
❖ CR 914 NEWS ❖

Issue 25

JULY-AUGUST 2000



For pages 2 -12, see 914 NEWS July-August 2000 (2)

On the Cover

Two CR 914's heading for the leeward mark encounter a strong puff. Chuck Winder's #888, sailed by Kevin Dooley, starts to pitchpole as Hatch Brown's #217 enters a broach. Notice the white water covering #217's deck and the wave and white water generated by her main boom.

Kevin hailed: "Overlap! Give me mark room!"

The photo was taken during the Seacoast Science Center Regatta in Portsmouth, NH, on August 20, 2000. Many excellent photos were taken because we did a "Photo Shoot" while the other division was racing. The boats were intentionally sailed close together and as close to the camera as possible. The fresh and gusting wind and great light made it a good opportunity.

Chuck Winder took the photo using an Olympus 2500 digital camera set on fully automatic. A 1.45X Tele Converter lens was used. The image was recorded using Olympus' SHQ resolution, JPEG format and an image size of 1712 x 1368 pixels.

The photo in living color is planned for the cover of MODEL YACHTING, the AMYA quarterly. The CR 914 will be featured in the issue that will be mailed in December.

Now is the time to join the AMYA.

Editor

Inside This Issue

Join AMYA	2
Changing Channels in the Boat	3
Class Secretary's Report	3
Fleet News	4
Boat Camera	5
CR 914 Distribution in US	6
Sources for CR 914's	7
New Registrations	7
Battery Management	8
Regatta Announcements	9
BOATYARD	10

Join the AMYA

Now is the time to join the AMYA for two good reasons.

1. The next issue will feature the CR 914 including a color cover photo.
2. By joining after October 1, 2000, your membership will be effective through December 31, 2001. And you will receive all four issues of *MODEL YACHTING*.

Anyhow, if you plan to attend the nationals in November, AMYA membership is required. So join October 1.

Use the AMYA application form bottom of page 11. Or call Michelle at 888-237-9524.



Chuck Winder Photo

CR 914 #97 (Kevin Dooley) demands mark room from Biff Martin's "J" Boat (LOA ~90 inches, 60 pounds) at Redd's Pond in Marblehead.

Some boats are more easily transported than others

Happiness is:
wanting what you get.

Ann Landers

Class Secretary's Report

Feature Article in AMYA Magazine

The CR 914 will be the featured class in issue 121 of the AMYA magazine. This represented a huge task to create the article and photos for submission by September 10 this year. The magazine will get to you in December, if you are an AMYA member.

That's my excuse for the NEWS being late again this issue.

NEWS Copy

I am always looking for articles from you, the owners and subscribers.

ALWAYS LOOKING FOR GOOD PHOTOS.

(Does this sound familiar? I will keep showing this message until there are results!)

Send photos showing your people, venue, club house. After all, it's the people that make the sport great.

- Action shots of 914's are what we need. Telephoto close-ups. Boats in strong winds submarining, pitchpoling, planing with big bow waves, etc.
- Good photos of innovations that improved your boat.
- Humorous photos are always good.

Registrations

This month there are ~700 boats registered and ~270 subscribe to the NEWS. Of those 50 owners are warned that this issue is their last issue unless they renew. We also usually send out courtesy copies to potential owners and others who might help the class.

We are always open to suggestions about what will make the NEWS better serve the owners. Please send me your ideas.

Good sailing,

Chuck Winder



Steve Lang Photo

Changing Channels in the Boat Made Easy

One problem created by the talents of people like Larchmont MYC's Buttons Padin is addressed in the photo above. Buttons regattas typically draw ~50 boats but there are only 36 radio channels available.

There may be 50+ boats at the 2000 Nationals. Even at regattas with smaller numbers it is often necessary to change channels.

This requires that an owner frequently must change channel crystals. It is easy

to change the transmitter crystals, but the boat is more difficult.

The photo is a view into the main hatch. Steve Lang, Evergreen, CO, shows a solution to the problem by re-locating the receiver in the servo board to port under the sweep of the sail servo arm. A suitable hole is cut in the servo board.

The arrangement puts the crystal in a readily accessible location.



