

❖ CR 914 NEWS ❖

Issue 14

SEPTEMBER - OCTOBER 1998



The Competitors

In front, from left - Steve Cruse, Chuck Winder, Ken Sutton, Steve Denis, Mark Zurmuhlen and Jose Venegas
In back, from left - Bill Ferris, Marcel Nyffenegger, Sasha Kavs, Dave Ramos, Rick Meyers, Rob Follett, Kevin Dooley, Hank Buchanan, Geoff Langdon, and Bill Mini. (Andrew Sheriff missing)

1998 CR 914 NATIONAL CHAMPIONSHIPS

By Chuck Winder

The fourth championship regatta of our young class was hosted by the Marblehead MYC at historic Redd's Pond in Marblehead, MA. Practice racing was held on Friday with the regatta on Saturday and Sunday, September 12 and 13.

Sixteen boats entered: ten from the host club; four from Larchmont MYC, NY, and; two from the Chesapeake Model Racing Association, Annapolis, MD.

The Incredible Weather

The regatta was blessed all three days with incredibly good weather. All three days were warm and sunny. Friday's practice day was sunny with light and variable winds.

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Class Secretary's Report

AMYA Change-of-Guard

There have been a lot of changes in the AMYA staff. Jack Gregory is now President. He brings a lot of talent and energy to the office.

Model Yachting, the AMYA quarterly magazine, has a new and expanded editorial staff. It should become a more useful and responsive publication.

In the past it has been almost impossible to have anything on the CR 914 published in *MY*. This was probably due to the prior editors reaction to my constructive criticism of the content of the magazine. That should not be a problem with the new organization.

Registrations

This month there are 398 boats registered

(Continued on page 7)

**THE WINNERS**

Chuck Winder ,2nd; Kevin Dooley,
Champion and Steve Cruse, 3rd.

(Continued from page 1)

On Saturday, the first day of the regatta, the SW winds gave the best sailing conditions that Redd's can offer. The winds were remarkably steady for Redd's. Make no mistake, they were still quite variable and challenging.

Sunday's winds were from the NE. This is the second best wind direction for Redd's, but the wind on the water was much more variable in strength and direction compared to Saturday.

Race Results

Kevin Dooley, the 1997 Champion, continued to show his dominance. His 38.25 first place points were forty-three ahead of second place. Kevin had 11 wins in the 28 heats of the regatta, a remarkable performance.

Chuck Winder was second with 81.25 points, only 6.75 ahead of Steve Cruse.

Jose Venegas was fourth with Dave Ramos thirteen points back in fifth. Jose and Dave battled throughout the regatta, literally.

The first four places were taken by skippers from the host Marblehead MYC. The explanation for this is more than local knowledge. The Marblehead sailors have more scheduled racing time during the warm season than any other club. The 914 fleet races twice a week and each race has at least 10 heats. In my observations, the more transmitter "stick" time a skipper has, the faster he is.

The Banquet

"Happy Hour" Saturday night began with delicious hors d'oeuvres and excellent

CHAMPIONSHIP RESULTS

Place	Name	Home	Club	Score	Wins
1	Kevin Dooley	Marblehead, MA	MMYC	38.25	11
2	Chuck Winder	Marblehead, MA	MMYC	81.25	3
3	Steve Cruse	Marblehead, MA	MMYC	88	4
4	Jose Venegas	Marblehead, MA	MMYC	101.5	2
5	Dave Ramos	Annapolis, MD	CBMRA	114.5	2
6	Hank Buchanan	Manhattan	LMYC	138.75	1
7	Marcel Nyffenegger	Marblehead, MA	MMYC	156	
8	Mark Zurmuhlen	Washington DC	CBMRA	156.75	1
9	Rob Follet	Rye, NY	LMYC	183.5	2
10	Rick Myers	Marblehead, MA	MMYC	211	
11	Sasha Kavs	Marblehead, MA	MMYC	216.5	2
12	Steve Denis	Marblehead, MA	MMYC	217	
13	Andrew Sheriff	Marblehead, MA	MMYC	239	
14	Geoff Langdon	Marblehead, MA	MMYC	243	
15	Bill Ferris	Rye, NY	LMYC	251	
16	Ken Sutton*	Sutton, NH	LMYC	383	

*Ken had continuing electronic problems and many dns's.

cocktails. This was followed by a delightful full course dinner for nineteen of the sailors and their significant others. Despite the level of enjoyment of the evening, all of us appeared on time for racing Sunday morning. Hank Buchanan deserves an award for durability.

