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Mike Marshall's *American Garage*

Secures 2022 J/24 World Championship in Final Race



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Photo courtesy of Emily Stokes

Executive Committee

IJCA Chair

Will Welles, USA

will.welles@northsails.com

IJCA Vice Chair

Nick Jako, Canada

jako.mlj@gmail.com

IJCA Finance Committee Chair

Kat Malone, USA

krobinson75@gmail.com

IJCA Technical Committee Chair

Michael Peters, Germany

michaelpeters1501@googlemail.com

IJCA Past Chair

Nancy Zangerle, USA

nzangerle@yahoo.com

IJCA Council Member

Nicolas Cubria, Argentina

cubrianik@hotmail.com

IJCA Council Member

David Cooper, United Kingdom

davidcooper4271@gmail.com

IJCA Council Member

Aris Pallikaris, Greece

president@j24class.gr

IJCA Council Member

Maike Hass, Germany

maike.hass@hotmail.de

IJCA Council Member

Keiji Kondo, Japan

Kondo@konkin.co.jp

IJCA Executive Director

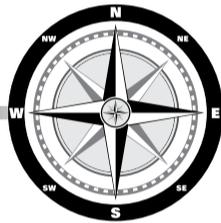
Chris Howell

1604 Ventana Dr.

Ruskin, FL 33573

director@j24class.org

P: 440-796-3100



IJCA Technical Committee

Chairman

Curt Barnes, USA

curtbarnes@gmail.com

Gianpietro Pollesel, Italy

pqs@tiscali.it

Michael Johnson, USA, Designer's Appointee

mj_3747@yahoo.com

Michael Peters, GER

michaelpeters1501@googlemail.com

Bob Kinsman, USA

bob.kinsman@gmail.com

Kenneth Porter, Mexico

kennethporter-s@hotmail.com

Alex Finsterbusch, Argentina

alexfinsterbusch@gmail.com

Timothy Winger, USA

timwingr@gmail.com

J/24 Builders

J/Boats Argentina

España 1265 (1642)

San Isidro ARGENTINA

+54 11 4747 4162

roberto@jboats.com.ar

J/Boats Italy

17 Porto Turistico Chiavari

16043 ITALY

+39 335-688-5005

jboats@jboats.it

Mike Marshall's *American Garage*

Secures 2022 J/24 World Championship in Final Race



Photos courtesy of Emily Stokes

Mike Marshall's *American Garage* may have never been in first place overall during races one through nine, but he was after the tenth and final race to claim the title of 2022 J/24 World Champion. With crew Dave Hughes, Allan Terhune, Jeffrey Hayden and Rod Favela, the Newport, Rhode Island-based skipper overcame a Black Flag in Race 7 to finish with 29 net points. Paul Foerster's *Grand Slam 2* compiled a stellar week of racing, but a 10 in the last race became their discard, and they finished a mere point behind Marshall for second place. Nobuyuki Imai's *Siesta* always impresses, and this Championship was no different as they placed third with 32 points. John Mollicone's *New England Ropes* was in the hunt all week and ended just a notch behind *Siesta* for fourth place.

Foerster's *Grand Slam 2* won the strong 27-boat Corinthian division, ahead of Imai's *Siesta* and James Freedman's *LOL*. These standings remained unchanged all week. This year was the inaugural presentation of the Corinthian perpetual trophy, generously donated by long-time J/24 sailor Jim Farmer.

In regard to the team mood following the BFD, Marshall said, "It's always hard waiting the race out. You know you put yourself in a bad start." From Race 8 on, he continued,

"We needed to be perfect, and we weren't, but in the last race we rounded the top mark in first. Paul was behind us, and we knew we had to be in front of *Siesta*. (Friday) was the lightest day, but we liked the big breeze all week." Marshall finished second in Race 10.

The IJCA also awarded its perpetual trophies:

- Jaeger Women's Trophy to Beatriz Agusti on *Mermaid Rescue*
- Youth Turner Trophy to James Thurlow on *Fortitude*





Photos courtesy of Emily Stokes



DAY 1 RECAP: In the two races, Foerster's *Grand Slam 2* went two for two in pristine conditions of 14-16 knots to begin the Championship. Reigning J/24 World Champion Keith Whittemore on *Furio* was four points back in second place (6 points), and Mollicone's *New England Ropes* held third place with 8 points. PRO Mark Foster summarized, "In Race 1, the first start was a P Flag general recall. The second attempt was a U Flag but another general recall. So the third start went to a Black Flag, and all clear. They sailed five legs at 1.4-mile leg length. In Race 2, we started with a Black Flag and again all clear. The course was five legs at 135 at 1.4 nautical miles. The winds increased up to 18 knots in the last race." Trailing Foerster in the initial contest were Whittemore and Aidan Glackin's *Mental Floss*. And in the next battle were Marshall's *American Garage* and Mollicone.

DAY 2 RECAP: The standings tightened up on day two. Foerster's *Grand Slam 2* added a third consecutive bullet in Race three, but with a seventh in Tuesday's next scheduled race, finished with 10 points overall. Mollicone's *New England Ropes* dominated the day with a 2,3, moving them into second place with 13 points. The next three positions were separated by only three points: Whittemore's *Furio* (15), Marshall's *American Garage* (16) and Imai's *Siesta* (17). Race three began under a Black Flag and was all clear. Winds were blowing 17-19 knots, and most boats had their small jibs up. As with Day 1, the course was five legs at 1.4 nautical miles. Race four also started under a black flag (all clear) with the same course five at 1.4 nautical miles. The breeze picked up to 19-22 knots in choppy waters. Following Foerster in the day's opening match were Mollicone and Imai. Marshall cracked the top spot in the next race, as Travis Odenbach's *Bogus* got in on the action and Mollicone was again in the top three.



