

SIDEWINDER

NEWSLETTER

PUBLICATION OF THE UNITED STATES SIDEWINDER ASSOCIATION

JANUARY - FEBRUARY
1978

Hello Sidewinder Sailors,

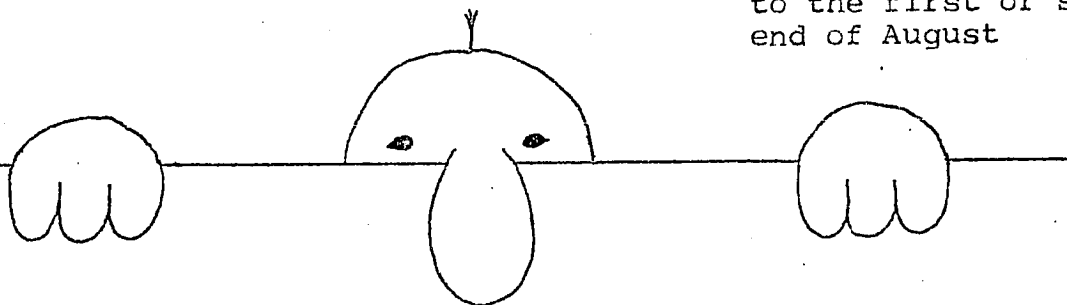
We're skiing while the ground is still white, but you can bet that as soon as the ice melts we'll be ready to do some Sidewindering. This newsletter has some ideas for trailering your boat that you can build while waiting for the lakes to de-freeze. Since we do have a month before most of us get our Sidewinders on the water, we thought it an opportune time for you to get to know your officers. This month, Fred Schroth tells us how he got into the sport. Also we have a feature artical from Dick Gibbs who is co-designer of the Sidewinder.

* * * * *

Sneek a peak for what's up with Nationals

-to be at Sandusky, Ohio

-tentatively for July 22-23, but
but will mostlikey be changed
to the first or second week-
end of August



SIDEWINDER---WHY DOES SHE LOOK LIKE THAT?

