

The Lifted Tack

WEBSITE: <http://home.hiwaay.net/~mssc/>
WebMaster: Charlie Anding

MAY 13, 2005

Commodore
Joel VerPlank
766-3652

1st Vice Commodore
(Clubhouse)
Ron Brown
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(Land)
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710-1960

3rd Vice-Commodore
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931-724-2418

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(Memberships, etc.)
Willson Jenkins
766-4634

Treasurer
(\$)
Andy Keenum
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Sail Master
(Training/Sail Camp/
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767-6610

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(Racing)
Byron Jamerson
383-0520

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(Socials)
Tony Smith
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Newsletter Editor
Bob Parrish
740-0131

A Message From the Commodore

I am sorry that I have to keep on complaining about members breaking the Club Rules. Non-members are not allowed on MSSC property unless accompanied by a member. Members cannot give non-members permission to visit our property to look at a boat that the member may have for sale. We recently had a situation where a member had sold his boat to a non-member, which resulted in severe damages to another member's boat. I urge all members to consult with the Sailmaster or other officer before taking any action that may affect other members.

We are proceeding with the Seawall Project. A contractor has looked at our seawall situation and will take on the job. We hope to have a date formalized soon. We will also have him give us an estimate on rebuilding the launch ramp. If that comes in according to budget, we will try to contract that for next spring.

See you at the Confederate Admiral's Regatta on May 28 and 29.

Joel

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NOTES FROM THE SAIL MASTER

Boat Storage update:

Please notify me if you are bringing your boat/trailer out to the club grounds this summer. They need to be logged in and an identifying number stenciled on the trailer. We'd appreciate it if you would park them in authorized areas only. Don't block the R.V., tent camping or access to the sewer.

The first trailer auction was a success. The club made a little money and we removed one abandoned trailer from the grounds. There are still seven unidentified trailers at the club. The next two trailers on the block are numbers 35 and 36. Pictures of these trailers are in this issue of the newsletter and can be found on our web site. They are parked along the east property line towards the road with the number stenciled on the tongue. I will be asking the Board's permission to auction them off if they are not claimed by the June meeting. I hope to reorganize the dry storage area sometime this year and need the room.

We still have two unidentified Laser at the club. I've been told one belongs to Sally Howard who is no longer a club member. Anyone know how to contact her? And does anyone know who owns the blue Laser named Rosanate?

The storage shed is very full, and it is difficult to find a place for new items. However, I'd appreciate it if you would not consider the masts and sails as an extra shelf. Please DO NOT store items on top of them. They will be removed if you do.

The Sailing Seminar update:

*The Sailing Seminar is scheduled for **June 11-12** and **June 18-19**. Please keep these dates open and plan to help make it a success. So far, there are nine students registered and none of the club boats have been prepped.*

More on the schedule:

For the past two years, July Fourth events at the club have been poorly attended. By way of a different format, plans are being considered for a journey down the lake to raft up at dusk near the south shore and observe the fireworks display off Florence Harbor. When details are available they will be sent out by e-mail with a flyer by snail mail to those with no e-mail address.

MSSC

Schedule

May 21st

Spring Race 4

Gar Bouse

Glenn Miller

###

May 28-29

Confederate

Admirals

Regatta

Steve Blazier

Frank McCollum

Barbara

McCollum

Karen

McCullough

###

June 4th

Spring Race 5

Horace Holland

###

June 11th & 12th

Sail Camp

Rick McAdams

Bob Bucher

Ron Brown

Cathy Bucher

###

June 18th & 19th

Sail Camp

Rick McAdams

Bob Bucher

Brett Wood

Cathy Bucher

Muscle Shoals Sailing Club
Presents the 44th Annual
Confederate Admirals Regatta

Date: *May 28-29, 2005*

Entry Fee: *\$35.00*

Handicapping: *USSA Portsmouth*

Rules: *Consists of (wind permitting) three (3) races on Saturday and two (2) races on Sunday.*

First, second and third place trophies will be awarded based on the following class stipulations:

- *Cruising Spinnaker class minimum of four (4) entries*
- *Cruising Non-Spinnaker class minimum of four (4) entries*
- *Dinghy class minimum of four (4) entries*

Classes not meeting these criteria will be reconfigured by the R.C.