Photos courtesy of Emily Stokes



DAY 3 RECAP: After the first race on Wednesday (Race 5), Foerster's *Grand Slam 2* and Marshall's *American Garage* were tied for the top position. But in Race 6, Foerster nailed a bullet, giving him 10 net points. The discard race came into effect, allowing Foerster to drop a 7. Marshall's *American Garage* was in close range with 14 net points for second place. Imai's *Siesta* moved up to third overall with 17 net points. The fourth and fifth spots were still quite close: Mollicone's *New England Ropes* (19 points) and Whittemore's *Furio* (20 points). The racecourse was reduced to four legs but still at 1.45 nautical miles. The Black Flag was out again with an all-clear start for Race 5. Winds were 18-22 knots, gusting to 24. Code flag Yankee was displayed onshore and on signal boat, requiring all competitors to wear life jackets. Race 6 continued under Black Flag at 1.5 nautical miles, with one boat BFD. The breeze held at 18-22 knots as gusts increased to the mid/upper 20s. Marshall's *American Garage* earned his second consecutive victory in the day's initial contest, with Imai and William Fastiggi's *Fawn Liebowitz* rounding out the top three. Foerster's *Grand Slam 2* won the race to the dock, trailed by Fastiggi and Odenbach's *Bogus*.

DAY 4 RECAP: Four points separated the top four boats heading into the final day racing. Foerster's *Grand Slam 2* remained atop the leaderboard with 21 points, after posting a 4,7 on Thursday. Marshall's *American Garage* and Imai's *Siesta* were tied at 24 points for second and third, respectively. Mollicone's *New England Ropes* was only one point further back with 25 points. Race 7 started on time with legs of 1.5 nautical miles. Wind speeds were 19-22 knots with peak gusts in the high twenties. Notable BFDs were Marshall's *American Garage*, Whittemore's *Furio* and Odenbach's *Bogus*. Race 8 was also course four at a distance of 1.5 nautical miles. The Black Flag start was all clear. Wind speeds averaged 22 knots with a top gust of 33. Imai gained his first victory of the Championship to kick off the day, while Fastiggi's *Fawn Liebowitz* stayed on a hot streak in second and Mollicone placed third. Odenbach rebounded in Thursday's second race, as did Marshall. Mollicone repeated a third in this contest as well.



Photos courtesy of Emily Stokes



DAY 5 RECAP: Race nine started as scheduled under a Black Flag and was all clear. It was a four-legged course at a distance of 1.6 nautical miles for the first leg and 1.5 following. West wind speeds were 12-14 knots. Race 10 was similar: black flag all clear, course 4 at 1.55nm. Friday's race winners were Keith Whittemore's *Furio* and Mollicone's *New England Ropes*.



Photos courtesy of Emily Stokes

TOP FIVE OVERALL:

1. *American Garage*, Mike Marshall, 8-2-5-1-1-5-[39/BFD]-2-3-2- ; 29
2. *Grand Slam 2*, Paul Foerster, 1-1-1-7-6-1-4-7-2-[10]- ; 30
3. *Siesta*, Nobuyuki Imai, 4-6-3-4-2-4-1-[10]-4-4- ; 32
4. *New England Ropes*, John Mollicone, 5-3-2-3-[8]-6-3-3-7-1- ; 33
5. *Furio*, Keith Whittemore, 2-4-4-5-5-7-[39/BFD]-4-1-8- ; 40

Top Five Corinthian:

1. *Grand Slam 2*, Paul Foerster
2. *Siesta*, Nobuyuki Imai
3. *LOL*, James Freedman
4. *Caramella*, Frederick (Ted) Wiedeke
5. *Hair of the Dog*, Jakob Lichtenberg

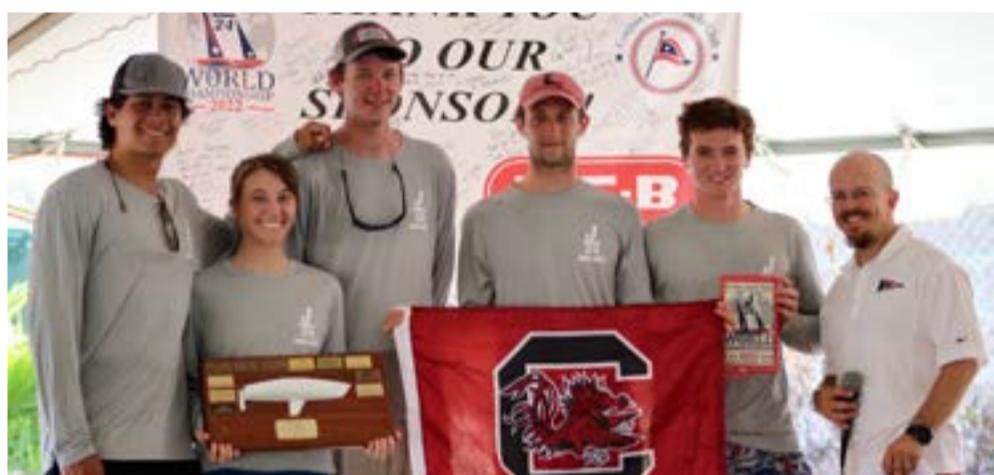
Thirty-eight boats represented Argentina, Chile, Japan, Korea, Mexico, Puerto Rico, Sweden, Trinidad and the United States from July 18-22.

A complete list of all J/24 World Champions can be found at <http://www.j24class.org/about-the-j24/hall-of-fame/world-champions/>.

Complete event details may be found at https://www.regattanetwork.com/event/23467#_home.

Photos are available at <https://www.icloud.com/sharedalbum/#B0U5nhQSTGzx88>.





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2022 J/24 World Champion Mike Marshall

Photo courtesy of Emily Stokes

For the J/24 World Championship in Corpus Christi, Texas, the Corpus Christi Yacht Club, PRO Mark Foster and all the many volunteers put on a fantastic, no-holds-barred event in a terrific venue. This was one of the breeziest US-based Worlds in recent memory, with three days of racing in solid blade (small jib) conditions and two days in conditions for the top end of the genoa. Big breeze over five days of racing contributed to one of the event's defining features: It was a marathon, not a sprint. As my top-notch crew of Dave Hughes, Allan Terhune, Jeff Hayden and Rod Favela (Vela Sailing Supply) put it, "You can't win it on the first day, although you sure can lose it."

But this introduction to the 2022 Worlds begs the question of how you prepare your boat and your team for a marathon of sailing where the goal is to be better on the last day than you were on the first? The answer to this question has many parts, but three key factors can really make or break it for you.

