❖CR 914 NEWS❖

Issue 10 JANUARY - FEBRUARY 1998

1998 Class Rule Revisions

Participating in the vote on rule changes is the most important thing you can do for the Class.

One year ago the Class voted on revisions to the rules which define the CR 914. The owners by their vote clearly stated that they wanted a strict one design class wherein a boat built from the kit would be as competitive as all other boats.

Quoting from the February 1997 NEWS, "..... a one-design class rule has to be a living thing. It has to respond to the owners preferences as the class evolves. We have made a start. Your contributions are required to continue the work".

During the past year the owners have shown that there are additional rule changes required. Some are simple errors and some are bad wording which makes interpretation difficult. Other proposed changes are more involved and require thoughtful consideration.

Our Class is young and growing rapidly. Now is the time to refine the rules before the class is so big that a rule change is more painful.

The rule changes will be of two kinds:
Rule Corrections These changes are in the nature of corrections of errors in the current rules. Included are changes that reinforce last years vote of a strict one-design philosophy.

Rule Changes These changes are more complex issues and will be voted on individually.

Approval of rule changes requires a 2/3

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GOING TO WINDWARD AT THE NATIONALS, XENIA, OH

Photo courtesy of Rose and Don Peacock

Class Secretary's Report

Class Rules Revisions This month's issue may not be as informative or entertaining as some in the past. It was far more time consuming to work up. Trying to create necessary rule improvements, not to mention the difficulty of finding the appropriate wording, is a time consuming task. At least for me.

For most of you the rules discussions will not be good reading. But work on it and think carefully about the issues posed. Consult with all the owners that you know. Determine what you feel is best for the class, not just for you. Then vote that way. It is important to the future of the Class.

Registrations This month there are 313 boats registered versus 227 in October. See page 8 for the new owners. Through February 152 subscribe to the NEWS.

E-mail Communications More than 100 owners are on the CR 914 e-mail distribution list.

Chuck Winder, Class Secretary

Inside This Issue

1998 CR 914 NATIONAL CHAMPIONSHIPS
at Marblehead, MA
September 12 and 13

The Marblehead Model Yacht Club will host the nationals at historic Redd's Pond in Marblehead, MA. Marblehead is a scenic vacation destination with a large harbor with almost 2000 full scale boats.

The Marblehead area has an extremely busy tourist season starting in September and building to a peak in October. It is a good idea to have your reservations in as early as you can. Rooms should be available at the Boston YC and the B&B's in town. There are no hotels or motels in Marblehead.

If you intend to come and race, ask me for a regatta package which is in preparation now. When it's done it will be sent to you.

1998 CR 914 Region 1 Regatta
at Marblehead, MA
June 12, 13

This will be the third time this event has been held. It provides an opportunity to train at Redd's Pond in preparation for the Nationals in September. Send for an info package.

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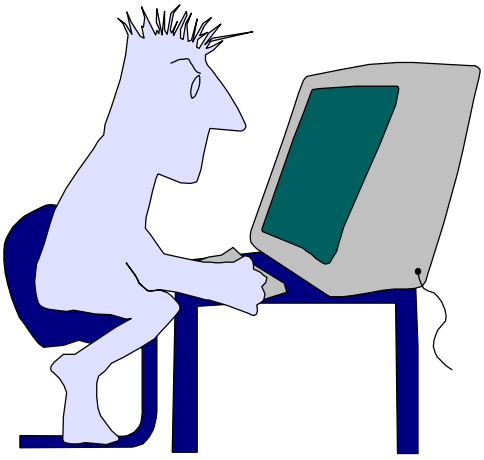

RENEW YOUR AMYA MEMBERSHIP

AMYA membership expires on December 31. Send your renewal now before you forget.

My recommendation is that we all support the AMYA with new memberships or renewal of our memberships for 1998. This is a financially lean period for AMYA. But with our support, the volunteer officers who labor to keep the organization going will have a chance to keep it going. It is an organization important to our sport.

Your Class Secretary

FLEET NEWS

ANNAPOLIS FLEET
Annapolis, MD

This fleet has now evolved into the ***Chesapeake Bay Model Racing Association*** and has applied to the AMYA to be sanctioned. The officers are:

Commodore	Mark Zurmuhlen
Vice Commodore	Tucker Thompson
Secretary/Treasurer	Jason M. Moore

Mark has taken charge with great enthusiasm to get the CBMRA off to a running start. He has produced the first newsletter, *The Jib Sheet* and started a design search for a club burgee. He has also created club by-laws, membership applications, race data sheets, protest forms, etc. This club is a highly organized group.

The club now has more than 30 members and is still growing. Practically all members have registered their boats with the Class.

Tucker Thompson reports there are more than 130 boats sold in the area around Annapolis. Of those, the CR 914 Directory shows 50 are registered.

The ***1st Annual Iceberg Series*** is now underway at Annapolis with races every Sunday. They typically get 12 boats on the starting line.

The series is sailed from inside the Chart House Restaurant during the Sunday brunch. The Chart House is a perfect venue for model boat races. Sailors sit along the waterfront windows while their boats are just feet away from them through the restaurant's large windows.

