

❖ CR 914 NEWS ❖

Issue 20

SEPTEMBER - OCTOBER 1999



Photo-Paul Hoffman, Jr.

HAPPY OWNERS AND THEIR BOATS AT THE 1999 CR 914 NATIONALS

The regatta was held October 29 – 31 at the beautiful Larchmont Yacht Club in New York. The Larchmont Model Yacht Club hosted the event. A total of 40 boats competed in two days of competitive and challenging racing. It was a truly memorable regatta that won't be forgotten

Sailors were from the "usual suspect" model yacht clubs in Marblehead, Essex and Annapolis...as well as two from Michigan and one from that renowned yacht racing state, Colorado.

In the end, Dave Ramos from Annapolis (Chesapeake Bay Model Racing Association) was pronounced the new National Champion.

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Class Secretary's Report

The NEWS is about three weeks late in order to report on the Nationals. A total of six pages are devoted to the Nationals report.

NATIONALS

The big story for this issue is the best and largest Nationals the class has ever had. The wildly successful event was hosted by the Larchmont Model YC. Buttons Padin is the man who produced it. His skill is unparalleled at enrolling competent volunteers, creating the entertainment, creating the agenda, MCing the socializing, etc., etc. We are indeed fortunate to have Buttons and his whole group as part of our class. Thank

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The regatta report has two sections. First is the play-by-play...the second is the color commentary.

RACE RESULTS "PLAY-BY-PLAY" Saturday's Qualification Races

A brisk easterly was blowing 8 to 12 knots. There was a slight chop in the afternoon. It was warm and sunny, a delightful day.

The fleet was divided into four divisions comprised of mixes of competitors from all clubs. Colored ribbons on the backstays identified the fleet each boat was in.

Two divisions raced simultaneously from separate floating docks moored 100 yards out in Larchmont Harbor.

Blue Division

On the East Dock, Howie McMichael won the day by a horizon job, beating the second place boat by thirty points. Howie, one of the founders of the LMYC program and current Commodore of the Larchmont Yacht Club, has been a solid 914 racer for four years. He won seven races and finished in the top three a total of 14 times.

In second was Sasha Kavs from Marblehead Model Yacht Club. Sasha took two bullets and had consistent enough wins to beat Jim Thompson in a tiebreaker. Jim and his brother Mark arrived Friday afternoon having driven 1500 miles overnight from Traverse City, Michigan. Jim was pretty fast out of the box racing a boat he borrowed from LMYC's Stan Bell.

As it turned out, this was a particularly competitive division.

Green Division

On the West Dock, it was a two-boat competition with CBMRA's hot Tim Magnus taking six firsts and four seconds. That was enough to give him a three point edge over LMYC/ American Model Yacht Club's Rob Follett. Robbie won six races and had 12 top three finishes.

In third, just out of the money for Sunday's Championship Division, was Class Secretary Chuck Winder. Chuck sailed consistently winning three races and, in a tiebreaker, beat Steve Lang, Thin Air Model Yacht Club, Evergreen, CO. (Yes, that IS Colorado!)

White Division

On the West Dock, the victor was John Snow, MMYC, and president of the American Vintage Model Yacht Association. John managed to avoid enough of the windward mark tangles to win six races and have a comfortable lead over CBMRA's Ernest Freeland and LMYC's Ted Spencer in third.

The good news, however, was that the three would make the Championship Division on Sunday.

Sunday's Championship Races

(See table of results on page 6)

To determine who would race for the Championship, the Scorers took the top two finishers from each Saturday division and the two third place finishers with the best scores. The rest of the fleet was divided by performance to create three more divisions, each sailing for their own sets of prizes.

The breeze had shifted to the southwest Sunday morning. Thus the East Dock was repositioned to avoid too much land effect on the wind. Doing so made for better racing...but cost about a half-hour. In the end, the Championship Division and Division 2 raced a total of ten heats for the day. Divisions 3 and 4 raced nine heats.



Photo-Paul Hoffman, Jr.

Each racecourse was a once-around quadrangle, marks to port. The start line was off the right side of the dock (when facing the wind). After rounding the windward mark it was a reach to an offset mark. The next leg was a run (passing the left side of the dock) to round the leeward mark. A reach to the leeward offset mark was followed by a beat to the finish.

With the dock at the center of the course, visibility was excellent for both competitors and judges.

By the end of the day all four divisions had sailed eighteen heats. Three throwouts were used to score.

Just behind in fourth was Jamie Gurnell, the British Bulldog, from Essex's Dry Pants Yacht Club.