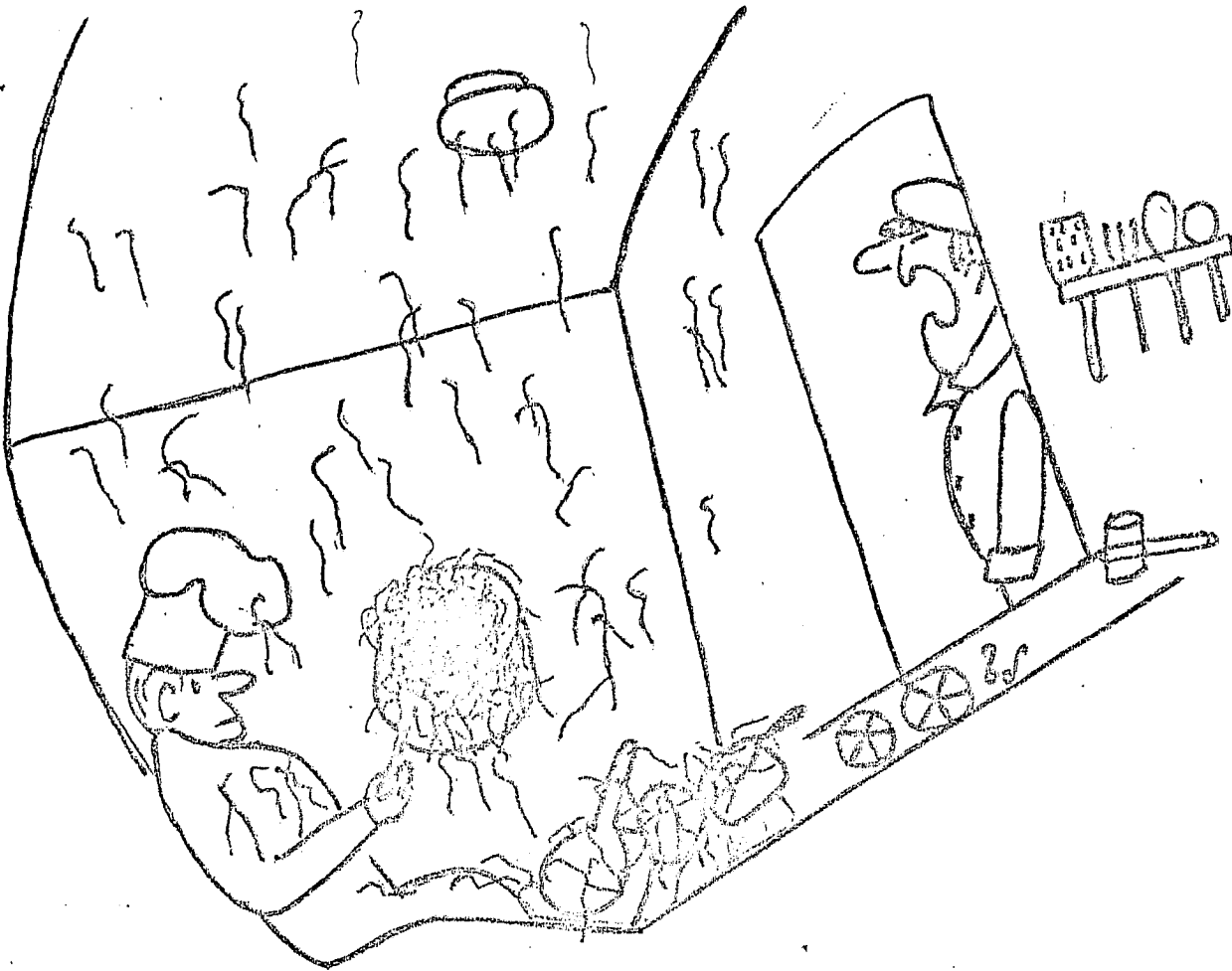
Few completely original products appear in this world. Some outstanding originals do come to mind--the Volkswagen Beetle, the Piper Cub and the Beachcraft Bonanza airplane, and the flush toilet. Some like the toilet survive and others, however good, like the Tucker automobile of the fifties never got off the ground. Direct copies, alterations offered as fresh and new seem to provide the mass of products available in this country. In our sailing business we see Banshee, a modified Flying Junior, the US 1 a modified Windmill and a rash of copies of the Hobie catamaran.

When a designer places the first line on a piece of paper the compromise begins. Any sailboat is a combination of compromises. How well it wears, to a large degree, is ultimately a measure of the wisdom of the original criteria. Some sailboats, like the Star, just go on and on ad infinitum building a strong nucleus of enthusiastic people about a boat that does satisfy their requirement in a boat. Sidewinder seems to be one of these unique combinations.

The title on the original profile drawing of the Sidewinder was "Two Man High Performance Beach Boat". She was to be a combination of three boats--a simple cat boat for the novice, a spirited sloop rigged boat for the more experienced sailor with the capability of being taken into a full blown racing boat with spinnaker. These three combinations were to be easily accommodated without major rework of the boat. She was to be light and easily portable and priced so that the full blown race boat would provide a standard of performance equal to that of boats costing a great deal more.

