

# SIDEWINDER NEWSLETTER

PUBLICATION OF THE UNITED STATES SIDEWINDER ASSOCIATION

President - Walter Schroth  
41 West High Street  
Union City, Pennsylvania 16438

Chief Measurer - Larry Booth  
337 Bloomfield Ave., Apt. 17  
Johnstown, Pennsylvania 15904

Secretary - Pat Schroth  
41 West High Street.  
Union City, Pennsylvania 16438

New Memberships 1975 - 99

Renewals 1975 - 141

New Memberships 1976 - ~~X~~ 10

Renewals 1976 - ???????

SEP 10 1975

"hello".....

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- \* The great Oliver Wendell Holmes (1809-1894) said this, perhaps of sailing, "Give us the luxuries of life and we will dispense with necessities."

This is an ASSOCIATION - You are gathered in a big room? - If that were true, you would have travelled from: California 3, Connecticut 1, Florida 2, Idaho 1, Illinois 1, Indiana 7, Iowa 1, Louisiana 1, Massachusetts 4, Maryland 1, Maine 1, Michigan 42, Minnesota 9, Nebraska 1, New Jersey 11, New York 53, New Mexico 2, New Hampshire 2, North Carolina 4, Ohio 24, Oklahoma 6, Pennsylvania 53, South Carolina 2, Texas 2, Virginia 3, Vermont 1, Washington 1, Wisconsin 2, Ontario 1.

Our mailboxes, thus, are scattered around twenty-nine states and Canada. We are a group now quantitatively well above ten percent of Sidewinder Owners. If we value what the Association has done and perhaps can do as the future unfolds, maybe you can, what? There are no pat-answers: FOLLOWERS SAIL IN DIRTY AIR.....which is not the same as stopping. July Newsletter told of several fleets, and you will find more in this issue that is likely different from where you are. If you want some names and addresses, ask, and please report back.

Everybody NOT NOW on the Membership lists may be enrolled for '76 any time and thus get two winters' Newsletters -- and of course their cards will be good for '76 summer regattas and fleet sailing. CONSTITUTION Article 7. (2) & (3)....?

- \* Next Newsletter -- please send items and questions any time now through the middle of October. If "deadlines" excite you, Halloween is apt. Then I'll put together what you've sent.

Those of you who want an extra Association patch can send a dollar and a letter and you'll get your patch, from the Secretary. Also available postpaid for a letter are some patches from Nationals '72 Erie and '73 Monroe, to those who were there.

Okay, turn the pages and see what you can find inside.....



## & LOST MEMBERS

July Newsletter was returned by the Post Office addressed to:  
James J. McCormack 1611  
8163 Mariner Trail "insufficient address, no such street"  
Lysander NY 13702

P.2. Robert J. Shellenbarger 1618  
4046 Benro Ave. So. "no such street"  
Minneapolis, Minn. 55410

-----  
John Leathers of State College  
dues paid at Nationals - no address  
-----

\*\*\* These people have not furnished SAIL NUMBER and/or ZIP CODE \*\*\*  
Plantadosi, Baugher, Chadwick, Gerst, Casto, ~~Phillips of Pittsburgh~~, Grant of  
Ohio, Goldfarb, Anderson of Syracuse, Ibraham, Krause, Murdison, Stabenow.

✓ EVERYONE - Please look carefully at your address sticker. If it is not  
EXACTLY correct, scoot me a postal card. I don't mind at all being told twice  
in the process of getting things right. The number beside your name is what the  
record shows for your SAIL number.

### LET'S WELCOME THESE NEW MEMBERS.....

1439	C. J. Berg, 12420 View Ct. N.E., Albuquerque, N.M. 87112
1705	Mark Stevens, Rock Pond Rd., Windham, N.H. 03087
1806	Zimri L. Smith, 436 N. 61st St., Omaha, Nebraska <del>68137</del> 68132
1350	Richard R. Roberge, 6 Snow St., Rochester N.H. 03867
	Claude Plantadosi, 701 Kings Hill Road, Chapel Hill, N.C. 27514
1213	W.M. Lepior, Rt. 1, Box 434, Vestaburg, Michigan 48891
1814	William F. Hughes, P.O.Box 291, Riegelwood, N.C. 28456
1646	James J. Collette, 4843 Spring Top Drive, Harrisburg, PA 17111
1781	Joseph F. Coady, 142 Knollwood Dr., Carle Place, N.Y. 11514
1850	Carl Baker, 954 W. Lafayette Ave, Syracuse NY 13207
**1976***	
1453	William E. Bryant, 8200 Morse Rd., New Albany, Ohio 43054
1570	Lloyd D. Johnston, 540-54th Ave. N.E., Fridley, Minnesota 55421
1415	Charles A. Merk, 17 Sherwood Ct, Greenfield, Indiana 46140
	Thomas G. Baugher, 3212 South Jackson, Uniontown, Ohio 44685
1826	David H. Chadwick, 4520 D Lakeside N, Columbus, Ohio 432--
1857	William Bulsiewicz, Elmer Hill Rd., Rome, New York 13440
1478	Joseph C. Gerst, 1214 Dewey Ave., Cincinnati, Ohio 452--
1842	Glenn Keyes, 580 Wayneport Rd., Macedon, N.Y. 14502
1767	Kenneth L. Ingram, 4801 Orchard Green Place, Fort Wayne, Indiana 46804
1430	Harry R. Skinner, Apt. B 13, Groton Towers, Groton, Connecticut 06340