Dinner reservations must be made if you wish to have dinner! Call Karen McCullough @ (256)766-6493 or Steve Blazier @ (256)766-3031

Schedule May 28

<i>8:00-11:00</i>	<i>Registration</i>
<i>11:00</i>	<i>Skippers Meeting</i>
<i>13:00</i>	<i>First Race Sequence Start</i>
<i>17:00</i>	<i>Attitude Adjustment Hour & Enjoy the Music of Me- nage (Soulful Swing & Such) Libations Furnished by Race Committee</i>

Dinner to follow, provided by MSSC

May 29

<i>8:00</i>	<i>Complementary Breakfast</i>
<i>9:30</i>	<i>Start Race</i>
<i>12:00</i>	<i>Lunch (Bring your own) or leftovers!</i>
<i>13:00</i>	<i>Trophy Presentation</i>

Saturday Lunch:

On the water, bring your own.

Dinner:

Menu (cost \$12.00):

- *Drinks*
- *Salad*
- *Breads*
- *Corn and Potatoes*
- *Steamed Shrimp*
- *Desserts*

Complementary Sunday Breakfast:

- *Biscuits*
- *Jam*
- *Juice*
- *Coffee*

Party Cover Charge Only \$10.00 per Couple!

Reservation Deadline: **Wednesday May 25, 2005**

Questions concerning this Regatta may be addressed to Steve Blazier at (256)766-3031

Come to learn some local history.

Location: *MMSC is located on the North side of Wilson Lake at Old Lock #4, Mile 271.5 on the Tennessee River. Take Highway 72 to Center Star, turn South at the North Alabama Flea Market onto County Road 33. Follow paved road passing big curve to the left, then turn right on the first paved road, Co. Rd. 411. This road will turn into a dirt road and will dead end at MSSC.*

ATTENTION: ALL VETERANS *this party is for you! Being Memorial weekend, help us to celebrate. You know who you are, but not everyone else does. So, wear some old military item(s) and we will have something to talk about! Steve B.*

P.S. *We may be lucky this year and have the “Big Gun” to start the Regatta. Subsequent firings of the gun can be bought for \$25.00 each time. This is a fund raiser for the reenactment group.*

Membership Report:

The Board of Governors approved membership applications of two new families at its May 10th meeting. They are:

Linda and Robert Jones
1837 Courtney Ave.
Florence, Al 35630
Telephone: 256-760-8798

Linda is a Hospice Social Worker and her husband, Robert is a Supervisor at McDonalds. Their sponsor was Bob Bucher. The Jones do not have a boat but are looking to sail with others. Please consider inviting them out you on your next sailboat outing.

Allan and Tamara Fegenbush
220 Welton Drive
Madison, AL 35757
Telephone: 256-722-9147

Allan is an Administrator and Tamara an Accountant. Their sponsor was Nolan Richards. They own a Day Sailer and look forward to participating in events at MSSC.

Welcome to both the Jones and Fegenbushs!

The Board has also received two new applications, which it will act on in the near future. They are: Marvin Adcock and Dr. Amanda Mumford, both from Florence. Marvin just purchased a Hunter 23 previously known as the “Black Hole” and Amanda has a Laser Radical.

Willson Jenkins, 5/13

ONE DESIGN RACING AND THE FLYING SCOT MIDWINTER CHAMPIONSHIP

(the conclusion of a saga by Willson Jenkins which started in the last Lifted Tack)

St. Pete. What a place. I had called Horace earlier and asked him about the venue and he said it was first class. He was right on the money. Horace had been down three weeks earlier for the St. Pete furthest. The city is historic for Florida and everything was within walking distance. Parks, museums, restaurants, a marine store, yacht club, spring training and a great harbor on the bay made it a wonderful place to hold a major regatta. The racecourse would be located about a mile out into the bay and east of St. Pete. This location exposed the boats to chop from the north, east or south. Only in a westerly breeze were we would experience “lake like” conditions. Also a significant current was present. For the week that we were there, a northerly current was present based on an incoming tide of about 1 to 2 knots. It was stronger in the channel and less up on the “flat” which is where we would be racing. To help you visualize this, the City of St. Pete is located near mid-bay on the western shore. The channel is located near the City and runs generally north and south and the racecourse was to the right of the channel or to the east.