The Regatta Staff

Stan Goodwin, M Class National Secretary, was our Race Director. He did an outstanding job setting the marks for excellent courses both days. His management of the racing kept things moving at a fast pace. Saturday he detected fatigue in the skippers after ~four hours of racing and wisely called a rest break about 3 PM. We had walked over four miles on Saturday by the time we completed 18 heats.

Sasha Kavs and Jaye Nashawaty created a computer program to score the regatta. Using a laptop computer and a printer set up at the pond, they supplied copies of the results to the skippers immediately following the days racing.

Mike McCloskey, a CR 914 owner whose home abuts the pond, graciously donated the use of his yard, power and a table for the computer and, most importantly, the use of a toilet. His yard was used for weighing boats and storage when not racing.

Jose and Magnolia Venegas organized getting lunches to the pond for everyone each day. We were able to socialize as we rested and ate preparing for the afternoon racing.

Rick Myers arranged to have a fine selection of beverages so we could keep ourselves hydrated.

Hatch Brown, coach for the MIT sailing team for 29 years, provided a truly professional touch to the protest hearings.

Biff Martin, Jim Dolan, Bill Mini, and Lou Havens served as mark judges and witnesses.

Jackie Winder registered entrants on Saturday and took some excellent group photos.

Diane Worth provided her usual excellent management of the arrangements at the Beverly Depot Restaurant for the Banquet.

Conclusion

The regatta was a great success. Sixteen boats allowed sailing all boats in one fleet. The starts were exciting with that many boats and some mark roundings were pretty exciting, too. We all enjoyed and look forward to next year at Larchmont MYC.

BOAT MEASUREMENT

All boats at the 1998 Nationals were weighed and inspected for compliance with the class rules.

It was decided to waive the cosmetic requirements incorporated in the rules this year. None of them influence boat speed.

At least two boats had 4 inch main sail battens vs. the legal 3.2 inches. This was also waived in view of the fact that battens had been applied before the rules were changed. To remove them might have damaged the sails.

Next year the legal batten length will be required

Two photos were taken of each boat: one overall with the owner and one a close up of the deck gear and graphics.

Boat Weight

The table below shows the weight data and gives some comments about the boats. Only two boats were under weight and had to have weight added. Andrew Sheriff had made the most of the previous 6 lb. weight limit, being only 0.8 oz. over the old limit. Weight was added to both boats to bring them up to the new limit.

It is convenient that the new weight limit is 100 oz. (6 lb. - 4.0 oz.). The weight in oz. shows the per cent over weight for each boat. The heaviest boat was only 4.0% over minimum. The average weight of the fleet was 1.5% over the min.



Ken Sutton's Travel Box

Ken arrived at the Nationals with his boat packed in an innovative travel box. The photo above doesn't do justice to the beautiful natural finish and attention to detail. Every thing fits in the box. The sails are rolled and protected in a tube. It probably took Ken more time to design and build the box than it did to build his 914.

In addition his boat is especially well done with excellent graphics and painted hull and deck, though we didn't ascertain the meaning behind the name "Thirty".

BOAT MEASUREMENT DATA for the 1998 CR 914 Nationals

Place	First	Last Name	SAIL NO.	Initial Weight Lb. - oz	Final Weight, Lb. - oz.	Final Weight, Ounces	Comments
1	Kevin	Dooley	97	6 - 3.6	6 - 4.0	100	Reinstalled jumper stays.
2	Chuck	Winder	888		6 - 6.2	102.2	
3	Steve	Cruse	23		6 - 4.2	100.2	Sail numbers - 2 1/4", wheel pedestal only, no toe rails.
4	Jose	Venegas	222		6 - 4.2	100.2	
5	Dave	Ramos	238		6 - 7.0	103.0	
6	Hank	Buchanan	110		6 - 4.4	100.4	No wheels
7	Marcel	Nyffenegger	33		6 - 4.4	100.4	
8	Mark	Zurmuhlen	881		6 - 7.4	103.4	4" battens
9	Rob	Follet	184		?		Could not find measurement data? No wheels or toe rails.
10	Rick	Myers	30		6 - 6.6	102.6	
11	Sasha	Kavs	7		6 - 4.2	101.2	
12	Steve	Denis	1		6 - 5.8	101.8	
13	Andrew	Sheriff	771	6 - 0.8	6 - 4.2	100.2	
14	Geoff	Langdon	6		6 - 6.0	102	
15	Bill	Ferris	230		6 - 5.2	101.2	
16	Ken	Sutton	574		6 - 8.0	104.0	No wheels, toe rails or two small winches

AVG. WT. 6 - 5.5 101.5

	Bill	Mini	166		6 - 6.6	102.6	Measured but did not race.
	Chuck	Winder	88		6 - 4.2	100.2	Spare boat, did not race.