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### - - - The Filing Cabinet - - -

Some of you have expressed interest in material  
from past Newsletters. What there is is at least one copy of these: #1 Feb '71,  
#2 Oct '71, #3 Mar '72, #4 Apr '72, #5 May '72, #6 Jun '72, #7 Oct '72. Next for  
1973, there are May, June, July, & Sept. There is correspondance leading to a May  
'74 issue, but no copy of it. There are the July '74 and Sept '74 issues. In 1975  
March, May, July, and this September copies are on file.

Please compare this listing with your personal  
collection. A few were print-shop papers, folded and only one sheet. All the rest  
are on paper the same size as this: some green, some with red letterhead, some black.  
In the file, some are loose sheets, some stapled. There is no way to decide whether  
they are complete, except this year's.

LATER ON - I'll get to going through these for  
things the newer sailors are apt to want, but first let's get the "library" in order.

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p.3.

## THE FLEETS

I started out to give you a run-down on what we know about each, and found that the files are obsolete and that there is too little 1975 news. Therefore, here are the places on the list of charters issued. If YOU live handy to a named area AND you will do a bit of detective work in the next month or so, please write me quickly. I will send you what there is to go on and expect a reply for the next Newsletter.

There is some 1975 news from numbers 5, 7, 15, 17, 13 - can always use more, of course.

- |                                  |                               |
|----------------------------------|-------------------------------|
| #1 - Erie, Pennsylvania          | #10 - Richmond, Virginia      |
| #2 - Charleston, South Carolina  | #11 - (north-eastern) Ohio    |
| #3 - Albuquerque, New Mexico     | #12 - Norman, Oklahoma        |
| #4 - Columbus, Ohio              | #13 - Cross Lake, New York    |
| #5 - Detroit Area, Michigan      | #14 - Oklahoma City, Oklahoma |
| #6 - Monroe, Michigan            | #15 - Cadillac, Michigan      |
| #7 - Lake Glendale, Pennsylvania | #16 - (who and where?)        |
| #8 - Cincinnati, Ohio            | #17 - Wharton, New Jersey     |
| #9 - Belton, Texas               |                               |

## DISTRICT SECRETARIES

Everything in this Association is VOLUNTEER; we do it FOR FUN. There are many vacant jobs, particularly - each state needs a chairman. There is no set formula - just do what you think will make the club go. Some of you are alone in your states -- why not participate?

MICHIGAN - Ken Walker, 36733 Rowe, Sterling Heights, Michigan 48077

OHIO - Garnett J. Lee, 1420 Glendale Avenue, Dayton, Ohio 45406

OKLAHOMA - Ben Sanders Jr., Rt. 1, Box 105, Pawhuska, Oklahoma 74056

PENNSYLVANIA - Larry Booth, 337 Bloomfield Ave., Johnstown, Pennsylvania 15904

NEW YORK - Earl Selover, 410 Beech St., Rome, New York 13440

NEW ENGLAND - Lin Perry, 420 Shore Road, Monument Beach, Massachusetts 02553

## YOUR BOAT WEIGHT

In the Minutes of the Annual Meeting, see item 7. You are asked to please weigh your boat before fall-winter storage - without main sail or spinnaker, WITH EVERYTHING ELSE. Nobody knows until this has been done how wide the variation in weight is, nor how many are rather high or rather low etc etc. Also, no decision has been hinted as to what sort of weights could be added to even things up some, even whether the differences are enough to bother about. Your cooperation is very IMPORTANT to the prevention of ill-will. Put your name, address, zip and sail numbers, boat weight on a POSTAL CARD (for neatness) and send it to Larry Booth as National Measurer. To get your boat weighed, ask around. Some boat clubs have scales for weighing boats regularly, or farm supply stores, some factories, ask 'till you find a way. A good sized group of your fellow-sailors care about this.

dream:  
can regatta dates be set before fleet schedules  
can we coordinate regatta dates to avoid conflicts

SIDEWINDER 1975 NATIONAL CHAMPIONSHIP REGATTA  
Lake Glendale, Pennsylvania, August 16-17

