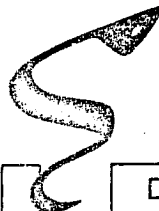


SIDEWINDER



NEWSLETTER

PUBLICATION OF THE UNITED STATES SIDEWINDER ASSOCIATION

October/November 1978

Hello Sidewinder Sailors,

All of the 1978 Sidewinder Regattas have been hosted and you can read about the results of the last two regattas in this newsletter--the Sandusky Haul-Out Regatta and the Springfield regatta. We want to thank the sailors who participated in the regattas and the sailors who hosted the regattas. It was a successful season.

Within the covers of this newsletter...

Richard Gibbs, designer of the Sidewinder, has written an article dealing with the one-design concept of sailing.

Paul Riemer, Sidewinder sailor of Hayward, Wisconsin, has written to the membership showing us his ideas he used on his boat.

Larry Carber, President of the U.S. Sidewinder Association, has a "Get to know your Officers" column.

Dave Garber, son of the President, has written an article about his Youth Sailing experience this past summer.

Tom Baugher, Publicity Chairman for USSA, has some thoughts to share with the membership and has written a Springfield regatta report.

Fred Schroth, Past-President, has written about the Sandusky Haul-Out Regatta.

Quite a list -- we hope that you enjoy the articles.

Also, included in the envelop is a flyer for USYRU (United States Yacht Racing Union). The organization benefits many aspects of sailing. We follow their rules while racing around the race courses, they host regattas such as the one that Dave Garber tells us about, they support the U.S. Olympic Sailing Team, etc. It is a great organization and as a member you will receive a current rule book, a USYRU Patch, a USYRU decal, and a monthly USYRU newsletter. They support the sport of sailing in anyway that is possible. Look over the enclosed flyer and then send USYRU your dues.

CAP & MKP

Richard Gibbs, the author of this next article, is the designer of the Sidewinder. The Sidewinder is by no means the only sailboat to his credit -- but we don't need to talk about the competition. Mr. Gibbs wrote an article for the newsletter at about this same time last year and we think you'll enjoy this article also.

ONE-DESIGN WHAT DOES IT MEAN?

$$\text{Rating} = \frac{Ls + \sqrt{SA} + F + b + D + P + A + H + C - Kx Pf}{2}$$

2

The Above, Some believe describes a one design. It is the cruiser/racer rule under which the America's Cup boats are raced. However any factor-- beam, sailarea, draft, displacement etc, may be changed so long as the calculation produces a rating of 12.

The "Little" Americas Cup, raced in C class catamarans, is an IYRU class that states the length beam and sail area of a catamaran. The recent successful boats have "sails" that look like airplane wings yet have a stated sail area of 300 sq ft that keeps them within the rule for this competition.

In the above two illustrations, millions have been spent to produce a faster boat within their rules.

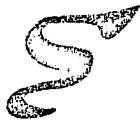
The other end of the spectrum of "one-Design" are the rigid one designs like the Laser and the Sidewinder, who allow no changes with even sails that must be from the original loftings and be the same sailmaker. Within these classes no amount of money can develop a faster boat.

Let us view the one design problem by the lesson of the two extremes. Considering the latter, a rigid one design provides a vehicle to measure the skill of the helmsman and crew. Considering the former (catamarans and 12 meters) two more factors to measure are introduced. One being the expertise in the hands of the designer or sailmaker and the second being money enough to buy their services.

At or Between these two extremes lie our one design activity. Most classes begin with a rigid onedesign concept. Most end up somewhere in the grey area between the two extremes. A typical case is the Thistle which has no less than three masts that one may choose, all of which have varying characteristics. The Thistle has, even within the glass hulls, dissimilar boats in existence, not by accident but quite intentionally by the builders and known by the owners. These steps were all in a quest to make the boat more modern, more competitive to other boats, faster etc. These steps leave the owner in the rather peculiar position of not knowing for sure if his boat is as fast as another. His solution can only be (provided he wishes to be competitive) to "BUY AND TRY!"