IMAGES FROM THE NATIONALS



Photo by Bill Mini

Mark Zurmuhlen intently steering his boat ahead of Sasha Kavs and Hank Buchanan



Photo by Bill Mini

Mark Zurmuhlen, #(1)881, in good position at start with Steve Cruse, #23,



Beautiful Jaye Nashawaty, Scorekeeper and Line Judge Extraordinaire

Photo by JR LeBlanc

Sasha Kavs and Jaye enter finish positions into the computer.

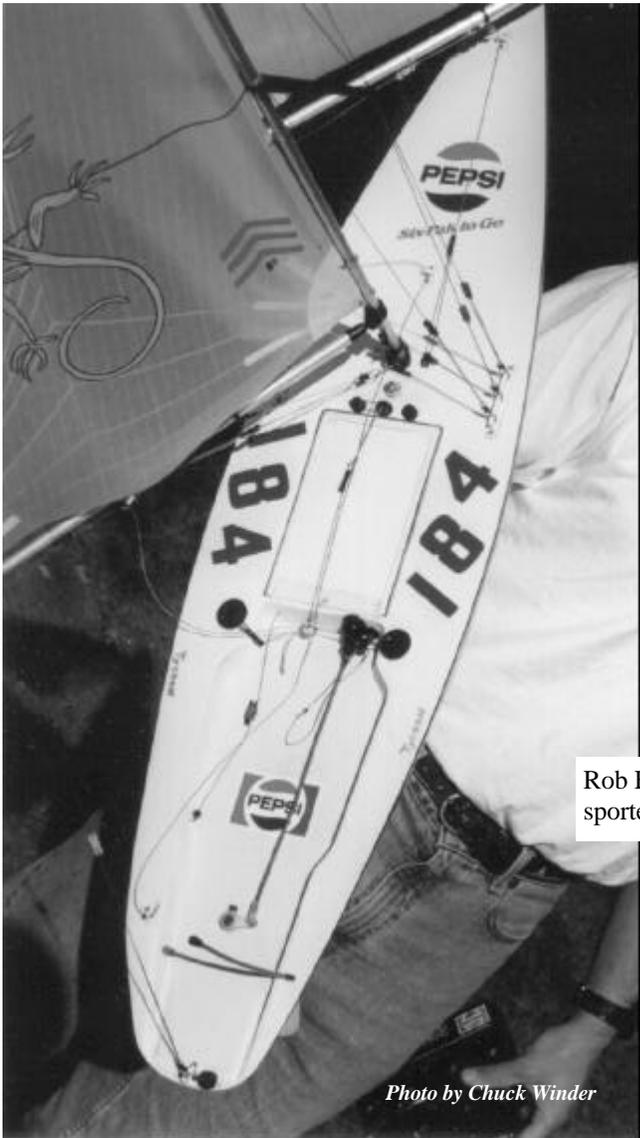


Photo by Bill Mini

Race Director Stan Goodwin, in cap, watches Champion Kevin Dooley finish first again.



Photo by Chuck Winder



Rob Follett's boat #184 and sails sported attractive graphics

Photo by Chuck Winder



Photo by Chuck Winder

Hank Buchanan's hat blew into the pond to be saved by Jose Venegas' rescue boat. Hank's boat, #110, hovers in the background to help. Jose's rescue boat had an arm with a hook on the starboard side to allow him to grapple and bring in disabled 914's.

The striking hull graphics by David Ramos were bright yellow forward and bright green aft. David built the boat on commission and brought it to the Nationals for us to see.