Chuck Winder Photo

WHEW! #888 on port tack just clears Jose Venegas, #222

FLEET NEWS

What you read in "Fleet News" is, for the most part, what your fleet representative has sent to me. If you see no mention of the activities of your fleet, send me some news, Editor

After a couple weeks of exposure at our club, another five club members have expressed interest in making the investment and joining the fun. I anticipate continued growth over the next few months as we get organized and give more people an opportunity to get their hands on the controls of these little rocket ships.

LARCHMONT YC Larchmont, NY

The CR 914 racing season started Labor Day after the usual summer hiatus. Eleven boats sailed 14 heats. Top finishers were:

1. Bizzy Monte Sano
2. Dave Watt
3. Buttons Padin.
4. Nick Langone

The input from the fleet indicates that Sundays at 10:00 is the best day to sail until the regular big-boat sailing season ends.

*Buttons Padin
erpadin@aol.com
914 834 5476*



Steve Moussas Photo

BETWEEN HEATS at Region 1 Regatta, Redd's Pond, Marblehead
Sasha Kavs, #7 looks at son Alex's boat. Biff Martin beyond.

The excitement continues to build as the race season for the 914 at Windycrest begins to take shape.

*Terry Rainey
rainey@webzone.net
(918)369 5493*

Atlanta America's Cup Club Atlanta, GA

By Randy Phillips
Club activity has been slow this summer due to big boat sailing. Interest is continuing to build in the club and membership is growing.

We have also obtained fleet status at the Lake Lanier Sailing Club (www.llsc.com) and have initially scheduled every even numbered Friday as a race day. There are currently 10 charter members.

We recently voted to adopt the bow bumper requirement. Since CR 914's are so fast and sail very close to other boats, the bumpers have prevented hull damage.

*Commodore Randy Phillips
jrphilli@bellsouth.net
(770)962 7279*

KITTY HAWK CLUB Kitty Hawk, NC *By Ed Waters*

Our fleet sailing out of Martin's Point Yacht Club consists of 2 boats sailing and 4 boats still under various stages of construction. Now that the summer schedule is about over, I hope the rest of the fleet will hit the starting line. We are located in Kitty Hawk, NC the home of aviation., on the outer banks.

*Ed Waters
docedwat@earthlink.net
(252)261 6984*

WINDYCREST YC Tulsa, OK

By Terry Rainey

Windycrest Sailing Club is located west of Tulsa, Oklahoma, in the northwest corner of the state on Keystone Lake. After we were exposed to the 914 early this summer a charter group of ten club members ordered boats in early July.

We now have five boats complete and sailing on a regular basis and five more close to completion.

Since the first week of August, we have raced most Saturdays and have had a couple of informal regattas at the club to generate some excitement for the new fleet. The most effective event was run in front of the club during the annual Labor Day Brunch. Lots of interest and much excitement was generated about the 914.

Conscience is:
the inner voice warning you that someone may be looking

From Ann Landers

Lakes Yacht Club Palm Desert, CA

On Sunday, September 11, Vice Commodore Buz Radoff, Rear Commodore Chuck McNeil, and Steve Vogel were the first three skippers in the fleet to sail. They had a ball racing in winds of about 5 mph.

All other members present and wives had a chance to see how much fun it was to sail the boats.

Following this first successful racing session the news will spread in the community and we'll have a large crowd to witness the racing excitement from here on in.

Regular Sunday racing sessions will be from 3 PM until 5 or 6. Currently, there are ten boats in the fleet.

We expect to recruit 15 or 20 additional members when everyone returns to our country club from their summer vacations and gets bit by the sailing bug.

Commodore Marvin Rosenberg
n6ijz@aol.com
(760)658 6177

San Diego YC

By Sandy Purdon

The San Diego Yacht Club Model Yacht Fleet regularly has 10+ boats racing this summer. We race off the front deck of the SDYC main club house at 5 PM on Friday evenings. This is in front of our club bar so, by design, we get a lot of interest.

With over 45 members in the fleet, the activity is picking up monthly. Everyone is welcomed to participate. We have no dues, no crews, no slip fees, no lunches and no bottom cleaning. We race the three-piece Lasers, the more involved kit built Cup Racers (CR 914) and the custom Open Class.