Red Division

Sailing from the East Dock, CBMRA's Dave Ramos ate up the course winning 13 of 18 races! You could say he had the course down pat. Dave's consistency was enough to separate him from the very fast Jose Venegas (MMYC) who has done well at earlier LMYC regattas. Jose won five races and had a comfortable lead over LMYC's Dave Watt in third. Dave didn't win any races but had seven seconds and a trio of thirds.

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Photo-Paul Hoffman, Jr.

OUR HEROES

From left, standing: Carl Olsson, John Hodgeson, Howie McMichael, Champion Dave Ramos, Rob Follett, Jamie Gurnell, Bucky Buchanan, Chuck Winder and our host Buttons Padin.

In front: Peter Overzat, Mark Thompson, Paul Tucker, and Rocco Campanelli

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Championship Division

As noted above, Dave Ramos won the Championship. Dave's 22 points were well ahead of Rob Follett's 32 for second and Howie McMichael's 37 in third. At the end of six heats, however, Robbie was ahead of Dave by two points. Despite the

home club's rooting for younger Follett, in the seventh heat Dave clicked into high gear and won the last four heats.

In the end it was clear, Dave Ramos was the Champion and he well deserved the title. However, the likes of Rob, Howie, Ted Spencer and the rest of the tough Championship Division made him work

for it. It was great to sit on the lawn and watch these final races develop. You'd be hard pressed to find any sailing this exciting. (OK, that might be a bit of a stretch...but it was pretty great racing to watch.)

Second Division

This was won handily by Chuck Winder with two bullets and only one race out of the top three. This division was also quite competitive with Jamie Gurnell in second, nipping CBMRA's Bucky Buchanan in third.

This writer can attest to the fact that this division raced fast and had its share of chuckles dispute breakdowns that took one good looking blue boat out of the competition. *[Button's boat is blue, Ed.]*

Third Division

Mark Thompson, in his first-ever model regatta, won with 15 points, a commanding margin of 7 points over LMYC's Carl Olsson at 22. Peter Overzat, also from the host club, was one point behind Carl. Wendy Lull from MMYC, our only lady skipper, was sixth.

It should also be noted that Peter Overzat won the coveted (dreaded?) LMYC Low Gross Award given to the sailor whose racing performance would indicate a penchant for shore-side endeavors. With Peter, it wasn't where he finished, it was

The Championship Division heads for the windward pin on Sunday



Photo-Paul Hoffman, Jr.

(Continued from page 3)
how he got there. ☺

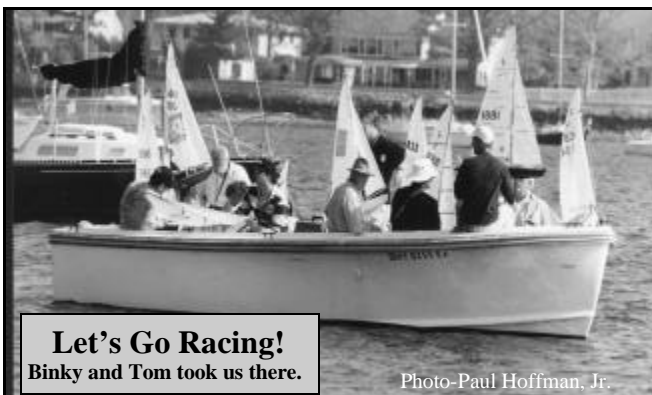
Fourth Division

Nick Langone won with 19 points, but Paul Tucker won the last three heats to finish only one point behind Nick. John Hodgson was just another point back in third.

COLOR COMMENTARY

Friday

On a balmy (for November) afternoon with temperatures in the low 70's, boats started to arrive from all over the country



Let's Go Racing!
Binky and Tom took us there.

Photo-Paul Hoffman, Jr.

to register and participate in tune-up racing.

Sara Lynn, Joan Watt and Allie Padin managed the registration desk on the Club's Veranda. Sailors were able to adjust their rigs and walk right down to the front dock to begin sparring with their fellow competitors. Chuck Winder and Wendy Lull weighed and inspected each boat to ensure it was legal.

Thanks also to Sam Adams Beer for the hats and Mt. Gay Rum for the shirts each person received in a rather spiffy UK Sails ditty bag.

At 5 p.m. the first keg of Sam Adams was tapped which carried through the evening's barbecue. The Club had its monster gas grill on the sea wall and Bizzy Monte-Santo and Rocco Campanelli did their best flipping burgers and dogs. It was a chance to get to know the sailors from other clubs that would be your competition the next morning.

At about 10 p.m., most everyone called it a night and retired to their hosts' homes.

Saturday

Late check-in was at 9 am with the Competitors Meeting at 10. LMYC Commodore Buttons Padin reviewed the sailing instructions and other details of the event.