Sail	Skipper	Skipper's Town	Place by race					Points	Rank
1200	Carol Park crew: twin sister Mary Park	State College, Pa.	1	3	2	8	1	14 $\frac{1}{2}$	1
344	Jeff Young	Cheswick, Pa.	3	1	5	1	5	14 $\frac{1}{2}$	2
2000	Fred Schroth	Union City, Pa.	2	5	3	9	7	28	3
997	Henry Ramm	Wharton, N.J.	4	10	11	3	3	31	4
622	Nils Demar	Wharton, N.J.	9	18	1	2	2	31 $\frac{3}{4}$	5
1538	Larry Booth	Johnstown, Pa.	10	11	4	10	4	39	6
1016	Ken Walker	Sterling Heights, Mich.	16	6	16	5	11	54	7
570	Terry O'Regan	Schenectady, N.Y.	5	17	15	17	6	59	8
ALL ABOVE RECEIVED SKIPPER AND CREW TROPHIES									
877	Dennis Chronister	Tyrone, Pa.	13	14	18	4	18	67	9
1666	Jim Smith	State College, Pa.	8	32	6	7	15	68	10
1568	Dale Eager	State College, Pa.	22	13	17	6	13	71	11
111	Garnett Lee	Dayton, Ohio	17	12	24	11	9	73	12
1707	John Brunskill	Wharton, N.J.	11	19	9	15	19	73	13
1598	Rich Streeble	Battle Creek, Mich.	7	16	19	26	12	80	14
1463	Herm Slaybaugh	State College, Pa.	6	8	23	13	31	81	15
1999	Walter Schroth	Union City, Pa.	18	25	8	22	8	81	16
852	Harold Cochran	Bear Lake, Pa.	23	26	10	14	10	83	17
1787	George Dalby	Evart, Michigan	26	4	7	dnf	16	87	18
1163	Bill Millar	Middleton, Pa.	12	15	14	27	21	89	19
530	Gary Packer	Verona, Pa.	15	21	21	18	14	89	20
1808	Ron Frisoskey	East Lansing, Mich.	19	23	22	12	17	93	21
1089	Sal Sciremammano	Hilton, N.Y.	20	7	5	19	24	95	22
428	Larry Schmida	Cadillac, Michigan	14	29	12	16	25	96	23
438	Bob Phillips	Pittsburgh, Pa.	24	20	13	25	28	110	24
1835	John Harvey	Pitman, New Jersey	21	9	29	21	32	112	25
1299	Chuck Pipich	Tarentum, Pa.	30	2	32	29	23	116	26
1702	Pete Mainzer	Huntington, Pa.	25	24	27	23	26	125	27
1779	Bill McNelis	Altoona, Pa.	33	30	20	28	20	131	28
987	John Leathers	State College, Pa.	27	31	26	24	33	141	29
1517	Gerald Hailey	Rochester, N.Y.	28	28	33	30	22	141	30
868	Clyde Smith	Wooster, Ohio	29	27	30	32	27	145	31 32
1467	Gerd Lubben	Reading, Pa.	32	33	31	20	30	146	32 33
1413	Arlene Lukezic	State College, Pa.	31	22	28	31	29	141	33 31
976	Lloyd Schrack	Niagara Falls, N.Y.	34	34	34	33	34	169	34

NOTE: Near the bottom of the list, there seems to be an error which should have been found several weeks ago. The important things are: see who all attended! and is it twenty who had at least one race finish among the top ten!? You count. Also, all the registrants arrived AND sailed in all the races.

#

\* This was a GREAT week-end! The weather was pleasant - some sun, some cloud cover. One race ended in rain and bonus wind, but generally it was light and variable 5-12 with gusts up to 20. A pretty pretty sight: 34 Sidewinders, sails up, lined up on the grass at the edge of the lake WITH a few shade trees to add to the scene. By the magic of somebodies' personalities there was a large cheering section, audience, spectators -- plenty of friends to go around for all. The Lake Glendale Sailing Club did a marvellous job with the Hospitality and Race Committee work. They have every right to be proud of their accomplishment! Joy of all joys: there were NO power boats disturbing the sailing contest....not even bigger sailboats stealing our wind. (Larry said ahead of time he had good cooperation from the State Park authorities, maybe that's what he meant to convey?) Lloyd Schrack was teaching his boys to sail, and for last was awarded a text book on sailing. Mr. Nameless was awarded a turtle-shaped wall lamp, tortoise design translucent plastic.

1975 - ANNUAL MEETING of the UNITED STATES SIDEWINDER ASSOCIATION  
held outdoors on the lawn by Lake Glendale

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members present mostly seated at picnic tables under canvas