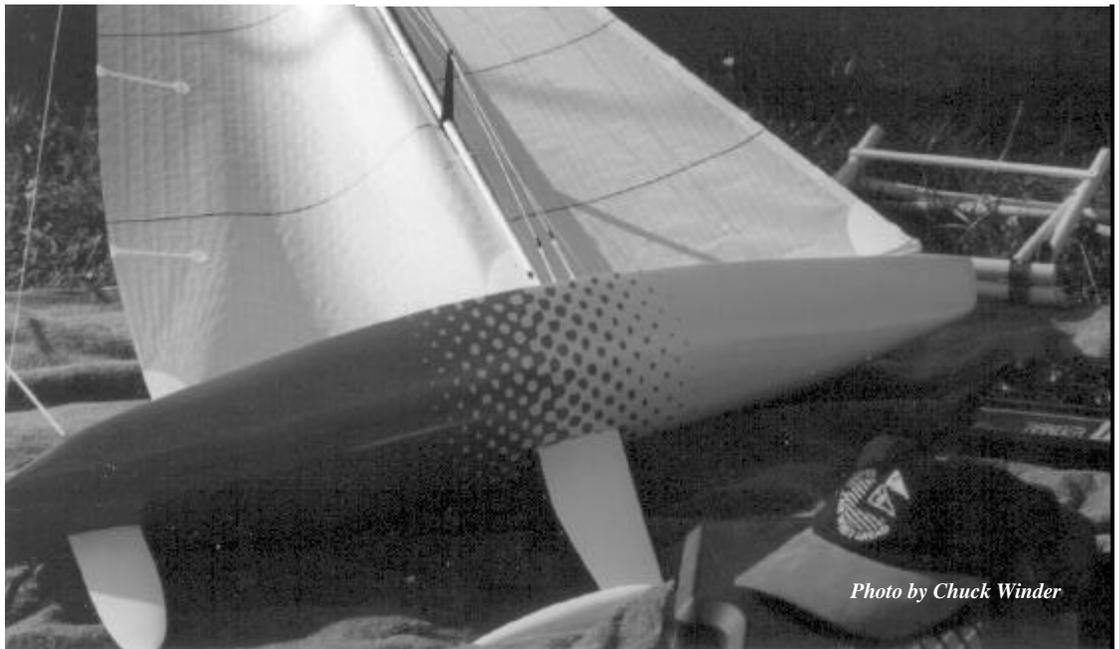


Photo by Chuck Winder

FLEET NEWS

Atlanta America's Cup Club Atlanta, GA

Randy Phillips, #81, reports six boats at their first race in September. Lake Lanier was the venue. The RD was Lisa Tylor, ex-commodore of the Atlanta Inland Sailing Club, and an experienced race judge. It took two years to make this first race happen and we expect to hear more from them in the future. Visit their Website: <http://pjewell.home.mindspring.com/aacc/index.htm>

Chesapeake Bay Model Racing Association

Annapolis, MD

Summer racing has ended for the 1998 season. Seventeen boats challenged for position in the Aestivation Series I. The final series results for the top finishers were:

- 1 Zurmuhlen, Tagg
- 2 Flake, Anthony
- 3 Thayer, Chip
- 4 Dunning, Harry
- 5 Hughes, Boris
- 6 Copley, Ben

Starting October 4, informal racing continued with Sunday Brunch Races at 12:00 pm from the Annapolis Chart House piers.

The Iceberg Series II at the Annapolis Chart House starts at 11:00 am Sunday, October 25th, and will continue for six consecutive Sunday's.

Tagg Zurmuhlen

Cottage Park Yacht Club Winthrop, MA

CPYC's "Make-A-Wish-Regatta" is an annual charitable affair benefiting children with terminal illnesses. The regatta is a two day affair with many classes of full scale boats. It was held this year on August 8 and 9.

The venue is in saltwater with a view of downtown Boston.

Ten CR 914's provided entertainment by racing during Saturday evening's Happy Hour on the dock. The partying sailors thoroughly enjoyed the racing, contributing appropriate comments at the fouls and occasional bumping.

The wind gradually lightened until the RD looked across the harbor and said the wind was going to shift 180 degrees. The race course was changed in anticipation of the predicted wind change. The visitors doubts were quelled when the wind shifted as predicted and the new course was just right.

The first three places were taken by the visiting Marblehead, MA, skippers: Chuck Winder, Kevin Dooley and Wendy Lull, finishing in that order.

Following the racing a few hundred sailors enjoyed an incredible home style dinner served by the junior sailors. After eating there was dancing into the wee hours.

Everyone looks forward to next year.

Chuck Winder

Larchmont Model Y C

Larchmont, NY

After five sailing days in the new season, the top skippers have the following placements:

- 1 - McMichael, Howie
- 2 - Padin, Buttons
- 3 - Monte-Sano, Bizzy
- 4 - Kelly, Peter
- 5 - Follett, Bill
- 6 - Follett, Rob

The season is off to a great start with lots of boats in the water and 20 sailors participating so far. The racing is every Saturday starting promptly at 9:30 AM. Once the big boat stuff is over, look for another flock of 914'ers to return. I guess the key is to sharpen-up our skills while

they're out there fighting their crews for the last sand wich!

Buttons Padin

Marblehead MYC Marblehead, MA

The scheduled racing for the warm season has ended with the traditional Awards Banquet. The first series started March 15 with ice-out at Redd's Pond. The last series ended November 1. There is racing almost every Sunday morning and every Thursday night. Counting the Region 1 and the Nationals, this amounts to over 500 scheduled heats of racing. The large amount of practice explains why the local skippers do well at the big regattas.