Fifty-one *Scots* attended the Midwinter’s and would divide into two fleets based on Skipper’s choice. A Championship fleet composed of 33 boats including several sail makers, the boat manufacturer, and other semi-professionals was the largest class. My friend Tom Clark of Privateer decided to join them. My other friend Stewart Cofield of Privateer and I decided to go the amateur route and sail in the Challenger Fleet (18 boats). Monday was a practice day and we attended a sail trim seminar for *Scot* owners hosted by *North Sail* experts and multi one design class champ Greg Fisher and Midwinter *Lightning* Champion, Brian Hall. These sail trim seminars are expertly done and improve the sailing ability of the whole class.

Tuesday was the first day of racing; however, the passage of a cold front overnight ushered in winds in excess of 25mph and a significant chop was present in the bay. Racing was thankfully cancelled at 3 pm. Wednesday brought in cold, wet and rainy weather. Sunny Florida, huh? The bay was still choppy from previous day but the committee sent us out anyway. Some boats turned around and decided it was too much given the chop, cold and wind. We debated whether we would be able to fly the spinnaker given the conditions. In the first race, we went left following the example of the Championship division. Our theory was to head over to the favorable northerly current which would be on the far left side of the course and then tack back and to use the current to help get to the windward mark first. However, our start was poor. We lacked clear air and quickly fell behind. On the downwind run we could not make up the distance and eventually finished 11th. Then the race committee abandoned racing for the remainder of the day. It was cold and a fog had developed making it potentially dangerous.

Thursday brought improving conditions and 3 races were planned. In the first two races, the winds were again from the north but had dropped to about 10 mph and then dying late. In the first race on Thurs-

day, the pin end again looked favored and we went for it. We got a great start and more importantly, we had clear air. Then disaster. I ran over a crab pot (yellow and numbered 093) and it stopped us cold. We went backwards and I had to jibe to get off it. Our lead position was gone and with it our speed. We reached the windward mark in the back one-third of the fleet and tried to gain ground downwind. We did close the gap on the fleet but we couldn't over take them. Then I hit the leeward gate as we were rounding it; thanks to the current and a light breeze. A penalty turn follows and ends our chance at recovery and drops us down to 15th. The skipper has made two bad mistakes and it's early.

The next race we again look to the pin end as the favored starting point. We have clear air and are at full speed at the gun but four of us near the pin are called "over early" by the mark boat which has anchored below and off to the side of the starting mark. There's no way the mark boat can make this call given that he was anchored below the line but rather than risk having a hearing requesting redress, we all double back. We still go left but are now behind. Then the first of two, brilliant moves. As we round the windward mark, we find the fleet stacked up behind each other, heading into the current and the breeze dying to around 5mph. We join the starboard parade south but realize that we cannot gain so we jibe onto port, go left about a one hundred yards, obtain clear air and jibe back in less current. It works and we catch and then over take most of the challenger fleet and about a fourth of the championship fleet.

We arrive at the downwind gate in a confusing and light breeze. We round and go right to get clear air then go back to the middle to cover. The breeze is light and the fleet is everywhere. What to do? We notice more pressure is developing in the far distance on the left and if we go for it, the fleet will be far to the right and we will not be able to cover. It's a tough call but we decide to go for the new breeze and a top five finish. We sail left, reach the new wind that fills in at about 8 mph while the right side of the course goes dead. The folks from Alabama pulled off a great, come-from-behind-race and finish 2nd. The breeze then completely dies and refills from the southwest at 10mph. The committee resets the course.

The last race of the day was disappointing. We start at the pin end (left) and have clear air at the start but the pressure is all to the right. I pick the wrong side and we get to watch everybody sail away. Our boat speed is lacking and we cannot catch anybody. We hold on for an 11th place finish which is not bad considering I failed to realize the favored side at the start, but I'm still disappointed after our 2nd place finish in the previous race.