1. Call to Order at 7 P.M. by President Walter Schroth
2. No secretary's minutes because none exist beyond published Newsletters.
3. Treasury report: Receipts \$ 432.50 (dues and a very few patches)  
Expenditures \$ 215.70 (\$84 stamps, \$4 postals; envelopes,  
SW stamp, refunds of overpayments. \$100 advance  
for Nationals preparations.)  
Balance \$216.80 (book, checkbook and cash AGREE)
4. Question asked as to why dues were not raised to \$5 as agreed 1974 Meeting  
to provide directory and ?. Reply: 1) files were not available 2) neither  
volunteer nor paid persona available. Spring '75 it became possible to  
furnish state lists to Members who asked to try to do some organizing.
5. Rick Streebel presented his case for legalizing middle-of-the boat  
travellers. Thorough explanations and discussions preceded roll-call voting.  
The motion was to permit the option of a narrow or full-width traveller.  
Motion was defeated substantially, 6 - 29.
6. Open discussion yeilded these ideas:  
the wish for more company advertising of Sidewinder in magazines  
the possibility of two Sidewinder groups for stock boat racing  
and fancy-rigged boat racing  
the desire of some to buy from the company a racing-rigging package
7. Enough believe a light weight boat is a significant advantage that THERE WILL  
BE SCALES AT THE NEXT NATIONALS. Terry O'Regan - "scales etc to next  
nationals". \*\*\*\*\*NEWSLETTER was asked to please ASK FLEETS and INDIVIDUALS  
for SIDEWINDER BOAT WEIGHTS: to include EVERYTHING except mainsail.  
(History: generally Sidewinders vary in thickness because they are hand-made.  
There are now two kinds of masts which do not weigh the same. There are very  
very few experimental extra-light boats which are known at this time NOT to  
be in the hands of anyone racing.) The object of establishing an ASSOCIATION  
minimum OR norm is to require the light-er boats to carry weight somehow.
8. Thanks were expressed to Fred Schroth for serving as Acting Chief Measurer.
9. Pat Schroth was elected Secretary-Treasurer by "a unanimous vote for the  
Sucker".
10. Although Dr. Dalby of Cadillac was drafted to provide token competition,  
Larry Booth was heartily elected Chief Measurer.....by a roll-call vote.
11. After extended discussion, motion was passed 22-9 to submit to full national  
membership balloting an "addition to the prohibitions" worded to match the  
By-Laws with this intent: "Nothing attached may extend beyond the profile  
overhead view, that is, outboard of the rub rails (excluding whisker pole  
and rudder)."
12. Meeting was suspended on account of darkness and State Park closing with  
agreement to reconvene Sunday following awards. Sunday skippers' meeting  
time was announced.
13. Sunday following awards it was agreed that some hassles had cooled, that  
others should be conducted by mail in the coming months; and the meeting  
was declared adjourned with the consent of a few./ps

# # # # # . # # #

As of Aug 16.....

97 NEW boat memberships

\* \* \*MFG furnishes all paper and printing

138 \$3 renewals (115-1973) (108-1974) \* \* \*USSWA postage, correspondence & work

Aug 20 REGATTA RESULTS were sent to 15 magazines and 9 newspapers.

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THE WAY IT WAS

As both Chairman of this year's National Championship and as a competitor, I had the good fortune to spend considerable time with the 34 skippers and their crews...both on and off the water.

What I witnessed during those two days of competition has reaffirmed my faith in humankind and especially in that select breed known collectively as "sailors". One particular incident I recall pretty much exemplifies the kind of sportsmanship and good natured competition that was displayed at the Nationals.

Going into the fourth race of the five race series my wife and I were tied with a sailor from New Jersey; Henry Ramm and his crew Al Fraser. At one point during the race I passed Henry to windward. As I went by I could see his face was strained and intense as he tried in vain to get more speed out of his boat. When we drew mast abeam I could feel his frustration. At that moment he turned and looked over his shoulder, not with a scowl or a sneer, but with a grin from ear to ear waving good-bye to me as I sailed ahead! With fourth (and possibly third place) at stake in the Nationals and he still had a sense of humor about the whole thing. That's sportsmanship.

In the end, Henry finally beat us in that race and the next one as well (by half a boat length!). But you know what? I was actually happy for the guy! How could anyone not be happy for someone who displayed that kind of good-natured sportsmanship. And he wasn't the only one, either.

It was that kind of weekend at the Nationals, and if you missed it you missed some good times and some good people. I certainly hope everyone enjoyed the Nationals as much as I did. I can't say enough about the members of the Lake Glendale Sailing Club. They really helped out tremendously ... everyone should be so lucky to belong to such a great club.

Those Sidewinder sailors and their families were something else, too. In just two days Cheryl and I struck up some really good friendships that I hope will last for a long long time. Can't wait for next year's Nationals to roll around! Take Care,/s/ Larry Booth

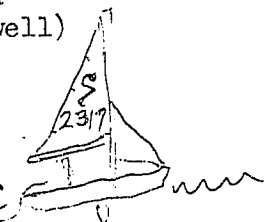
Pat:

Just a note to remind you about a little prediction I made to you at the beginning of the year, quote, "For the second year in a row Fleet 7 will again take more top ten spots than any other fleet. Perhaps as many as five." And guess what ... not only did we take five of the top ten, we captured first and second (as well as 6th, 9th, and 10th). Last year, if you recall, we took 2nd, 6th, and 8th.

I expect to see it so noted in the Newsletter ... hint, hint. Not just for our sake, but for the sake of every "inland" sailor. It might serve as a little encouragement to know that the "Big Water" sailors don't have a monopoly on skill. We Pennsylvania sailors (and New Jersey sailors as well) can hold our own with the best of them./s/ Larry Booth

ATTENTION ALL FLEETS AND SKIPPERS AND CREWS:

Fleet # 15 of the Cadillac-Mitchell Yacht Club is already planning for the 1976 Sidewinder National Championship Races and whatever else they tell us about when their release is ready. Some rough approximations of distances: Boston 850 mi., Buffalo 400, Dallas 1235, Des Moines 570, St. Paul 600, Harrisburg 670, New Orleans 1165, Philadelphia 775, Raleigh 920, Tulsa 990, Cincinnati 450.....to Cadillac, a ways south of Mackinaw City, Michigan.



