·CR 914 NEWS·

Issue 8 SEPTEMBER OCTOBER 1997

NATIONAL CHAMPIONSHIPS RESULTS

October 4 and 5, 1997

The Racing

(See the Race Results Summary at bottom of page 2. More excruciating details are found on page 7.)

Kevin Dooley, at 16 years old, is the **CR 914 National Champion.** He is not old enough to drive a car, but he sure can drive a boat. The table tells the story of his overpowering performance. His point total averages second place for thirty races! That despite breakdowns, rundown batteries and no throw-outs. (Kevin can sail the boat, but he would benefit from Boat Maintenance 101.) Fourteen firsts and six seconds tells a story of consistency. It is doubtful that Kevin's water ballast was any advantage.

Deb Dooley, Kevin's mother and pit crew, also acted as the fleet's scout to locate suitable watering holes for apre sailing activities.

Chuck Winder was a distant second, 19 ½ points back. At the end of fourteen races on Saturday, Chuck was in the lead by one point. Kevin moved into the lead in race fifteen and never looked back. Chuck believes his boat is faster than Kevin's, but Kevin's superior sailing was too much. A regatta can't be won if too many mistakes are made.

Jackie Winder acted as the Class Secretary's awards photographer as well as providing moral support.

Marcel Nyffenegger and Tony Johnson staged the closest battle of the regatta.

(Continued on page 2)

CR 914 CHAMPIONSHIP COMPETITORS

Front row, kneeling: Hank Buchanan, fifth place; Hans Albertson, eighth place
Back row: Chuck Winder, second; Marcel Nyffenegger, third; Kevin Dooley, the Champion; Tony Johnson, fourth; Sasha Kavs, sixth; Harry Robertson, seventh; Peggy Albertson, ninth and Don Peacock, tenth (by choice)

Inside This Issue

RENEW YOUR SUBSCRIPTION TO THE *NEWS*

from your Editor

Now comes the real test of the NEWS. It is time to re-subscribe for 1998. Use the form at the top of page 11. The last issue for all current subscribers is the November/December 1997 issue

When the NEWS was started there was no way to know if it would be successful. It seemed to me there was a need for *something* to bring the class together and provide a way to help the new owner get started. I started in model boating in August of 1995 and all the things that baffled me when I started were still fresh in my mind. Much of the content of the

(Continued on page 6)

NATIONALS

(Continued from page 1)

After twenty races on Saturday, Marcel was in fourth, 3 ¼ points behind Tony. Marcel came to the pond on Sunday knowing there was only one other boat in the race for him. He moved ahead of Tony in race 23 on Sunday and held on to win by only 2 ¾ points after thirty races! That's about as close as it gets.

Tony Johnson is the 1995 National Champion. Though he changed up to a new mainsail on Thursday, he still raced with the original four year old jib. He admitted not having the boat speed he needed, but with smart sailing with few mistakes, he gave Marcel a great battle. His daring port tack starts were something to behold. Some skippers worked at shutting the starboard tack door on him to the point of starting at the wrong end of the line at times.

Tony might have placed higher if he hadn't spent so much of his time and energy assisting other skippers with boat speed and hardware problems. We all thank him.

Hank Buchanan is a new owner who only registered in August this year. He has raced Marblehead Class boats at Manhattan's Central Park in the past. He developed great boat speed as the regatta progressed. After consulting with him between races on Sunday, Chuck eased his jib relative to the main and realized a real windward boat speed improvement. Hank ended Saturday in sixth but really came alive on Sunday. For the ten Sunday races, he placed a solid third despite a dnf! But when combined with Saturday his final place was fifth.

Hank is obviously a good sailor and with more model experience will be a contender next year.

While we all raced our boats, Hank's **Melanie** was running 20 mile workouts in preparation for the NYC Marathon.

Sasha Kavs, with **Jay** cheering him on, was sixth for the regatta. On Saturday his performance steadily improved all day until at the end he was averaging third place finishes. He was in fifth at the end of the day, a few points ahead of Hank. But it fell apart on Saturday when he consistently finished within one point of sixth in every race. Sasha, what happened?

Harry Robertson was seventh, a huge improvement over his twelfth place finish last year. The improvement can in some part be traced to the fact that he had fewer dnf's and dns's than the three boats that finished behind him. The distraction caused by his incredible shorts was a factor, too. There was almost enough material in those shorts to make a spinnaker for a full scale AC boat!

Hans and Peggy Albertson in eighth and ninth operated under a bad luck cloud during this regatta. Not only were their boats plagued with breakdowns, but even their motor home died at the pond. When I left on Monday, Hans was waiting for the mechanic. I know they got home because Hans was sighted at the Annapolis boat show.