There is nothing like racing your 914 on a cold day while you are sitting at a table by the fire ordering food and drink at the same time! The sailors love it, and the restaurant does too.

If you are in the Annapolis area or would like more information about the fleet, please contact:
Mark Zurmulen
2213 12th Place,NW
Washington, DC 20009-4405
(202)483 9177
mjz@bellatlantic.net,
or
Tucker Thompson
(410) 971-6980
TuckerT1@aol.com.

Tucker and Mark want to thank the CBMRA sponsors from West Marine for their generous advertising donations, the Eastport Electric Boat Company for the committee boat, the Annapolis Chart House Restaurant and the Annapolis Yacht Club for their steady facilities support.

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Larchmont Model Yacht Club Is Growing On All Fronts

By "Buttons" Padin, Commodore

The Larchmont Model Yacht Club, Larchmont, NY, is allegedly the most active 914 fleet in the country (if not the galaxy). As such, Chuck Winder asked that we provide an overview of our program so that others can learn from our success.

Peter Kelly and Howie McMichael first

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BATTERY MANAGEMENT

NiMH Batteries

NiMH batteries have arrived on the scene based on now being available at Radio Shack. That confirms the trend from Rick Martin's observation that they had become the battery of choice in Japan. (See the May/June, July/August and Sept./Oct. NEWS, page 4)

If you have been considering switching to rechargeables from alkalines, NiMH's are the way to go. Why is that?

- They weigh the same within 0.2 oz. (After all, this is a racing boat.)
- They last as long or longer at the pond. (Twice as long as NiCd's.)
- They are cheaper after about 36 race days. At 36 race days you may have paid close to $90 for alkalines.

Another advantage of NiMH batteries

When using alkalines, skippers tend to use them until they are run down. The result is often a surprise need to change batteries on the second or third race day. Some times the boat has to be rescued.

With NiMH's they will always last all race day after which you fully charge them for the next race day. They should never surprise you.

Sources for batteries:

Two places to get batteries are:

1) TechAmerica, 800 877 0072. Order Cat. # 960-0242 and,
2) Tower Hobbies, 800 637 6050. Order Stock # HCAP6320.

They are a direct replacement for alkalines.

Use a Futaba 50 mA charger that sells for about $20 at model stores. It will take about 36 hours to fully charge a completely discharged battery. You have to use the correct connectors to get it all working.

Greg Worth recommends Dean's three-conductor connectors.

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FLEET NEWS Cont'd

(Continued from page 2)

saw the 914's when Greg Worth had them at the 1995 Atlantic City Boat show.

Agreeing that 914's would be a hit at the 100+ year old Larchmont Yacht Club, they purchased a handful of kits, came home and convinced some other sailors to try this radio control boat racing. Since then, our fleet has grown in size, talent and involvement.

Some of the things that have added to LMYC's success include:

- We have a great physical set-up that makes racing convenient. We have three docks to sail from, we have a room in the clubhouse that allows us to store over twenty 914's, we have a shed by the docks for marks and an inflatable for a mark/ rescue boat.
- We have thirty sailors who actively participate in LMYC races, many of them names familiar beyond the Club for their years of success racing everything from ocean racers and 12-Meters to one designs and dinghies. And while the racing is as competitive as anyone could wish, the sailors have made sure that the racing remains fun for sailors of all levels.
- On average, we have between 12 and 16 boats in the water at any time.
- While primarily an LYC group, we have three sailors from American Yacht Club and two independents in our ranks.
- We race on a regular basis 11 months each year: Sept. – Apr. on Saturday mornings from 9:00 – 11:00 and May – July on Wednesday nights from 6:00 till dark. We take a pass on August's iffy winds.
- Everyone has his own frequency eliminating confusion and conflicts. As we grow, we will have to include 27 MHz channels.
- Everyone is willing to help
- Our sailing clearly has its social overtones: before racing, we congregate on the Founder's Porch where the Club provides coffee (the ladies at the desk think we're "cute") and, as tradition now demands, the previous week's winner brings donuts.
- So no one has to keep looking at his watch for the start, we have our own starting gun (a mini-boom box with a 60-second countdown).
- When the spirit moves us, we have special regattas to get everyone's juices flowing again: The Pumpkin Pie Regatta followed by lunch at the club, a New Years Day Regatta with a potluck feast afterwards, our Spring Regatta and Race Week Regattas followed by dinners at the Club (keeping the spouses involved helps).
- When we give prizes, we give lots of them. It seems like many of the same guys take home most of the prizes so we give various dubious achievement awards. We have also been successful with tandem scoring where sailors of varied skills are paired and their combined scores are counted. It's great for some of the newer, less experienced sailors to be winners, too.
- We have an active newsletter that is, as would be expected, a bit tongue-in-cheek. In addition to scores, the newsletter provides a glimpse of the flavor of the day's events, recalling quotable quotes (Bizzy Monte Sano: "They've been able to scale down everything but the aggravation!) or needle one of the guys for doing something goofy. The newsletter is e-mailed or faxed by Tuesday so the news is still fresh. We also post it at the Club for all to see.
- We have been able to draw considerable notice at the Club as a whole. By features in the LYC newsletter, by exhibiting at the annual activities fair and sailing directly in front of an active club, many people have come to the dock, tried a 914 and ordered one.
- We have managed the inventory of the fleet. If someone never got around to building his kit, we get him to swap it with someone looking to build a new 914. We have arranged partnerships and loaners to keep more boats active.
- We have established a great relationship with Greg Worth at Worth Marine and Class Secretary Chuck Winder. Thanks to both for all your help!
- We have demonstrated an interesting willingness to share our sport. Not only do we have outsiders sailing with us; one is wheel chair-bound. But that hasn't stopped him or us. We help him with his boat, make sure he's on the edge of the dock for

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Rule Changes Continued

(Continued from page 1)

majority of the votes submitted. Use the ballot on page 11.