# JUL 24 JUL 25 1976

So where's Monument Beach? On the underside of the Massachusetts map there is a huge notch in the land that is Buzzards Bay, the water. At the north end of this water, there is the town of Buzzards Bay, and just south of that is the town of Monument Beach. If your map is big enough, you may be able to find a canal.....over that canal is a bridge sufficient for a history-book sailing ship to pass under. The designers didn't waste a nickel's worth of land on sloping approaches; the roadway goes UP and the roadway goes DOWN.

Lin Perry turned out to be a young man who long since won every trophy there was in another sailboat class. He worked his heart out trying to gather every Sidewinderer for miles around for a nice regatta. From the Wenaumet Bluffs Yacht Club he got some help, charts and some nice helpful people he knew. We were given a chart of the upper part of Buzzards Bay (the water) and a map of the downtown village and its shops. All you inland sailors, most of you, take note: the chart of the water and lands shows the location of canals in the water which change direction " 1-2 hours after the tide " and 19 KINDS of bouys AND three variations any of them might have AND all are lettered so the Race Committee could tell you the course by letters. So much for hospitality, this is all according to form.

Saturday morning at the appointed time there was mist and rain and WIND and a visibility situation suggestive of the ease of getting lost at sea. On the map it looks as if one would have to know how in order to find one's way out -- but the real thing is not a map! We reconvened at one. The rain had about stopped. The mist wasn't any more. Adjoining a vast blacktop parking lot there was sloping sand beach about two Sidewinders long at low tide and a scant one at high tide. There were poles all along the beach and more poles out a ways in the water, and strung between these poles were continuous lines with a drop line. These set-ups enabled the local people to retrieve a tender or leave it floating out of someone else's way. So what had to be done was leave the shore in a Sidewinder on a screaming reach and steer.

The course was twice around a medium triangle. One leg of this offered the opportunity of tacking among lots of boats moored to floats AND dodging the dinky bobbers which mark lobstermen's traps. This race was the wild ride to end all wild rides! Not a white-cap in sight, this was all swells; and it was salt water that dries opaque on people's glasses. One capsized and DNF; one capsized and finished - none other than Lloyd Schrack. On the reach, the Sidewinders looked more like water-skis. All agreed that was the fastest Sidewinder ride EVER.

Saturday evening Alice and Lin Perry (parents) and their friends put on a huge supper. It was a whale of a party, thanks to Millie Sabbetta, Red Wing, Kathy Perry, Lorraine Burgess, and Helen Smith. Yes, there were beans: 3 kinds. And potato salad and hot dogs and hamburgers and lettuce salads and beverages and people and people and people to fill a building that was once an air-force kitchen. A certain amount of the talk concerned Brandy. Eyebrows, eyebrows! What would YOU think of a Race Committee boat that carried Brandy?

The RC boat was a "Nova Scotian Schooner - 32 ft", and there was a pair of 19 ft "workboats" which looked like a great long overgrown rowboat with motor. The chairman was Pete Nutter, and his helpers included Dave & Julie Arch and Mike Bigelow. These nice folks were WBYC members. The object of all that suspicion in the above paragraph was a St. Bernard who likes to ride on boats with his big nose into the wind.

more .....

Lin Perry's regatta, continued .....

PS. Sunday was a BEAUTIFUL day to look at, sunny and warm. "Anybody who went in that stuff yesterday.....yeah, yeah, yup this looks gorgeous, etcetera....." The sailors were all present and ready to go at the appointed time, cars locked, keys ninned in pockets, all that. Same course as yesterday, nothing new and frightening to learn. Several Sidewinders left shore without incident and sailed around beyond some docked huge boats where the starting area was set. In the process of getting between the overhead moorning lines, the Sidewinders had to go straight, turn right, turn left and proceed to the starting area. Dumpee-dumpee, they didn't make it. All this is being done one-at-a-time because of the risk of clogging the routes IF anybody did what they did do. JUST as we're ready to shove off and try our luck at remaining mostly vertical, Lin Perry came over and said that the race is being cancelled for lack of enough rescue boats.....EVERY boat out of view of the launching area is already over!

Walter and I were standing on the beach with some relatives of overturned SW sailors when a handsome "friendly native" came to tell us we shouldn't feel chicken because his wind meter at the end of the dock read a steady 40 with gusts to 50. I think the gusts were 90° from the wind, from the same side consistently. This report has been lengthy because now maybe you know there IS something in the way of wind that is TOO MUCH. AND that the travelling to be with sailors seems worth it whatever the air. As far as I know, the only damage was a bent shackle on a main sail and a badly torn jib, different boats.