The first factor is being sure that the boat is as perfect as it can be. Having things break that were within your control to check or replace is a good way to add a lot of unnecessary points to your score. I'm not talking about a broken rudder that showed no signs of cracking. I'm talking about the slightly frayed spinnaker halyard that's been baking in the sun, the worn-out lashings holding your lifelines to the stern pulpit or the slightly cracked tiller extension universal that looks only pretty good. All these things are normally survivable at events where it isn't consistently blowing 25+ knots, but at the Worlds in Corpus, they were reasons to easily add points to a race. We knew we had to avoid such issues if we had any chance of coming out on top. And avoiding them didn't start the day before the Worlds. It started in 2019 with a boat that needed to be restored from the ground up after sitting idle for 10 years or more. This is where Chris and Monica Morgan's work on the boat came in. After the restored boat's first event (the North Americans in Sayville), a list of repairs was made. Another list and additional repairs



Photo courtesy of Emily Stokes

followed after the Nationals in Vermont, as did another list of fixes after the Nationals in Dallas. This prior work allowed us to arrive in Corpus with a list of finishing touches. We lived and breathed that final list. Anything else that we found was needed was immediately added to the list to be sure it wasn't forgotten.

A second key factor in winning a marathon is making sure that the team stays hydrated and properly fed throughout the days on the water. This was especially true in a venue like this one where the typical temperature was 95°F, made to feel even hotter by oppressive humidity. The effects of becoming dehydrated and hungry are often not just temporary. They can lead to feeling tired and inadequately rested even days later. That's why pairing good hydration with sufficient rest were also important to us on the days leading up to the event. Our plan started as soon as we arrived in Corpus. We brought extra water for the practice days and tracked how much water each of us drank given the jobs we were assigned to do. We were happy to be a half gallon over than a half gallon short because of the toll that too little water would take. We also made a point of not practicing too hard on the days prior to the racing, as well as being efficient in the boat park doing boat work. It made sense to get up early on days that we needed to get a lot of boat work done so that we could leave by 1 PM before the worst heat of the day set in. All of these things contributed to a team that was physically and mentally ready to compete.

Finally, a third factor involved in a sailing marathon has to do with perspective. It's easy to feel down after a bad race or a bad rounding, but there are so many days of racing in a week-long event that a never-give-up attitude is the only way that you can push through to the end. For our team, that was never truer than when we got a black flag on race 7. However, while sailing around on the starting line waiting for all the other boats to finish, we had time to talk through the situation. We realized that this was only one race and that the goal of any major regatta is to have a chance to win it going into the last race. So the perspective we started with on day one was reinforced. We needed to continue sailing hard and the best we possibly could, giving us an opportunity to win going into the final race. This psychological aspect of competing in a sailing marathon can't be overlooked when preparing for the event.

Of course, many different factors play a part in a successful marathon regatta. No one thing is ever the silver bullet. But if each factor you attend to produces one less point in one race, that can add up to making a critical difference to how your team ultimately finishes. This was certainly the case for us at the 2022 Worlds.

Quantum Sails One Design Customer Spotlight: J/24 Siesta

By Quantum Sails' Travis Odenbach and Nobuyuki Imai

Quantum Sails J/24 Class expert Travis Odenbach caught up with Team Siesta after the 2022 J/24 Worlds. Siesta was an awesome tuning and training partner throughout the event and ended up in third place overall and second place Corinthian after 10 hard-fought races. Learn a little more about the skilled sailors aboard Siesta and their J/24 Worlds experience.

Name: **Nobuyuki Imai**
Boat Name: **Siesta**
Class: **J/24**
Crew Names: **Daichi Wada, Bow;**
Fumiya Kato, Mast; Kosuke Demichi, Tactician;
Taiga Nakagawa, Trimmer
Years in Class: **13 years**
Hometown & Yacht Club: **Wakayama Japan**
& **Wakayama Sailing Center**



NI: It's been challenging for us to prepare and train for the World Championship since the J/24 class isn't as popular in Japan. We've had to rely heavily on our own team, and make sure things we can practice with fewer training partners (like boat handling) are strong.

TO: *What is currently your biggest challenge or most ambitious goal?*

NI: We want to win the J/24 World Championship.

TO: *What are you most looking forward to this season?*

NI: To win both the World Championship and the Japanese Championship.

TO: *How has Quantum helped you meet your challenges?*

NI: It was a great opportunity to have Travis and Kris Werner as our sailing partners when we traveled to the US. It was great that we were able to share information with them and compete with them through the races.

Travis Odenbach (TO): *Why did you choose this Class and what do you like about it?*

Nobuyuki Imai (NI): I love sailing with this team.

Team Siesta has been sailing in the J/24 Class for a long time – and our team members have about 34 years of experience together on various boats. I also like sailing small keelboats and J/24s are a popular one-design Class with great sailors and fun and competitive regattas.

TO: *What was the biggest challenge your team has faced, and how did you overcome it?*

TO: *What are you most proud of about your team or program?*



NI: The amount of time we spend practicing and preparing. Our team works really hard, and it paid off as we had good results in the overall and Corinthian divisions at Worlds.

TO: *How do you keep your team involved?*

NI: All the members of our team work for the same company, and we practice every weekend so it's easy to keep everyone engaged and involved. We have good communication, and it's easy to share information.

TO: *What is the funniest or most embarrassing thing that has happened to your team?*

NI: On the day we got to the US, someone on our team lost their wallet and had to deactivate their credit cards.

TO: *What advice would you give a team new in the Class or to other teams trying to succeed?*

NI: All the sailors in this Class are great. Meet new people and get advice from the other sailors. Everyone is happy to share what they're learning and help everyone get better and faster.

TO: *Any final comments?*

NI: I would like to thank Mikino Togano for supporting us in Japan. I also appreciate Travis' help especially since we were not in our home country for this Worlds. We had a lot of great experiences overseas.

For J/24 resources including the [Quantum Sails tuning guide](#), check out the [J/24 class page](#). Get in touch with a [Quantum J/24 class expert](#) with questions or to request a quote.





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IJCA Technical Report

By Curt Barnes, International Technical Chair, curtbarnes@gmail.com

Inspection Report from J/24 World Championship 2022 in Corpus Christi, Texas USA

The J/24 World Championship this year followed a “light” version of inspection, as is growing more common and popular as the Class ages. However, certainly there are still top teams very intent upon winning. This event had been set up with three days for inspection, and a fourth day for practice starts/race.

The site was fortunate to have room for all boats to go through inspection with tow vehicles staying attached, which was excellent. The Club/Fleet had 30+ volunteers, and many of those were experienced from helping with the J/22 Worlds last year. There was a requirement to submit documents electronically prior to the event, and that, coupled with the reduced inspections that we did by focusing on just the important items, meant that the process went quite smoothly. This could have been done easily in 1.5 days plus ½ day for the practice starts/race. Two days for inspection and a practice race could be the new standard for World and Continental Championships.