The two floating docks set 100 yards into the harbor were each surrounded by a circle of eight of Rob Follett's famous numbered marks. On-the-dock race committees could easily change the courses as wind shifts dictated.

For the event to run smoothly, with four divisions operating off two floats in the middle of the harbor, the logistics had to be managed perfectly. As he did for the Spring Regatta, Pat Guerin ran the shore-side staging of divisions. He did a great job making sure sailors and boats were ready to leave for the racing docks at the right

time.

To reach the racing docks, club launches driven by Binky Hoffmann and Tom Spelman acted as ferries. Declan Kavanaugh and Tom Guzetta were also on hand driving the crash boat to move marks or retrieve misbehaving boats.

The efficiency of Pat's, Binky's and Tom's operation was outstanding. When a division had completed its heats, an empty launch was at the dock to return them to shore. Immediately, the other launch with the next division would off-load and racing would resume. If it weren't for the dedication of these three volunteers, the amount of racing would have been significantly reduced. Thanks, guys.

Once on the racing docks, the competitors were met by a trio of Race Committee people. Each dock had a separate judge, a lines person and a recorder. Our thanks go to judges Doug Lynn, Don Dowd, Billy Kelly, Hans Oen and Rich DuMoulin. An indication of the caliber of these judges is demonstrated by the fact that two are

national level dinghy sailors, two have multiple America's Cup campaigns behind them and one just returned from the World 6-Meter Championships. It should also be noted that four of the five have model yacht racing experience.

The judging was the best yet. Having had a few regattas under their belts, the judges knew what to look for, how to make the calls and how to deal with protests. They also had to deal with re-setting courses due to frequent wind shifts; and did a commendable job doing so. Overall, the competitors were highly satisfied with the judges' contribution.

Also on the docks were Melanie Buenvenue, Ruth Campanelli, Betty Guerin, Patty O'Donnell and Uncle Marty Zavell. They called the lines, recorded scores and managed the divisional changes.

Scoring was Excellent

Score sheets were sent ashore with each division. Ondria Prina and Jaye Nashawaty immediately entered the data into the computer. They had installed their Scoring Center on the Veranda. Setting a precedent in model racing (or "get-in-the-boat-racing" for that matter), Ondria and Jaye printed updated standings literally five minutes after the racers arrived back on shore.

Marblehead's Jaye and Sasha Kavs had created a scoring program for the 1998 Nationals and we all benefited from their both being on hand for this year's event.

Chuck Winder was also quite pleased at this situation as he and Buttons Padin didn't have to sit-up all night to do the scoring.

Saturday Night's Dinner was a delight with 70 people enjoying a delicious Italian Buffet from LYC's Chef Bill. Complimentary Sam Adams and Mt. Gay were served throughout the evening as some of the visiting sailors tasted their very first (but not last) Monte-Sano Cooler.

Buttons Padin presented bottles of Mt.
(Continued on page 5)

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Gay Rum to Saturday's four divisional winners. A bottle was also presented to Steve Lang who traveled the furthest – from Evergreen, Colorado. During his remarks, Buttons introduced all fifteen visiting sailors and presented each with a silver picture frame engraved "CR-914 – 1999" containing a picture of the Larchmont Yacht Club from the water... the same view they had from the racing docks. Similar frames were also presented to all of the volunteers that helped make the event special.

It should be mentioned that the frames were a gift from Penny Langone, whose company, *Gifted*, has bent over backwards since LMYC was created to provide prizes that would make any sailor envious. Thanks, Penny, for all your contributions and hard work on our behalf (including buying husband Nick a boat that works!).

Sunday

Despite gaining an hour of sleep (the time changed), Sunday morning came too early for many involved with the Saturday night festivities.

One important addition was that Hans Oen joined Doug Lynn judging on the west float where the actual Championship would be decided. Hearing them say to each other, "I'll take the right side of the course, you watch the left," was an indication of how they were looking to provide the highest level of judging possible.

Of note Sunday morning was the arrival of 15 sailors and spouses from Old Saybrook's North Cove Yacht Club. They came to get a first-hand look at 914 racing. North Cove has a fast growing new fleet and was quite interested in how the various boats were rigged and sailed. They were treated to a close-up look at the racing from one of the launches and joined the competitors for lunch and the awards ceremony.

Some final thoughts

First, we all owe a large thanks to the Larchmont Yacht Club for providing a first-rate facility to run the event. Second, we owe another thanks to all the

volunteers ranging from registration to judges. Third, we send our thanks to all the members who opened their homes to host sailors from out of town. And, finally, we wish to thank CR-914 Class Secretary Chuck Winder for providing excellent guidance throughout the event's planning and execution.