The assumption is that most active owners get the ***NEWS*** or have access to it. E-mail voting is permitted if the owner has his own e-mail address. Those without e-mail must vote using US Mail.

RULE CORRECTIONS

Improved wording is in bold:

Rule 1.1 A skipper **while racing shall not be permitted to have a co-skipper or assistant to help with such things as coaching, tactical advice, wind spotting, etc.** "Racing" is defined as the period from one minute before the start of a heat to the finish of that heat. He may accept any assistance, including the maintenance or repair of his boat, while not racing. **A handicapped skipper may request assistance while racing to be approved by the Regatta Director.**

Improved rule:

Rule 4.5 The shroud chain plates, back stay eye, jib rack eye, jib sheet fairlead and the mast step shall be those provided

The improved rule 4.5 lists all functional deck mounted fittings. It also allows using substitute fittings which are

in the kit **or a substitute fitting of equivalent function and similar dimensions**.

Rationale: The improved rule now lists all functional deck mounted fittings. It also allows using substitute fittings which are stronger. For example, the stock deck mounted "jib rack eye" fitting (#1 Eyelet in the AG Instructions, page 10) which frequently fails, can now be replaced with a stronger fitting.

Original rule

11.1 The sheet exit pulley and the sail servo arm pulley may be changed or modified.

Revised rule in bold:

11.1 The **common** sheet exit pulley and the sail servo arm pulley may be **modified or substituted. Any modification or substitution shall have equivalent function and similar dimensions**

Original rule:

Rule 11.3 The method by which the sheet lines are led and attached to the booms is optional.

Improved rule

Rule 11.3 The method used to attach a sheet to a boom and the method used on a boom to adjust the length of a sheet are optional.

Rationale: This allows an owner to replace the black rings (part 29 on page 2 of the AG Instructions) with a substitution that is less likely to break.

Corrections to the following rules are shown in bold type:

Rule 13.6 Two jib battens may be used, size shall not exceed **0.200** inch wide by **2** inches long.

Rule 13.8 Four battens are permitted. They shall be installed perpendicular to the leach and evenly spaced within ¼ inch. Batten size shall not exceed **0.200** inch wide by **3.200** inches long.

Rule 13.11 The luff curvature may be altered within the limit defined by the sail plan.

This rule is deleted. It was added in error just prior to last years vote.

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RULE CHANGES

These changes require a 2/3 vote of owners responding. Use the ballot on page 11.

The addition to this rule is shown in bold print:

1 GENERAL - CLASS

The **CR 914** is a One-Design class. The Class objective is that the sailing skills of the skipper shall determine who wins races. These rules control yacht performance, cost and simplicity. A yacht violating these rules shall not compete until all violations are corrected.

Unless the class rules specifically permit a modification to the boat as the boat is defined by the kit, an owner shall assume it is not permitted. Interpretations by the Class Secretary of the legality of a modification shall be binding until overruled by a class vote changing the rules.

Rationale: The class is still young and the Class Rule is imperfect. When the owners decide that the Rule has sufficiently matured, a future vote can delete this authority of the Class Secretary.

Cosmetic Deck Fittings

While building my second boat I realized that Class Rule 4.6 permitted me to have the deck of the boat completely devoid of any hardware except the functional hardware defined by rule 4.5.

To go to the limit of what the rule permits I would have sanded off all the molded-in hatch and sheet track delineation. I would have omitted the wheels, all the winches, the deck cleats, the bow foot rails and the stern hatch cover.The primary winch bosses would have been removed to make the deck smooth all over. (It would have required a reinforcement patch underneath where the winch bosses had been.) All the screw holes and marks for locating the winches, cleats, etc. would have been filled. (except those for the functional fittings). The grooves for the toe-rails would have been filled and smoothed.

The result would have been a perfectly smooth deck. There might even have been a performance advantage. Less windage should be faster.

However, it would not have looked like a CR 914!

Most CR 914's owners have installed all the deck hardware provided in the kit (wheels, faux winches, etc). That says that most owners prefer the boat to look like the kit intended.

Proposed rule revision:

Rule 4.6 Steering wheels, primary winches and the three forward winches from the kit shall be installed. Winches may be modified to avoid fouling sheets. Bow foot rails are required but design is

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optional. Deck cleats and the stern hatch cover are optional.

Rationale: The revised rule requires those things that make the boat look like a CR 914. The primary and forward center winch are required for the main sheet fairlead. The cleats are made optional because sheets frequently foul on them. The stern hatch cover is optional to improve cockpit draining. Some owners have reported that the main sheet fouls on the wheels. A simple rearrangement of the sheet attachment on the main boom will prevent that.