The perpetual trophy for the CR 914 Season's Championship was awarded to Chuck Winder this year in a close race with Jose Venegas. The championship is determined by points earned in eleven series and regattas spanning the season. Chuck won with 40 points, only three ahead of Jose.

The frostbite series will start in November. They will be Saturday at 1 pm from the Boston YC docks in Marblehead Harbor.

Chuck Winder



Photo by Chuck Winder

Wing and Wing at Speed



Steve Cruse's Historic CR 914

The boat that started the Class

Steve Cruse sailed an historic boat to third place at the 1998 Nationals. Shortly before the regatta he bought the boat from Joel White. Both Steve and Joel are from Marblehead.

In 1992 Joel was in San Diego as part of the victorious "America Cubed" America's Cup campaign. He returned to Marblehead in November 1992 with a CR 914 and took it to Greg Worth for repairs. Greg recognized it as high performance, inexpensive kit boat he had been looking for.

Greg sold 50 CR 914s in 1993. In 1994 Worth Marine became the CR 914 US Distributor for AG Industries. In 1994 the class was recognized by the AMYA. Worth Marine has sold about 2400 and about 400 are registered with the Class.

Joel, as one of the twenty founding class owners, chose sail number 23 for his boat, the same sail number as "America Cubed".

No. 23 is from the original early kit with a thin hull and the original heavy Nylon sails. Tape is used liberally to seal the cracks and holes in the fragile hull. AG, at Greg's urging, has since thickened the hull to make it more durable.

It is a tribute to Steve's sailing skills that he placed third with those old first generation nylon sails.

Also at the regatta was sail no. 1. Steve Denis purchased it from Budd Connors who was the first CR 914 Class Secretary.

CLASS RULE INTERPRETATIONS

Joey Mello, N. Dartmouth, MA, had three questions:

Question #1 I was wondering if it is legal to run the intermediate shrouds straight from the mast to the chain plates? Rather than running it through the spreaders.

Interpretation The standing rigging must be installed as shown in the kit instructions. Therefore, the intermediate shrouds must run through the hole in the end of the spreader. This is not specifically covered in the current rules. The next time rules changes are proposed it might be appropriate to define that the boat is to be built according to the kit instructions and illustrations except as permitted by the rules.

Question #2 What deck hardware do you have to have on the boat to be legal?

That is covered in Rule 4.6

Question #3 What changes can you make to alter the looks and weight of deck hardware.

Interpretation Modifications are limited to what might be required to assure proper functioning of the boat. For instance: Rule 4.6 says that the winches can be modified to prevent fouling the sheets.

My opinion is that the weight of deck hardware has negligible effect on boat performance.

Class Secretary

(Continued from page 1)

versus 374 in July. Of these, 246 subscribe to the NEWS.

New owners are listed elsewhere in the NEWS.

CR 914 Web Site

The excellent web site created and funded by Ric Naff needs a volunteer Web Master if it is to continue. Ric can no longer maintain the site because of his carpal tunnel syndrome which required surgery on both wrists. The annual cost of the site is \$300 - \$400. InterNIC charges \$50 per year for the name "agcr-914.com". The monthly charge for the server company will be \$20-30.

The CR 914 Class income is insufficient to fund it, so any volunteer would have to find a source of funds as well as doing the maintenance work. This issue will have to be resolved before January 1999.

Chuck Winder

RELIABILITY

To win races and enjoy the sport requires the boat be reliable. The predominant problem is electronic malfunction due to water. Saltwater is especially bad because it is both corrosive and conductive.

The next two National Championships will be held in saltwater. Larchmont in 1999 and Annapolis in 2000. In fact, the majority of the CR 914s actively racing sail in saltwater.

This is the first of a series of articles aimed at preventing saltwater electronic failures.

SERVOS

Two of my servos failed because water caused corrosion products to form in the small clearance between the motor's rotor and stator. The first clue was the servo started to run slowly. Then it failed to work at all.

The servo was disassembled and the evidence was clear. Water had entered the servo and caused the corrosion.

There are several places water can enter. The three piece plastic case has two joints or parting lines that are not sealed. The four bolts that hold the case together enter at the bottom and are leaks. The wires enter the casing at one end of the bottom most joint. It is poorly sealed. And the output shaft in the top casing will leak.

The approach illustrated in the photo is



easy to do and should be quite effective. It seals all the leaks except the one at the output shaft on the top. Apply Vaseline liberally at the output shaft.

