

SIDEWINDER NEWSLETTER

PUBLICATION OF THE UNITED STATES SIDEWINDER ASSOCIATION

March 1975

Edited by Pat Schroth

41 West High Street

Union City, Pennsylvania 16438

First the sad news: Malvene Hill has resigned as Secretary mostly because of her back troubles. Surely everyone hopes the doctoring will help her feel better AND we all send many thanks for faithful service to our Association.

Margie isn't working in the company office any more so can't help with files and newsletter distribution. Stencil by your editor and distribution by other helpful Sail MFG women.

This is the second mailing since the '74 Nationals, you didn't miss anything. As you can see by the following pages, we have NOT been deluged by your news.

On page 3 you will find 2 letters reprinted as promised at the Annual Meeting. Send your opinions too please. This is not up for a vote at this time.

BALLOT is on page 7 to return with your dues. (easy on that procrastination....)
Item 1 is a matter of a little knot in the halyard to be caught in a V bracket high on the mast. Item 10 is said by the designers to be an unnecessary duplication of the downhaul and something which could distort the sail dis-advantageously.

Those of you who have not lost the lists sent you a year ago of Sidewinder owners in your own state...you are the organizers of whatever group activity happens where you are. Such fleet news as we have is on page four.

....Gasp"....on page 27 of the December '74 YACHT RACING magazine, the Laser class champion "admits to doing four miles of roadwork and weightlifting daily as part of his training for sailing and includes in his diet 20 vitamin pills a day."

Dumb me, I thought the idea of sailing was to develop the art of letting the free wind do all the work, well, not quite all.

Earl Selover made formal complaint about the change in pre-announced schedule at the '74 Nationals. He didn't attend the Annual Meeting Saturday night, thus didn't learn that Sunday's races were re-scheduled to begin a couple of hours earlier than the mailed-ahead schedule had said. It is not known whether anyone knew where he was staying or how he could have been reached, or whether anyone would have seen to it that he learned of the change. Should someone have taken attendance at the meeting? We did put a space on the registration form for where-are-you-staying?, but we don't know what happened after that. Nothing's ever quite perfect; there will be a different misery next time and another the time after that.

Ken Walker sent three great pages from Sterling Heights, Michigan, which arrived in November. He wants "sailing techniques" from people who do well in Sidewinders; he thinks the methods are not exactly the same in any two types of sailboat. Okay, young Mr. Park (Jim?) told me over the phone that the Sidewinder sails well with the bow two inches deep in the water. To accomplish this he says the skipper and crew both sit (almost on top of each other) in the CREW section of the Sidewinder -- the skipper should not be back in the big cockpit.

Ken says Fleet #5 1975 season champion is Steven Braski, Sail # 1168. The fleet had a pot-luck dinner at Sean Whalen's house on Union Lake. John Tuckfield, East Detroit Boat Company, donated the championship trophy.

A note from Cheryl Booth of Johnstown, Pa., says the Park sisters are generous about telling how they sail so well. The trick is to do what the experts suggest.

"Here is a little story about the Lake Shawnee Sidewinder Fleet. In spring 1973 the LAKE SHAWNEE SAILORS were founded by Nils Demar. At that time we only had two Sidewinders on our lake, Kurt Henkel's #943 and Nild Demar's #622. Both Sidewinders did very well in the Handicap races and by 1974 more and more sailors got interested in a Sidewinder. The first one to switch boats that year was Henry Ramm, who owns Sidewinder #977. In September our group was joined by Ted Guerin with Sidewinder # 1583 and John Brunskill with Sidewinder #1707. Our newest member is Al Fraser who was surprised with a Sidewinder #1712 for Christmas. We are all looking forward to a summer of competitive sailing and some of us will see you at the Nationals."

Thomas D. Taff, 301 Pennsylvania Ave., Plymouth, Indiana 46563 sent his 1975 dues and wants to join a fleet and race in his area. Plymouth is just south of South Bend, Indiana....neighbors - attention please.

At the 1974 Annual Meeting the subject came up as to whether to disallow DECK modification for spinnaker launching. The Measurer (and winner) Neal Thurber said, "I wouldn't want one on my boat, but I don't care if you do."

What controversy there is stems from vocabulary and One-Design theory of what is "hull" that we will not modify, and does that include the "deck"? Everyone at the '74 meeting agreed that a hole in the hull for any kind of spinnaker launching should remain unambiguously taboo. Nobody quibbled the least about agreeing that the part below the seam is the hull. Some folks thought about safety problems in the matter of too much water getting in too fast and left the opinion that it was the owner's own problem for the time being.

In Garry's letter, he did not mention what he said last summer: that the cost was very low because he did it himself. Also, there is a good cover for the opening if disallowed at any particular race. No one else has mentioned that his deck opening may prove sadly inconvenient when the race course goes the other way round, and he wants to launch his spinnaker against the wind and around the luffpole of the jib.