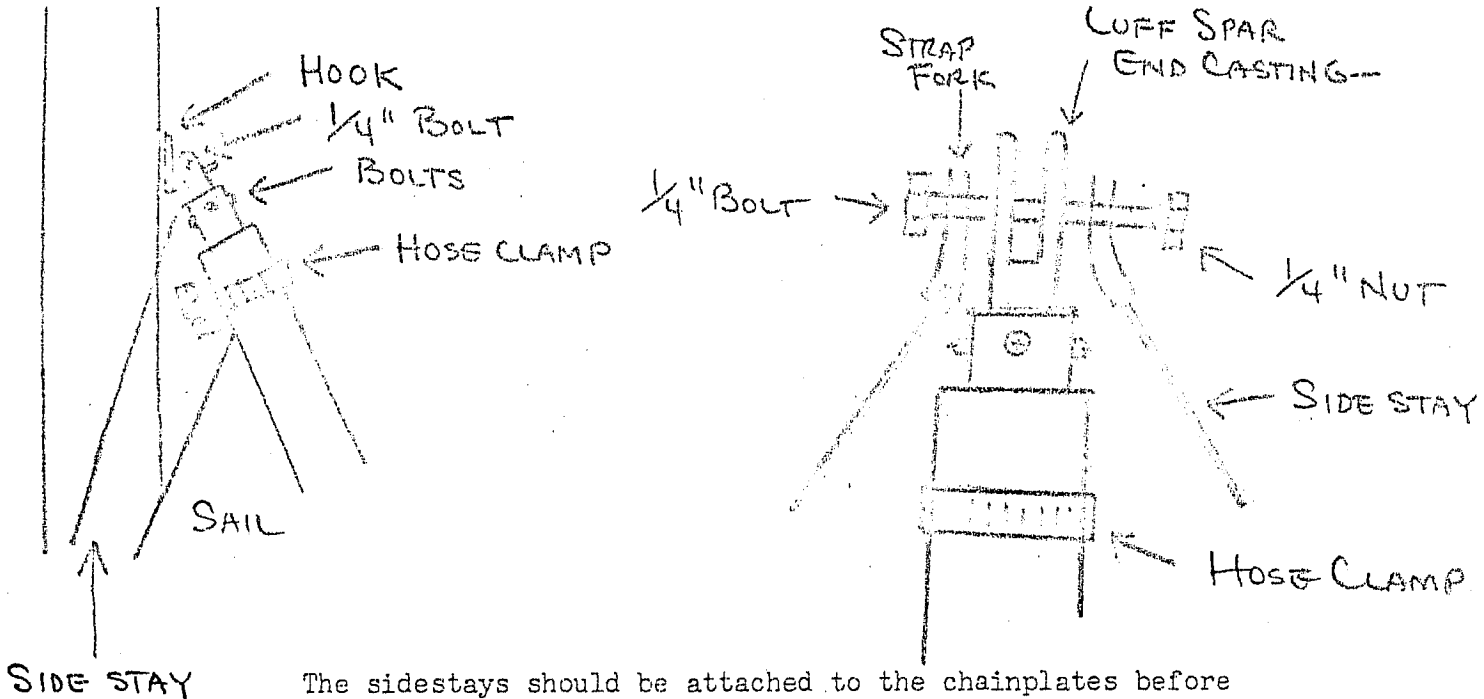
Is the one design intent well expressed by the postulation:

IF IT DOES NOT MAKE THE BOAT FASTER THERE IS NO REASON FOR IT.
IF IT MAKES THE BOAT FASTER THERE IS NO JUSTIFICATION FOR IT.