Hans' boat, "Muskrat II", did not uphold the tradition of the famous Eastern Shore 12 meter "Muskrat". Contrary to a popular misconception, legend has it that "Muskrat" was actually the winner of the 1987 America's Cup.

Don Peacock, gracious host that he was, took tenth and last. Due to a late entrant to the regatta, there were only nine award plaques. Don padded his score to take last in order that all his guests would take home an award. Thank you Don.

Ric Naff, our Web Page engineer, flew in from Texas to join the fun. He didn't bring his boat because of his Carpal tunnel problems. We wish Ric a complete recovery from his back and wrist problems.

OUR HOSTS

Don Peacock, Harry Robertson and the Miami Valley Model Yacht Club were outstanding hosts. Don and Rose checked out the hotels and arranged for the Saturday night banquet at the Holiday Inn. Rose was also the official scorekeeper.

Rose Peacock, Karen Maxson and Barbara Pratt provided excellent food and drink at the pond for the entire regatta.

Steve Pratt and Jim Tunison, the Race Directors, did a professional job of managing the racing. They were ably assisted by Ken Szakelyhidi, Leo Seciliot, Tom Shipp, Mike Bickly, Frank Sagstetter

(Continued on page 8)

RACE RESULTS

Place	Name	Town	Sail No.	Final Total Points	First Places	Second Places
1	Kevin Dooley	Marblehead, MA	97	59.5	14	6
2	Chuck Winder	Marblehead, MA	888	79	8	8
3	Marcel Nyffenegger	Marblehead, MA	33	103.5	2	5
4	Tony Johnson	Minneapolis, MN	770	106.25	3	4
5	Hank Buchanan,	Manhattan, NY	110	137.25	3	4
6	Sasha Kavs,	Marblehead, MA	007	158	0	3
7	Harry Robertson,	Columbus, Ohio	18	237	0	0
8	Hans Albertson	Chestertown, MD	73	245	0	0
9	Peggy Albertson	Chestertown, MD	60	283	0	0
10	Don Peacock	Dayton, OH	27	274 + 10	0	0

HULL LEAKS

Some of the boats at the nationals had hull leaks which effected how well they placed. Their electronics got wet and they missed some races.

Whether an owner races or not, no one wants to have a hull leak that puts the electronics at risk. Especially those of us that race in saltwater.

My new boat which was completed in August, never had a drop of water in it. So the problem of water leaks is solvable.

*Hull leaks can be grouped as **"leaks below the waterline"** and **"deck leaks"**.*

HULL LEAKS BELOW THE WATERLINE

There are only three places where leaks occur below the waterline:

1. **Keel tube to hull joints**. Use epoxy, not CA glue. CA may not be water proof though many owners use it with no problems. See page 3, step 2 of the Assembly Instructions.

PREPARE THE GLUE JOINT SURFACES CAREFULLY. Thoroughly rough them up with sand paper **after** cleaning with a solvent such as alcohol (not gin).

I used a thickened epoxy mix using the thickener provided in the kit. Epoxy supplies are available at any good model shop.

2. **Rudder tube to hull joints**. Same as for the keel tube.

3. **HULL CRACKS** They propagate from the front and back of the keel fin slot in the bottom of the hull.

a)These cracks frequently occur if the boat gets hard service. Running into things puts large stresses in the hull because the heavy keel bulb wants to keep going when the boat stops. The hull at front and back of the keel fin takes the load required to stop the bulb. These cracks can cause small or large leaks depending on how hard the boat hits and how thin the hull is at these points. .

b)The hull molding can be thinner at these locations because of the molding process. Use care to minimize sanding too much to make it even thinner.

c)The compression loads from the mast and standing rigging are carried by the hull keel molding which adds to the stress at the front end of the slot.

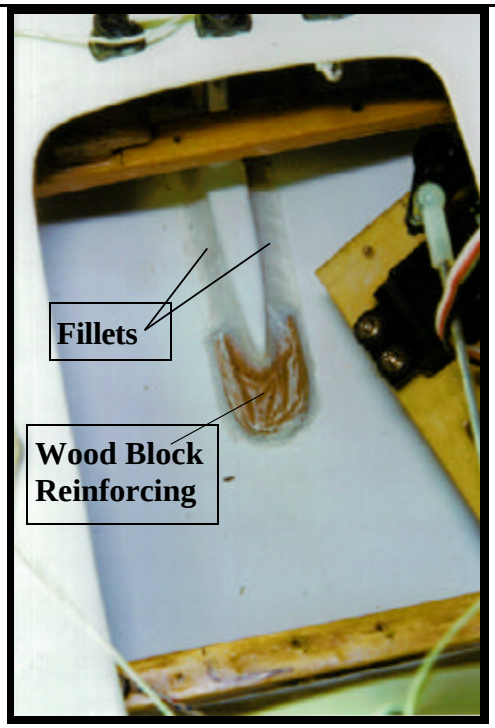

Photo of one way to reinforce the keel molding to prevent hull cracks and leaks.