Port Tackers at the Windward Mark

Another issue regarding the competition was the epidemic of port tack boats approaching the windward mark within the "four-length-zone". The rules deal severely with these boats. There were many collisions by port tack boats that penalized starboard tack boats that were properly approaching the mark. What transpired was often a chaotic mess.

Some, like MMYC's John Snow, always approached the mark on starboard, purposefully over standing to avoid problems. Despite his good planning, collisions by port tackers still occurred. The postmortem of 360's vs. 720's has started. I'm sure it will be addressed in the Class Newsletter.

Bow Bumpers

One last note, a positive one this time, is that the bow bumpers that Chuck and Greg Worth designed were great. There was the normal share of collisions and no boats were holed. Sears Wullschleger's older, thinner hulled boat suffered a separated deck at the chain plates, possibly exacerbated by a collision, but that was the extent of damage. A wise step has been taken for the longevity of the boats within the class. Thanks Chuck and Greg.

In conclusion

I am reminded that no good deed goes unpunished. Dave Ramos proudly won this event and, coincidentally, he and CBMRA now have the proud privilege of staging the 2000 CR-914 Nationals. We'll all see you in Annapolis next year. In the meantime, we look forward to having everyone return to Larchmont in April for the Spring Invitational.

Buttons Padin

BOW BUMPERS EFFECTIVE AT THE NATIONALS

Bow bumpers required at the nationals appeared to be effective in preventing hull damage. Sailing conditions were conducive to hull damage from collisions. The winds were fresh and there were substantial waves and wakes. There were *many* collisions.

The only boat with hull damage appeared to have an exceptionally thin hull at the point of damage. The damage was a lengthy crack at the intersection of the deck and hull topsides at the *port* chainplate. (Damage at the port rail suggests a port tack transgressor.) It was an early vintage hull that were known to have thinner skins than later hulls. The owner repaired the damage and returned to racing.

The new bow bumper tapers from generous thickness at deck level to thin near the water line. Thus there is not a lot of bumper protection for a boat with rail down heeled towards the attack boat.

Bow bumpers were mandated at the Nationals but are not yet required by the class rules.

Worth Marine offers the bow bumper for \$5.

LEGAL BUMPERS

If the class votes to require a bumper it must be a "one-design" bumper. No alteration to the bumper can be permitted.

At the nationals some owners noticeably shortened the bumper that was issued! That made the bumper illegal. Such alteration is protestable and would mean a DSQ. They were given new bumpers to install.

For fair sailing in a one-design class, boat performance features must be tightly controlled.

Sunday Race Results ("T" means the race was a throwout.)**Championship
Division****Heat**

Place	Name	Sail #	CLUB	1	2	3	4	5	6	7	8	9	10	Score
1	Ramos	238	CBMRA	4	5	1	T 6	2	6	1	1	1	1	22
2	Follett	184	AMYC	5	6	3	1	6	1	4	T 8	4	2	32
3	McMichael	368	LMYC	6	1	T 9	7	8	4	2	3	3	3	37
4	Spencer	391	LMYC	T 8	3	8	3	3	3	5	7	2	4	38
5	Mangus	164	CBMRA	3	T 8	2	5	4	2	6	4	7	6	39
6	Venegas	222	MMYC	2	T 9	6	8	1	7	3	9	8	5	49
7	Watt	363	LMYC	7	2	T 10	9	5	5	7	2	5	8	50
8	Kavs	7	MMYC	T 9	4	5	4	7	8	8	6	6	7	55
9	Snow	334	MMYC	1	7	4	2	11	11	T 11	11	11	11	69
10	Freeland	956	CBMRA	11	T 11	7	10	9	9	9	5	9	9	78

Second Division

Place	Name	Sail #		1	2	3	4	5	6	7	8	9	10	Score
1	Winder	888	MMYC	4	1	2	2	2	7	1	4	3	4	30
2	Gurnell	715	Essex	3	6	1	4	4	9	2	6	2	1	38
3	Buchanan, B	833	CBMRA	1	3	8	5	6	1	7	3	6	2	42
4	Lang	530	TAMYC	9	4	3	3	3	2	4	8	1	9	46
5	Buchanan, H	110	LMYC	2	5	4	7	1	3	5	9	9	7	52
6	Martin	634	MMYC	7	8	7	1	5	5	9	1	7	8	58
7	Zurmuhlen	1881	CBMRA	6	2	6	10	7	6	10	7	4	5	63
8	Ferris	397	AMYC	10	7	10	6	8	8	3	2	5	6	65
9	Thompson	386	Michigan	8	10	5	9	9	10	6	5	8	3	73
10	Padin	400	LMYC	5	9	9	8	10	4	8	11	11	11	86