The results from the one race and who was there:

First: Fred Schroth 836 Pennsylvania; Second: Lin Perry 1649 Massachusetts;  
Third: Walter Schroth 13 Pennsylvania; Fourth: Herman Slaybaugh 1463 Pennsylvania;  
Fifth: Lloyd Schrack 976 New York; Sixth: Michael Nolf 183 Massachusetts;  
Seventh: Kenneth Kozak 595 Connecticut.  
Bob Hensley 933 Connecticut registered.

Sunday after all the Sidewinders were safely ashore, one brave soul went out again! Herm Slaybaugh took Pete Nutter for a ride in a Sidewinder, but they didn't go alone: they took a third man. YOU ALL KNOW that Sidewinder is NOT rated for this much humanity on board. Sidewinder hulls have been cracked with only two men (when one is big enough). The three went for a joy ride, perhaps ten minutes. They travelled at bullet-speed, did not snill, and reported three on the same side the whole trip, and they changed sides.. Herm lucked out: his boat was not damaged.....and the Race Committee Chairman with all his experience in large sailboats REALLY ENJOYED his trip on a teeny-little Sidewinder. There is not a photograph of his face as he came up the beach. ☺

#####

REPORT - NEW YORK STATE DISTRICT CHAMPIONSHIP - August 2 1975 - Cross Lake

Steve Keenan writes: "The weekend was very hot: 98° in the shade. As a result the wind was light. Attendance was poor, only 8 boats started. ( 3 race series)

"11 A.M. races started at 12:30 P.M. due to lack of wind and took 1 hr and 25 min on a short course. By the third race wind was up and race took 20 minutes on same course.

"People beat the heat by swimming off boats.

"RESULTS: 1st - Earl Selover & son, Utica, # 733

2nd - Ed Haily & son, Rochester

(Hailey 1517 ?)

3rd - Paul Coccari & wife, Cross Lake # 1757

"The N.Y.S. District 8 will possibly be in a new location next year. We have had requests from both Niagara Falls area and Delta Lake (north of Utica NY) to host it. Also, it will probably become an open regatta once again, as most people felt the larger crowd of boats was more fun and interesting."



CADILLAC INVITATIONAL - July 26 -- 27, 1975

SUPER FUN! SUPER SUN! SUPER SAILING! The weather was absolutely perfect for our Sidewinder Invitational. Twenty-three boats were entered, with entries from various parts of Michigan, from Pennsylvania, and from Pocatello, Idaho -- Pocatello, Idaho??? Yes --- how about that! Mel Flood managed to come sail with us by way of Cleveland, Ohio and Fort Wayne, Indiana. He was given the award for having come the greatest distance. Silver bowls were awarded the sailors of the top three boats.

- 1 - Martha Garber 1085 of Cadillac w/ Larry Garber as crew  
2 - Sig Sjogren 1244 of Cadillac w/ Melissa Sjogren as crew  
3 - Walter Schroth 13 of Union City PA w/ Pat Schroth as crew  
4 - Mike Wagoner 1232  
5 - Phil Potvin 1075  
6 - Steve Braski 1168  
6 - Ron Frisoskey 1808 tie  
8 - Fred Schroth 836  
9 - Rick Streebel 1598  
10 - George Dalby 1785  
11 - Larry Schmidt 428  
12 - Bob Cole 1393  
13 - Ken Walker 1016
- 14 - Ed Bosworth 1645  
15 - Lynn Johnson 135  
16 - Mel Flood 556  
17 - Foster Winter 1071  
18 - Steve Frisbie 1392  
19 - Bill Irvine 1643  
20 - Robert Winter 1640  
21 - Charles Cummins 1783  
22 - Craig Weidner 295  
23 - Rick Stehouwer 136

Hope that we'll see all of you -- and some of the rest of you 'Winders -- NEXT YEAR!

And didn't I say that enthusiasm is catching? Two of our local yacht club members made the Schroth's trip home a bit lighter by purchasing their boats right on the spot! Our fleet now numbers 24. The new members are: Darryl Rad 13, and Charles Leister 836.

In a previous Newsletter we'd listed Fun Races on our schedule and assumed that all sailors participated in such events. Not until Pat and Walter came to our Invitational did we realize that fun races were interpreted as racing for fun and not for points. Heavens no! -- at Cadillac-Mitchell Yacht Club (which includes SW Fleet # 15) fun races are fun-and-games type races SUCH AS:

- 1) Race to various points around the lake to pick up:  
an ice cream cone, a live minnow, a can of beer or pop,  
a brick or some other object with a further clue --- ETC....
- 2) Perform antics at various docks such as:  
throw a basketball through a hoop, blow up and break a  
balloon between skipper and crew, grab old clothes from  
bag and wear, tie "a yellow ribbon 'round the old oak"  
bouy --- ETC....
- 3) Relay races: have a red team & blue team. Race to bouy,  
throw ball into team member's boat, then boat w/ball race  
back to first bouy, exchange ball w/another team member,  
etc until all team members have raced. Team that finishes  
first is the winner. --- ETC....
- 4) Races are often like treasure hunts with clues posted at  
various points. Then it's up to the skipper and crew to un-  
ravel the clue and find out where to sail for the next clue.

