CIDEWINDER S REVVSCETTER

PUBLICATION OF THE UNITED STATES SIDEWINDER ASSOCIATION

September - November - January

1977

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Mr. Larry Booth, President:

"It has only been about a week since I was elected president of USSA and already I'm beginning to wonder if this should be an innaugural address or a resignation speech. My wife Cheryl has asked our friends to start addressing her as "First Lady" and she has begun talking about conducting summit meetings with our landlord and the local tax collector. Not to mention her talk of acquiring a ski villa in Aspen and a beach home in San Clemente. I finally had to draw the line when she suggested we rename our Sidewinder, "Coast Guard 1". I think it was Adlai Stevenson who said, "In America any kid can grow up to be president...I guess that's just a risk he has to take".

Speaking of risks brings me to the real reason behind this writing. I'm going to risk being called a foolish dreamer or a bag of hot air and outline some hopes and some goals that I believe we can achieve in the nearfuture. I really love the Sidewinders and the sailors who endure her cramped quarters in the name of fun and excitement. They're both very special to me because they've given me something I've found in no other sporting activity or group of people. Thet's why I accepted the presidency of USSA. It was purely for selfish reasons. I want to see the camaraderi and enjoyment that I've experienced over the past three years continue. And to grow. And maybe in the process help others discover the peace of mind, healthfulness and satusfaction of being a Sidewinder sailor.

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Before I get into some ideas I'd like to pass on, I hope you will seriously consider the following: One of the biggest problems of this Association has been that of the slowly debilitating disease known as "Other-guy-itus". It"s symptoms are atrophy of the writing hand and phone-dialing-finger and partial loss of motivation and enthusiasm. It is brought on by sitting around and waiting for the other guy to take charge or do something. In its chronic stage it leads to boredom, loneliness and a surly attitude. Doctors and psychologists agree that there is only one known cure: frequent injections of involvement. Give it a try! It feels good, costs nothing and makes you smile a lot.

Now to get down to the nitty-gritty, as I see it there are three priority challenges that face us at this point in time as Sidewinder sailors and USSA members.

- 1. To actively promote the Sidewinder as an inexpensive, fun and competitive boat to new and old sailors alike. Simple, selfish logic dictates that the more Sidewinders there are the more activities there will be and the more fun and enjoyment for everyone. Take people out on your boat—new sailors, old ones, friends—be proud of it and don't be afraid to show it off. I've had the opportunity recently to do a lot of sailing in other boats ranging from the more sophisticated centerboards, keelboats, MORC's and IOR's, and believe me there is still no thrill breater than when I get back into my Sidewinder and put it on a screaming reach. In enjoyment per dollar there isn't anything that comes close in speed or value.
- 2. To gain more recognition by local and national sailing organizations for the Sidewinder and its role in the spectrum of One-Design class sailboats. There is a definite void to be filled in the One-Design classes between the day-sailors/racers (Bandit, Flying Scott, Lightning, etc.) and the super high-performance boats (470, 505, Flying Dutchman, etc.). What is needed is a relatively inexpensive, uncomplicated, high performance craft...alias, the Sidewinder. However, the only way we can gain national recognition is to build our local fleets into strong, active units first. Our Minnesota, Michigan, Massachusetts, New York, New Jersey and Pennsylvania fleets are making some headway. But there's plenty of room for improvement and more activity.
- 3. To put pressure on the manufacturer (MFG) to back us up with as much national advertising of the Sidewinder as they do for their other lines of boats. In my conversations with several dealers and many dozens of sailors few have ever heard of a Sidewinder. That is inexcusable. Any manufacturer

who can devote a full page of a cutery gobbeldy-gook about two lovelorn sailors and their Bandit sailboat can certainly devote a half page to some good hard selling promotional copy about the best boat in their lin. Look what the hard sell has done for the Laser. It can do it for the Sidewinder, too. I will discuss this with the MFG management in the near future and let you know the outcome.

Those are only the three priority challenges. There are many more. Rewriting the Constitution and By-Laws to eliminate many of their ambiguities is one project which I will undertake in the next several months. Providing more Association assistance to local fleets in helping them get organized is another. Perhaps even considering an increase 8n dues to \$5 per year to enable some expanded activities on a local or at least a regional basis.

To get an idea of what you want and how you feel about these and other subjects, I've prepared a questionaire that you will find on the last page. Take a few moments and fill it in. This is your Association and we want to conduct it the way you want it, not the way I or any other single individual thinks it should be run. When I've received the questionaires back, I'll publish the results and we'll go from there.

I want to do a good job as your representative to the National Association. The only way I can di it is if you give me your support, assistance and ideas. Together we can make Sidewinder sailing a truly national sport, the USSA a sailing association to be reckoned with. And your life a little bit more exciting and full of enjoyment.

The Omaha Fleet racing season endid with Champion Pete Washington, second Zim Smith, and third Fred Moore.