Third Division

Place	Name	Sail #		1	2	3	4	5	6	7	8	9	Score
1	Thompson	281	Michigan	3	3	1	T 4	1	4	1	1	1	15
2	Olsson	380	LMYC	5	2	5	2	3	1	2	2	T 10	22
3	Overzat	401	LMYC	2	1	3	3	2	2	6	T 10	4	23
4	Fontanella	373	LMYC	4	4	2	1	4	T 6	3	3	3	24
5	Lynn	389	LMYC	1	T 6	4	5	5	5	5	5	5	35
6	Lull	753	MMYC	6	T 7	6	6	6	3	4	4	2	37
7	Campanelli	445	LMYC	11	5	11	T 10	11	11	11	11	11	82
8	Wullschleger	376	LMYC	11	11	11	T 10	11	11	11	11	11	88
9	Follett	177	AMYC	11	11	11	T 10	11	11	11	11	11	88

Fourth Division

Place	Name	Sail #		1	2	3	4	5	6	7	8	9	Score
1	Langone	402	LMYC	1	2	2	3	2	5	T 9	2	2	19
2	Tucker	912	LMYC	4	T 9	1	6	4	2	1	1	1	20
3	Hodgson	371	LMYC	3	T 5	3	2	3	1	2	4	3	21
4	Fletcher	383	LMYC	2	4	4	4	5	T 6	4	3	4	30
5	Mehlich	393	LMYC	5	6	5	5	T 6	4	3	5	5	38
6	Walsh	359	LMYC	11	1	6	1	1	3	11	11	T 9	45
7	Beck	384	LMYC	6	3	11	11	11	11	11	T 9	6	70
8	Sweetzer	366	LMYC	11	11	11	11	11	11	11	T 9	11	88

LMYC - Larchmont Model YC; MMYC - Marblehead Model YC; TAMYC - Thin Air Model YC, Evergreen and Boulder, CO; CBMRA - Chesapeake Bay Model Racing Association; AMYC - American MYC; Michigan - Thompson brothers, Mark and Jim, from Traverse City, MI

RELIABILITY and SALTWATER

At the nationals in Larchmont this year the single most common reliability problem was electronic failure. The predominant cause was saltwater in the boat. In some cases the boats had been used in saltwater for a long time. In other cases the boat was in saltwater for the first time.

The best defense is to keep water out of the boat. This isn't "rocket science".

WATER TIGHT BOAT

The biggest source of water leaks into the hull, after the main hatch, is the opening for the rudder rod. The main hatch can be effectively sealed with tape or Vaseline.

My boat has a custom hatch that is water tight but I was still getting too much water in the boat on windy days. So before the nationals, it went into the boatyard to reduce leakage at the rudder rod opening.

At the nationals the boat was always bone dry inside despite the windy conditions!

The Fix

The design change was to glue a 1/2" length of 1/8" diameter brass tubing into part #4 (see page 3 of the AG instructions). With part #4 already installed in the hull, enlarge the oval hole to accept the tube. Slip the tube onto the rudder rod and install the rod in the correct position on the ball joints. Clean and sand the outside of the tube so there will be a good glue bond. Use Vaseline to prevent the rod being glued to the tube. Then glue the tube in place. The rudder rod will correctly align the tube so it won't bind on the rod.

Keeping the rod covered with Vaseline at the tube prevents water entering the boat.

Other Solutions?

There may be better ways to stop this big leak. If you have one that works, tell us about so it can be shown in the NEWS.

"I'm not offended by all the dumb blonde jokes because I know I'm not dumb ... and I also know that I'm not blonde", Dolly Parton.

BROKEN BOWSERS

A broken bowsie caused at least one DNF at the Nationals. When the bowsie in the jib boom tack line broke in a collision, the jib blew around alongside the main. Lack of the headstay risked dismasting. The boat was almost uncontrollable and had to be rescued.

Regattas are not won with DNF's.

RECOMMENDATION

Replace stock bowsies with stronger ones at high load locations. The stock bowsie (part #32 called *Adjusters* in the AG Instructions) frequently breaks when used in the high load locations such as the jib tack line, main boom vang, jumper stays, etc.

Worth Marine has the *pekabe*® line of bowsies which are plenty strong and hold line adjustments well. They come in a package of 10 of different colors for \$4.

Strong bowsies can be home made. One way is given in the NEWS, March-April, 1998.

Note that when the jib tack line bowsie breaks, the boat may be uncontrollable and results in a DNF. If the vang bowsie breaks the only impact is lower boat speed.