Most CR 914's owners have installed all the deck hardware provided in the kit That says that most owners prefer the boat to look like the kit intended.

PROPOSED CHANGES TO THE RULE CONTROLLING THE MAINSHEET FAIRLEAD

Original rule:

Rule 11.2 Main and jib fairlead hardware may be changed or modified.

Discussion: This rule is too open to interpretation in that it may permit a main sheet traveler. It certainly does not support the one design philosophy. (The deck mounted jib fairlead is covered by revised Rule 4.5)

Improved rule:

Option 1

Rule 11.2 The main sheet fairlead ring shall have a maximum inside diameter of 0.25 inches. The ring position shall be controlled by an adjustable string bridle as defined by the kit assembly instructions.

Rationale: This revision limits the main sheet fairlead to the design defined by the AG Instructions. The objective is to preserve the one design concept by prohibiting such things as main sheet travelers.

Option 2 A sentence, shown in bold print, is added to Option 1:

Rule 11.2 The main sheet fairlead ring shall have a maximum inside diameter of 0.25 inches. The ring position shall be controlled by an adjustable string bridle as defined by the kit assembly instructions. **The adjustable string bridle may be substituted by a non-adjustable structure in which the fairlead ring shall be centered amidships.**

Rationale: Option 2 is the same as option 1 except that it permits mounting the main fairlead ring in a non-adjustable structure of any design. The position of the fairlead ring in the structure can not be adjusted, giving less adjustability than the the stock string bridle.

Option 1 and 2 both prevent use of a traveler.

One version of a main sheet fairlead structure is shown on page 8 of the September - October NEWS. The only virtue of the bridge is to reduce the clutter and obstruction of the stock three legged string bridle. A main sheet structure will be heavier than the string bridle. An owner may design his own structure though Greg Worth has indicated that he could design, produce and sell one for about $10.

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PROPOSED CHANGES TO THE WEIGHT RULES

It is proposed that:

- Minimum boat weight be raised from 6 lbs. to 6 lbs. - 4 oz., a 4% increase.

Discussion

Why is the Minimum Weight in the Rules Too Low?

I do not know how or when the minimum weight of 6 lbs. was originally determined. It probably involved the weighing of one or a few complete boats.

Sometime in the evolution of the class Worth Marine convinced AG Industries to increase the thickness of the hull. Experience had shown the original hulls were too fragile. They were frequently cracked by collisions with other boats.

A 20% increase in hull thickness would have increased boat weight 4 oz. Maybe that was it.

Why is the Minimum Boat Weight Important?

A light boat is a fast boat. An owner aspiring to be champion must make his boat as light as the rules allow.

Keep in mind that one ounce of weight on the 914 is equivalent to 550 lbs. for a full scale America's Cup boat. Any AC syndicate would pay a lot of money to remove that amount of weight.

If an owner must use extraordinary measures to get his boat down to the 6 lb. minimum weight, then the minimum weight is set too low.

By extraordinary is meant such things as sanding the hull as thin as possible and removing weight from the keel bulb.. (For instance, sanding until a bright light inside or a "squeeze" test shows that an area of the hull is thin enough.)

There have been 914's holed in collisions that obviously had hull thickness much lower than a stock hull.

There have been 914's holed in collisions that obviously had hull thickness much lower than a stock hull.

The first paragraph of the class rules state "….sailing skills of the skipper shall determine who wins races". There is nothing mentioned about skills or money required to make a boat much lighter than it would be if built normally from the kit. By "built normally" is meant that the hull and keel bulb are sanded only enough to remove surface imperfections.

Light Weight Servos and Receiver

A drum type sail winch, the Whirlwind® Low Profile winch made in Britain, weighs about 1.4 oz. less than the stock arm winch. It is strong, but it is complicated to install and maintain. Cost is ~$130.

Replacing the "standard" size steering servo with a "micro" size will save 1.0 oz. Cost is about $60.00.

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The stock receiver can be replaced with one that saves 0.5 oz. for only ~$56.

Thus, for about $250 worth of electronics a boat can be made ~3.0 oz. lighter.

By raising the minimum weight to a value easily achieved by all owners, there is little motivation to sand a boat too thin or reduce the keel weight so the boat is over-powered in strong winds. Nor is there a need to buy expensive electronics to get the weight down.

..... for about $250 worth of electronics a boat can be made ~3.0 oz. (3%) lighter.

Available Weight Data
The average weight of 34 boats weighed in 1997 was 6 lbs. - 3.2 oz. (99.2 oz.). This population probably included boats with hulls sanded and keels shaved to approach the 6 lb. minimum weight.

Because of that the average weight was rounded upwards to 6 lb. - 4 oz. (100 oz.). to arrive at the proposed new minimum weight.

(The weights for ten boats at the 1997 nationals were not used because the weighing was done outdoors in windy conditions which caused sizable error.)

What Does It Mean If We Vote to Increase Minimum Weight?
Some existing boats will have to add correction weights. Six of the 34 boats weighed will add one oz., six will add two oz. and six will add 3 oz. It is anticipated that in the future correction weights will seldom be required since there will no longer be motivation to reduce the weight of hull and keel.