GARRY GEBLER:

"The opposition to spinnaker chutes seems to center around the point that they will take us further from our original one-design concept. I disagree.

"Our class permits the use of sloop tubes which are common-sense devices used in the launching, retrieval and storage of spinnakers. Some skippers use them and other feel they aren't necessary. The option is open for you if you want it.

"The same option should be available for the use of chutes. They do the same job in the same time as sloop tubes and they take us no further from one-design than we already are. The difference is that chutes are sealed tubes which go through the deck and into the cockpit as opposed to lying on the deck. This requires a considerable amount of time and ingenuity to install, and since many of us enjoy working on our boats during off-season or rainy week-ends, we ought to have the opportunity to apply our personal ingenuity in the form of an interesting and challenging project."

LARRY R. BOOTH:

"Set forth below are the two major objections to thru-the-deck launchers:

"(1) The main argument against TTD launchers has to be the simple fact that the idea of a one-design class was specifically originated to match sailing ability not financial ability of the sailors!

"TTD launchers are expensive to have installed and would be prohibitive for many of us low-budget (but avid) sailors. (Is there such a thing as monetary discrimination?)

"(2) Another important reason why TTD launchers should not be permitted is that once you allow this kind of major alteration to the hull you open the door wide to other attempts at speed enhancing devices or alterations.

"Making exceptions has a way of bringing the shrewd and cunning types out of the woodwork to take advantage of every little technical point or loophole.

"Let's clamp down on this kind of thing now before it gets out of hand or we'll be voting on matters like this forever. The sidewinder is a fabulous boat that's just beginning to gain the popularity it rightly deserves....let's not turn it into some kind of souped-up accessory package that puts the emphasis on hardware and not on good old fashioned skill!"

Fleet # 1 - Erie, Pa. See page 5
Wednesday night and Sunday fleet and
handicap season schedule at EYC.

Fleet # 2 - Monroe, Michigan
no report

Fleet # 3 - Charleston, South Carolina
no report

Fleet # 4 - no report

Fleet # 5 - Detroit News -- announces the election
of Steve Branski Fleet Captain, 4664 Irwindale,
Pontiac, Michigan .
Ken Walker Sec-Treas, 36733 Rowe, Sterling Heights,
Michigan. Steve's phone is 682-8425.
Ken's phone is 979-0874.

Any Sidewinder owner within the Detroit Area who
have not been contacted by telephone or letter are
urged to contact one of us if they want to find out
about joining our club. If you are a new boat
owner and the dealer did not have this information,
please contact us. We would enjoy getting to know
you.

At the last January meeting a race schedule for
1975 was formulated with the Metro-Detroit Sailing
Association and Tri-County Association. There are
13 days of racing scheduled including a special
excursion up to Cadillac, Michigan with Fleet #15.
With current recruitment plans underway, we are
hopeful for a good membership and a successful
sailing season.

Fleet # 6 - no report

Fleet # 7 - Larry Booth invites all to the
NATIONAL CHAMPIONSHIP REGATTA.
See page 5 for early info.

Fleet # 8 - no report

Fleet # 9 - no report

Fleet # 10 - no report

Fleet # 11 - no report

Fleet # 12 - no report

Fleet # 13 - Cross Lake NY
See page 5

Fleet # 14 - Oklahoma City
Captain Bob Rogers, P.O.Box 1000
ZIP 73101

Fleet # 15 - Cadillac, Michigan
no direct report
see Fleet # 5 story

Fleet # 16 - Atwood Lake Michigan
As of November 1974 ten boats.
Bill Irwin, 13972 Peninsula Drive
Traverse City, Michigan 49684.
Day phone 616-223-4370.

Fleet # 17 - Nils. R. Demar
Box 237B, RD 3, Wharton, NJ 07885

Fleet # 18 - Who's next ?

MAY 3 - OPEN to all classes
Handicap racing - \$2 entry fee
Keystone Aquatic Club
Harrisbury Seaplane Base
Contact: Gary Pflugfelder
333 South Front Street
Wormleysburg, Pa. 17043
Phone 717-232-6759

JUNE 7-8 ANNUAL ERIE OPEN Saturday & Sunday
Pre-Registration fee \$7.00
Erie Regatta Committee, Erie Yacht Club
P. O. Box 646, Erie, Pa. 16512

Sailing is in the bay, not out
on the open lake. Many motels
handy. Camping inside EYC.
No baby-sitting. Zoo in city,
beaches on peninsula.

This is a multiple class regatta open to the classes the club has. Sidewinder
has been well represented in recent years.

AUGUST 2 - Saturday District 8 New York State
Steve Keenan, Cross Lake Marina
Meridian, N. Y. 13113
315-626-6475

LOCAL new sailors are
encouraged to go to this one
this year.