U. S. SIDEWINDER ASSOCIATION

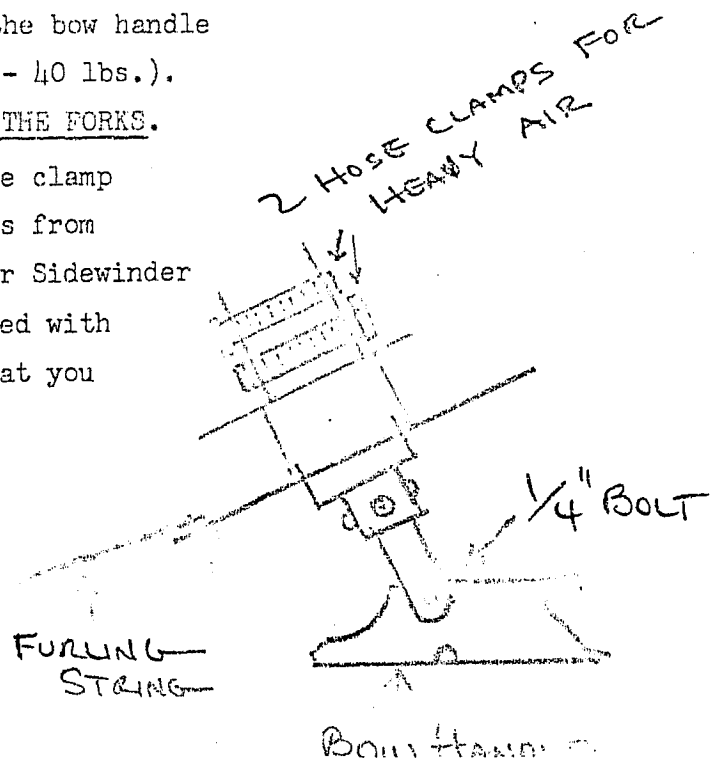
Over the years there has been confusion about the rigging of the Sidewinder jib. The following pictures and words describe the "RIGHT WAY". We have seen and tried many other ways. Some have worked. Most have broken. In a combined total of 17 summers of Sidewinder sailing my father and I have never broken one end casting with the jib rigged as it is described below.



The sidestays should be attached to the chainplates before the luff pole is attached to the bow handle. The stays should be so tight that to fasten the pole to the bow handle you must pull downward on the pole (30 - 40 lbs.). The bolts should be snug but NEVER BEND THE FORKS.

With the exception of the second hose clamp all of these parts have been stock parts from MFG since 1971. Even if you bought your Sidewinder without a jib the sidestays were supplied with the strap forks drilled out to 1/4" so that you could rig your boat in this manner.

Fred Schroth



On the preceding page we described a proper method of rigging the jib. The following is an article from a sailor who did not rig his boat in that manner. When he sailed his boat downwind, the luff pole jumped off the hook. The pole fell to one side and tore the bow handle right out of the boat. The original letter from Paul Reimer was quite lengthy. We edited it but only after lengthy discussions. Paul sent six beautiful pictures, and not using them was rather criminal on our part.

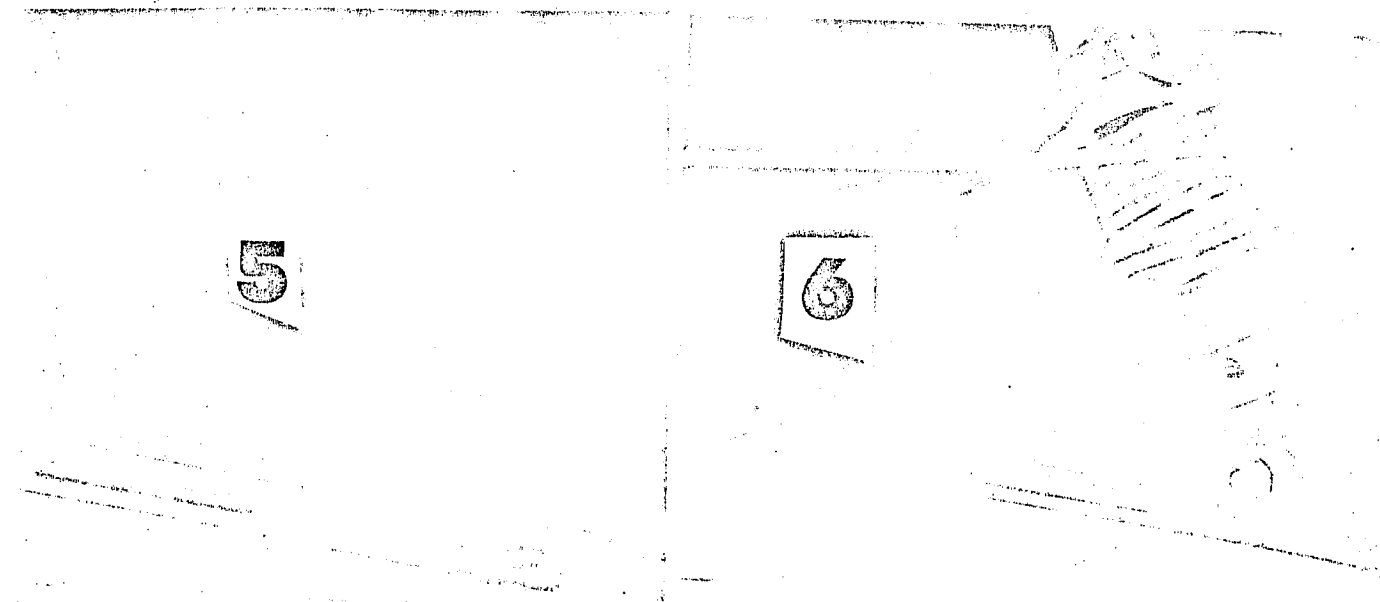
This article was sent in by Paul Reimer. As you read through and look at the pictures you may decide to use his ideas on your own boat.