Simply wrap the bottom of the servo case with plastic and secure it with a good tape such as vinyl electrical tape.

Food wrap, a piece cut out of a freezer bag, etc., are possible sources for the plastic wrap.

I found that covering the servo case with Vaseline made it easy to wrap the plastic. The plastic stuck to the Vaseline and was easily formed into place. The Vaseline will also improve the water resistance.

Make sure to apply Vaseline liberally at the point where the wires exit the case.

Route the wire upwards to exit between the two rubber mounting bushings.

Then tightly secure the plastic wrap with the tape and trim the edges to make it

neat.

The opening in the servo board may have to be enlarged to provide clearance for the plastic and tape. A groove may be required in the opening to clear the wires which now lead up over the top of the board.

Use care not to damage the plastic covering when you install the servo.

Vaseline was used because it was readily available. It doesn't stain. Other water proof greases will also work, but some may stain the plastic.

Note that some people have said that Vaseline is water soluble. A simple test under strongly running tap water had no effect on a fillet of Vaseline, demonstrating it is quite suitable as a sealant around the main hatch and any other place.

NEW MEMBERS

First Name	Last Name	City	State	Sail Number
Ann	Buller	Oswego	IL	564
Edwin	Collingridge	Wells	ME	464
Richard E.	Collingridge	Newport	RI	244
Steve	Cruse	Marblehead	MA	23
George	Derby	Hanson	MA	337
Stuart H.	Feinberg	Swampscott	MA	425
Alfred R.	Genola	Annapolis	MD	249
Todd	Hiller	Annapolis	MD	615
Phil	Jewell	Suwanee	GA	298
J. Blake	MacDiarmid	Rockport	ME	996
Matt	Malatich	Princeton	NJ	251
James	Mangus	Crownsville	MD	519
Paul	McAskill	Sugarland	TX	421
Hugh	McCrary	Norfolk	VA	651
Scott D.	Miller	Annapolis	MD	247
Dana	Nilson	Marion	MA	250
Tom	Schneeman	Oswego	IL	590
David and Harry	Scott	Stevensville	MD	443
Randy	Stokes	Norfolk	VA	248
William	Van Wie	Annapolis	MD	969
Brian K.	White	Houston	TX	245
Norm	Windus	Kingston	RI	648
Norm	Windus	Kingston	RI	486
Ken	Woods	Newburyport	MA	629

**1999
NATIONAL
CHAMPIONSHIPS
at Larchmont MYC, NY**

Commodore Buttons Padin has planned October 15 (registration and practice), 16 and 17, 1999 for the next championships.

Planning is already under way to make this a great event. Consideration is being given to having two fleets racing simultaneously.

The club amply demonstrated their skill at conducting outstanding model regattas at their Spring Regatta in April. See the report in the March-April NEWS.

Larchmont is located halfway between Annapolis and Marblehead. The largest concentration of CR 914's in the country is an easy drive to Larchmont. Buttons predicts over 50 boats!

Put this event on your schedule now.

**2000
National Championships
at Annapolis, MD**

CBMRA will host the Y2K regatta. The growth of the class in the area has been phenomenal. The majority of owners seem to be young professionals, many with ties to the huge big boat industry.

Tagg Zurmuhlen, Commodore, promises us an excellent regatta.

ELECTRONIC CAUTION

When changing radio channels be sure to put the crystal marked Tx in the transmitter and the one marked Rx in the receiver. It is an easy thing to overlook and the radio does not work well if they are reversed.

BATTERY MANAGEMENT

**“Super-High Capacity”
Panasonic® NiCd Batteries**

Another battery choice was discovered by Bill Mini of Marblehead MYC. He bought them at a Costco discount warehouse store. They are named “Super-High Capacity” Rechargeable AA and advertised to have 1100 mAh capacity. The packaging also stated they could be recharged hundreds of times.

A package of four AA cells and a charger was \$15. A six pack (no charger) was only \$10.

Four cells were tested in the CR 914 Lab by first fully charging them at 50 mA for more than 36 hours. The tested capacity was 1000 mAh (vs. the advertised 1100 mAh) when discharged to 1.0 volt per cell at a load of 300 mA. Only one test was performed but this is good performance compared to the 600 mAh capacity of typical NiCd batteries.

These batteries will give over 3 1/2 hours of operation compared to only 2 1/4 hours for standard 600 mAh NiCd.

But they are new on the market and there is no data on their long term life.