The Laser and CR 914 are raced together. They seem to be close in wind speeds of 5-10 knots. Under 5 knots the CR 914's are better. The CR 914's are better at tacking and one can respond better with the CR 914.

Staff Commodore
Sandy Purdon
619-224-2471
HPPurdon@cs.com.

Virtual Model Sailboat Racing Yacht Club

Bellevue, WA (Seattle Area)

By Jim Owens

We race every Sunday at 2 PM. We have 27 boat owning members in the VMYSRC. About 20% show up on any given Sunday.

Rick Martin, CR 914 NEWS Japan correspondent and expert skipper, plans to race with us on September 17.

For racing in the Seattle area contact:

Jim Owens
jimowens@msn.com.
425-455-0932

BoatCam

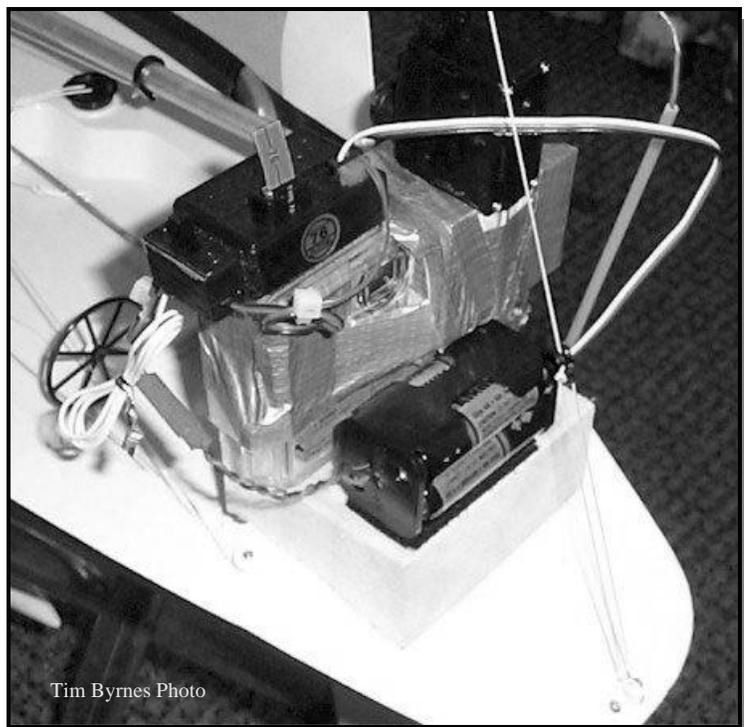
Tim Byrnes, #351, not to be outdone by IACC TV coverage, mounted a camera on his CR 914.

The photo shows a small camera mounted on the stern of his boat. It is part of a bundle which includes a full radio system; Rx, switch, servo and batteries. The servo actuates the camera shutter.

The installation probably does not enhance boat performance

To view BoatCam photos visit his website. Tim lives in Troy, NH.

Tim Byrnes
tbyrnes@webryders.com
www.rcsailing.com
(603)242 7915



Tim Byrnes Photo

CR 914 Distribution

The data in the tables include all the CR 914's registered since the class was sanctioned by AMYA in 1994. In that time Worth Marine has sold over 4000 boats.

Some observations:

- More than 700 boats are registered.
- Not all owners are AMYA members.
- Many owners joined AMYA but did not continue as members
- Many are no longer active for many reasons.
- Some have been sold without notifying the Class.
- A few may never have been built.

The early growth was on the East Coast starting in Marblehead where Worth Marine

State	Boats
Massachusetts	129
Maryland	100
Connecticut	51
New York	51
Colorado	39
Virginia	33
California	30
Illinois	28
New Jersey	21
Tennessee	17
Texas	16
Florida	14
Minnesota	14
New Mexico	14
Ohio	13
Georgia	12
Washington	12
Pennsylvania	11
Maine	10
Missouri	7

is located. Growth was rapid in New York area and Annapolis because of the huge boat shows in those areas. The same is true of the Chicago area and Ohio. (Worth Marine promotes the class at major boat shows.)