These "races" are usually done with a mixed fleet, and quite often some arrangement is made so that skippers are not sailing with their usual crew. Skippers are numbered, and beer cans with numbers on them are thrown in the lake. Crew has to wade in and pick up a can, then sail with skipper whose number is on the can.

Now, think of some other variations and pass your ideas along. Remember -- Sailors Have More Fun!/s/ Bob Cole, Sec'y. Fleet # 15.

P.10  
From a brand-new Sailor in MICHIGAN: "Dear Pat & Walt; Many thanks for the envelope stuffed with all those good things. Am looking forward to many enjoyable times as a member of the U.S. Sidewinder Association."....."Why doesn't the manufacturer include a clear set of instructions for rigging and sailing that could be interpreted by a genuine novice? I had never been on a sailboat, not to mention trying to rig one, when I bought this one. What an experience! I failed to put a plug in the hole that drains the bow area to the automatic bailer. Consequently, after the fourth time we capsized a mile from the launch area, we wound up dragging the boat in waist-high water back to the site. There I re-loaded on the trailer and pulled her to high ground where I drained out at least 500 gallons of water. The first launch was into 8"-10" waves with the wind at 15 MPH gusting to 20 MPH. That day turned out to be a hilarious comedy of errors.

"I bought this boat out of ignorance of her style and design. But rather because I liked her looks and lines. But since the experience of the first day we have only capsized once. I am really looking to a season of learning and enjoyment next summer." ..... "Why is the sail number different than the hull number? How does one properly care for the hull? I have given it a good coat of silicone wax and have been told since then that that is not a good thing to do. Other than thoroughly drying the sail after use, is there any other care recommended? Again -- many thanks. Hope to receive more info soon."/BL

BEAUMARCHAIS (1732-1799) "It is not necessary to understand things in order to argue about them.

G. K. CHESTERTON (1874-1936) "I hate a quarrel because it interrupts an argument."

Secretary's replies to questions in BL's letter:

- 1) "Why doesn't the manufacturer..." We are neither mind-reader nor spokesperson, but it is surely probable that they did what they could for the price. Try this: salty-talk names for the parts to be assembled can be looked up in many books. And -- maybe some genuine landlubber would like to write and draw a "better" set of instructions for assembling a new Sidewinder and send here; then there is a 98% chance of the papers getting hand carried to the proper authority.
- 2) Sail & hull numbers different? The hull numbers are according to a Coast Guard approved series. The Association keeps track of SAIL NUMBERS.
- 3) Hull care? Hah! Hydrodynamics specialists may have a scientifically supportable preference between wax and no-wax, but it can be said that a generally clean hull travels better than a scummy one. NO WAY should you stay home from a regatta because launching is over a rocky beach! We all TRY to avoid scratches, but scratches CAN be touched up. I am advised to tell you to AVOID ABRASIVE CLEANERS. Cradle the hull over winter such that it won't take on a warp, and be careful getting in the boat other than afloat.
- 4) Sail care? I once saw a man win a large race with a cotton sail that had been used for a painting drop-cloth! Sidewinder sails are not cotton, and therefore LESS care is NEEDED than for cotton. Our sails look prettiest if they've never been wadded up or had the head dragged through mud puddles on the way to the car..... but they can stand being taken home wet and dried later. Don't store them in a hot place where the folding creases will set extra. Don't put 'em in the washing machine: the soil won't hurt the sailing characteristics as much as washing! Inspect for loose threads and fix as found. If you're going to turtle the boat, choose a deep-water location: if you get mud on the Snake, he might come to life and bite you. If you like white sails, keep them clean, because once they get dirty all they are is dirty and they don't reflect so much sunny glare./ps

THERE HAVE BEEN more letters than room to print for all to share. Thanks first to those who sent compliments with reasons pertaining to the Newsletter. Three wrote at length to the effect that they do not care for discussion of class rules at the National Regatta because such discussions usually become heated. The heat is not yelling; it has been gentlemanly disputation which lasts and lasts and leaves little time for any kind of partying while we are gathered. One wanted a sailing clinic. (Perhaps??? next year ALL items for the agenda can be published in the Newsletter before the Nationals???)

ITEM ELEVEN in the 1975 Annual Minutes has already drawn more material than can be covered adequately in THIS issue.....over 4 pages so far! Your Measurer and your Editor disagree on the issue, so it will be a publishing project involving strenuous duty presenting it evenly. I'll have to be a very careful journalist. For starters now -- approximately 10% of all Sidewinders have spinnakers, and some small number of those had or have home-made on-deck launching tubes. The issue was not about speed of use. Everything else: next Newsletter. WEIGH YOUR BOAT.

CAROL & MARY PARK are about to be seniors in high school. They were 2nd in 1974 Nationals. Their dad is an excellent sailor, a popular SailMEG Dealer, and a very good sailing coach besides. Our compliments!