The photo is a view into my new boat at the aft end of the keel molding. The servo board has been moved out of the way for the photograph, but the forward cross beam blocks a view of the reinforcement at the forward end of the keel.

DECK LEAKS

These are not as annoying as the above and can be easily addressed after the boat is built. See page 5.

A SOLUTION TO THE HULL CRACKS:

This work is best done before anything else has been put into the hull.

Reinforce the inside of the hull around the keel molding.

The way I did it was to use two pieces of wood. These were shaped to conform to the hull bottom. Slots in one edge of the blocks allowed them to fit snugly around the ends of the hull keel molding at front and back. See the photo at left.

These blocks were then bonded to the hull using thickened epoxy.

Form a generous thickened epoxy fillet between the blocks in the corner formed by the hull bottom and the sides of the keel molding.

REMEMBER

Properly prepare the hull by cleaning with alcohol and sanding where you want the epoxy to bond.

Actually, a generous thickened epoxy fillet all around the keel socket (without the wood blocks) may be sufficient. I haven't tried this and so I can't recommend it.

The above is one way to solve the problem. There are other ways. Think about the problem now before you get the boat built. After it is built it is a little more difficult to do.

Good luck,

Chuck Winder
CR 914 Class Secretary

Philosophy:
If a man speaks, deep in a forest, and there is no woman present to hear him, is he still wrong?
anonymous

BATTERY MANAGEMENT

NiMH Batteries

THE NIMH BATTERY STORY CONTINUES

As an indication of things to come, Rick Martin e-mailed me from Japan in late September to tell me that NiCad batteries were hard to find in the hobby stores. The rechargeable batteries of choice were NiMH! Is this the wave of the future?

Where to buy them?
Procurement of good Nickel Metal Hydride (NiMH) batteries has been the surprising problem in this continuing story. Batteries were ordered from a new source which shows promise: TECH America, 800 877 0072. They have a great catalog.

(On October 21, Tower Hobbies, 800 637 6050, had individual AA NiMH cells in stock for $4.49 each. The 4.8 volt flat-pack at $19.99 plus $6 shipping was out of stock.)

Of two boat-sets of twelve cells each, four cells were returned for free replacement. Those four tested at 1160 mAh (milli-Amp-hour) versus the 1200 promised. This is good but left no margin for degradation with use. The replacement set tested at 1504 mAh after four charge cycles and was accepted.
The test results for these batteries are shown in the table. All the sets were tested at least two cycles. The estimated life is based on the load of 265 mA for the Ranger II Tx and 300 mA average consumption by the boat electronics. A Futaba Tx at 160 mA would get 8.5 hours life!

Jose Venegas, sail no. 222, and I have both decided to use NiMH batteries because of the longer life at the pond and the promise of lower cost in the long run. We ordered two boat sets of eight "consumer" AA cells (Cat. No. 960 0242, $4.88 each) for the Tx and four AA cells with solder tabs (Cat. No. 960 0082, $5.07 each).

It is nice to get 5 hour battery life using the Ranger II Tx or 8 ½ hour life with a Futaba Tx. The 5 hour life in the boat is nice,

The "consumer" cells are the correct length and design to snap into the Tx or a boat battery box. Our plan for the boat, however, was to make up packs by soldering the four cells together and casing them in shrink tubing sealed with a rubber sealant for increased moisture resistance.

TEST RESULTS

Battery Set	Tested Capacity	Est. Life
Tx Set #1	1364 mAh	5 hrs.
Tx Set #2	1342	5 hrs.
Rx Set #1	1773 !	~5.9 hrs.
Rx Set #2	1504	5 hrs.

Cautionary Note The industry says that NiMH batteries will last 300 to 500 charge cycles. I have no personal data on this. Next year I will report on how mine are doing.

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WORTH MARINE BONUS

Greg Worth is offering something new this season which should make a large difference to the growth of the Class. His "Worth Marine Bonus" gives each new CR 914 buyer a free registration and a one year subscription to the NEWS. His offer started in October 1997 and will continue for an unspecified period. When Greg sells a boat, he sends me a filled out registration form and the fee.

In my mind his offer gives the new owner an opportunity to see what is going on in the class through the NEWS. His boat is registered without him having to raise a finger. If this all interests him, we gain a new active member.

It will be interesting to follow this program as long as it lasts.