We are shifting toward more “selective inspection.” In this case, we focused and measured the following:

1. We collected measurement certificates, including equipment lists, which were required in the NOR to be received a week prior to arrival. A large number of competitors handed in blank equipment lists and needed additional encouragement to get their equipment weighed and those lists completed. But in the end, everyone took responsibility for weighing their gear prior to the event, which greatly lessened the time and commotion.
2. Crew weights
3. New sails were measured at the event. All sails (new and old) were looked at and stamped, and the royalty numbers recorded.
4. All boats were weighed; all up 1330kg.
5. Forestay length, mast height and J were checked.

With the recent allowable forestay adjustment, it worked well to teach teams how to easily measure this for themselves with the mast up. Mark the forestay with tape at the bottom mastband datum point, reconnect it and look for 945mm maximum to the bow point.

We added a specific check to look at lifting straps, and we had a supply of new, proper 5' length, 10,000 lb. rated straps available for \$50. We convinced three people to throw away their old straps, two of which were seriously compromised and threadbare. Please...if you are not 100% confident in your lifting strap, just replace it! There is no excuse for straps to be breaking. And checking for corrosion at the base of the lifting bar bolts is critical. Remove the copper lightning ground wire if it is on one of the two lifting bolts, and move it forward to another bolt. Or remove the wire completely.

The top 10-15 teams all were within a few kgs of 1330. Several were slightly under, and they quickly corrected the issue by adjusting their optional equipment on their carry aboard inventory list, so as to exit the weigh-in at 1330 minimum.

As usual, many of the rest of the fleet were unprepared and unaware of what their boats would weigh. Several were considerably overweight (as much as 55kg), and several were underweight (often as much as 30kg). One boat had never been measured and was dramatically underweight. Adjustments were made such that all boats were at or only slightly above 1330 for racing. Situations arose where some asked to do a bare 1270 weight, so as to possibly readjust their corrector weights, which we were able to accommodate since there was ample time available. Adjustment of corrector weights means a new measurement certificate and can turn into lifting and reweighing 4-6 times, so it definitely should be avoided at most events. It just happened to work out this time because there were fewer boats and plenty of time.

It is clear that the adjustable forestay is working as planned. It seems to be used only to achieve the maximum length; not being adjusted to suit the sailing conditions. However, this was a windy event, where common thinking is that forestay length is critical, so we focused some spot checks on that.

IJCA Technical Report

In the USA, there are two sailmakers that have 90% of the market, and confidence is high that they are making sails that consistently measure in. Most sail inspection issues in the past have been a few mm, and typically boil down to a misunderstanding of how to affect the measuring, either by the loft or by the measurers. And we believe that the sailmakers are using standard designs, not experimental cuts. So the idea here is to focus sail inspection on the sailmakers, rather than upon their customers at an event. On new, unmeasured sails, we measured one suit completely (typically the sailmakers' boats), yet we only measured several critical points on other boats that had new sails of the same brand. Such as, only measure batten locations on the sailmakers. This removed a huge burden from the OA and the inspection team.

All that said, we still need to periodically do full sail inspection, for several reasons:

1. To ensure that a sailmaker doesn't make a change that's outside the limits, and then gets out to multiple customers.

2. To inspire confidence to the competitors that the people winning (who are often sailmakers) have legal sails.
3. To make certain that the sails being used at an event are not being changed during the event (ex. different design on windier days).

We performed some boat weight spot checks during this event. All of the top five teams were selected for boat weight 1330 spot checks. It was a breezy, wet event, so as expected, the damp conditions typically add from 15-25 kg to the boat's weight. Any boat initially over 1345kg would have warranted drying out and closer scrutiny.

We conducted on-the-water and dockside inspection spot checks of equipment, forestay lengths, lifelines and stanchion posts outboard of shear. Numerous warnings were issued prior to the first day of racing, and (once warned) all competitors quickly made appropriate adjustments.

Calendar

October 28, 2022

2022 J/24 NORTH AMERICAN CHAMPIONSHIP

Start: October 28, 2022
End: October 30, 2022
Venue: Severn Sailing Association
Address: Annapolis, MD, United States

August 8, 2023

2023 J/24 NORTH AMERICAN CHAMPIONSHIP

Start: August 8, 2023
End: August 13, 2023
Venue: Sandusky Sailing Club
Address: Sandusky, OH, United States

August 20, 2023

2023 J/24 EUROPEAN CHAMPIONSHIP

Start: August 20, 2023
End: August 27, 2023
Venue: Balatonfüred Yacht Club
Address: Lake Balaton, Hungary

September 9, 2023

2023 J/24 WORLD CHAMPIONSHIP

Start: September 9, 2023
End: September 16, 2023
Venue: Nautical Club of Thessaloniki
Address: Greece

Hungary Report

By Mate Kakas

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The Hungarian J/24 scene is in a buzz. The 2023 Europeans at Lake Balaton and the events leading up to that provide all local teams with a great incentive to get equipment, crews and schedules in line. Thanks to a great 2022 season the local fleet is growing beyond 20 boats as the Class focuses on fostering new teams to get on the starting line, with special focus on female and youth teams.

In 2022, two events specifically organised for all-female teams contributed to the balance and diversity of the Class. Following the successful "Steering the Course" spring race held in cooperation with World Sailing, at the end of July 2022, 15 women crews participated in the "4 Ladies Cup," a back-to-back five boats short course regatta where all teams competed against each other in various weather conditions. Out of the vivid female J/24 activity, the Class expects two to three female crews to join racing.

Youth sailing is being promoted by local clubs purchasing J/24s and allowing young U25 crews to take the helm. As a testament to the spirit of the Class, one of our recently less active members made a generous contribution by donating his perfect boat to the Hungarian J/24 Association so that we could use it for promotion and charter. Thanks to Mr. András Winkler-Virág for his act of kindness and sportsmanship.





As usual, the 2022 Nationals are a preparation for 2023. Same location, time and organisers will yet again collect invaluable experience so that we could welcome Europe's best J/24 sailors between 20-27 August, 2023 in Balatonfüred. Our 2022 Nationals are open for international participation, and we welcome any team to join us between 24-28 August 2022 at the Balatonfüred Yacht Club.