AUGUST 16-17 - 3rd weekend - NATIONAL CHAMPIONSHIP
Larry Booth - phone 226-4414 evenings
537 Bloomfield Avenue, Apt 17, Johnstown, Pa. 15904

Hosts: Price Galitzin Sailing Club
Lake Glendale, a state park
14 miles to Altoona
27 miles to Johnstown
36 miles to State College

*****CAMPING RESERVATIONS MUST be in by May 9th.

One time site reservation fee is \$1.50 and \$3 per night camping
fee. 4 pm to 4 pm. These reservations will be handled by
Mr. Herman Slaybaugh, Apt #662B, East Prospect Street, State
College, Pa. 16801. After 5pm Herman and Nancy can be reached
at 814-237-6444.

Everybody Entry fee will be \$15.00 and \$2 extra for non-
Pennsylvanians for launching. 5 motels 30 minutes
away at Altoona.

***** Another mailing planned within the month.

WHO ELSE ?? WHERE ELSE ?? Please send complete schedules and details ENOUGH if you
know of open racing for casual Sidewinder tourists. Will
anyone be having DISTRICT regattas? Open or limited?

Walter Schroth:

"The Sidewinder Association has decided to help the fight against inflation this year. For the same measly \$3.00 dues as last year you will:

- 1) Receive all issues of the Newsletter as we write them in our spastic, loveable way.
- 2) Receive a complete, updated copy of the Constitution and By-Laws this Spring.
- 3) Be eligible to VOTE on Association matters including ratification of items on page 7 of this letter.
- 4) Be eligible to compete in National and your District Championship races.

"1974 Membership Cards expire April 30th. We will count the votes on ballots returned WITH your 1975 dues during the first week in May. The updated Constitutions will be prepared as soon as possible after that.

"Where else will three bucks buy so much!"

Fred Schroth:

"It's that time of year when any sailor worth his wind (most of us are better equipped with it in the winter) is getting itchy for the water again. Many remedies can be used and we each have our own. The first is to think of all those drifters where the sun beats down unmercifully or it rains until two of every creature start lining up along the shore. This tends to bring enough negative thoughts about sailing into the mind to temporarily calm the winter itch.

"The second thing that we do (as little as possible) is to work on the boats so that they will "go faster" next spring. There are a good many do's and don'ts.....

"First, don't violate any of the class rules with modification of the large parts. All you have to do to get a copy of the rules is to pay your dues, which you have to pay anyway, so why not pay it now...HINT

"DO NOT sandpaper your hull. Believe it or else. The gelcoat (paint) is only 15 to 25 thousandths of an inch thick. It is the only absolutely effective seal against leaking. If you have scratches in the gelcoat, your boat will leak - slowly - but it will be enough to notice the gain in weight after hours in the water. Stick to waxes and mild cleaners for hull care.

"DO NOT climb inside your boat while it is sitting on a trailer or boards on your garage floor. The hull is made to support your weight when it is in the water, but a lot of pressure at one or two points could spell disaster. Be careful.

"DO NOT wash your sails. Dishrags get washed; sails do not. Dishrags look like dishrags; sails should not." If you feel an urge to do things for your sails, now is a good time to hang them up without any strain on them so that the winter creases can settle out. If your first trip out is in light wind and your jib has been wrapped around your luffpole all winter -- good luck. Check for loose threads and perhaps get busy with a needle and Dacron thread.

"Now is a great time to tighten all the screws and bolts, applying mild amounts of pressure to all cleats, blocks and other working parts.

"If they weren't off all winter, now is a good time to remove the hatch covers and air out the boat. There is some cardboard inside the reinforcing tube s in the deck which may be damp."

MAIL TO: UNITED STATES SIDEWINDER ASSOCIATION

Walter Schroth, President

41 West High Street, Union City, Pennsylvania 16438

(post before the end of April)

MY VOTES ON CONSTITUTION CHANGES ARE AS FOLLOWS (circled)

Additions to Specification "10" (approved at National Meeting 1974)

YES	NO	J. Spinnaker launchers which do not alter the hull shape may be used.
YES	NO	K. Jib luff tensioners may be used.
YES	NO	L. Halyard cleating devices may be located near the mast top to stop the mandatory rope halyards.
YES	NO	M. Hiking straps may be located anywhere in the cockpit.
YES	NO	N. Windows may be sewed into sails.

Additions to Prohibitions (approved at National Meeting 1974)

YES	NO	9. Mainsheet travellers.
YES	NO	10. Mainsail luff tensioners (Cunningham Devices).

Motion to carry or deny is determined by 2/3 majority of Members? ballots returned.