Class News

This month there are 187 boats registered vs. 171 in August. See page 5 for new owners. Ninety-nine subscribe to the NEWS.

E-mail Communication
Fifty-seven owners are on the CR 914 e-mail distribution list.

Renew Your Subscription See the lengthy dialogue starting on page 1.

Index to NEWS Articles
David Arnold, Gloucester, MA, asked for an index to the articles. See page 9.

The **CR 914 History** is almost complete. There was no room for it in this issue so expect it in the next issue.

Assembly Instructions
Greg Worth and others have suggested that the CR 914 assembly instructions could be improved. A lot has been learned in the past few years about how best to build the boat. Those of us here in Marblehead have the benefit of Greg being available to help. And there are a lot of other boats to look at to understand how to proceed.

The real experts on the short-comings of the instructions are you new owners who are building your first boat with no local help. Call, write or e-mail me your constructive comments so the instructions can be improved.

Chuck Winder, Editor

DRAIN HOLES AND SPONGES

Dave Arnold, Gloucester, MA, asked about where to locate drain plugs. A few people have come to the pond with new boats without drain plugs. It is difficult to get water out of the hull without a drain plug.

Drain Plug Location
There are two places a drain plug can be located. Greg Worth usually puts them on deck in the extreme bow. Locate it as far forward as possible so you drain the last drop of water.

On my new boat the drain is in the stern on the sloping small transom. The center of the 3/16 inch diameter hole is ¼ inch to port of the **edge** of the backstay padeye, and 3/8 inch from the bottom edge of the transom below the hole. Be careful, don't drill too deep.

Before drilling the hole in the transom, use a mirror and a little flashlight to view the inside of the hull where the hole will imerge. Some hull moldings have extra plastic that can fill up small areas of that corner of the hull where you want to put the hole. The hole location may have to be adjusted to clear the extra plastic.

Worth Marine has 1/4 and 3/16 inch diameter plugs. They are shaped like little mushrooms. You may find something in a hardware srore that will work.

Fasten the plug to the boat with a piece of string. They sink. They get lost in the grass, too.

Sponges
Another good idea is to have a small piece of sponge in the bilge. It will soak up small amounts of water instead of letting it slosh around and potentially get in the electronics. But remember to remove it to dry it after each sail.

On both my boats the servo board was modified to give me better access to the bilge on the port side. The switch was moved to the starboard side. As you probably know, a small sponge on a stick is a good idea, too, to make it easy to reach in and remove the last few drops of water that doesn't go out the drain.

How does water get into the hull?
Sailing on a run in strong winds, it is not unusual to have the hull driven completly under water when a strong puff hits. In a 'knockdown", the hull may lay on its side until the wind eases.

The two biggest leaks are the perimeter of the main hatch and the elongated hole through which the rudder rod passes.

Using white vinyl electrical tape to seal around the hatch works good and looks good. On my second boat a piece of closed cell foam was glued inside the hull where the rudder rod enters. The rod passes through a small greased hole in the foam which stops leakage.

The February NEWS, page 4, has an article "Surviving Saltwater Sailing". Several owners contributed what works for them.

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NEW MEMBERS

Owner	Sail No.
Dean Brice	102
Hank Buchanan	110
Sharon A. Crockett	818
Robert L. Duff	299
Rob Elliott	183
Franklin Gerace	997
Judy Gerace	998
Carl Gluckert	840
George R. Grandell	92
William Hagen	862
John Hodgson	371
Eugene Holm	319
John Howie	87
Adam Komicki	86
Will Kostelecky	623
Charles A. Sim	197
David Watt	363

Paint for the CR 914

by Chuck Winder

My second boat was a Christmas present which was not completed until August because I couldn't decide on the color. White has the advantages discussed below but more than half the 914's are white!

After finally deciding on red, I couldn't find the exact red that I liked until a bright red BMW roadster beat me as we accelerated to get through the yellow at a traffic light. (Remember, I live in Boston.) The stock reds available on the shelves at the NAPA parts store just weren't right.

A red roadster was found at the local BMW dealer. The parts department gave me the paint code by using the VIN number.

Local automotive paint supply stores will fill an aerosol spray bomb with any color you choose. They will even match a color if you can bring them a sample. Using the paint code, I ordered two 12 oz. cans (~$13 each) of lacquer automotive paint which was more than enough.

My new boat is the exact color I wanted.

For a White Boat
The quickest way to finish the hull is to sand it with progressively finer sandpaper. Following the last sanding step with wet 1200 grit, and then polish the hull to a high gloss. The natural ABS of the hull is a bright white which takes an excellent polished finish. Wax it and you have a durable and fast hull finish.

Another advantage of this approach is that scratches and nicks hardly show. My boat occasionally runs into things like the stone wall at Redd's Pond. (I never run into other boats, of course.)