The table at left lists the top twenty states in the order of how many boats are registered.

Colorado is Fifth More recently Steve Lang, #530, has aggressively promoted the boat in Colorado. His fleet

already has 39 boats and is still growing.

There are fleets growing at San Diego YC (Commodore Sandy Purdon) and at the community at Palm Desert, CA, (Marvin Rosenberg). Seattle area has a fleet under the guidance of Jim Owens.

The fleet is definitely moving West.

CR 914 DISTRIBUTION BY AMYA REGION

Region 1 Total 216		Region 2 Total 173		Region 3 Total 88	
Maine	10	Pennsylvania	11	Washington DC	4
New Hampshire	4	Maryland	100	Virginia	33
Vermont	3	Delaware	3	West Virginia	0
Massachusetts	129	New Jersey	21	North Carolina	5
Rhode Island	6	New York (zip 100-119)	38	South Carolina	2
Connecticut	51			Tennessee	17
New York (zip >119)	13			Mississippi	0
Eastern Canada	0			Alabama	1
				Georgia	12
				Florida	14
Region 4 Total 71		Region 5 Total 74		Region 6 Total 45	
Michigan	4	Utah	0	Washington	12
Ohio	13	Colorado	39	Oregon	2
Kentucky	0	New Mexico	14	California	30
Indiana	2	Arizona	1	Nevada	0
Illinois	28	Oklahoma	4	Idaho	0
Wisconsin	2	Texas	16	Wyoming	0
Minnesota	14	Arkansas	0	Alaska	0
South Dakota	0	Louisiana	0	Hawaii	0
North Dakota	0			Canada	1
Nebraska	0				
Kansas	0				
Iowa	1				
Missouri	7				

Science Center Regatta Portsmouth, NH Aug. 20, 2000

New owner Greg Vasileff, 740, sails to windward of Hatch Brown, #217, in a fresh breeze.



Chuck Winder Photo

CR 914 Sources

The following sources sell the standard very complete kit for \$449 plus \$10 for shipping and handling. The first three also will supply a fully built boat, though recently Worth Marine has temporarily stopped building.

Worth Marine, Greg Worth, also displays at many of the major full-scale boat shows. He often offers discounts at the shows. See the boat show schedule on page 12.

At the shows Worth usually has ~three CR 914's sailing on an indoor pond with fans.

Chesapeake Performance Model Yachts, Dave Ramos, does some incredible hull graphics. He has stock graphics or he will customize. Contact him for specifics and prices.

Thin Air Model YC, Steve Lang, sells kits and builds boats, too. He also offers a few things such as a package for the boat having NiMH batteries, an external switch, etc. Contact him for prices and delivery.

US DISTRIBUTOR

Worth Marine,
Greg Worth, Marblehead, MA
(781)639 1835
<http://www.worthmarine.com>

DEALERS and BUILDERS

Chesapeake Performance Model Yachts,
Dave Ramos, Annapolis, MD,
410-647-2837 (Delete 800-565-3259)
<http://www.rcyachts.com>

Thin Air Model YC
Steve Lang, Evergreen, CO,
(303)670 4670
<http://ModelSailboatRacing.com>

DEALERS

Joey Mello,
North Dartmouth, MA
(508)636 3700
jsail700@aol.com

Re-Sails
Newport, RI
(401)849 8622

Wings and Things
Tulsa, OK
(918)745 0034

Midwest Aquatics Group
Pinckney, MI
(734)426 4155

JSI, The Sailing Group
St. Petersburg, FL
(727)577 3220

Wayfarer Marine
Antigua, West Indies
(268)460 1121



Chuck Winder Photo

NiMH Battery Charger

Fully charge four cells in 3 hours. Available at photo shops and online. One site to try: www.batterysupply.com/. They offer GP 1300 mAh NiMH AA cells at ~\$2 each.