Friday, it's our last day of racing and it has the best conditions. The temperature has warmed and the winds are from the southwest at 15mph and will continue to build later in the day. The current is flowing across the course from left to right. Some of the fleet has left for home since Friday was a reserve day but we have stayed. At the start of the race we go for the pin end since it's the mark furthers up current. We look good at the gun and are at or near the top of the fleet at about half way up the windward leg. At this point, the Championship Fleet has rounded the mark and is now coming down the middle to right side of the course with spinnakers flying. Very pretty, I might add. If we stay in the middle or go to the right we will have to sail through this mass of bad air. I decide to go left, the upside of the current and figure that most of the fleet will have to sail either through or to leeward of the Championship Fleet in bad air and then tack into an incoming tide. The left side of the course looked good in my mind and still looks good on paper but it was the wrong call. When the fleet reappeared behind the wall of spinnakers, a lift and an increase in breeze had developed on the right side of the course and it carried everybody right over us.

How had we missed this shift? Did we fail to look around enough or should we have just gone with everybody even though it looked terrible at the time. I went for the knock out punch early and struck out. I didn't trust our boat speed and guess I took too much risk. Now we were last.

Things didn't change for another three legs. Our boat speed was poor and the leaders were getting

further and further away. Then some poor soul that has me beat decides to engage us in a bit of match racing on the last upwind leg to the finish. First he covers nicely and we tack away. He tacks back to cover. We tack, he tacks. Oh, this is good. At least we will have a challenge for second to last place. We do a “quiet tack” back to port and he fails to watch or hear us and thus cover. We get a little more pressure and a lift. Then with the next change in wind direction, we tack back. He also tacks back to cover but he’s headed and cannot cross so he tacks back to leeward. Now we have him pinned to leeward. We eventually drive up and over him and now it’s our turn to cover. He tacks. We tack. Back and forth we go, all for the glory of not being last. We prevail. I’m elated!

We finish the regatta in 10th place. Not bad but not good. We have a lot of room to improve and we think we know what to do to help get the boat speed up thanks to three great articles by Greg Fisher and two by Sandy Douglass that we picked up at the seminar. I cannot wait for next year and hey, we had a great time and we still have a whole season ahead of us.

One design racing is the way to go! We could use a fleet or two of one designs at MSSC.

Willson Jenkins

AL SELLERS MEMORIAL DAM RACE

The Al Sellers Dam race was moved to May 7th, because there was a better chance of a good breeze and a milder temperature. The weatherman was saying mild temps but little or no wind. With the help of Wheeler Yacht Club, 17 boats registered to start the race of 22 miles.

The day started off very nicely with more breeze than we had expected. A few minutes before 11:00 all the boats were jockeying for position on the starting line, and the breeze began to die; by the time the starting gun went off we had a drifter for the start. Gar as usual along with Nolan and Rick McAdams led everyone across the starting line. Gar chose the south bank while most everyone else took to the middle. After about an hour, it became obvious that Gar was moving faster, and was opening up a good lead. The race was shortened, with Turtle Point being the turnaround, or the 1/2 way mark. Gar was first to make the mark and start back. I was about a quarter of a mile behind him and Jan in his X99 was a few feet behind me.

Gar took the middle along with most of the fleet, I chose the south bank. Again the south bank had the best air, and I began to gain on Gar, and finally gained the lead. With only one mile to go I was in the lead by 1/2 mile. I thought I would win for sure. (WRONG) Another wind shift and I was in the wrong place. The whole Fleet began to catch up. Joel VerPlank was the first to pass us, in his newly painted Ensign. (it had to be the new paint). The next to pass was the Capri 22. (I don't know if he had new paint). I finally crossed the finish line and Gar was right behind me. Evidently he didn't have new paint, but he corrected out ahead of me anyway, and so did Hayden Glenn.

Well, there were many other accounts of the race, for each racer had his story to tell.

...
Most will include how the wind had conspired against them , but the reality is , we all got to spend a day on the water, and it will be memorable because of the light wind, just maybe the lightest we ever completed a race in.

Back on the bank, we all enjoyed the retelling of our tales while enjoying snacks and drinks, and Jane and Barbara Glenn finished preparing our delicious evening meal. Those who stayed long enough were rewarded with a beautiful sunset. It was a perfect ending to a beautiful day. Most of the Wheeler folks had to leave before eating, but the club fed 45 people. It was a good turn out and everyone had a fine time.