August-September of 2023 will be a busy time for probably many J/24 sailors. Following the Europeans at Lake Balaton, the Worlds will be held in Thessaloniki from the 9th September 2023. We offer free storage for all EC teams wishing to leave their boats in Hungary. Boat transport services are also available if you wish to have your boat delivered to Thessaloniki from Balatonfüred.

We wish everyone a great season, see you in 2023!





Concluded the XLI Italian J/24 Championship: the tricolor title goes for the fifth consecutive year at the J/24 of the Italian Navy *La Superba* helmed by Ignazio Bonanno

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Ten regattas disputed in the waters of Porto Ercole-Cala Galera by the twenty crews under the careful direction of the Nautical Club and of Vela Argentario.

Porto Ercole-Cala Galera. After ten hard-fought and spectacular regattas, the XLI J/24 Italian Championship ended, well organized on delegation of the FIV, the Nautical Club and the Argentario Sailing Club with the collaboration of the Italian Class J/24 Association, the support of Alce Nero and the patronage of the Municipality of Monte Argentario.

The tricolor title went once again to the J/24 of the Naples Sailing Center of the Navy Ita 416 *La Superba* helmed by Ignazio Bonanno in crew with Alfredo Branciforte, Francesco Picaro, Simone Scontrino and Vincenzo Vano: the outgoing champions, in fact, despite the accident in the eighth round and the consequent withdrawal in the other two, thanks to four victories of the day and regular partial (GSMM 14.2 points; 1,1,2,1,3,1,2, rdg 5, rdg 1.6, rdg 1.6 i partial) won for the fifth consecutive year (in 2020 it was not awarded due to the pandemic) the Challenger J/24 Trophy and the eighth Italian title in the J/24 Class

after those won in 2011, 2012, 2015 (in Cala Galera), 2017, '18, '19 and '21 which are added to the two Europeans won in 2012 and 2019.

“We returned to Cala Galera after 2015, finding very different weather conditions - explained the helmsman Bonanno - We are happy with the result, also because we have maintained an excellent score line, never leaving third place until the eighth round where we had a collision that forced the retirement. Apart from this episode, the Championship ended respecting our expectations. The next appointment is with the Italian Cup in Caldonazzo, before the European Championship to be held in Howth (Ireland) from August 30th to September 3rd.”

On the podium, ex aequo at 37 points, also Ita 443 *Aria*, the J/24 of the LNI Olbia helmed by the Sardinia Fleet Chief Marco Frulio in crew with Gianvito Distefano on the sheets, Roberto Carzedda on tactics, Grazia Savona on the mast and Antonello Zucca on the bow (5,3,5,9,1,4,6,6,1,6) and Ita 212 *Jamaica* armed and helmed by the President of the Italian J/24 class Pietro Diamanti in crew with the bowman and tactician Antonio Lupo, the bowman Fabrizio Ginesi, the tactician and spi Matteo Tronfi and Paolo Governato at the genoa (CNMCarrara; 2,6,7,3,2,2,1,10,6,8).



"It was a very intense championship where we always raced among the first - commented Frulio, already silver medal last year and in 2018 - It was the consistency of the placements and two first matches of the day that allowed us to win the fight head to head with Pietro Diamanti. We congratulate Jamaica for the splendid championship that they too have played and obviously to the Navy for yet another victory."

"I am happy with the result of Jamaica but above all with the balance of this really successful 2022 Italian Championship: they were four days of magnificent sailing thanks to the perfect organization and hospitality of the Circolo Nautico and the Vela Argentario, the optimal weather conditions, the regatta fields well positioned and, let me tell you, also thanks to the J/24 racing friends who make our class really special - declared the Diamanti President - I would also like to thank the Jury, the Technical Committee, the stainless Chief Fleet Massimo Mariotti and all those who have worked for the success of this 2022 edition. In particular, I thank the Navy Captain Giuseppe Cannatà, Director of Marivela, who honored us with his presence at the award ceremony."

In the closing ceremony the fourth and fifth classified were also awarded, respectively Ita 505 Jorè armed by the brothers Alessandro and Alberto Errani but helmed



by Giovanni Bonzio (CNCervia 48 points, 4,4,6,10,13,5,10, 1,5,3), and Ita 304 Five for Fighting armed and helmed by Eugenia de Giacomo Pitanti (CCRoggero Lauria 49 points; 11,10,3,4,7,6,3,2,3,15).

The 41st Italian J/24 Championship saw about twenty fierce and titled crews of the most popular fixed keel monotype in the world compete on a particularly suggestive race course with the Tombolo della Feniglia (6 km long) on one side and the cliffs of Forte Filippo, Forte Stella and Torre dell'Avoltore on the other (Porto Ercole side) and Torre S. Pancrazio and Torre San Biagio on the Ansedonia side, with the beautiful small islands, Isolotto d'Ercole and Formiche di Burano as a side dish.

"Characteristic of this Championship compared to those of past years, is that the boats, even if launched and winged in Cala Galera for reasons of greater ease of operation, were hosted for the whole Championship at the pier of the CNV Argentario right in the center of the town. of Porto Ercole, and therefore the stay was very pleasant" explained the Honorary President of the Class Massimo Mariotti, owner and helmsman of Ita 501 Avoltore and Chief Fleet of the Argentario.

The individual tests were won by La Superba (protagonist in the first two, and in the fourth and sixth tests), by Ita 469 Bruschetta Guastafeste armed by the sisters Sonia (at the helm) and Alessia Ciceri (LNI Mandello Lario), by Aria (5^o and 9th regatta), from Jamaica (in the 7th) by Ita 505 Jorè (in the 8th) and by Ita 499 Capitan Nemo (10th race) armed and helmed by Guido Guadagni (CVRavennate). The Race Committee was chaired again this year by Mario De Grenet assisted in this edition by Alessandro Testa (1st Member), Fabio Andreuccetti and Mauro Vichi. The President Emanuela Donati and Paolo Luciani, on the other hand, composed the Technical Committee.

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"I am very happy that the Argentario has given ten beautiful regattas to the J/24 Class - said Maurizio Belloni, vice president of the CNdV Argentario - the mistral wind protected by the Feniglia beach has allowed regattas with strong winds up to 15 knots and little waves. This has allowed adrenal turning points, for some too much. The J/24 Class is very popular in our waters, and I have frequented it for many years."