NEWLY REGISTERED

	First Name	Last Name	City	State	Sail No.
1	Samuel	Abernathy	Rye	NY	787
2	Don	Beaulieu	Old Saybrook	CT	631
3	John	Calder	Berwyn	PA	831
4	Joseph	Carroll	Old Saybrook	CT	627
5	Robert M.	Chase	Laconia	NH	404
6	Chip	Chipman	Kingwood	TX	473
7	Runyon	Colie	Mantoloking	NJ	477
8	Annika	Donnen	Seattle	WA	687
9	Aryeh	Elkon	Boulder	CO	829
10	Jim	Emmi	Corona Del Mar	CA	557
11	John	Ewert	Sand Springs	OK	950
12	Michael	Fellows	Boulder	CO	434
13	Richard F.	Foulke, Jr.	Hampstead	NH	933
14	Richard F.	Foulke, Jr.	Hampstead	NH	959
15	David	Goodwin	Essex Junction	VT	726
16	David	Higgins	Evergreen	CO	939
17	Douglas	Hill	Westborough	MA	923
18	Karey	Low	Tulsa	OK	414
19	Jack	McKenzie	Cleveland	OK	746
20	Jeff	Molinoff	Washington DC		540
21	Warren	Pease	Colorado Springs	CO	995
22	Terry	Rainey	Broken Arrow	OK	897
23	Robert	RaVell	Odenton	MD	916
24	Ron	Reese	Owasso	OK	403
25	William	Rowland	Tulsa	OK	450
26	Mehendra-	Singh	Nantucket	MA	772
27	Ian	Skinner	Wenham	MA	402
28	Donald L.	Southam	Brecksville	OH	733
29	James	Stinson, III	Tulsa	OK	920
30	John	Stoudt	Schwenksville	PA	435
31	James	Thigpen	Atascocita	TX	863
32	Stanley	Vogel	Palm Desert	CA	797
33	Stanley	Von Stern-	Marblehead	MA	461
34	Peter	Wyckoff	Boulder	CO	809
35	Catherine	Wynne	Boulder	CO	793

BATTERY MANAGEMENT

HydriMax "Ultra"™ NiMH Battery Packs

By CR 914 Lab Engineer

The Bottom Line is that it is a good idea to be able to test rechargeable batteries to know if you are getting what you pay for.

Steve Cruse, #23, decided to use NiMH batteries in his boat and ordered the latest from Tower Hobbies, a catalog house. They were tested by the CR 914 Lab.

Description

These packs use 4/5 AA size cells. The cells are the same diameter as an AA cell but are shorter and lighter. All three packs tested were "flat" packs with the cells soldered together with a universal connector on a short lead. The assembly is heat-shrink wrapped with a label as shown.

Four Cell Pack

The tested life was 1276 mAh vs. the advertised 1200. Good, but not much margin to allow for degradation with usage.

Five Cell Pack

Disappointing! The first pack received gave only 1018 mAh vs. the advertised 1200 mAh. It was returned and replaced free-of-charge. The second pack gave only 900 mAh!

(Note that the only virtue of a five-cell pack is a stronger, faster sail servo. Battery life in the boat is not increased.)

HydriMax ULTRA™ RECHARGEABLE

Genuine Panasonic© Cells

Nickel-Metal Hydride (NiMH) Battery

Charge before use at 100-125 mA
For 16-20 hour

Trickle charge at 25-50 mA
Do NOT charge with NiCd fast chargers

**4.8V 1200 mAh Pack
CMA6300**

Label data from pack

The Table

Data on four different battery packs are shown. Weights of the four cell packs are effectively the same. The smaller size of the shrink rapped rechargeable cells make them easier to install and remove than the alkaline cell in a flat battery box. The stock square battery box, not shown here, is a little more difficult than the flat box.

Conclusions

1. We all should have a way to test battery capacity to protect against this sort of problem. And it is also a good tool to determine the health of older batteries. See the Jan.-Feb. 2000 issue of the NEWS, page 6.

That said, if a battery lasts *long enough*, that's all anyone can ask. Whether or not it meets advertised specs becomes academic.

2. HydriMax ULTRA™ packs are an at-

Class Rule Interpretation

The class rules permit only AA size cells. My interpretation is that the 4/5 AA size meets the intent of the rule. The intent of the rule is to prevent the use of very small, light and expensive batteries that some owners were using in the early days of the class. Standardizing on the conventional AA size made life simpler for all owners. These new 4/5 AA cells offer no significant weight advantage and are competitively priced.

