granville Island. The livin' is fine. Hmmm... I think I'll make this my new happy place and go there whenever times get tough. Which, when you're racing Cal 20s, doesn't happen very often.

Summer Series D is a notable for Fleet 13 in that we race with spinnakers! These amazing sails, perhaps you've seen one, in their multi-hues and assorted duct-tape patches (oops, that would be mine) are always a delight to fly. I, for one, always enjoy the many and varied invectives and expletives-deleted that accompany their use. The local PHRF and other one-design fleets active in these parts often stop their racing just to catch a glimpse of the many styles and techniques employed and perhaps more pragmatically, not to get run over. Whee... Look at me I'm flying the devil-sail. "Get it off, get it off, it burns mommy, I don't like it!"

September is usually a pretty quiet month for Fleet 13 but we do get in our annual long-distance race (no holds barred, full contact, with goalies), always hotly contested and usually won by Tom Lowdon on Kelsib. Sigh. Just once I would like to win this thing. Soon... Soon. This year we have renamed the event the Harry Marshall Memorial Race in memory of our recently departed good friend and fellow Cal 20 sailor, and I hope the day is sunny and fresh, just the way he liked it. And

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## fleet 13 cont

then... Winter Series Racing, my very favourite. Lots of small craft warnings, big courses, and rain. Mmmmm... rain, I like it wet, you bet.

Winter Series goes from October to March, divvied up into three series. And there is this really cool trophy (very shiny, very big) for the overall winner. This is highly desirable, boys and girls, so c'mon up to Victoria and try your luck, you know you want to. I mean, don't you get tired of racing in the sun and warmth, I know I would. Hey! See ya on the water!



### important dates

#### Cal 20 News Deadline

- January 30, 2004

## cal 20 class association membership application

Please check one :  New Application  Continuing Membership

- \$25 Active Member - Must be at least 1/3 owner of a Cal 20
- \$20 Unattached Member - Active Member whose boat is not within the area of an active fleet (Includes Corinthian Fleet Members)
- \$20 Associate Member - Non-owner who is crew on a specific Cal 20
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FALL 2003 ISSUE

# Making Cal 20s Fly.

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ABYC Halloween Regatta	1*
SCYA Midwinters	1
Southern California Champs	1
Class Championships	2

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