Here is my \$3.00 1975 dues *

Name _____

Street & # _____

City _____ State _____ ZIP _____

Sail # _____ Fleet # _____

Sailing on (lake) _____

* Sailors who bought new boats since last summer have pre-paid 1975 dues.

Give Dealer's name _____

SIDEWINDER 1975
NATIONAL CHAMPIONSHIP

DATE: August 16 and 17

LOCATION: Lake Glendale (Prince Gallitzin State Park, Pennsylvania)

DESCRIPTION: Lake Glendale is a small, picturesque lake located among the rolling hills and farm lands of Southwest Pennsylvania about 70 miles East/Northeast of Pittsburgh.

The closest cities are Altoona, Pa. (14 miles SSE), Johnstown, Pa. (27 miles SSW), and State College, Pa. (36 miles ENE).

The lake is the home base for Fleet # 7 and is part of the Prince Gallitzin State Park complex. The park is well equipped for traveling sailors, having a large Class A camping facility (Improved Sanitary Facilities), a separate sailboat launching area equipped with telephone, water and toilet facilities, and a park grocery store nearby.

Several Fleet # 7 sailors will be vacationing at the lake the week of the Nationals; so if anyone would like to make a vacation out of your visit, please do...you'll have plenty of friendly company!

ACTIVITIES: There will be three races on Saturday, August 16 and two races Sunday, August 17. Daily skipper and crew meetings will start at 9:00 a.m. each day at the launch area.

Lunch will be provided to skippers and crews both days and is included in your entry fee.

Fleet # 7, in cooperation with the Lake Glendale Sailing Club, will put on a barbeque and bonfire party for visiting sailors and friends. There will be a \$2.50 per person charge to cover the cost of the dinner and drink if you wish to attend (\$1.50 for children under 12 years old).

AWARDS: There will be ~~awards~~ presented to the ~~top eight skippers~~ and crews. And wait until you see them! They're bound to make everyone sail harder. The ~~special~~, custom-made plaques were designed by Larry Booth, a graphic designer and the Chairman of this year's Championship. There will also be special surprise awards to be announced at a later date.

ACCOMMODATIONS: If you plan to camp at Prince Gallitzin State Park, there will be a one-time \$1.50 site reservation fee, plus a \$3.00 per night camping fee that must be paid to the State Park Service before May 9. If it is not received by then, we cannot guarantee you a camp site.

Make your check or money order payable to TICKETRON (this is the agency that handles State Park reservations) and send this to: Mr. HERMAN SLAYBAUGH, Apt. #662B East Prospect Street, State College, Pa., 16801.

Be sure to indicate on a separate piece of paper, (1) the dates you will be camping (sites become available at 4:00 p.m. on the first day and must be vacated by 4:00 p.m. on your last day), (2) the size of the tent or camper, (3) your automobile license number, and (4) your return address.

Herman will make the reservations for you and return your receipt and additional information on the camping area. If you have any further questions, call Herman or his wife Nancy (after 5:00 p.m.), at 814-237-6444.

If you plan to stay in a motel, here is the list of the area motels you may contact (they are all about 30 minutes from the lake in Altoona, Pa.).

Holiday Inn ----2915 Pleasant Valley Blvd. ---814-944-4581
Sheraton Inn ----Route 220 ---814-946-1631
Bellmeade Motel ----1876 E. Pleasant Valley Blvd. ---814-944-3561
Fountain Motel ----2906 Pleasant Valley Blvd. ---814-944-3555
Rogers Motel ----1539 E. Pleasant Valley Blvd. ---814-943-7441

REGISTRATION: The entry fee for the Nationals is \$15.00 per boat. If you are an out-of-state resident and your boat is not registered in Pennsylvania, you will also be required to pay a \$2.00 launch fee to sail on State waters. The additional \$2.00 must be included in your entry fee. When it is received, Larry Booth will register your boat with the Park Authorities so you will not be inconvenienced by this matter when you get there. Your validated launch permit can then be picked up from Larry at the sail area upon your arrival.

Please complete the form below and return with your check or money order for \$15.00 (\$17.00 for non-Pennsylvania residents) to: LARRY BOOTH, 337 BLOOMFIELD AVE., APT. 17, JOHNSTOWN, PA. 15904.

Make check payable to: SIDEWINDER NATIONALS

If you have questions, write or call Larry (after 6:00 p.m.) at 814-266-4414

NATIONALS REGISTRATION FORM

NAME _____ SAIL # _____

STREET _____ CITY _____

ZIP CODE _____ AUTO LICENSE # _____

Will you be staying at the State Park _____, at a local motel _____, other _____

What day do you plan to arrive? _____

Do you plan to attend the Saturday night barbeque? _____

DO IT NOW BEFORE YOU FORGET IT! ABSOLUTE DEADLINE FOR REGISTRATION IS AUGUST 1, 1975.