The Al Sellers Dam Race is a memorial race. A memorial to a sailor who loved the Club, loved sailing, and really enjoyed the Dam Race. During the meal, Nolan Richards spoke of Al and the early days of the club; others joined him as they remembered stories and the good times with Al Sellers.

Ernie Sellers, Al's brother, recorded our times as we finished the race. Joyce Sellers, Al's wife supplied the trophies, and his kids sailed his old boat in the race. They all expressed their pleasure and appreciation. It was a GOOD day.

Horace Holland, 3/14

An Appeal from the Houskeeper

Please, those who have taken dish towels home to launder need to return them to the clubhouse A.S.A.P.

There are presently none at the clubhouse.

Horace Bramm Regatta Report

By Willson Jenkins

“From the National Weather Service Office in Huntsville, Al. The forecast for northwest Alabama for Saturday, April 23, 2005. Partly cloudy skies, Highs around 60....chance of rain 20 percent. A *Wind Warning* remains in effect for area lakes from 11am to 4pm C.S.T. Winds from the North, Northwest 15-25 mph, gusts to 35 mph. Caution is advised on area lakes...”

So what! Let's have a regatta. Horace would have loved it.

And that's what we did. Yes, it was cold. The high was in the low 50s but the wind was only blowing around 20 mph at the start. Six brave crews ventured forth. They all decided to declare “nonspinnaker”. So much for getting some broach picture shots.

The committee boat decided to keep the starting line short and get the boats to mix it up. Makes for better pictures that way. After a clean start by all competitors, the *Capri 30* (Paul) and *X-99* (Jan) took an early lead on a triangle, windward, leeward course but the eventual handicap winner was close behind and it was something to see. You know that Tom Brown is going to have good day when a *Morgan 22*, a boat that could probably sail across the ocean looks like its planing dead downwind without a spinnaker. What a bow wake they put out. And to think that they would win the first race despite almost losing Bryon in an apparent broach on the final leg to upwind. Yes, you are required to finish with the same crew as you started with.

And what of Nolan? Well, he passed on the *Day Sailer* in favor of Rick McAdams' *O'Day 27*. They looked pretty good together and well in control except for the extremely loose outhaul on the main. However, Rick reported that he can't adjust it on the boat at this time and he is looking to get a new main. So we will give them a break.

Unfortunately, the leeward mark started to drift at some point during the 1st race and this was somewhat unfair to the last two boats. A barge coming downstream didn't help matters and then Tommy lost his favorite “red” hat although I have always thought it looked “pink.” If we had been able to run 3 races, I would have thrown out the 1st race. However, environmental events on the course would alter that plan. Brown won the 1st race followed by Wunsch, Bijvoet, McAdams, Glenn and Bucher.

Race 2: This time the start was even more crowded. Nolan and Paul were fighting for room near the mark and were “OCS”...that's the new term for what most of us have previously known as being “over early”. Instead, Jan and Tom were in the lead. Tommy Glenn and Bob Bucher were close behind. Everything looked “ok” until about 3pm. Remember, now that the National Weather Service has said that the winds are going to be around 15-25 mph with gusts up to 35mph and only a slight chance of rain. Well, we had wind up to about 20mph most of the day but without the “big” gusts. Then things went down hill and fast. Dark clouds started rolling in. Dark clouds? What were they doing here? Then it starts to rain. The temperature drops even more (so much for the 50's) and then it hits. The *WIND*.

Suddenly, Wilson Lake is transformed into the North Atlantic. Everywhere you look the lake is covered in a white, blind chilling foam. And what of those poor sailors still out on the course, fighting it out for all for the glory of? The hell with them, what about those poor people on the committee boat you ask? I *feel* your concern and their *pain*.

Nevertheless, Jan managed to cross the line first when Paul got caught on the wrong side of Tommy Glenn sailing towards the leeward mark and had to delay his tack to the finish. Seconds were lost with Brown closing quickly. It looked like a repeat of the first race. But, the extra distance Paul had to sail plus being OCS hurt and Jan who sailed well and in control beat Paul by less than 10 seconds to capture 2nd. Brown however, won again...what are you going to do in these conditions? Nolan and Rick managed to hold on and finish the race. Unfortunately, neither Glenn nor Bucher could. There was just too much wind at the end and they made the wise choice to retire. Rumor has it that three sails torn and four hats were lost to the sea.