Safety was to be an important element as well. Safety was not to be defined as the boat having excessive stability (since that does detract seriously from the potential performance of a boat) but rather once capsized easily righted or given the most difficult circumstance, a platform on which one could sit until help arrived. We (J. R. Macapline-Downie and Dick Gibbs) were strongly influenced by the Ten Square Metre Canoe. The Ten Square Metre Canoe while a small international class, is one of the most delightful sailing boats raced by a group of dead serious enthusiasts. Uffa Fox, when choosing a boat to sail across the English Channel, did not choose a "lead sled" that provided high initial stability but once capsized sinks like a stone. He chose the Ten Square Metre Canoe, a boat with hair line stability, but ultimately sail safe since the hull is a sealed cylinder that would take on no water even during an Eskimo roll. Thus Sidewinder was born with the above criteria as a guide line. Compromises such as her low squatty rig to reduce the heeling moment for light weight crews, flat sheet aluminum blades for production expediency, an inexpensive easily attached jib furling system, low free board, self-bailing and rightable after capsize all satisfied the carefully considered criteria established in the discussion stages of the design. These compromises were acceptable and I think have proven their value with some two thousand Sidewinders being now sailed. All of these compromises were placed on a "no compromise" hull form. It is my genuine impression after some thirty years in this sailing business that Sidewinder is one of the two best designs in which I have been personally involved when considering hull form. At the risk of sounding vain I also believe Sidewinder to be, among small boats, the best hull form existent today if potential high performance is the criteria. Sidewinder is one of the very, very few boats that genuinely planes--planing being defined as the ability of the hull to be hydrodynamically lifted so that the center of gravity is genuinely above the load water line.

The Class Association in the early days wisely choose to closely control the Class so as to eliminate the wealthy innovator buying and innovating his way to success. When one does competitively sail a Sidewinder one may rest assured it is a measure of helmsman (helmsperson indifference to our National Champions). Is that not, ultimately, what our competitive sailing is really all about.



"... we're trying to ride out a gale and you're in here making spaghetti . . ."

Opps, our mistake

The Sandusky Haul-out Regatta was held September 24 and 25 at the Sandusky Sailing Club. One quick race was held Saturday before the rain began and the second and third races were sailed on Sunday. The good wind stayed from Saturday (but the rain left-darn!) and the two races were held under perfect weather conditions. At the trophy presentation Fred Schroth and Sally Strong were first, Carol Park and Mary Park were second, Larry Garber and Martha Garber were third, Dave Garber and Hulk were fourth, and George Lockwood and Dave Lockwood were fifth.

GET TO KNOW YOUR OFFICERS COLUMN

Fred Schroth, the Commodore of the Sidewinder Association is currently working for M.F.G. He has been very active with the Association in racing and in its organization. Fred was Chief Measurer for the Association in 1974-1975 and then elected for a one year term as Commodore in 1977.

In 1957 the Schroth family moved to Lakewood, New York. Lakewood (on the southeastern shore of Chautauque Lake) was the home of a 25 boat Snipe fleet. The fleet captain was the town plumber and the Schroth home had leaky pipes. The plumber came over to fix the Schroth's pipes and sold them a leaky Snipe. The three Schroth children (Peter, Becky and Fred) joined the town's swimming and sailing program and the two older kids raced the sailboat. Soon it was evident that the Snipe was unmanagable with a 12 year old boy and a 9 year old girl. So, Pat Schroth (mother) got a part time job and bought an Optimist pram for Becky. Peter found a bigger crew for the Snipe.

By the next year Peter was too old to be in the program and Becky took the Snipe. This gave me the pram to use at the old age of six. I passed the half mile swimming test followed by 5 minutes of treading water. Becky rigged the boat a few days later and sent me out with the instruction to "follow somebody." All I really remember of that day is when I was still sitting behind the starting line as the fleet was approaching its second lap on the two-lap race course. My eyes were well glazed over, but the drops had yet to start down the checks. The rudder was being worthlessly pushed from one position to another. Before the forty prams started passing me, the instructor boat passed and told me to imitate the kid in the first boat. I followed him around the course for at least three years before it became necessary to come up with anything like strategy.

In about 1963 it became a problem that I was too big for the pram. The Schroth's Snipes now were two boats, the original old wood boat and a new fiberglass one. Most of 1963 through 1965 was spent racing Snipes and traveling to Dunkark and Erie to race as a team in their Rhodes Bantams.