An important virtue of rechargeables is that the batteries are always fully charged when you arrive at the

**NiMH BATTERIES
STILL LOOK GOOD**

After more than a year of use, Nickel Metal Hydride batteries purchased from TECHAmerica, (800)877 0072, still give excellent performance. Used in the stock CR 914 Ranger II radio system they give more than 4 1/2 hours life before recharge is required. The eight Tx cells have a capacity of 1160 mAh and the Rx four cell flat pack is 1450 mAh.

The batteries have been recharged at least 80 times and used for 160 hours. They have been constantly on charge at 50 mA since new. A

simple \$20 charger simultaneously charges both the Tx and Rx batteries.

Delivered cost of 12 AA cells and a charger is less than \$80. Industry data suggests a minimum life of two years.

Alkaline battery cost in two years would be \$180. (Assumes 160 hours per year, 5 hour battery life and 23 cents a cell.)

In addition to lower cost, an important virtue of rechargeables is that the batteries are always fully charged when you arrive at the pond. With alkaline batteries, you never know how long they will last.

**Worth Marine
Web Page**

<http://www.worthmarine.com>

Many owners call and e-mail Greg Worth and me asking questions about how to build the CR 914. Some things are difficult to describe in words. Someone once said, “A picture is worth a thousand words.”

So, those of you who are either building or modifying boats and have questions might benefit from seeing the excellent pictures at Greg's Web Page.

Find and click on the CR 914 picture. When that page appears, scroll down and click on “close up shots for building assistance”.

The Editor

BOAT MAINTENANCE

BOOM RINGS

The Worth Marine Upgrade text tells us to use the "Boom Rings" for the main and jib outhaul (part 29 on the black plastic tree). This is a huge improvement over the Boom Springs but still presents some problems.

The Boom Rings Break This is fairly common occurrence. I have been successful in simply removing the ring from the boom and using CA to glue the crack. That may save the day, but does not last.

A better fix, though I have not used it, would be to tightly wrap the ring with string and then secure the string with CA glue. See Jib Boom Tack fix in the July - August 1998 News, page 10.

term life in sunlight is unknown, but they should function even if cracked by exposure. The string securing the clew to the grommet is tied around the grommet in the groove and will keep it intact even if it were to crack..

BOOM SPRINGS

My strong recommendation is to just not use them, modified or not. Class Rule 11.6 says the springs "shall be eliminated or modified" so they can not hook another boat. The fact is that even when modified, they have been known to hook up. Just don't use them. Maybe the class rules should be changed to prohibit their use.

Headstay and Jib Tack

There are three boom springs in the kit. One is supposed to be used at the forward

end of the jib boom to attach the headstay and jib tack. Replace that one by using clove hitches around the boom and secure it in place on the boom with CA glue.

For the sail clews, see

RUDDER BALL JOINTS

On numerous occasions boats have been disabled when a rudder ball joint became disconnected. It happened to me once, too, and the fix was easy.

The problem is invariably that the rod which links the rudder servo to the rudder is bent in such a way as to lift the nylon socket off the ball. The force is small but finally results in the socket disconnecting itself from the ball.

The solution is simple. Bend the steering rod so that the socket is forced down onto the ball. If you have built your boat using the Worth Marine Upgrade, instruction # 8, this is very effective for the aft ball joint. Using your fingers or pliers, bend the rod down aft of the guide hole in the white

The virtues of this fix is that it works and is free!

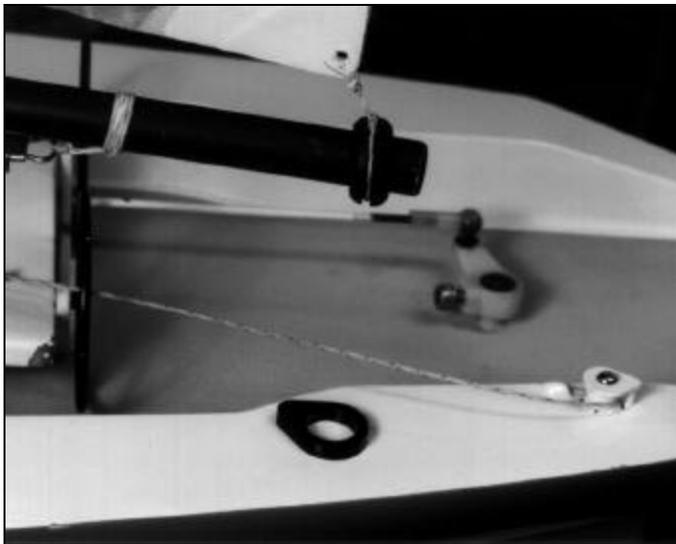
plastic steering wheel support. Be sure to locate the bend so that in a sharp right turn, the bend is aft of the guide hole. Otherwise the bend will try to separate the joint when the bend enters the guide hole.