"It was a truly exciting and fun Italian Championship, thanks to an Argentario who offered us four wonderful days, allowing us to regularly play all ten scheduled tests - concluded during the award ceremony the active sports

advisor of the CNdV Argentario Alberto Morici - We are also very satisfied because we are fond of this beautiful class that we hope to be able to host on other occasions as well. A Class that always leaves everyone satisfied, also because the crews are all nice and close-knit, and which, despite the evolution of the Vela, deserves the blazon it can proudly boast. We would like to thank the President Diamanti and all the participants and we look forward to seeing you at the Argentario also for the next few years."

Satisfaction with the excellent result of the Italian Championship was also expressed by all the crews.

The J/24 La Superba also wins the Italian Cup National Regatta - Fabio Apollonio Trophy

The new Italian champions also won the fifth stage of the 2022 National Circuit, well organized by Velica Trentina. Victories of the day also for Dejavù and Bruschetta Pooper who complete the podium.

Pergine Valsugana (Caldonazzo Lake). The Italian Cup National Regatta - Fabio Apollonio Trophy, valid as the fifth stage of the J/24 National Circuit just concluded in the waters of Lake Caldonazzo, in Valcanover, and well organized by the Trentino Sailing Association, was won by the J/24 of the Naples Sailing Center. Navy Ita 416 La Superba helmed by Ignazio Bonanno in crew with Alfredo Branciforte, Francesco Picaro, Simone Scontrino and Vincenzo Vano (SVMM 5 points; 2,3,1,1,1). The new tricolor champions, already winners of the Livorno stage, were the protagonists of the three races held on Sunday while the two races concluded on Saturday afternoon were signed by Ita 476 Dejavù armed and helmed by Ruggero Spreafico (CV Tivano, 9 points; 3, 1,3,2,4) and from Ita 469 Bruschetta Destroyer armed by his sisters Sonia and Alessia Ciceri (LNI Mandello Lario) and helmed by Fabio Mondelli (CV Tivano; 13 points; 1, dsq, 5,5,2), who finished in second and third place in the final ranking. Dejavù had also finished the 2021 edition in second overall position.

In addition to the welcome prizes of the territory offered to all participants, the La Superba crew was also awarded the beautiful wooden Trophy commissioned by the Velica Trentina to the sculptor Roberto Lunz and dedicated to the



deceased President of the J/24 Class, Fabio Apollonio, one of the architects of this event which, in addition to having strongly desired it, has also won several times with its Ita 371 J-Oc Alce Nero.

The proverbial hospitality and welcome of AVTrentina, chaired by Roberto Emer, was very much appreciated by all participants. The event was supported by Sant'Orsola Piccoli Frutti and La Trentina and engaged the President Piergiorgio Salvadori with Paola Angeli, Anita Piva and Roberto Girardi in the Race Committee.

The Italian Cup National Regatta - Fabio Apollonio Trophy has been archived and after the summer break, the 2022 National Circuit which will award the J/24 Trophy to the best Helmsman-Owner and the Perpetual Challenge Trophy Francesco Ciccolo to the first classified without scraps, will continue with a nice novelty: the sixth stage, in fact, will take place on 17 and 18 September in the splendid Agropoli and will be organized by the local section of the LNI. A great satisfaction for Fleet Chief Peppe Manganelli who, after having formed the Fleet in April 2020, is working hard to spread this versatile monotype also in those waters.

The J/24 Kaster wins the J/24 Spring Championship in Marina di Carrara



After six races, the traditional Carrara J/24 event ends. The Ill Memorial Antonio Antonelli Challenge Trophy canceled in Cervia Regatta with team start in Class J/24.

Marina of Carrara. After six tests held in the waters in front of the port of Marina di Carrara in the weekend just ended (three concluded on Saturday afternoon with wind from 6 to 10 knots and three on Sunday morning with wind increasing from 5 knots of the first to 10 knots in the last two), the curtain fell on the Spring Championship which, after two years of forced break due to the pandemic, was finally able to take place regularly, organized, under the aegis of FIV, by the Nautical Club Marina di Carrara in collaboration with the National Association Class J/24.

The victories of the individual tests went to Ita 304 Five for Fighting armed and helmed by Eugenia de Giacomo (protagonist of the first and last regatta), to Ita 432 Kaster of the Sporting Director of Velica Trentina Giuliano Cattarozzi author of a double in the second and in the third regatta and at Ita 483 Percinque armed by Antonio Crisquolo (CN Marina Genova Aeroporto) and helmed by Luca Macchiarini (CNMC).

The final classification (drawn up with a discard) of the event that officially opened the racing season of the J/24 Fleet of the Gulf of Poets has therefore seen the crew

of Ita 432 Kaster (10 points) climb to the top step of the podium (10 points), preceded by the winners of the 2018 and 2019 editions, Ita 304 Five for Fighting (CCR Lauria, 9 points), and Ita 483 Percinque (12 points).

At the conclusion of the J/24 Spring Championship, the Nautical Club Marina di Carrara and Fleet J/24 del Golfo dei Poeti said goodbye to the J/24 crews: "We are very happy that our fleet has also restarted with the organization of the classic events" commented the President of the Italian J/24 Class and local Fleet Chief, Pietro Diamanti, fourth classified at the helm of his Ita 212 Jamaica.

Cervia. Nothing to do, however, for the third edition of the Memorial Antonio Antonelli-Trofeo Challenge Regatta with team start J/24, the event scheduled for the weekend just ended, reserved for J/24 boats, commissioned by the Circolo Nautico Amici della Vela Cervia and by his wife Francesca Focardi to remember the owner and helmsman of Kismet, a great friend of the J/24 Class and the world of sailing, a unique person and a highly esteemed professional who died prematurely in 2016.

"Unfortunately, due to the rough sea, we were unable to race. commented the Chief Fleet of Romagna, Massimo Frigerio, co-owner of Ita 473 Magica Fata together with Viscardo Brusori and Claudio Colombi - the event, therefore, was canceled. Everything postponed to next year!"

The J/24 La Superba wins the 47th Winter Championship in the Gulf of Anzio and Nettuno



Gianni Riccobono's J/24 Pellerossa, on the other hand, wins the Roberto Lozzi Trophy. Seventeen races were held for the Winter and ten for the hard-fought Lozzi Trophy.