"... I'd like to share some jib modifications that were done on my Sidewinder. When I recieved the newsletter yesterday I felt that maybe it was time I got some of these ideas down on paper. Enclosed you will find a set of photos that will help in the understanding of the modification.

Photo 5 A plate was made to fit over the hole in the bow of the craft, and an eyebolt was put in place by using a large fender washer as backing and then pulled up tight. The final touch was added when a guide was formed from a piece of flat iron stock. The guide gives positive control to the jib furling line.

Photo 6 Shows the entire assembly after completion. Note** The jib may also be attached to the plate on deck by using a standard screw pin shackle.

New plugs were machined to fit in the jib ends, were threaded and fastened in place. Then the ends were threaded to accept a 5/16" eye bolt.



Well I hope I've not been to long winded. Feel free to use whatever information might help other skippers with the same problems. If anyone has any special comments about the modifications I sure would like hearing from them."

Thank you
Paul Reimer
Rt 6 Box 295
Maynard, Wis.
54843 Snail # 1813

Larry Garber, the Association's newly elected President, and the First Lady, Martha Garber, can also be called Mr. and Mrs. Consistent. During the Nationals at Sandusky, Ohio this past summer they took 4th place during each race on Saturday and then on Sunday they took two 2nd places. A 4-4-4-2-2, talk about a consistent record! Jeff Young, John Harvey, and David Swartz all came close to being as consistent but Larry and Martha really top the record. Their overall second place finish at Nationals may or may not be a peak but it's the best they have placed in Nationals to date. In this next article we get to know our new President.

GET TO KNOW YOUR OFFICERS COLUMN

Having grown up in a sailing family, sailing is something that I have always done. Initially I sailed on the family keelboat, a 28-footer without power. When I was 9, my brother and I acquired an elderly Snipe. We learned a great deal about sailing (and also the repair and upkeep of wooden boats) with the old Snipe. Unfortunately, however, I never raced it as there was no fleet locally at that time. Scow racing was the big thing in our area at that time and I crewed some on a very old and very, very slow C-boat. It was fun but we certainly continually watched the races from the wrong place. Neat memories of early sailing includes sailing a 26 foot sloop from Connecticut to Muskegon, Michigan with my father and brother and also sailing in the Bahamas.

My second experience resulted in addiction to sailing in the Caribbean in that it continues to increase in severity.

Unfortunately at medical school, the army and post-graduate training resulted in an involuntary halt to sailing but since moving to Cadillac (home of Fleet 15 in 1965, I have done my best to make up for lost time. Initially I raced a Butterfly in handicap races and though we were competitive, even winning was not as much fun as racing in one-design fleets. Fortunately I have a family that loves to sail and so they put up with my addiction to the sport which also includes racing big boats on Lake Michigan, wind surfing, and iceboating.

In 1972, Fleet 15 got started and since then Sidewinder racing has been our major interest. I guess having the Nationals here in 1976 really got the Garbers going. Getting clobbered by your 13 year old son, is a great stimulus to improve your sailing. Though I think this over-the-hill tandem (Martha and I) probably peaked this summer, we hope to continue racing snakes.

For those of you who are sick of looking at Garbers drinking a beer in 1085 between races, forget it, my father still singlehands a small keelboat at 82 years young.