Class Secretary

tractive package, if only one could depend on them meeting advertised capacity.

In the wet environment of the boat, cells soldered together should be more reliable than a battery box with rusty steel springs, etc. The smaller dimensions make the pack easy to install and remove.

SUMMARY

"Flat" Pack Data	Four Cell HydriMax Ultra	Five Cell HydriMax Ultra	Four Cell HydriMax Older AA cells	Alkaline Cells in Battery Box
Thickness, inches	0.58	0.58	0.58	0.65
Width, inches	1.70	1.70	2.12	2.31
Length, inches	2.22	2.76	2.24	2.48
Weight, ounces	3.4	4.2	3.8	4.0
Capacity, mAh (4 v. cut-off)	1276	1018	1722*	~1700

* This 3 year old pack of AA size cells has uniquely high capacity. It is the only pack of a 36 cell order in 1997 that met advertised specs. Quality control was not good then, either.

FIRST 2000 REGION 5 CHAMPIONSHIPS

**October 14, 15
Evergreen, CO**

The Thin Air Model Yacht Club of Colorado hosts the regatta. It will be at TAMYC's Evergreen venue at 7200 feet in the Rockies just west of Denver.

The regatta is planned for two days. Come on Friday to enjoy some terrific mountain hospitality before a nice week-end of racing in the Thin (but clean and crisp) Air of Evergreen.

Contact Steve to receive complete information by mail or go to <http://ModelSailboatRacing.com>, the club's website. Come early, stay late to enjoy fall in the Rockies.

Steve Lang
Steve@BuiltByU.com
303-670-4670

2000 National Championships

By Ernest Freeland

Nationals are rapidly approaching and planning is going well for November 11th and 12th. A strong turn out of close to 50 boats is expected! Here is what CBMRA has planned so far.

Venue

The Nationals will be hosted on Lake Ogelton in the community of Bay Ridge in Annapolis, MD. Lake Ogelton connects to the Severn River and Chesapeake Bay. We will sail from the community marina, which has a large lawn area with a small jungle gym as well. We will try to provide outlets for charging your batteries however I recommend bringing spare batteries and power strips.

Racing will be from two floating docks anchored in the lake. Launches will shuttle competitors back and forth. Multiple marks will be used to set windward leeward courses with offsets.

On Saturday Competitors will be assigned to one of four divisions. Two divisions will rotate on and off one of the two floating docks, sailing 3-5 races at a time depending on conditions. Sunday the Fleets will be rearranged depending on Saturday's finish. The competitors who finish in the top 25% on Saturday will sail in the Championship division on Sunday, the next 25% in the next division and so on.

Prizes will be awarded to the top 3 places in EACH of the four divisions.

There has been some criticism of this format, but the research and opinions of the Advisory Committee and others feel this is the best format to use for the 2000 Nationals. I will be writing a future article on formats for large fleets. Feel free to contact me if you have another easily managed solution for upwards of 50 boats with limited channels.

Your entry fee includes breakfast and lunch both days for you and your guests. When filling out your entry form PLEASE let us know how many people are coming with you.

We will need all the volunteers we can get so no one will be bored on the shore. Please include the names of anyone interested in volunteering.

CBMRA will host a Dutch treat dinner Saturday catered by a National Barbeque Champion. Don't forget to indicate the number of guest attending dinner Saturday night!

To participate you must be a registered member of the class as well as the American Model Yacht Association (AMYA). You may join AMYA at the regatta, but why not get it out of the way beforehand. (See page 2 and 11.) The next AMYA Quarterly features the CR-914 so this is an issue you don't want to miss.

Upon arrival all boats will be inspected. You will be required to have winches and steering wheels in order to sail. Owners may have a spare yacht inspected in case of catastrophic failure on their primary yacht. I know no one will need this because everyone is going to sail a fair race and avoid collisions.

In the event of rule infringements there will be judges on each of the docks Saturday and Sunday.