* * * * * * * * *

* * * * * * Nationals 1977 will be at EYC, Erie, Pa., second weekend of August. Committee volunteers needed. Bandit-15 will join

ackslash us in separate starts.

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Fig 7 7777 Some month. Lad Las () ago PARADE published a list of laws still on the books in some states. Here are a few more anachronistic legal gems:

• In Pine Island, Minn., a manustrumente bio hat Milen meeting of the .. .

· It is against the law in Pocatelle, Idaho, to go around looking peeved or delected.

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HEAR!

QUESTIONALRE

Please take a few minutes to fill out the form below, drop it in an

| Tr | to answer all questions as best you can.) |
|-----|-----------------------------------------------------------------------------|
| . 1 | (optional) Name AgeCityState |
| • | Years sailing experience Years sailing a Sidewinder |
| • | Briefly, why did you choose a Sidewinder over other boats (cost, |
| | performance, looks, etc.)? |
| | Which of the following statements best describes how you feel. (Circle |
| • | a letter) |
| | A. I very much want to be involved in local Sidewinder activities. |
| | B. I would like to take part in Sidewinder activities. |
| | C. I would probably take part in Sidewinder activities from time to time. |
| | D. I would take part in Sidewinder activities IF |
| | E. I am not that enthused about participating in Sidewinder activities. |
| | About how many Sidewinders at your sailing area? |
| | Do you race your Sidewinder? (if no)Would you like to get into racing |
| | Do you think Sidewinder is promoted adequately in your area |
| | by MFG? by Dealer? by you? |
| | Which of the following statements do you most agree with concerning the |
| | topic of equipment and "go-fast" devices that should be allowed in |
| | sanctioned events: |
| | A. There is no need for any more hardware than that which is already |
| | allowed in the By-Laws. |
| | B. I generally agree that there is enough hardware, however, I would |
| | like to see the following permitted in sanctioned events: |
| | C. People should be allowed to use any device they want on the Sidewinder |
| , | during a race. |
| 7 | Would you be agreeable to the implimentation of the 1975 authorized |
| | increase in the Association dues to \$5 a year? |
|] | Now comes the hard part! Do you have any opinions, ideas, comments or |
| | suggestions to pass on to the President of the Association concerning |
| | the Sidewinder, USSA sailing activities, to other members, to the Secretary |
| | or the Measurer? If so, please do so |
| | |

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- 1413 Felix L. Lukezic, 531 Hillside Ave., State College PA 16801 Joe Malinski, 1035 - 64th Ave. N.E., Minneapolis, Minn. 55432
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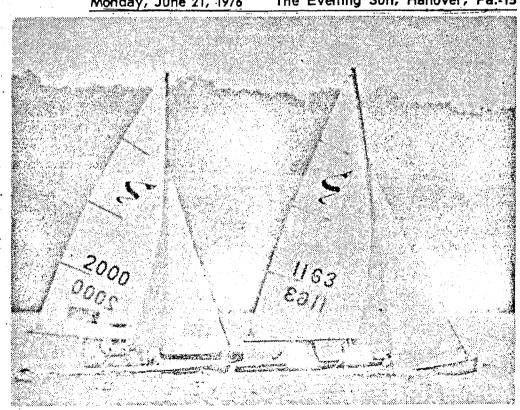
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> The Evening Sun, Hanover, Pa.-15 Monday, June 21, 1976



LEAD PROVES SHORT-LIVED—Bill Millar of Harrisburg has his sidewinder class entry just ahead of Fred Schroth, Union City, Pa., heading into the last leg of the first lap in two-lap race eventually won by Schroth in Saturday's Sunnyside Regatta at Lake Marburg. Millar faded to fourth with Mel Flood, Pocatello, Idaho, second and Walter Schroth, also of Union City, third. The sunfish class winner was Dave Rawson, Swarthmore, over Kathy Karlson, Mechanicsburg. Third place went to John Helenek, fourth to Liz Holm, both from Galthersburg, Md. (Evening Sun Photo)

United States Sidewinder Association (sailing) Sixth Annual National Championship Regatta

hosted by Cadillac-Mitchell Yacht Club, Sidewinder Fleet # 15 July 24 and 25, 1976 on Lake Cadillac, Cadillac, Michigan

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Mark Bloomstine could not attend the champion of champions regattu. He wanted desparatly to go but Gannon College would not shut down while he was gone.

Would anyone be interested in formation or show sailing, like synchronized swimming or a Marine drill team -- with boats.? ? Sailboats do have brakes.

Something caught my attention recently which might amuse you during one long winter evening. Think back to fifth grade and memorizing long poems. Longfellow's Wreck of the Hesperous.... Whittier's Skipper Ireson's Ride..... Service's Kathleen. Now that we are all mariners of some little sea here or there, let's explicate those verses. but in a thoroughly adult manner as skippers and crews ourselves.

-Pat

The Hanover regatta has been scheduled for the Last weekend in June...
...more in next letter.

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