My first boat is black and has numerous white scars where I have sanded through to the ABS while smoothing up nicks. I didn't know about the above option.

Take your choice, easy white or a pretty color.
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(Continued from page 1)
NEWS has been aimed at helping the new owner. That must continue as the class grows and continues to have new owners.

As the class matures, there will have to be more material tailored to the experienced owner.

The first issue of the CR 914 NEWS was November 1996. This is the eighth issue. The early issues were monthly and the last four have been bimonthly. There will be a November/December 1997 issue.

Based on our experience this year, each new subscription will yield a minimum of nine issues over the span of a year. Depending on the costs of operation as time goes on, it may be possible to increase the number of issues received. It is hard to make predictions in an operation like this.

The Issue of Back Issues
In the first year of publication my practice was to give each subscriber all the back issues when he first subscribed. It seemed like a good idea at the time and it still does. The content of the NEWS was for the most part reference material for the new owner.

The only problem with the above, that I have just now recognized, is that recent subscribers are now asked to re-subscribe in November/December for another $10. There may be some who won't be happy since they just paid a $10 subscription in September or October. The bottom line is that $10 buys nine issues.

The New Subscription Plan
The plan is as follows:

1. All 1997 subscriptions received through the end of October will receive all back issues since the start of publication in November 1996.
2. All subscribers through this period will get a total of nine issues. That is: November 1996 through the November/December 1997 issue.
3. Those renewing their subscription will get a minimum of nine issues beginning in January 1998.
4. Starting in November 1997, all new subscribers will receive a minimum of nine future issues. They will receive the Nov./Dec. issue but no back issues.
5. Back issues will be available by order for $1.50 an issue. There will be an index of the articles in back issues.

Ultimately the back issues will be culled for articles that are still useful and organized into packages on particular subjects. These will be made available at cost when available

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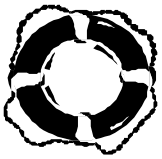

CLASS RULES INTERPRETATIONS

Mast Step Location
One owner moved his mast step forward about 3/4 inch.

Rule 4.4 requires that the mast step be "located at the positions defined by the hull molding."

The forward position is not legal

Main Sheet Traveler
Another owner has designed a clever manually adjustable main sheet traveler.

The rules are not clear in this regard. My interpretation is that a traveler is beyond what the owners want in this one-design class. The rules may have to be modified.

My decision is that a traveler is not legal.

Chuck Winder
Class Secretary

STANDING RIGGING

Performance versus Standing Rigging Material
Kevin Dooley, Chuck Winder, Marcel Nyffenegger and Tony Johnson placed at the top at the Nationals. The table shows what they used for standing rigging.

Do not conclude that Kevlar is the way to victory. Chuck's boat was as fast or faster than Kevin's. In this case, Kevin won because he was the superior sailor.

Except for Marcel's headstay and backstay, he and Tony had the high stretch Dacron side shrouds and jumpers. Tony's blue Dacron is slightly thinner than Marcel's white and green Dacron.

Possibly more important, Kevin has had the most hours of "stick time" sailing his 914. Chuck had somewhat less than Kevin. Marcel and Tony had less time yet. There is no substitute for practice.

The line tabulated below is the same line discussed at length in previous articles. (The white and green, braided, 30 lb. test Dacron; the blue Dacron; the natural color, braided, 70 lb. test Kevlar and the braided, white, Spectra kite string.)

Location	Kevin D.	Chuck W.	Marcel N.	Tony J.
Headstay	Kevlar	80 lb. Spectra	Kevlar	Blue kit Dacron
Jib Boom Tack	Kevlar	150 lb. Spectra	White/Grn.	White/Grn. Dacron
Lower Aft Shrouds	Kevlar	80 lb. Spectra	White/Grn.	Blue kit Dacron
Mids and Uppers	Kevlar	80 lb. Spectra	White/Grn.	Blue kit Dacron
Backstay	Kevlar	80 lb. Spectra	Kevlar	Blue kit Dacron
Boom Vang	Kevlar	White/Grn.	White/Grn.	White/Grn. Dacron