Racers retired to a slide show and a dinner of honey-pecan baked salmon, red, white and blue salad, grilled vegetables and bananas- foster for dessert. It was all so good!

Final finish results were: Brown, Bijvoet, Wunsch, McAdams, Glenn and Bucher. A special thanks goes out to the committee boat: Tony Smith, Jamie Lynch and myself. And to the cooks who were also the same people who were on the committee boat: Smith, Lynch, and both Jenkins.

REPORT FROM THE LONG RANGE PLANNING COMMITTEE

The Long Range Planning Committee (LRPC) operated last year under the chairmanship of Joel Ver-Plank, and also included Charlie Anding, Horace Holland, Rick McAdams, Barbara McCollum, and Bob Parrish. It was this group which developed the four clubhouse concepts which came to be referred to as Plans A, B, C, and D; and presented them to the poorly attended Annual General Meeting in late 2004.

When the newly elected Board took office at the beginning of 2005, Horace Holland resigned from the LRPC to devote full time to promoting increased participation and membership (his committee also includes Steve Blazier, Nolan Richards, and Liz Stagg); and Bob Parrish was appointed to succeed Joel as chairman. Also, John Glasscock and Bob Stagg were added to the LRPC. This newly-constituted LRPC met once in January to discuss and prepare a "re-presentation" of Plans A, B, C, and D for the Wine & Cheese Party and to ask Rick to prepare a questionnaire to collect input from the attendees. Bob Stagg prepared a financial analysis to estimate what membership level would be required to support the various concepts.

Thirty-three completed questionnaires were handed in of which, only twenty-three expressed an opinion on clubhouse improvements. Detailed results will be presented in the next *Lifted Tack*.

At the March meeting of The Board of Governors, it was suggested that an architect be engaged to look over Plans A, B, C, and D; and maybe come up with "Plan E". This suggestion was approved by the Board. At the April meeting an architect's proposal was discussed, but not acted upon pending the solicitation of a "second opinion". Members of the LRPC were invited to attend the May 10th meeting of The Board which considered proposals by two architectural firms and then voted to approve the preparation of a preliminary plan for a clubhouse, the study "not to exceed" two thousand dollars,.

Bob Parrish, 5/16/05



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**WANTED!! INFORMATION LEADING TO THE
IDENTITY OF THE OWNERS OF THESE TWO
TRAILERS (the one above is No. 35, below is No. 36)!!
PLS PHONE RICK McADAMS @767-6610 (Florence)**



The Lifted Tack

MUSCLE SHOALS SAILING CLUB
c/o 3271 Old Chisholm Rd, # 1116 C
Florence, AL 35630-1028

ADDRESS CORRECTION REQUESTED



THE LIFTED TACK

Notes and Asides from the Editor/Publisher:

First, an update (we have two new volunteers to announce) on the Honor Roll of those who have volunteered to receive *The Lifted Tack* electronically thus saving trees, storage space, copying charges, and postage cost.

Gar Bouse	Charlie Anding	Horace Holland	Tom Brown	Tom Cromer	Bill Campbell
Bob Parrish	Jeff Compton	John Glasscock	Tommy Glenn	Bob Stagg	Joel VerPlank
Glenn Miller	Joyce Sellers	Les Snider	Ernie Fite	Larry Gautney	Paul Jacobs
Andy Keenum	Bill Parkhurst	The Gillinghams	Bob Kuehlthau	Chris McGraw	

Any member who would like to join this group can email: rmparrish3@yahoo.com

Remember, we are not talking about sending the newsletter directly to you by email, but sending you an email notice that the latest issue has been posted on the club's website where you can view it immediately, download/copy parts of it, and always know exactly where to find it throughout the year. Furthermore, The Board recognizes that some members have particular reasons for continuing to receive a copy of the newsletter by snail mail, and their requests will be honored..

Second, an announcement concerning the club's website address: Somehow the tilde (~) was omitted from the address shown on *The Lifted Tack* masthead in recent issues. The one shown on the first page of this issue is correct.

Third, a reminder to check the calendar on page two to be sure your own personal calendars have been marked with club events highlighted.