Larry Garber

Dave Garber, along with his crew, Rick Baird, has been doing well in the Sidewinder Nationals the past three years. This past summer he took part in the Youth Championships which are sponsored by USYRU (the United States Yacht Racing Union). Because there are no eliminations for the Youth Champs, Dave had to apply which meant listing his racing achievements. The Sidewinder Association gave him the chance to compete at the national level and because Dave has done so well in the Sidewinder Nationals he was accepted to go to Annapolis, Maryland and take part in the Youth Championships. With the backing from his parents, Dave made the trip and in this article he tells us about the summer experience.

Last spring, Carol and Mary Park suggested that I apply for the U. S. Youth Championship. I was accepted and now they expect me to write about it.

The championship is held for anyone 18 years of age or under. To be accepted you have to tell them what major races you have done well in. Fortunately I placed in the Sidewinder National for 2 years and they accepted that as a valid reason for being in the Youth Championship.

The championship which was held in Annapolis, Maryland was divided into two divisions; Lasers for singlehanded sailors, and 420s for the doublehanded teams. I applied for the singlehanded division and was accepted to sail in a Laser, perhaps unfortunately as I was unable to hold it down.

Nonetheless I was really impressed by Annapolis, and certainly pleased to be able to sail in the Youth Championship. Everything is geared to sailing in Annapolis. All the competitors stayed in the dorm at the Naval Academy, and we used the Naval Academy's sailing facilities. I had never raced on an ocean or any large body of water where there was a current. It was really a learning experience for me. Being on a starting line with 80 boats is also just a bit exciting. People came from all over the U.S. and the competition was great -- possibly second only to the Sidewinder National competition. The winners go to Perth, Australia to race in the World Youth Championship this winter. I am sorry to say that I'll be spending my winter iceboating and skiing in Northern Michigan.

I'm looking forward to looking back at all of you at next year's Nationals.

Dave Garber

From the Publicity Chairman

Tom Baugher

Thoughts on the Association

The only things that have in the past, held this association together thru thick and thin is:

- 1) Complete compatibility between owners of Sidewinders. You will find very few personality conflicts in this class and a general feeling of "lets have a good time" attitude.
- 2) The total commitment of people like Fred Schroth, Larry Garber, Pat Schroth, Walter Schroth, the Park girls and may others who spend countless hours promoting, sailing, writing, etc.
- 3) The Sidewinder boat itself which performs to the point that, over the boats I've sailed "nothing comes close!"

What are we missing in our association?

- 1) Strong Organization! The only way I can explain this is by using the Flying Scot as our example. The Flying Scot has an independant company to set up the sailing organization's books, expenses, etc. This independent company is being paid by manufactures, dealers, sailmakers, dues paid by all Flying Scot members, so everyone gains by the progress the company achieves.
- 2) Advertising, this is a result of organization, and of course financing Nationally recognized sailmakers helps.
- 3) More exposure, making noise in the local paper when ever possible. One of the best ways is to offer a free sailing clinic. Work it thru your local dealer, most newspapers will jump at a community sanctioned event like this. I am experimenting with this idea right now.

It's easy to sit back and criticize things not going the way they could. With the Sidewinder as an object of improvement and promotion, it brings excitement and satisfaction to dig for answers; "for I know there are many people working along the same lines to which we will all benefit."

Please have members send me suggestions and ideas on how to promote our Sidewinder.

Tom Baugher,
65 Fulmer St.
Akron, OH
44312

SANDUSKY HAUL OUT REGATTA

The Sandusky Sailing Club invited the Sidewinders to come sail in their invitational regatta. This is the fourth year that we have sailed in this annual regatta. Thistles, Interlakes, Mirror Dinghies, Fireballs, Lasers, Javelins and Force 5s all came to the Haul Out Regatta.

Five Sidewinders entered in the regatta and were greeted with 20 mph winds Saturday afternoon. Fred Schroth and Bob Daly came from Union City, Penna, Tom Baugher from Akron, Ohio, Jim and Margaret Pojman and Charlie Rose from Parma, Ohio, and Len and Laura Feldman from Johnstown, Penna.

We were pleasantly surprised at the skippers meeting to find that we were sent out to race the same course as the Thistles, Interlakes, and Fireballs, and not on the littl boats course.