1997 CR 914 NATIONAL CHAMPIONSHIPS (dnf = boats in heat + 1, dns = boats in heat + 2)

	Saturday's Race Results																				
Place	**Name Heats**	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**	**17**	**18**	**19**	**20**	**Tota**
1	Kevin Dooley Place	2	1	1	1	2	2	3	3	6	3	3	6	4	1	1	1	1	2	2	1	44
		2	2.75	3.5	4.25	6.25	8.25	11.25	14.25	20.25	23.25	26.25	32.25	36.25	37	37.75	38.5	39.25	41.25	43.25	44	
2	Chuck Winder	5	5	4	4	1	4	4	2	2	1	1	1	1	2	4	3	5	4	1	4	56.5
		5	10	14	18	18.75	22.75	26.75	28.75	30.75	31.5	32.25	33	33.75	35.75	39.75	42.75	47.75	51.75	52.5	56.5	
3	Marcel Nyffenegger	1	3	2	2	4	3	2	1	4	4	3	4	3	3	5	4	6	5	3	5	66.5
		0.75	3.75	5.75	7.75	11.75	14.75	16.75	17.5	21.5	25.5	28.5	32.5	35.5	38.5	43.5	47.5	53.5	58.5	61.5	66.5	
4	Tony Johnson	3	2	5	3	3	1	1	4	3	2	7	2	6	4	3	2	3	1	5	3	62.25
		3	5	10	13	16	16.75	17.5	21.5	24.5	26.5	33.5	35.5	41.5	45.5	48.5	50.5	53.5	54.25	59.25	62.25	
5	Hank Buchanan	4	4	dnf	6	5	5	5	5	1	5	2	7	5	6	2	dnf	4	6	6	6	102.75
		4	8	18	24	29	34	39	44	44.75	49.75	51.75	58.75	63.75	69.75	71.75	80.75	84.75	90.75	96.75	102.75	
6	Sasha Kavs	6	6	3	5	dnf	6	6	6	5	6	dnf	3	2	5	6	5	2	3	4	2	100
		6	12	15	20	29	35	41	47	52	58	68	71	73	78	84	89	91	94	98	100	
7	Harry Robertson	7	dnf	7	dns	7	7	7	8	dns	dns	4	8	7	7	8	dnf	dns	dns	dns	dns	160
8	Hans Albertson	dnf	dns	6	7	6	dnf	8	7	dns	dns	dns	dns	dns	dns	dns	dns	dns	dns	dns	dns	170
9	Peggy Abertson	dnf	dns	dns	dns	dns	dns	dns	dns	7	7	8	9	8	8	7	6	7	7	7	dns	181
10	Don Peacock	dns	dns	8	dnf	dns	dns	dns	dns	8	8	5	5	9	dnf	dns	dns	dns	dns	dns	dns	178

Sunday's Race Results													
Place	**Name Heats**	**21**	**22**	**23**	**24**	**25**	**26**	**27**	**28**	**29**	**30**	**Sun. Total**	**Final Total**
1	Kevin Dooley Place	1	3	3	3	1	1	1	1	2	1	15.5	59.5
	Points	0.75	3.75	6.75	9.75	10.5	11.25	12	12.75	14.75	15.5		
2	Chuck Winder	2	2	4	1	4	3	2	2	1	2	22.5	79
		2	4	8	8.75	12.8	15.75	17.8	19.75	20.5	22.5		
3	Marcel Nyffenegger	4	4	2	5	3	2	6	4	4	3	37	103.5
		4	8	10	15	18	20	26	30	34	37		
4	Tony Johnson	5	5	5	4	5	5	3	3	5	4	44	106.25
		5	10	15	19	24	29	32	35	40	44		
5	Hank Buchanan	3	1	1	2	2	4	4	6	3	dnf	34.5	137.25
		3	3.75	4.5	6.5	8.5	12.5	16.5	22.5	25.5	34.5		
6	Sasha Kavs	6	6	6	7	6	6	5	5	6	5	58	158
		6	12	18	25	31	37	42	47	53	58		
7	Harry Robertson	8	8	8	8	8	8	8	8	7	6	77	237
8	Hans Albertson	dnf	dns	7	6	7	7	7	7	8	7	76	246
9	Peggy Abertson	dns	dns	dns	dns	dns	dns	dns	dns	dns	dns	101	282
10	Don Peacock	7	dnf	dns	dns	dns	dns	dns	dns	dns	dns	96	274+10

An Observation at the ACCR
by Chuck Winder

The winds were fresh at the regatta. I noticed that my Spectra standing rigging became increasingly looser as the day progressed. I could not determine whether the bowsers were slipping or the Spectra was relaxing.

After Friday's practice I changed the shrouds and backstay so that the line passed through all three holes in the bowsers. It did not seem to make a difference. I still do not understand what is happening.

Does anyone have any ideas?

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(Continued from page 2)
and Bill Paugh. The heats went off like clockwork with twenty on Saturday and ten on Sunday. Mark judges called out the reality of the situations at each mark. There were no protests. Steve's daunting two page protest form probably played a part in that. The 360 degree turn alternate penalty was frequently observed.