Model airplane shops have self-adhering foam backed lead weights. The cost is $3 for 6 oz. of weights. A 2 inch long strip weighs 1 oz.

At AMYA sanctioned regattas boats will have to be weighed and correction weights added if required. Individual fleets can decide if they want to weigh boats for local competition.

Revised Weight Rule

14 WEIGHT

14.1 Minimum allowable weight shall be 6 pounds 4 ounces for a complete boat ready to sail, including radio receiver batteries. Weight shall not be changed during a regatta or series of races.

14.2 (Unchanged)

14.3 Correction weights to an underweight boat shall be located, half on each side,on the inside of the hull within 2 ½ inches of the deck at the shear and within 16 inches and 21 inches from the bow.

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KEEL DILEMMAS

Two issues face the Class:
1. Should the requirement that the keel be removable be deleted?
2. Should the minimum keel weight be increased?

Removable Keel Issue

Rule 14.4 requires that keels be removable to allow weighing.

At the 1997 CR 914 Region 1 Regatta and the Nationals, only 40% of the owners could remove their keels. Keels could not be removed from many of the boats weighed at Larchmont MYC.

Some were corroded in place because of inadequate maintenance. Others were glued in place either inadvertently or intentionally.

Thus there are owners who argue that keels not be required to be removable. The issue was discussed at the 1997 Nationals banquet meeting.

Boat performance is the issue. The CR 914 is a one-design racing class. If a non-removable keel results in a performance advantage, then all would have to use fixed keels to win races. We would sacrifice ease of transport in order to be competitive.

There is no structural advantage in having the keel non-removable. There is a small performance advantage by having no drag inducing gap at the keel/hull joint. However, careful use of epoxy and filler can almost eliminate the gap when using a removable keel.
Note that there is no need to control the fillet radius at the keel fin/hull intersection because it has been clearly demonstrated that no fillet (a sharp corner) is faster. The AC boats and all modern high performance keel boats testify to this.

It can be argued, then, that a fixed keel offers no advantages.

In 1997..... only 40% of the owners could remove their keels.

The remaining issue then is keel weight which is difficult to determine if the keel can not be removed.

However, there is no motivation to reduce the weight of the keel. If the minimum weight of the whole boat is controlled, it is well established that the best sail boat performance is achieved using the heaviest possible keel.

The current rules require use of the keel

bulb provided in the kit. The finished dimensions are also controlled. See rules 2.1 and 2.2.

Thus it can be argued that there is no need to control keel weight.

Options
1. **Delete rule 14.4**. Keels would not have to be removable. No keels would be weighed.
2. **Leave the keel rules as they are**. This means that all keels would have to be removable for weighing.

This issue is important enough that it must be decided by vote.

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Keel Weight Issue

If the vote determines that keels must be removable and weighed, then keel weight

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should be addressed.

It is proposed that minimum keel assembly weight be raised from 3 lbs.- 5 oz. to lbs. - 7 oz., an increase of 2% of boat weight. (The keel weight is included in the total weight of the boat.)

What Do Keels Really Weigh?
Eight keels were weighed in 1997.

- Six weighed slightly more than 3 lbs. - 8.0 oz.
- One weighed 3 lb. - 5.2 oz. But it had been drilled out and the holes filled with micro balloons in an effort to get boat weight down to 6 lb. It originally weighed 3 lb. - 8.0 oz.
- One was illegal at 3 lb. - 4.5 oz. It is unknown why that keel was so light.

One owner took weight data during construction of his boat. The completed keel assembly (bulb, fin, screws, epoxy filler, paint and the keel nut) weighed 3 lbs. - 8.0 oz. The raw keel bulb was delivered weighing 3 lbs. - 5.2 oz. After sanding to remove most of the casting defects it weighed 3 lbs. - 4.8 oz., a 0.4 oz. loss due to the sanding. The finish sanded fin weighed 3 oz.

In the interests of a closely controlled one design class, it is recommended minimum keel weight be increased to 3 lb. - 7 oz.

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FLEET NEWS Cont'd

(Continued from page 3)
visibility and have made him a welcome part of our group.

•We take ourselves seriously – but not really. We have a Commodore, we have our own burgee, we have a perpetual prize, but most of all, we have a good time.

The Larchmont MYC Burgee has been deleted because of a Publisher memory problem.

•During last year's Larchmont Race Week, we had 250 people at a party by the pool as 32 non-LMYC sailors participated in an elimination regatta where the winner got a 914 kit. There are plans to do this again this year on even a larger scale.

•We all have experienced the challenges caused by vision depth perception failure and the quick acceleration of the 914. What we are wrestling with now is can we continue to sail as a single fleet or should we split into divisions. We would rather stay with a single start, particularly now that more sailors are doing better; but the jury is still out.

Essentially, we have created our own culture, within our group and within the Club. We no longer are viewed as big kids with their little toy boats. At the same time, while we're no longer kids in body, the 914's have helped keep us kids at heart.

If any of you are ever in the area, stop by and join in! Buttons Padin, (914)834 5476, erpadin@aol.com

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DUKE CITY MODEL YC

Albuquerque, NM

Commodore Bill Petynia has designed and built a Race Committee Boat for the club. It is a combination tug/retriever that can rescue disabled boats. It can also set and retrieve racing marks. What an excellent idea. Bill has been asked to share his design with the rest of us.