Fred and Bob took the lead and passed their first Fireball before the first mark. Len and Laura were second and Jim and Charlie were third around the mark. By the end of the race Fred had sailed two more Fireballs and one Interlake. Len broke his tiller extension and was passed by Tom for second. Jim was by the line just behind Tom for third.

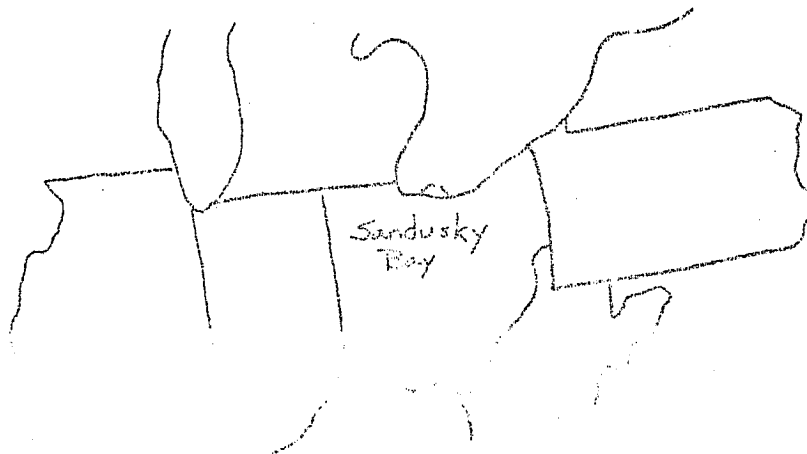
None of us could figure out a way to fix Len's boat while on the water but Len stayed out for the third race and held directly on to the tiller. Jim had to go to Cleveland by 6:30 so he did not sail in the second race. Tom took the lead at the start and with Len close behind took off for the first mark. Fred split tacks and Len was slowed by this inability to hike out without a tiller extension. Fred passed Tom at the first mark and the two plaining Sidewinders chased each other to the second mark. Tom gained ground on the next leg and when the boats turned to go upward again, Tom broke his main halyard. We finished exhausted and soaked but it was a fun ride. Just before entering the sailing club basin we rode out out of those snapping planes you dream about.

The third race everybody tried the lead on for size until Tom decided that it fit just before the finish. Len and Laura crossed second and Fred cut Jim and Charlie off at the finish. The racing was finished by lunch time and we all got together at Wendy's before the trophy presentation. During lunch we discussed the Springfield regatta and we all are planning on making it another fun regatta.

At the trophy presentation:

Fred Schroth	Bob Daly	1	1	3	4 1/2
Tom Baugher	Margaret Pojman	2	DNF	1	5 3/4
Len Feldman	Laura Feldman	4	2	2	8
Jim Pojman	Charlie Rose	3	DNS	4	12
Bob Daly		DNS	DNS	DNS	15

- Fred Schroth



Sailors started arriving at 9:00 despite the mid to low 40° temperature and 20 mph wind with drizzle. Dave Schwartz and crew, Ernie, arrived first then Fred and Sally Schroth arrived close behind. Norm Schafer and crew, Jeff, live by the lake and with a few minor repairs they were on the water. My mom, Jean Baugher, ran the race committee and my sister, Susan Howard, was my crew.

We postponed skippers meeting until 11:00 to allow time for launching our boats. After setting a course we eagerly anticipated our start.

Just 7 minutes before the start a steady 30 mph blast of air moved down the lake. As our white flag dropped 1 minute before the blue flag, the wind gusts were estimated 45-50 mph! We called The race. Fortunately no one flipped over, they all kept a cool head and got to shore safely.