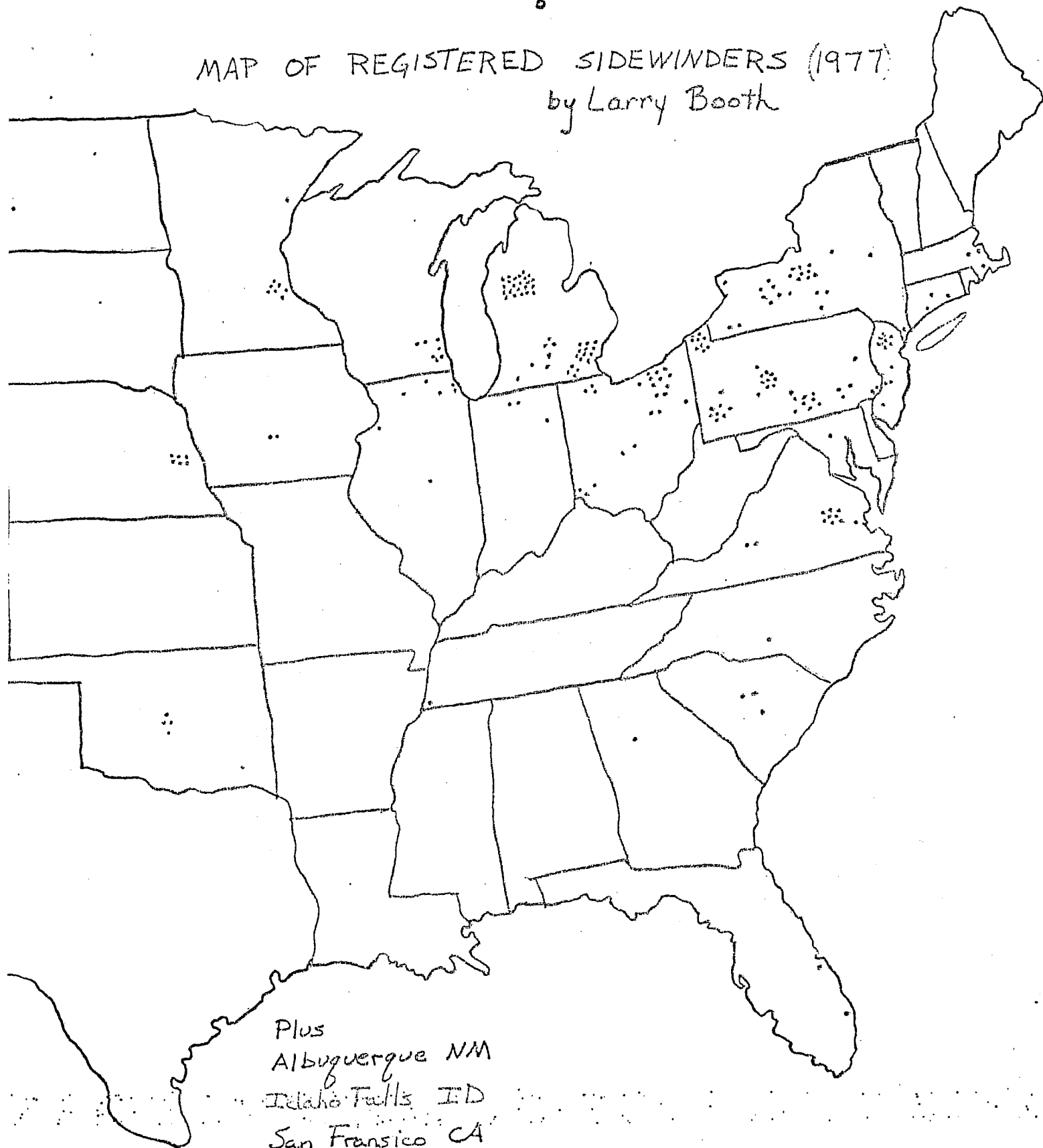
In 1965, Walter Schroth (father) went to work at M.F.G. Boat Company. M.F.G. built Whistlers, Teals and Pintails. We spent three years having a good time with these boats but thoroughly missed racing.