Anzio / Nettuno. It is once again the J/24 of the Centro Vela Altura Napoli ITA 416 La Superba helmed by Ignazio Bonanno to win the final victory at the XLVII Championship of the Gulf of Anzio and Nettuno, the Winter in which about twenty crews of the Roman Fleet took part J/24, well organized by the Circolo della Vela di Roma together with Nettuno YC, RCC Tevere Remo, LNI sec. of Anzio, S.V. of Anzio of the Navy, with the collaboration of Half Ton Class Italia, Associazione Vele al Vento, Marina di Capo d'Anzio, Marina di Nettuno, Capo d'Anzio and the support of Engage and Zhik.

On the podium also Ita 428 Pelle Rossa by Gianni Riccobono (CV Roma; 45 points, 6,3,7,3,4,2,1,3,1,9,8,8, 2,4,5,2,2), second ahead of Ita 458 Enjoy due by Luca Silvestri (LNI Anzio; 59 points, 13,5,3,11,7,5,2,4,3,7,2,2,9,10 ,4,3 , 3). Fourth place for Ita 501 Avoltore co-armed by the Honorary President of the Class Massimo Mariotti, Fleet Chief of the Argentario (CNV Argentario; 74 points) and by Goffredo Russo, while the other J/24 of the Navy, Arpione helmed by Michele Potenza (MM; 76 points).

With the last regattas disputed over the weekend just ended - characterized by the Scirocco which remained at 12/13 knots for the three tests on Saturday and at 15/18 knots with a wave formed and confused in the two challenging on Sunday - it dropped the curtain on the traditional appointment which in this edition was divided into 17 tests, 14 of which won by La Superba (14 points; dnc, 1,1,1,1,1,3,1,2,1,1, 1,1,1,1,1) which also won the special UNUCI Anzio-Nettuno J/24 challenge trophy, set up by the National Union of Officials in Dismissal of Italy chaired by Luciano Baietti for the first classified J/24.

Conclusion in beauty also for the Roberto Lozzi Trophy divided into ten regattas disputed on alternate Saturdays by the ten J/24 entered.

The final victory and the Trophy set up in memory of the owner and helmsman of the J/24 ITA 428 Kaster who died prematurely ten years ago went to Ita 428 Pelle Rossa by Gianni Riccobono (16 points; 2,4,4,3,1,5, 2,1,1,2) which preceded on the podium Ita 458 Enjoy due by Luca Silvestri (19 points; 3,5,3,4,2,4,1,2,3,1) and Ita 489 Valhalla Blue Jay armed by Vincenzo Lamberti (LNI Anzio; 25 points; dnc, 1,1,1,6,3,4,6,4,5).

Fourth place for Ita 358 Arpione feared by Michele Potenza (25) and fifth for Ita 216 Jumping Jack Flash (35 points) helmed by Federico Miccio co-owner together with Alessio Cervellin.

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The award ceremony on the terrace of the Circolo Vela Roma was beautiful: the president Marco Buglielli thanked all the participants, the clubs of Anzio and Nettuno and the Sailing Section of the Navy who contributed to the organization, UNUCI who offered a challenge trophy for the J/24, the sponsor Zhik and the Marina di Nettuno and Capo d'Anzio for the support. The Regatta Committee chaired by Mario de Grenet and the Protests Committee chaired by Paolo Romano Barbera were greeted with great applause.

The appointment with the 48th edition of the Anzio-Nettuno Winter Championship is on October 16, 2022. The next CV Roma event will be the National Regatta of the J/24s, scheduled for March 26-27.

"On the Winter I can only congratulate the strong crew of the Navy - as usual - commented the Councilor of the J/24 Class and owner Gianni Riccobono - The event was splendidly organized and conducted by the CVR with the precious collaboration of other circles Tevere Remo, LNI Anzio and Sect. of Anzio of the MM. Many races (17), high technical level of the crews and numerous participation (20 boats) that demonstrate the good health of the fleet and the class. I cannot say anything about Lozzi being a party to the dispute, except as a note of color that was won precisely by the boat that belonged to Roberto Lozzi, the sailor who died prematurely and to whom the Trophy

is dedicated. It was called Kaster J before I bought it from my brother Niccolò and it became Pelle Rossa. It was a very hard-fought Trophy until the last day and a lot of fun. The next appointment is the stage of the national circuit which begins in Anzio which confirms its importance as a regatta field for the most widespread one-design class in the world."

Until the penultimate day, in fact, the provisional classification of the Lozzi Trophy saw four boats in 2 points (first Harpoon, second tied Valhalla Blue Jay and Pelle Rossa and third Enjoy two) and only in the final one was it won by Pelle Rossa thanks to two first places and a second of the day.

"Roberto Lozzi was a great friend of mine and what happened last Sunday has a very important meaning. - added the owner helmsman of Jumping Jack Flash, Federico Miccio - I owe a lot to Roberto and I think that if after 10 years rudder of a J/24 is his "fault". Almost 10 years have passed since his death and the boat he had just bought before he fell ill was Kaster Ita 428. After his death the boat raced for a couple of years with his brother Niccolò and at the helm was Tonino Ravioli (some day ago), the father of Gigi Ravioli. Then it was bought by Gianni Riccobono's team who changed the name to Pelle Rossa. But the boat is Roberto's and I think it's worth remembering."

The J/24 Marbea wins the Stefano Pirini Memorial Winter Championship in Cervia



With the latest regattas scheduled, the second and last stage of the event reserved for the J/24 Class, perfectly organized by the Cervia Amici della Vela Nautical Club, has also successfully closed.

Cervia. Conclusion in beauty for the Winter J/24 Memorial Stefano Pirini Class Championship perfectly organized by the Cervia Amici della Vela Nautical Club and articulated as always on two heats from 24 October 2021 to 13 March 2022. The final victory, after fifteen tests, was won by the Ita 450 Marbea armed by Stefano Palazzi and helmed by Andrea Collina.

On the final weekend, in fact, it was possible to run the six scheduled races: on Saturday the regattas were held to recover those not disputed on the second day of the second heat - Sunday 27 February - due to the strong bora and rough sea, and on Sunday the three tests regularly scheduled for the leg on the calendar.

Two splendid days of sun and wind from east-north / east always 8/10 knots (on Saturday it also touched 13 knots) put all the crews to the test.

“Fourteen boats in the water that literally” collided”, since there were also some” blows”, especially at the top of the standings with changes of position in the individual tests.- explained Gian Alberto (Ciccio) Palmieri, Director in charge of the CNCA events - Unfortunately we did not see Ita 1 Jay Jay in the water with Tommaso Fabbri and the crew made up entirely of young Under 19 sailors of the CN Cervia Laser Agonistic Team, engaged in Laser regattas in Formia!