But to *win races* in this competitive fleet breakdowns of any kind can't be tolerated. If you want to win races, neither of the above can be tolerated.

Ninty-nine percent of lawyers give the rest a bad name.

NEW MEMBERS

First Name	Last Name	City	State	Sail Number
Henry	Bakewell, Jr.	Old Saybrook	CT	617
Carolyn	Barter	Old Saybrook	CT	610
Jeff E.	Brittle	Williamsberg	VA	757
Terry	Britton	Boulder	CO	294
James R.	Clark	Colorado Springs	CO	544
Bernie	Fischer	Sebastion	FL	297
Tony	Ford	Aledo	TX	441
Ernest	Freeland (2nd boat)	Riva	MD	659
Frank	Geronimo	Congers	NY	550
James	Gurnell	Old Saybrook	CT	715
David	Hard	Boulder	CO	305
Herb	Hild	Rye	NY	990
Kenneth J.	Howland	S. Dartmouth	MA	295
Tom	Isele	Old Saybrook	CT	609
Greg	La Liberte	Boulder	CO	296
Phil	Lauter	Conifer	CO	449
Mark	Maiese	Durham	CT	712
James	Owens (2nd boat)	Bellevue	WA	308
Douglas H.	Peacock	Groton Long Point	CT	323
Sandy	Purdon	San Diego	CA	970
David	Ramos	Arnold	MD	832
Denny	Seyller	Montgomery	IL	569
John	Snow	Marblehead	MA	334
Timothy	Sullivan	Gloucester	MA	899
Ralph	Swanson	Winchester	MA	699
Mark	Thompson	Traverse City	MI	281
Anne	Troy	Old Saybrook	CT	608
David	Van Cleef, Jr.	Newport	RI	737

CR 914 Management Team

Four owners have agreed to assist in the management of the Class.

ADVISORY COMMITTEE

Chuck Winder, Marblehead, MA
CR 914 Class Secretary

Ernest Freeland, Annapolis, MD
Commodore of CBMRA, one of the largest clubs in the class, tenth at the 1999 Nationals

Steve Lang, Evergreen, CO,
Entrepreneur, creator of the fastest growing fleet in the West

Howie McMichael, Larchmont, NY
Commodore of Larchmont YC, Father of the Larchmont MYC,
Third at 1999 Nationals

Buttons Padin, New Rochelle, NY
Commodore of Larchmont MYC,
Producer of the best model regattas known to man.

Background

In 1996 at the nationals in Stowe, VT, I volunteered to be the Class Secretary. There were less than 100 registered boats

and far fewer were active in the class. There was no real organization and no newsletter.

Now there are over 540 boats registered. The growth rate is high. I decided it is time to share the fun, responsibility and decision making process. We will operate by e-mail. Improvement and interpretation of the class rules will be an important part of our tasks.

Agenda

We have an agenda on which to work. Everything we do will be reported in the NEWS.

You are all invited to supply us with items for our work agenda, things you feel need to be addressed to keep this the best class in the world. (That is called *hyperbole*.)

Member Selection Process

The AMYA practice is that a class secretary may appoint a team of owners

to assist him. The criteria used was:

- Demonstrated rational, logical approach to problem solving
- Has E-mail
- Owner of a registered CR 914
- Active racer in his local fleet.
- Attends Regional and/or National Regattas
- Able to be objective about what is best for our one-design class as a whole, not from what he has done to his own boat or what his local fleet bias may be.
- A good level of understanding of those things that effect boat speed.

Some owners may be concerned that two members are from Larchmont. The selections are based on my judgement to have the best people for the job. Each of us on the committee will have to be as objective as possible to do what is best for the class.

STAY TUNED.

Chuck Winder

(Continued from page 1)
you, Buttons.

720 vs. 360 Penalty

One outcome of the Nationals is that the 720 penalty should be adopted by the class. The 360 is not severe enough for the fast turning 914.

The excessive violations of rule 18.3 and the resulting collisions hurt many boats properly approaching the windward mark on starboard.

Marblehead MYC has been using the 720 since 1997. In the beginning there were some reservations. Now everyone agrees it is the thing to do.

Some worry that the 720 is so severe that some owners will refuse to do it. That's wrong thinking. The skippers simply must protest fouls and insist that the 720 is done. If not done a hearing will DSQ the boat. Each fleet should include the 720 in their Sailing Instructions.

NEWS Copy

I am always looking for articles from **you**, the owners and subscribers. Send me any ideas that can make the Class better for us all.

ALWAYS LOOKING FOR GOOD PHOTOS. (Does this sound familiar?)