CR 914 Racing awards for 1997 were presented at the annual awards dinner:

First Place Sergio D'Antoni
Second Place Joe Frasier
Third Place Jim Scheibner

Sergio's performance in 1997 was remarkable. He won 13 of 16 races to become the unchallenged champion.

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MARBLEHEAD MODEL YC

Marblehead, MA

Frostbite racing is slowly gaining popularity with five to six boats at the starts.

Frostbiting with model boats has never been done in Marblehead. It is taking time to it get rolling.

On February 8, five boats braved the northeast wind which created scale sailing conditions comparable to the Roaring Forties in the Whitbread Race. The breaking seas were immense compared to the model boats.

John Collins was the victor by one point over Chuck Winder. Wendy Lull of Ipswich, the only boat with no gear failures, was third with Kevin Dooley fourth.

Biff Martin was fifth but still the hero for the day. A pre-start collision had left two boats tangled and out of control. As they drifted towards a rocky lee shore, Biff took a dinghy and one oar to rescue the models. He was able to scull back against the Nor'easter with just the one oar and saved the models.

Frostbiting has been a new experience with much stronger, steadier winds than experienced at Redd's Pond, the summer venue. Large waves and tide currents also introduce new dimensions to make the racing more challenging and exciting.

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Mid-America Sail and Power Boat Show

at the I-X Center, Cleveland, OH
Jan 16 - 25

The primary reason the CR 914 Class is the fastest growing model boat class in the country is the promotion by Worth Marine at the big boat shows. Many of you discovered the boat at one of the boat shows or from a friend that bought his at a show.

I decided to attend the show in Cleveland (which also happens to be my home town) to see what it was all about. The following article is a report on the experience.

Chuck Winder, Ed.

Greg Worth had not planned to show at Cleveland until he was called by the show managers and invited to have a booth free of charge. They built a 30'x50'sailing pool dedicated to his use and rented two huge fans to create a breeze. The show organizers said they had seen his sailing programs at other boat shows and wanted him there as a special attraction.

(As an aside, the show managers also appeared regularly at the sailing pool to sail and have their children sail, too.)

The I-X Center is located at the Cleveland Hopkins airport and is the largest and most impressive exhibition hall I have ever seen. The show used 1 million square feet! That's the equivalent of about 22 football fields! Though the hall was originally a WW II airplane hanger, its appearance was new with excellent climate control. The ceilings were very high so full scale boats had masts installed.

My job was to run the sailing pool while Greg worked the booth, which was adjacent to the pool. The pool was located in the extreme corner of the immense exhibition hall but still always had a large number of people watching or waiting their turn to sail. We always had two boats sailing and sometimes three. My observations were:

Teaching sailing with models

For the most part the adults and children that sailed the 914 had never sailed before. They had no idea that a sailboat could go upwind. (Actually, the show was mostly power boats and most of the people who sailed at the pool were power boaters or their children.)

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NEW MEMBERS

First Name	Last Name	City	State	Sail No.
James & Cole	Allsopp	Annapolis	MD	210
Lynette	Bailey	Bloomington	MN	144
Louise	Bentle	Nuntersville	NC	186
Karen	Burmingham	Boston	MA	145
"Hatch"	Brown	Winthrop	MA	217
Michelle	Chase	Duxbury	MA	199
Ben	Copley	Pasadena	MD	153
Simon	Davidson	Cos Cob	CT	146
Martha	Dillon	Great Falls	VA	148
Mike	Dow	Charleuoix	MI	187
Robert H.	Dugger	Alexandria	VA	901, 2, 3
Ken	Edelman	Weston	FL	188
Martin	Fetsch	Reisterstown	MD	149
Pam	Flake	Annapolis	MD	150
Pam	Flake	Annapolis	MD	151
David	Freid	Bridgton	ME	189
Elizabeth	Gahan	Winthrop	MA	190
Megan	Gerneth	Philadelphia	PA	152
Susan	Gregory	Essex	CT	154
Jerrold	Hacker	Carlsbad	CA	200
Doug	Hagge	Bloomington	MN	155
Anita	Haley	New Castle	DE	156
Justine	Hastings	Sunnyvale	CA	157
Mike	Heinrich	Hollywood	MD	207
Mark	Hienrich	Hollywood	MD	207
Richard E.	Hitchcock	S. Dartmouth	MA	208
William	Hnatt	Brick	NJ	158
Tom	Ingram	White Plains	NY	159
Vince	Jackovich	Eldridge	IO	204
William	Jenkins	Annapolis	MD	209
Tyler	Johnson	Chestertown	MD	444
Brad	Johnson	Chestertown	MD	213
Brian	Kass	Ellicott City	MD	218
Terry	Kempton	Island Heights	MA	201
James	Klien	Larchmont	NY	191
Larry	Kmiecik	Wheaton	IL	160
Mike	Korpics	Orlando Park	IL	192
Michael C.	Kremin	Washington	DC	811
Chantal	Lawrence	Westbrook	CT	161
Bob	Leverone	Marblehead	MA	162
Brian	Liu	Mentor	OH	555
Roger W.	MacWilliams	Arnold	MD	268
Dan	Maloof	Peoria	IL	163
Tim	Mangus	Arnold State	MD	164
Elaine	Marke	Winthrop	MA	193
Phillip	Marks	Winthrop	MA	211
Joseph	Mello	N. Dartmouth	MA	165
William	Mini	Salem	MA	166
Richard	Molke, Jr.	Short Hills	NJ	167