The Race Committee, always chaired by the president Ettore Bonaguri and assisted by Enrico Pozzani and Franco Minotti, worked wonderfully to position the course in the best possible way, despite an annoying wave formed. The racers returned to shore satisfied and had fun! The six tests disputed in the two days confirmed the classification of the first heat. As always, Mrs. Marina, mother of dear Stefano, brother Roberto and friend Filippo Pilandri took part in the award ceremony. Also present was the city planning councilor of Cervia Enrico Mazzolani.”

The victories of the final weekend went in order to Ita 373 Archè helmed by Massimo Magnani (CNCAV), Ita 499 J Capitan Nemo with Guido Guadagni at the helm (CV Ravenna), Ita 382 Vento Blu with Mauro Martelli (CV Ravenna), Ita 450 Marbea helmed by Andrea Collina (CV Ravenna), and Ita 505 Jorè helmed by Marco Pantano (CN CerviaAdV), protagonist of a double win in the last two races on Sunday.



The final stage classification (drawn up after 9 tests and one discard) ended with the first place of Ita 450 Marbea armed by Stefano Palazzi ex aequo (22 points) with Ita 499 J Capitan Nemo by Guido Guadagni (CV Ravennate). Third position for Ita 505 Jorè armed by the brothers Alessandro and Alberto Errani (26 points), followed by Ita 473 Magica Fata co-armed by Massimo Frigerio, Viscardo Brusori and Claudio Colombi (CNCAV, 39 points) and Ita 373 Archè armed by Giuseppe Monari (40 points).

And finally in the general classification of the Winter Championship J/24 Memorial Stefano Pirini (drawn up after two stages, 15 tests and 2 discards) the victory went to Ita 450 Marbea (28 points; 2,1,4,2,1,3,1 , 7,1,13,2,4,1,4,2 i partial) followed Ita 505 Jorè (1,7,2,1,2,7,7,4,6,6,4,2,2, 1.1) ex aequo with (39 points) with Ita 499 J Capitan Nemo (7,3,1,4,6,4,3,1,5,3,1,5, 4,2,3). Followed by Ita 473 Magica Fata (64 points) and Ita 373 Archè (65 points).

Satisfaction with the excellent success of this edition by all the participants, the organizers and the J/24 Fleet Chief of Romagna and the CNCAV sporting director, Massimo Frigerio who, increasingly determined and convinced of his project to train youth crews on the J/24, hopes that the initiative will also be followed by other fleets.



The J/24 La Superba of the Italian Navy wins the J/24 L.N.I. Livorno



Also on the podium were the German crew of United 5 and Jamaica of Pietro Diamanti. The National Regatta, third stage of the J/24 National Circuit, took place as part of the Naval Academy-City of Livorno International Sailing Week.

Livorno. With six victories of the day the J/24 of the Centro Vela Altura Napoli of the Navy ITA 416 La Superba, helmed by Ignazio Bonanno (crewed with Alfredo Branciforte, Francesco Picaro, Simone Scontrino, Vincenzo Vano -GSMM 6 points; 1,1,1,1,1,1,12), repeated last year's success in the Labronian waters in front of Ardenza, winning the J/24 L.N.I. Livorno, the National Regatta organized as part of the International Sailing Week of the Naval Academy-City of Livorno by the local section of the Italian Naval League in collaboration with the National Class J/24 Association, under the aegis of the FIV and the patronage of the LNI National Presidency. La Superba also won the Trophy reserved for the first classified J/24 led by a crew made up of members of the FF.AA.

During the closing ceremony, held at Terrazza Mascagni in the presence, among other things, of the Admiral of the division Flavio Biaggi and of Rear Admiral (r) Piero Vatteroni, regional delegate of the Italian Naval League, the second classified, the crew of Hamburg Ger 5281 United 5 (12 points; 2,2,2,2,2,2,12 the partial), and the third, Ita 212 Jamaica armed and helmed by the President of the Italian J/24 class Pietro Diamanti this time with a crew unusual and "mixed" formed not only by Marco Tronfi and Antonio Lupo but also by Alberto and Lorenzo Errani of J/24 Ita 505 Jorè (CNMCarrara, 19 points; 3,3,3,3,3,4,12 partial).

For the crews of the most popular Monotype in the world, the J/24 L.N.I. Livorno was valid as the third stage of the National Circuit which, divided into nine heats from March to November, will award the J/24 Trophy to the best Helmsman-Owner and the Francesco Ciccolo Perpetual Challenge Trophy to the first classified without scraps.



In the first of the three days three good tests were completed characterized by wind at 20 knots, overalls won by La Superba always followed by United 5 and Jamaica.

The prohibitive weather conditions, the pouring rain and the Ostro wind prevented the crews from going out to sea the following day, leaving the ranking unchanged, while in the final one the wind between 15 and 20 knots and lots of sun allowed to complete four tests. The first three were always won by La Superba (followed in the first two by United 5 and Jamaica and in the third by United 5 and by Ita 476 Dejavù armed and helmed by Ruggero Spreafico-CV Tivano) while the fourth regatta of the day (the seventh disputed overall) saw Ita 469 Bruschetta Bruschetta Guastafeste armed by the sisters Sonia and Alessia Ciceri (CV Tivano) followed by Ita 476 Dejavù and by Ita 305 Kils the J/24 armed by the Circolo Nautico Cavo with a crew of young people from the Vela Utopia school, coming from Milan, Florence and Bologna.

Satisfaction with the success of the event was expressed by the organizers and all the competitors who had fun both at sea and on land thanks to the traditional Sunday evening dinner.



At the end, the President of the LNI section of Livorno Fabrizio Monacci (who said he was honored for having among the participants also a crew from Hamburg who brought the regattas of this edition to the international level) addressed a heartfelt thanks to the President of the Classe J/24 Diamanti and to Vice President Massimo Frigerio for active participation, to the Naval Academy for providing exceptional logistical assistance and to Lusben which hosted boats and trolleys at its dock and also making the crane available for various haulings.





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YOUR NORTH SAILS J24 EXPERTS:

WILL WELLES

will.welles@northsails.com

ANDREA CASALE

andrea.casale@northsails.com

KEI TAKAKUWA

kei.takakuwa@northsails.com

TORKEL BORGSTROM

torkel.borgstrom@northsails.com



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