Action shots of 914's are what we need. Boats in strong winds submarining, pitchpoling, planing with big bow waves, etc. Send photos showing your people, venue, club house, lots of boats at the start, etc. Or good photos of innovations that improved your boat. Help me make the NEWS as good as it can be.

Registrations

This month there are 539 boats registered and ~230 get the NEWS. New owners are listed on page 7.

Good sailing,

The Editor

Dave Ramos, 1999 CR 914

National Champion, is also a CR 914 agent for Worth Marine in the Annapolis area. He builds boats to order. His hull graphics are spectacular. Visit his Website at: www.rcyachts.com

YEAR 2000 NATIONALS

Our host will be the Chesapeake Bay Model Racing Association located in Annapolis, MD. The regatta will be in September.

CBMRA has already started planning to make it a memorable event. Dave Ramos, Annapolis, will be the defending champion after his strong win at Larchmont this year.

Contact is Commodore Ernest Freeland, cbmra@yahoo.com or 410-956-0780.

FLEET NEWS

North Cove Yacht Club

Old Saybrook, CT

A 125 pound pig lost his last race in order to provide the theme, not to mention nourishment, for the *First Annual Pig Roast Regatta* on October 2, 1999. It was a great success. The club now has 16 CR 914 owners and is still growing.

The racing has been very competitive at this new club. Awards for the top three places in the regatta went to Sargent Tower, 1st; Bill Spencer, 2nd; and Dr. Walter Harris, 3rd.

Old Saybrook is located on Long Island Sound at the mouth of the Essex River.

A few members journeyed down I 95 on October 31 to spectate at the CR 914 Nationals at Larchmont YC. Our conclusion was that Button's Padin is a great organizer and host.

As in many classes that "dry sail" their boats, the problem of how to get the boats to the water has to be addressed. Sargent Tower's off-road RC truck and boat trailer solve the problem. See the photo below.

Commodore Knight Merritt

**Best way to get
your boat to the
water!**

per Sarge Tower



Chesapeake Bay Model Racing Association

Annapolis, MD

CBMRA has finished a wonderful summer of sailing at Castle Rug Burn. The Tuesday Night Summer Series had turn outs ranging from 3-12 boats at the starting line with a 6 boat average. Each night would consist of anywhere from 12-20 races.

For scoring, the finishes were averaged to accommodate people who show up after score keeping has started, for those that need to leave early, so people could lend their boat out without hurting their own standings, and to allow for repairs/breakdowns. Catching weed counts as a breakdown.

The series standings final:

- | | |
|-----|----------------------------------|
| 1st | Tim Mangus (Host of the series), |
| 2nd | David Ramos, |
| 3rd | Boris Hughes. |

November 7th marks the start of our Fall Series and the time of year our fleet comes alive.

Contact information: cbmra@yahoo.com or 410-956-0780.

*Ernest Freeland
Commodore*



Virtual Model Sailboat Racing Yacht Club

Bellevue, WA

This is the newest club in the expanding universe of the CR 914. Jim Owens has it off to great start. Ed.

An anonymous donor generously donated a beautiful trophy with the proviso that it be awarded to the winner at the end of each racing day by the previous winner. Bill Boyeson was the big winner October 10, in spite of several protests, but he forgot to take home the trophy.

Sunday, October 17 delivered perfect weather at the Downtown Bellevue Park pond. Over 15 heats were completed; scores were very close up to the final race. In the end Dennis Dickert, with some help from Jim Owens succeeded in winning the coveted trophy from the legendary Bill Boyeson, who was heard muttering "wait 'til next time".

Two passers by, Ted Garman and Andy Majewski, took turns sailing my "guest boat". They appear to be formidable competitors. (They both have since bought boats.)

Sunday, October 31, we arrived at the Bellevue Downtown Park only to discover that our racing pond had been drained for ice skating. Mary Dodds saved the day by graciously allowing us to use Dodds Beach on Fake Lake across the street from my home.

When a whisper of a breeze finally arrived, there were six boats on the starting line. After five fiercely contested heats, Owens won the prestigious first place trophy, thanks to Boyeson's dead battery. Eric Walerius and Ted Garman tied for second. Bill Boyeson was third.

*Jim Owens
Virtual Secretary*

THE BOATYARD

String Rings

VS.

Boom Rings

by Steve Lang,

Thin Air Model Yacht Club of Colorado

Sailing your 914 all by yourself - on a bright summer day - with a cool breeze blowing - is heaven. Boom rings will likely never be noticed. But lock yourself in close competition, on a cold blustery day, and the lowly boom rings will definitely bring you to your knees!