The same approach can be used for the forward end of the steering rod. The guide holes in the wheel support and aft face of the cockpit will keep the ball joints engaged.

It is a good idea to mark the top of the bent steering rod so that, after making adjustments to the rod length, the bends are correctly oriented.

Your bend adjustments are correct when the nylon sockets rest with gentle pressure on the balls of the servo and the rudder yoke when the rudder is commanded into extreme right and left turns.

The virtues of this fix is that it works and is free!



Panel Grommet used for Main Outhaul

Panel Grommets

An even better idea, in my opinion, came from JR LeBlanc of the Marblehead fleet. Replace the Boom Ring with a 3/8 inch rubber panel grommet. See the photo. The grommets are available at any good hardware store for about 25 cents.

The grommets are much easier to adjust to tune the sails and don't slip. Their long

SUNLIGHT DAMAGES SAILS

Do not be tempted to display your beautiful boat in a window exposed to sunlight. Sunlight will damage the sails. A local owner did just that and had to replace his relatively new sails. They had become distorted and could not be trimmed or tuned to have an acceptable shape for good sailing.

**CR 914 YACHT REGISTRATION
AND
SUBSCRIPTION TO "CR 914 NEWS"**

Circle Choice(s):	Registration (a one time only fee)	\$5.00
	Subscription/Renewal to the NEWS	10.00
	Registration and Subscription	13.00
	Transfer between AMYA members	5.00

NAME _____ Date ____/____/____
 Birth Date (Optional) ____/____/____

If this is a transfer, purchased from: _____ PHONE _____

ADDRESS _____ E-MAIL _____

CITY, STATE, ZIP _____

AMYA NO. _____ PREFERRED SAIL NO(S). _____

CLUB AFFILIATION _____

Send check to Chuck Winder payable to: C. R. Winder/AMYA

Note: Annual dues are payable in advance by December 31 each year.

AMERICAN MODEL YACHTING ASSOCIATION

____ APPLICATION ____ RENEWAL

Memberships are: Family - \$27.50; Adult - \$25.00 ; Junior (under 19) - \$12.50

PLEASE ADD \$5 US PER YEAR FOR CANADA AND \$10 US FOR OTHER COUNTRIES

Send check payable to AMYA to:

Harry Robertson 2793 Shellwick Drive Columbus, OH 43235 (614)457 1185 (888)237 9524 amya@netset.com

Name _____

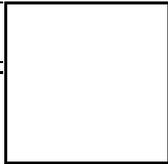
Address _____

City, State, ZIP _____

Telephone _____ email _____

AMYA Number _____ Club Affiliation _____

A courtesy of the CR 914 NEWS



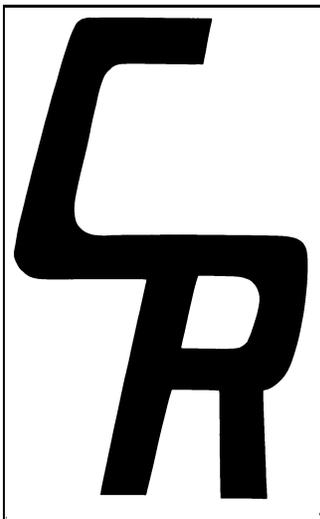
Chuck Winder
19 Robert Rd.
Marblehead, MA 01945



80 Washington St.
 Marblehead, MA 01945
 781 639 1835
 Fax 781 639 0936
 worth@worthmarine.com
<http://www.worthmarine.com>

Worth Marine Boat Show Schedule

Cleveland, OH	January 15 - 24
Chicago, IL	January 28 - 31
Atlantic City, NJ	February 4 - 7
Miami, FL	February 11 - 17
Northeastern	March 18 - 21
Oakland, CA	April 14 - 18



CR 914 SAIL EMBLEM
Full Scale

Future articles in the CR 914 NEWS

The following is a list of articles that are planned for future 914 News. What will actually appear depends on input from you owners in the form of contributed material and requests for particular information.

- History of the class
- Painting the 914
- Battery management - continuing
- Surviving salt water - continuing
- Race rule topics
- Why do radios "glitch"?
- Class Rules Interpretation - continuing
- Maintenance and repair of radio components
- Building and maintenance - continuing
- Stopping Leaks on Deck
- Boat battery switches
- Internal Antennas

START YOUR OWN MODEL YACHT CLUB

There are probably some owners who would like to race but don't have a local club. Start your own by getting three AMYA members together. That's all it takes! (Though it helps to have a place to sail such as a pond.) Ask me for a