At the first skippers meeting Steve used four cutouts of the deck profile of the 914. With these laid end to end, the four length zone for mark roundings was clearly illustrated. These were given to me for use at our next ACCR.

Harry Robertson has the distinction of being our first official class measurer. He created a measurement form and conducted the measurement process in an expeditious manner. All boats passed. Harry also provided us all with attractive name tags. He produced sail templates which showed all the key things that are controlled by the class rules. Harry gave them to me for future ACCR's.

The awards were created by Jerre Maxson. They were beautifully finished 7 x 7 inch wooden profiles of Ohio, the Buckeye state, with custom brass plates created by Don. Very nice.

THE VENUE
The Shawnee Park Lake was a great site for the ACCR. The weather could not have been better. It was sunny and in the mid-80's all three days. The sailing conditions were the best I have raced in. The wind was southwest at 10 to 15 mph on Saturday and 10 mph on Sunday. The winds were sufficiently variable in velocity and direction to make the game really interesting. The skipper who tacked on the headers and learned where to go for the most pressure was handsomely rewarded.

The Race Course
The lake was about 500 feet long and pear shaped with the big end to windward. It had a wall all around with deep water everywhere (except for a couple sharp rocks that Tony located for us).

The distance between the windward and leeward pins was approximately 300 feet. The wing mark was to port of the windward course and about 200 feet from the skippers. Marks were left to port. The starting line was midway between the top and bottom pins and just the right length for the ten boats. The starboard start-mark was ~15 feet from the pond edge. The skippers used the walk along the starboard side of the course.

The same course was used for all thirty heats. After rounding the windward, wing and leeward marks, there was the long beat to the windward pin and then a run to the finish.

It was an excellent and challenging course.

Our clever hosts used race marks designed to be placed and retrieved from shore without a boat. They were thrown from shore to the desired location. The retrieval line ran through an eye on the weight and then up to the buoy. If the mark needed to be repositioned, it was simply pulled in and thrown again. Sometimes a mark had to be located where it was too far to throw. The mark and weight were then loaded on a small raft and towed out using the 914. When in the correct position, the mark was tugged off the raft. Clever!

The mark floats were hollow bronze toilet tank floats painted in Day-Glo colors and with a flag. The weights were beverage cans filled with something heavy. The retrieval lines were inexpensive string wound on homemade reels. Every club should have something like that.

Practice Day, Friday, was a fun day, too. Don P. installed racing buoys and had a start tape. We had many practice races in the morning before lunch at a nearby "Friendly's" Then back to the pond for more practice in fresh SW breezes until about 3 p.m. For the evening the whole gang reconvened at "Coasters" (located by our scout, Deb Dooley) and commandeered an entire corner of the restaurant. Many sampled the unique creations from the bar. The meals were excellent. It was a good time.

The **Banquet** Saturday night was at the Xenia Holiday Inn. Everyone was there including Steve Pratt our Regatta Director. We had a Class meeting in which many interesting issues were discussed. The meeting notes are on page 10.

We all had a good time.

SUMMARY
The people were wonderful. The racing was challenging. It appeared to me that everyone had a good time. Some had the frustrations of gear failure and leaks. It was a learning experience for us all. What more could one ask than to be with good people, be challenged, have fun and learn new skills?

The only downside was that more of our many owners did not enjoy this fine experience.

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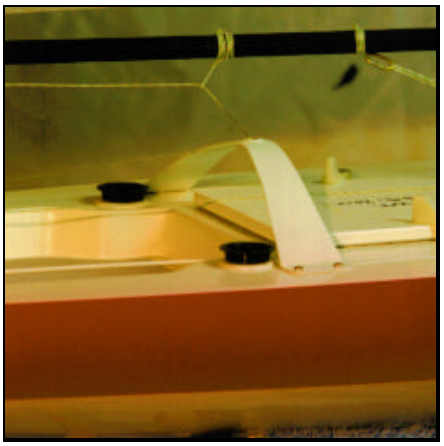

Mainsheet Bridge
The "bridge" is used on Chuck Winder's boat, #888. The intent was to replace the clutter of the normal three string bridle used for the mainsheet fairlead. It's pretty, too. The design is copied from Marblehead Class boats. It is made of aluminum cut from the bottom of an old ice-cube tray and painted white.