The problem with boom rings [part #29 (page 8, AG Instructions)] has been growing as the class promotes, and attracts, more serious competition. There are two major problems. One, the boom ring is often stressed upon initial installation, and, even if not, is subject to cracking. Cracking means it slips, or comes completely off the boom. And by Murphy's law, boom rings never crack unless you are challenging for the lead.

The other problem is much more dramatic. The boom ring has just enough bulk that it seems to reach out and grab passing boats, catching on the rigging. When this happens, it brings out the worst in both skippers, as their two boats spiral out of control downwind.

[Stock boom rings are also difficult to adjust. Ed.]

Quietly, several skippers around the country have been working on solutions to this problem. One of them is me. I kept my mouth shut until I recently competed in the Nationals in Larchmont. There in the thickest of competition, I never had a slip, and never "grabbed" another boat. Here is the secret.

The first part of the solution is not difficult. Throw away all your boom rings, all of them, jib and main! In place of each take your handy dandy, government issue ball of rigging string and make yourself some Rocky Mountain "string rings."

Cut a piece of string about 10" long. Tie a clove hitch on the boom in the area where you are replacing the boom ring. Make each of the tails sticking out of the clove hitch equal. Now bring these tails around the boom to the backside of the clove hitch, pull tight, and secure with a square knot. What you should have is a clove hitch that is kept tight by the square knot on the other side of the boom. This step is the same for all adjustable string rings.

If your string ring is going to be used for an outhaul, take the remaining tails and tie them through the clew of the sail. If the string ring is to be used for a sheet adjuster, then tie the loose ends in a small loop so that you can attach the sheet. In my case, I have tied in a small clip so that I can release the sheets easily when I unrig my boat. If you are replacing the jib tack ring do the same as for sheet adjusters.

Now before you start screaming that this will never work and it will always slide when your sails flap, or in gusty winds... calm yourself. The solution is extremely low tech! A simple bottle of rubber cement that you buy in any Wal-Mart is the solution. The bottle cap has a brush built in. Just paint the string ring and the surrounding boom area with this cement. It dries clear. This cement is waterproof, allows you to move the string ring, and yet will never let it slip on its own. Well, I'll be.

When using the string ring for non-adjustable lashings like sheet leads and the boom vang, simply glue it in place with CA.

OK - go forth and multiply. Good sailing to all of you and may you never get hung up on another boat again.

Steve

Steve has also replaced the mainsail downhaul tackle using the same technique around the mast below the boom. Two additional advantages of this are:

1) The cleat next to the mast can be

removed. The cleats are guaranteed to foul the jib sheet at the worst possible time.

2) Easier mast and rig removal without the need to detach the downhaul from deck fittings.

Also, in earlier NEWS issues, panel grommets were once recommended as a replacement for boom rings. The grommets tended to catch on the rigging of other boats and adversely effected boat performance in other ways. See Sept.-Oct 1998 NEWS, page 10; May-June 1999 NEWS, page 10; and July-Aug. 1999 NEWS, page 10.

Editor

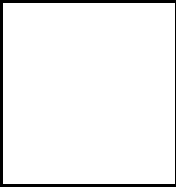
"NOODLES" Make Good Race Course Marks

"Noodles" are colorful swimming floats sold at pool supply stores. They are closed cell plastic 4 - 5 inches diameter and 5 feet long. There are several bright colors.

An 18 inch length weighted enough to make it stand upright is a cheap and durable race mark. They can be painted with numbers or letters for identification.

The only problem is when immobilized by ice, stupid seagulls will try to eat the top off.

"I am a marvelous housekeeper. Every time I leave a man I keep his house", Zsa Zsa Gabor



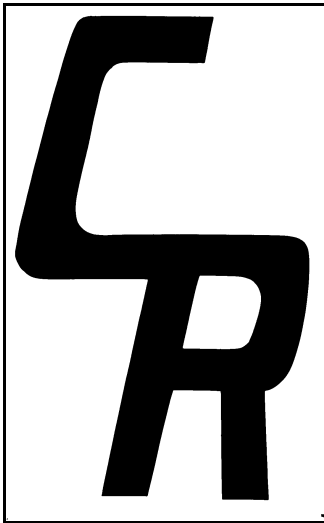
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BOAT SHOW SCHEDULE

Cleveland, OH January 14-23
Chicago, IL January 27-30



**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.

- Regatta results
- Fleet news
- Battery management - continuing
- Surviving salt water - continuing
- Racing rules of sailing topics
- Why do radios "glitch"?
- Class Rules Interpretation - continuing
- Maintenance and repair of radio components
- Building and maintenance - continuing
- Scoring systems
- Boat switches
- Conduct of a model race

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