Fred Schroth, third, began sailing in an Optimist Pram; he says at age 6. He also sailed several years in Snipe. During his college years, he worked hard with the organizing of Penn State sailing and brought home some trophies from those travels. Fred's Sidewinder crew is his June bride, Sally Strong.

Aug. 26 - "Thank you for your reply. You asked about some information of my crew and I. We are both seniors at Indiana University of Pa.. My crew, Carol Dombrowski, is a Computer Science major and I'm a Personnel Management major. I've been racing at Lake Glendale for 5 yrs and sailing for 10 yrs. I've owned my Sidewinder for 5 yrs and previously crewed on a 420 and a wooden Moth.

"Carol's been crewing for me for a year and a half. She took a sailing course at Indiana that helped considerably.

"The non-stock features on my Sidewinder include an adjustable outhaul to the center of the boom, boom vang, jib sheet cleats (last two won at Nat'l's at Lake Erie), and tiller extension. My boat is rigged for a spinnaker but we never use it. I believe it should have 25 more sq ft to make it worthwhile to fly.

"With 2 races remaining at Glendale, the standings are: 1) Carol & Mary Park, 2) Jeff Young & Carol Dombrowski, 3) Larry & Cheryl Booth.

"As far as racing tips go, I'll be more than happy to divulge some information for the next Newsletter when I have more time to organize my thoughts. One thing I did notice at the Nationals at Lake Glendale was that many sailors were hindered because they could not find 'clear air'. In a large fleet boats tend to crowd together and slow each other down. This allows the leaders to gain more distance. It is usually advantageous to tack to get away from the other boats during light to moderate breezes. Sincerely yours./s/Jeff" Young, Fleet #7 - Lake Glendale

FROM the advertised specifications: Sidewinder Main - 80 sq. ft., Jib 37.6 sq. ft. Walter & Pat measured a new spinnaker and calculated the zillions of square inches and say there is something over 80 sq ft of cloth in a spinnaker. At 5 "Nationals" and other regattas, the front quarter of each race had some with and some without spinnakers. We claim expertise sufficient to state that hideous losses are possible by fouling the hoisting or dousing of a spinnaker, and that we don't even have to try hard to foul winging-out the jib. Walter says tell you the major sailing magazines have lots on spinnakers over five or more recent years.

P.12.  
broken record - repeat - broken record - repeat - broken record - repeat - bro  
Your TRAILER: if the wheels have been submerged as in ramp launching, you  
could have a problem unless you see the mechanic at the best place you know.  
The bearings can rust and need replacing. Ask and see that you get a suitable  
grease job for those trailer wheels. It's your trailer; you decide.  
ken record - repeat - broken record - repeat - broken record - repeat - broken

QUESTIONS - ? ? ? ? ? ? ? ? ? ?

What is a go-fast? What is a convenience? Can - should the skillful way  
be legislated? Have you the right to do something stupid? Has another sailor  
the right to do something stupid? Is it a requirement to want to achieve  
first place? Which bits of bluffing and gamesmanship are fair to play on whom?  
Are 4/5 of the Owners outside the Association because all we do is race? Because  
they have more gadgetry or less? Because we haven't turned around to see that  
they could sail at all? Do the 5/6 of our membership who stayed home from the  
regattas think those who go are all hot-shots? etcetera . . .

#### THOUGHTS ON REGATTAS !

OFTEN we as competitors seem to forget that the people hosting a regatta, and  
especially the individuals manning the Committee Boats, are doing it voluntarily.  
There are very few regattas in the world run by professionals.

We at Cross Lake Marina have hosted a number of District, State, and National  
sailing class regattas. This would not have been possible without the assistance  
of hours of volunteer help from members of the Cross Lake Sailing Association.

As competitors we often are not aware of the small (?) problems that the  
Committee of volunteers is faced with:

- 1) Arranging for Committee and Patrol boats. Most times these are borrowed  
from friends who do not even sail.
- 2) Equipment failures: engines that break down, anchors that don't hold,  
buoys that sink or are stolen.....
- 3) Weather: high wind, no wind, 180° wind shifts at start or finish line...

These and so many other things make the volunteer Committee's life miserable.  
The competitor with his petty complaints (the start was late, the line was set  
poorly, or the wind was not to his liking) make Committee people wonder aloud,  
"How did I get involved in this?"

REMEMBER also that the volunteer most likely does not own the class of boat  
racing and, indeed, may not own a sailboat at all.

So, next time you're at a regatta and you cross the finish line, instead of  
a gripe, yell - THANKS, COMMITTEE! YOU RAN A GOOD RACE! Then, later, you can say,  
(oh, by the way ... )

When the Crash boat pulls along side to pull you out of the water, say Thanks!  
Don't complain about the shifty wind on his damn lake; you're the one who has to  
learn to handle wind shifts.

Remember the next time you're at a regatta: WITH NO COMMITTEE, there is no r a c e...  
/s/ Steve Keenan

GEORGE D. PRENTICE (1802-1870) "Why can't the captain of a vessel keep a memorandum  
of the weight of his anchor, instead of weighing it every time he leaves port?"

- END -