First Name	Last Name	City	State	Sail No.
Vincent	Monte-Sano	Mamaroneck	NY	390
Eric	Moore	Glenview	IL	168
Charles	Moore	Old Saybrook	CT	169
Jason	Moore	Washington	DC	214
Tom	Moulds	Hollywood	MD	206
Thomas	Moulds	Hollywood	MD	206
Bill	Murphy	Island Heights	NJ	170
Adrienne	Myeroff	Chagrin Falls	OH	800
David C.	Myeroff	Chagrin Falls	OH	801
Stuart	Neff	Marblehead	MA	182
Al James	Newman, III	Lubbock	TX	172
Richard	Nixon	Smithfield	VA	173
Scott	Nixon	Annapolis	MD	282
Daniel	Oliveira	S. Dartmouth	MA	357
Daniel	Phelps	Annapolis	MD	320
Michael	Price	Annapolis	MD	121
George W.	Richards, III	Newtown Square	PA	142
Lucy	Richards, III	Newtown Square	PA	143
Marlie	Rowell	Salem	OR	195
Michael	Ruddy	Medina	OH	272
Liam	Ryan	Cranford	NJ	174
Frithiof	Sagerholm	Ocean City	NJ	408
Joe	Scholes	Strafford	PA	175
Andrew	Scott	Annapolis	MD	216
Edward	Scott	Annapolis	MD	420
Robert	Shipley	Baltimore	MD	176
Jane	Stavely	Scotia	NY	178
Kristen	Svenningsin	Katonah	NY	196
Greg	Tawaststjerna	Annapolis	MD	179
Cheryl	Taylor	Berkeley Heights	NJ	604
Martha	Thompson	Devon	PA	198
Scott	West	Annapolis	MD	180
Barbara	Weston	Corinth	TX	185
Alicemay	Wright	Toms River	NJ	202

(Continued from page 8)

But they all quickly learned to go to windward, turn the mark and sail the course with no difficulty. I have had no prior experience teaching sailing. The model seemed to be a self teaching machine. All I did was use a few seconds to explain what the controls on the transmitter did. After they steered around for a few minutes, suggestions to trim in the sails or let them out completed the process. All my comments did was speed up the process so that more people could sail. Some were left pretty much on their own when I was busy somewhere else, and yet they still seemed to learn to sail.

Almost without exception there were thrilled exclamations from the new skippers when the boat accelerated away when they altered course and trimmed sails. The instantaneous response of the boat to the input from their fingers quickly taught them what worked and what didn't.

After this experience I concluded that any sailing school would benefit by integrating the use of R/C model boats into the overall program.

Politeness demonstrated by the new skippers

What stands out in my mind was how polite the children were. Hundreds, if not thousands, of people cycled through the boats at the pool. The children usually stood quietly in line waiting their turn and when they were done, they almost all said thank you. Sometimes they were prompted by a parent, but usually that wasn't necessary.

The adults were nice too, but a much higher percentage of them assumed they knew more than they did and were annoyed if I offered help. Those same individuals seldom said thank you, handed back the transmitter with no warning and walked away.

What Happened to Women's Lib?

Many women (wives and girl friend's) would not try to sail the boats. I want to see more women sailing in our sport, so I made an effort to convince them it was easy and they wouldn't hurt the boats. After using the argument that this was the 90's and women should try new things, a lovely women pointed out, "Women's lib in the 90's means I can say no!"

Other women did sail the boats and were delighted with the experience. At least one couple quickly bought "his and hers" boats.

CA sealing of hull keel leaks

Greg's boats have been to a lot of boat shows. Hundreds of collisions with other boats and sides of the pool have taken a toll. One boat had a serious hull leak at the usual location at the front of the keel molding. No problem for Greg. He poured a little CA glue into the hull. Rolling and pitching the hull a little got the glue into the cracks and they never leaked the rest of the show. (If you do this yourself, be careful not to move the hull enough to get the CA into the Velcro for the battery pack.)

Scale Speed

A CR 914 covers ten boat lengths about five times faster than a full-scale America's Cub boat. (See "Sail a 58 Knot America's Cup Boat", in the December, 1996 NEWS.) This is really apparent when sailing in a 30 x 50 foot pool.

The new skippers had only a few collisions. They were learning, not competing. But when the big boat sailors from the adjoining booths came to the pool to get their fix of racing 914's, the collisions were numerous and hard. Situations just developed too fast for their reflexes which were attuned to full scale boats. We finally instituted a new racing rule that if there was a collision,

(Continued on page 10)

(Continued from page 9)
the at-fault skipper lost the race and his turn to sail. That helped somewhat.

Greg Worth works hard at the boat shows
Boats shows are hard work.. At Cleveland the days were 10 and 12 hours long! (Tuesday and Thursday were only six hours). It surprised me that I was able to stand up at the pool for the entire 12 hours. Chairs or stools are just not practicable.