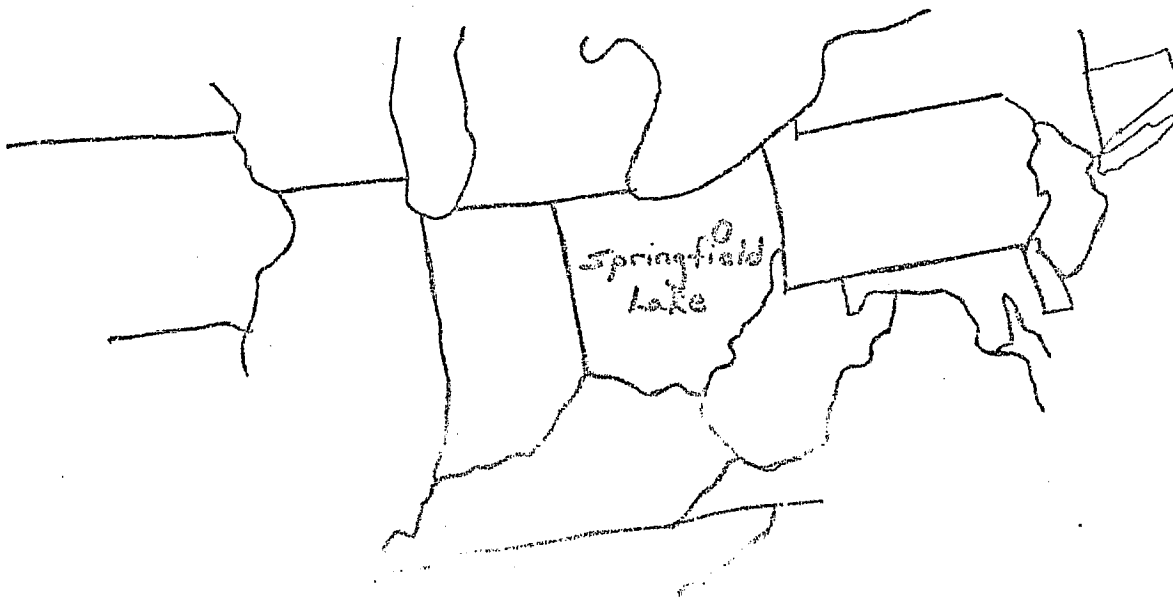
The temperature never got above 45°. Cold and wet we agreed not to go back out.

Norm Schaber invited us to his home, so there we spent the afternoon talking and recuperating, taking a welcome advantage of Norm's hospitality.

In retrospect we had a disastrous day but: "With the friendly attitude of those involved we are still looking forward to our next regatta." We enjoyed our afternoon despite the weather!!

Tom Baugher

Publicity Chairman



FOR SALE

3-1978 Sidewinders, sell as a package or individually, green hull with cream tops. \$1175

1-1976 Sidewinder, orange top with white hull. \$1095

1-1976 Sidewinder, cream top with blue hull. \$1095

Contact Bill Park, Centre Marine, PO Box 761, State College, Pa., 16801

These Sidewinders were used just three weekends in August in care of the Centre Marine Sailing School.

WANTED

One suit of good condition Sidewinder Sails.

Contact Jim Pojman, 5543 Ridge Rd., Parma, Ohio, 44129

OFFICERS ADDRESSES

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Larry Garber
201 Patrie
Cadillac, Mich
49601

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401 Bessener Ave.
Apt 3
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15112

Publicity Chairman
Tom Baugher
65 Palmer St.
Akron, Ohio
44312

Co. Sec/Treas.
Carol and Nancy Park
537 Kemmerer Rd.
State College, Pa.
16801

Dear Sidewinder Sailors,

A Sidewinder #A453175B has been stolen from Lake Carnegie at Princeton, NJ. The theft was discovered Saturday September 23, 1978. The hull, standing rigging, and jib were taken. Purple hull, white deck, Schaefer jib cleats.

We expect the following items to be ordered sooner or later:

- 1) Both or one shroud cut to disassemble boat
- 2) Main sail not on boat
- 3) Tiller extension

Please contact: Ray Keim, Princeton Sailing, 63 Jefferson Rd.
Princeton, NJ 08540

or contact the owner: Regina Pasche, 24-14 Fox Run Drive, Planisboro,
NJ 08536.

Don't put your boat away for the winter with a broken part and wait until spring to order your new parts. You can beat that spring rush by buying your parts in the fall.
MFG Boat Co., 55 Fourth Ave., Union City, Pa., 16438.

Grease your trailer's wheel bearings regularly. The job will take you one hour your first time and 15 minutes forever after.

Clean your trailer before winter storage. Support your boat well- spread the load. Never leave water in the boat during the winter. Take your jib off of the luff pole for the winter. Get together with your fleet this winter