In 1968 M.F.G. started building Sidewinders. Since that time we (my father and I) have tried to figure out how to make Sidewinders sail upright!

(Editors note: Fred is now sailing #2000 and has been Nationals runner up the last two years.)

MAP OF REGISTERED SIDEWINDERS (1977)

by Larry Booth



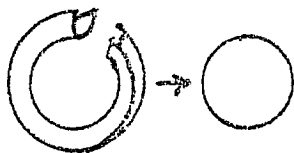
Commodore
Fred Schroth
41 West High St.
Union City, Pa., 16438
814-438-2410

Sec./Treas.
Carol and Mary Park
537 Kemmerer Rd.
State College, Pa., 16801
814-238-2666

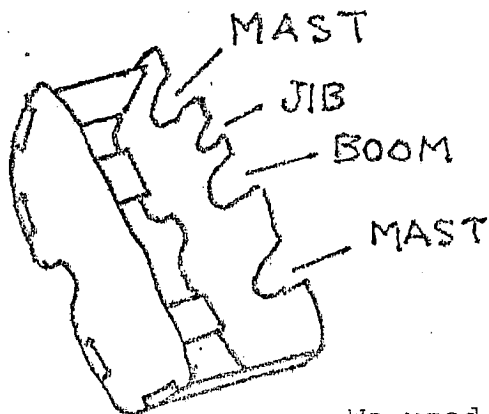
Chief Measurer
John Harvey
200 Ridge Ave. PK
Evanston, Ill., 60202
312-866-9669

THE SCORE: 19 Fleets and the highest sail number is #2021

TRAILERING THE SIDEWINDER



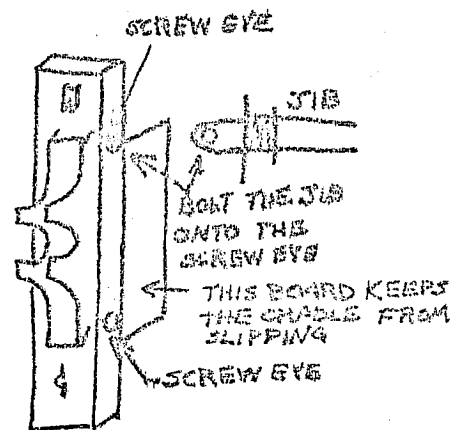
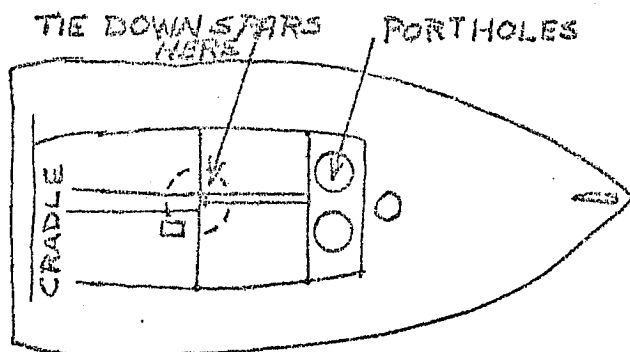
The Portholes can be lined with garden hose. Cut the hose lengthwise with tin snips on the outside curvature.



The mast, boom and jib can be carried without risk of scratching the cockpit by building a box-like holder at the stern and a hanger for the boom at the mast collar.

We used 3/4" plywood, screws, and contact carpeting cemented to the outside of the holder.