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"NiMH Batteries"	Analysis/discussion	May-June 1997	4
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"*RAYOVAC* RENEWAL"	A discussion about RENEWAL batteries	March-April 1997	4
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"CR 914 Racing In Japan"	Rick Martin tells us about racing in Japan.	December 1996	7-10
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"A Quick Overview Of The Major Game Changes ....."	Must reading on the rules.	July-August 1997	9
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Subject and Title	Brief	Date of Issue	Page
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"Sail a 58 knot America's Cup Boat"	Shows why the "scale speed" of models is so high.	January 1997	3
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"Stronger Sail Servo"	Five sail servos are tested. One is recommended.	November 1996	2
Salt Water Sailing	(Also look at THE BOAT section above)		
"Surviving Saltwater Sailing"	Three owners and the editor comment on how to beat the ravages of saltwater.	February 1997	4
Standing Rigging			
"Standing Rigging"	Rigging used by the top four at the 1997 ACCR	Sept.-Oct. 1997	6
"Standing Rigging"	What rigging the fast owners use.	July-August 1997	6
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"Rigging Line Tests"	Test data on rigging line	May-June 1997	6
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MEETING NOTES

from the Banquet, October 4

My plan had been to have a very short meeting. However, there was considerable interest in many areas.

The following is a summary of the subjects discussed at the banquet meeting.

Issues related to the class rules:

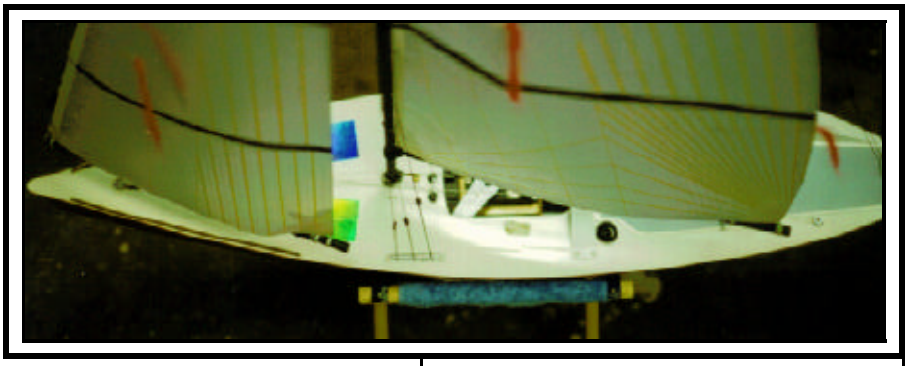
- Discussed deleting rule requirement to remove and weigh keels.
- Increase the minimum weight specification of the boat. Rewrite rules relating to travelers.
- Add to the Class Rules: "If it is not in the rules, it is not legal"
- General agreement that boats must be measured at each ACCR
- Develop an appropriate "measurement certificate" to be used at the ACCR

Other Issues:

- It was proposed to have 1998 ACCR in Marblehead, MA.
- Address hull leaks and cracks at keel (started in this issue)
- Suggested more emphasis on regional regattas
- Owners want a tuning guide.
- Suggested that Worth add to the "Upgrade Kit"
  a) Keel reinforcement to prevent leaks
  b) "Flat" boat battery case instead of the square case (Note, they are $1.79 at Radio Shack)
  c) Lower servo board
  d) Unspecified "Go-fasts"
- The class should consider creating CR 914 Sailing Instructions for use at major regattas.

Future NEWS will cover these issues. I welcome any thoughtful contributions on any of the subjects. You have to help us do the correct thing for the Class.

Class Secretary



TUNING for SPEED

("Tuning" will be covered in more detail in future issues, but there was some empty space to fill.)

My boat speed to windward was excellent when using the jib boom to main boom relative setting illustrated in the photo above. Notice that both boom ends are over the rail.

Hank Buchanan was using this setup and was much faster until I changed mine to what you see above.

Previouly my jib boom was in tighter than above. Hank said he eased the jib boom so the main could "breath".

Many people trim both sails in further than shown above. But what you see works for me.

Chuck Winder

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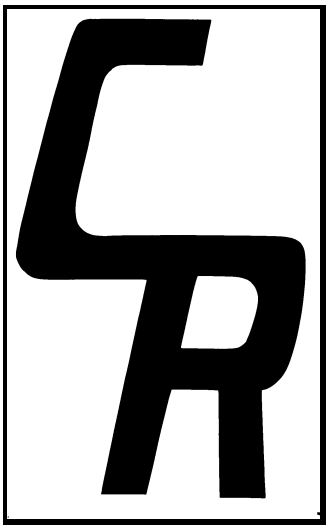

CR 914 SAIL EMBLEM
Full Scale

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
-Tuning for best performance
-Battery management - continuing
-Surviving salt water - continuing
-Class measurement certificate
-Race rule topics
-An analysis of the results, skippers and boats at the 1997 Championships
-Why do radios "glitch"?
-Weed and algae control at the pond
-Increase of the minimum boat weight
-Class Rules Interpretation - continuing
-Maintenance and repair of radio components
-Building and maintenance tips
-How to make a cheap wind hawk

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 "NEW FLEET' package if this interests you.