It started for Greg when he and wife Diane loaded up the rental truck on Wednesday. Greg then drove the 700 miles to Cleveland the same day. Thursday was set up time to unload the truck at the show and create the booth with signs and displays. (At this show Greg had my help to setup but at the other shows he was on his own.) The Cleveland show then ran from Friday to the next weekend, a total of ten days! Most shows are only four days. I bailed out after six days which left Greg alone.

Greg sold 23 boats at Cleveland which is a little surprising since the show is mostly power boats. The show organizers want him back next year.

After Cleveland, Greg went on to shows at Chicago, Atlantic City and then Miami, never returning home in between.

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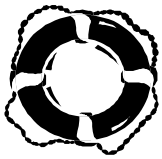


BOAT MAINTENANCE

JIB BOOM TACK FITTING FAILURES

The deck fitting that secures the jib boom has frequently failed. It is referred to as Eyelet #1 on page 10 of the AG Assembly Instructions. Normally it is broken as the result of a collision. The frequency of failure is high enough that it warrants discussion.

Joe Frasier, #13 from Albuquerque, e-mailed me: "We seem to be reaching that point in time when fatigue is causing the Eyelet #1, the jib pivot, to crack and break-off from its base. An easy and aesthetically pleasing solution has been to use a ***pekabe***® screw-eye with the optional base. The screw-eye goes through the hole in the now broken eyelet base and screws into the deck. Of course, there are other ways such as carefully routing out the old deck eye and purchasing a replacement from the sole source."

Chuck Winder writes: There is little point in replacing the broken fitting with one of the same stock design that will break again. Joe's idea sounds good to me.

Another message is to not glue deck fittings to the deck. The screws are strong enough and when a fitting breaks it is quick and easy to replace.

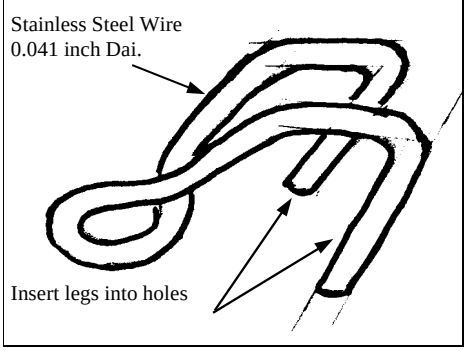
The revision to the rules in this issue make it legal to use a stronger fitting. Joe has been encouraging that sort of thing for a long time.

Anyone else who has found a nice solution to this problem, please tell us about it.

******

MASTHEAD FITTING REPAIR

Chuck Winder



On both of my boats the eye on the forward face of the masthead fitting has failed. One while sailing in cold weather and one sitting in the shop. This is a highly loaded eye. It carries the headstay, the jib halyard and the jumper stay loads.

A simple repair was created using 0.041 inch diameter stainless steel wire. Two holes for the wire were drilled in the top of the masthead fitting parallel with the mast. A wire eye was formed having two legs to be inserted into the holes.

By using only a half turn in the wire above the eye, it is possible to insert the intact rigging line without cutting and rerigging. With the rigging in the eye, the two legs of the eye are inserted in the holes. CA could be used to secure the eye in the masthead fitting. Actually, the rigging loads will keep the eye in place.

Hopefully the photo and sketch show enough to aid in understanding this design.

******

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

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Ballot for Rule Changes - Please circle your responses. Mail to:

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Rule 1 Gives the Class Secretary the authority to decide the legality of changes to the boat. (See page 4.)
Yes, I approve giving the Class Secretary that authority.
No, I do not want him to have that authority.

Rule 4.6 Preserves the appearance of the CR 914. (Page 5)
Yes, I approve the revised rule 4.6.
No, I do not want to change the rule.

Rule 11.2 Mainsheet Fairlead with Strings. (See page 5.)
Yes, I approve **Option 1** of the revision.
No, I do not approve Option 1.

Rule 11.2 Optional Mainsheet Fairlead without Strings.
Yes, I approve **Option 2** of the revision. (See page 5.)
No, I do not approve **Option 2 .**

Rule 14 Increases minimum boat weight by 4 ounces (4%).
Yes, I approve the revisions to rules 14.1 and 14.3.
(See page 5 and 6.)
No, I do not approve changing these rules.

Rule 14.4 Permits a Non-Removable Keel
(See page 6 and 7.)
Yes, I approve deleting Rule 14.4 which deletes the requirement of removing and weighing of the keel assembly.
No, I do not approve deleting Rule 14.4.

Rule 14.4 Minimum Keel Weight (Note: If the rule 14.4 is deleted in the above vote, this vote will not apply.)
Yes, I vote to increase the minimum weight of the keel assembly to 3 lb. - 7 oz. (See page 6 and 7.)
No, I don't want to change the minimum keel weight.

Print Name_____

Signature_____

Date _____/_____, 1998

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CR 914 SAIL EMBLEM
Full Scale

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.

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
-Race rule topics
-Why do radios "glitch"?
-Class Rules Interpretation - continuing
-Maintenance and repair of radio components
-Building and maintenance tips
-Sail Area/Displacement Ratio study of different models and full scale boats.