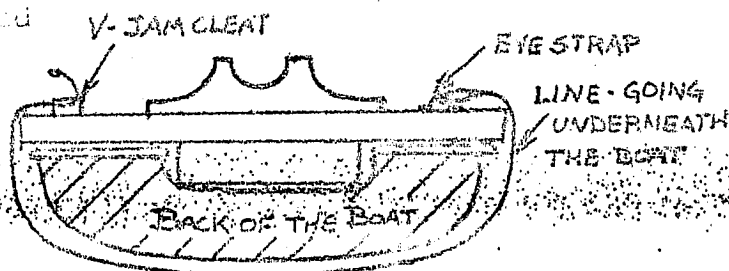
-helpful ideas from
Dave and George Lockwood



When trailering a one piece mast, this cradle can be used to keep all of the spars secure. The cradle is strapped to the boat with a line that goes underneath the hull. The mast is placed in the yoke and tied down with a line going through the screw eyes. The jib is bolted to a screw eye and the boom is tied to the jib.

Materials: 2x4's, nails or screws, eye strap, V-jam cleat, screw eyes, extra line, and carpet.

-helpful idea from
Dale Eager



FROM THE MAILBAG:

Jeff and Carol Young (Pittsburgh, Pa.)

"We are hoping that you might be able to help us. Our sails are pretty well shot and we'd like to order new ones for this summer. Would you know whether we order them from a dealer or from the factory?"

Order the new sails through a MFG dealer and let them know if you want windows in the sails. If there isn't a dealer close by, the local dealer here in central Penna. does mail order and does stock most of the Sidewinder hardware and parts. Write to Centre Marine

P.O. Box 761

State College, Pa., 16801

George and Dave Lockwood (Dayton, Ohio)

"We are enclosing a description of our trailering gear.... It hasn't won any races for us but maybe does help protect the boat. It is nice of you to give your time to promoting the Sidewinder Association. Have a good season."

D. Ray Davis (Richmond, Va.)

"Who has a Sidewinder down here?"

D. Ray Davis #1819

1601 Limerick Dr.

Richmond, Va., 23225

Ok, Richmond and area Sidewinders

let Ray Davis know your around

and ready to do some Sidewindering.

We sent a list of the names and addresses to Ray Davis and can do the same for you. We have put the total list on computer so it is very easy for us to give you a quick response with exactly who is nearby. Drop us a note-- we are happy to let you know who else is Sidewindering nearby.

Benjamin Sutton (Aurora, Ohio)

"Hope you will be notifying members of all races for Sidewinders in 1978."

YOU CAN COUNT ON IT

H. Donald Wilcox (Wellsboro, Pa.)

"I would enjoy more info on sailing with a spinnaker."

Ok, coming up in the next newsletter--how to rig your boat for a spinnaker.

Ray Fein (Princeton, N.J.)

"I am anxious to receive all letters from the association and all regulations and pointers on racing the Sidewinder and outfitting it with the best hardware and sails. Please let me know who lives near me and belongs to the Sidewinder Association."

Future newsletters will contain some regulations and pointers on racing the Sidewinder, and outfitting the Sidewinder. We are planning articles on racing, the rules, how the winners set up their boat, spinnaker handling and others. If you have questions feel free to ask--also, we'll be happy to put information in the newsletter that you would like to share with other sailors.

FROM THE MAILBAG:

USYRU Olympic Yachting Committee

In 1978 The U.S. Olympic Yachting Committee will sponsor two Olympic Development Clinics for training championship-caliber sailors. Each Clinic, held at the Olympic Training Center, Squaw Valley, California, will include five days of intensive drills, lectures and discussions, and physical fitness testing. Coaches will be instructors from the U.S.Y.R.U.'s Advanced Racing Clinics as well as members of the U.S.O.Y.C. Sailing will be held in Laser Class dinghies on Lake Tahoe.

These Clinics were first held in 1977, when they attracted enthusiastic praise from participants and coaches alike. The 40 available places at the Clinics are open to experienced sailors of proven ability in the non-Olympic Classes.

Room and board will be provided at no cost to participants at the Olympic Training Center. Participants will provide their own transportation to Lake Tahoe, and be required to make a \$100 deposit against boat damage. The Clinics will be held in July and early August.

Sailors (male and female) interested in participating in the Clinics should send a resume of their sailing background with regatta results to: Olympic Development Clinics, United States Olympic Yachting Committee, 820 Davis St., Evanston, IL 60201

For Sale

One set of Sidewinder sails (main and jib). Previously owned but unused for \$100.00 with no postage charge.

Contact William Schill
29 Trinity Place
Barrington, N.J.
08007
609-547-0148

FOR SALE -- Sidewinder #1999. Red hull, white deck. Complete with windows in main and jib, spinnaker, Harken blocks. Excellent racing condition. \$950 for the boat and \$200 more if you want its trailer and travelling cover. Walter Schroth, 41 West High St., Union City, PA 16438. Phone 814-438-2410.

Regattas Regattas Regattas
Let us know when your planning a regatta.

The Pinchot Sailing Club is considering sponsoring a third Sunny--Side Regatta on June 24, 1978. This is an event featuring both Sunfish and Sidewinders.

Erie Yacht Club will be inviting all Sidewinders to join in their annual regatta on the first weekend after Memorial day.

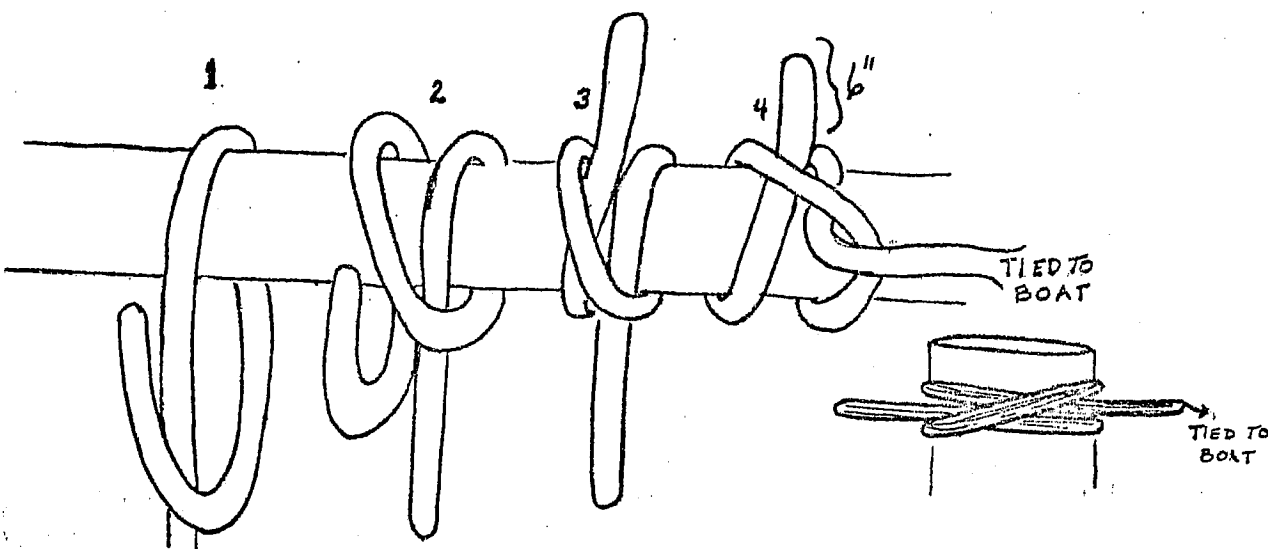
Cross Lake Marina is working on scheduling an open on or around that date.

LEARN THE KNOTS

The Clove Hitch

The easy-tying clove hitch, whcih holds well under a steady strain perpendicular to the object on which it is tied, is perfect as a quick mooring knot, whether to a rail or to a bollard.

Need: A line and a chair or pole.



Send \$4.00 dues for membership until April 1979 (1 year)
to the United States Sidewinder Association, Carol Park and
Mary Park, 537 Kemmerer Rd., State College, Pa., 16801.

Name _____ Sail # _____

Address _____ Fleet # _____

City _____ State _____ Zip _____

Remarks (ask us something, inform us on something . . .)