Entry forms are available at the CBMRA link at www.rcyachts.com and have been e-mailed to everyone who signed up on our site requesting information.

Limited housing is available. Contact me with your needs. We will accommodate as many as possible. Commercial accommodation information is located on the web site as well.

Baltimore Washington International (BWI) airport is the most convenient about a half-hour from Annapolis. Reagan National is about 40 minutes away in Washington, DC. Please feel free to contact me with any questions you have.

AGENDA

Friday, November 10

- 1600 Measurement and check-in
Practice sailing
- 1730 Socializing and dinner, details to-be-determined

Saturday, November 11

- 830 Measurement and Check-in
Breakfast
- 1000 Skippers Meeting
- 1030 First Race
- 1031 Lunch
- 1032 Last Race
- 1800 Cocktail Hour
- 1900 Championship Dinner

Sunday, November 12

- 0800 Check-in,
Breakfast and
Fleet Assignments
- 0845 Skippers Meeting
- 0900 First Race
- 1200 Lunch
- 1330 Last Race (Approximate)
- 1400 Awards Ceremony

See you in November!

*Ernest Freeland,
Commodore CBMRA
cbmra@yahoo.com
(410)956 0780 before 10 PM EST*

Pertinent Web Sites

AMYA Web Site,

<http://www.amya.org> Add "/cr914.html" to go directly to the CR 914 page.

Worth Marine,

<http://www.worthmarine.com>

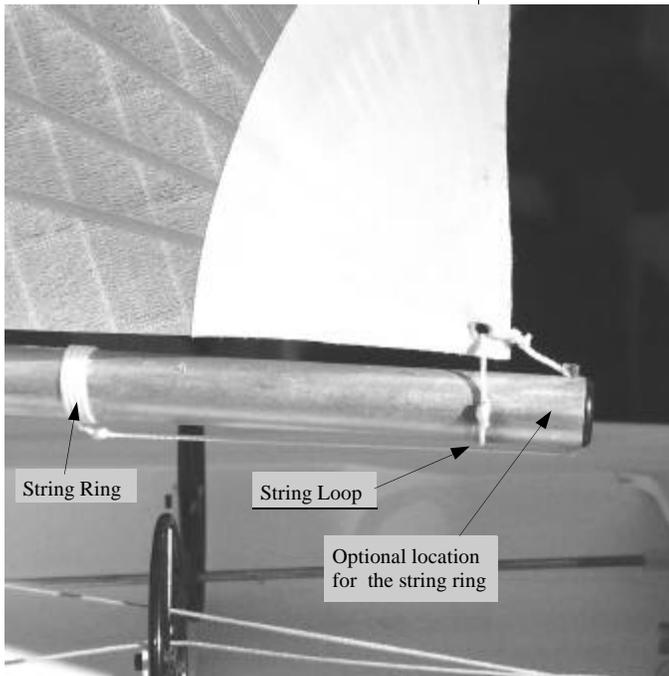
Chesapeake Performance Model Yachts,

Dave Ramos, Annapolis, MD,
<http://www.rcyachts.com>

Thin Air Model YC

Steve Lang, Evergreen, CO,
<http://ModelSailboatRacing.com>

THE BOATYARD



Main Outhaul Arrangement

By Chuck Winder

The arrangement in the above photo shows a different way to control the clew of the mainsail or the jib. The photo is of one of Greg Worth's boats. Biff Martin, #644, uses it on one of his boats.

First Feature

A string loop around the boom gives good control to the position of the bottom edge of the sail relative to the boom.

Second Feature

The tension in the foot of the sail is controlled by a string from the clew leading aft and down through a hole in the boom, and then forward to the *String Ring*. A hole must be drilled in the boom. The edges of the hole have to be carefully rounded so they will not chafe the string.

(String Rings were discussed on page 10 of the NEWS, Sept.-Oct. 1999 and Nov.-Dec. 1999. They are a convenient and compact method for make rigging adjustments.)

Another arrangement for adjusting sail foot-tension is to locate a String Ring at the aft end of the boom. See photo at right. This avoids the need for a hole through the boom and there won't be a string chafe problem.

Substitute for the Pulley on the Sail Servo Arm

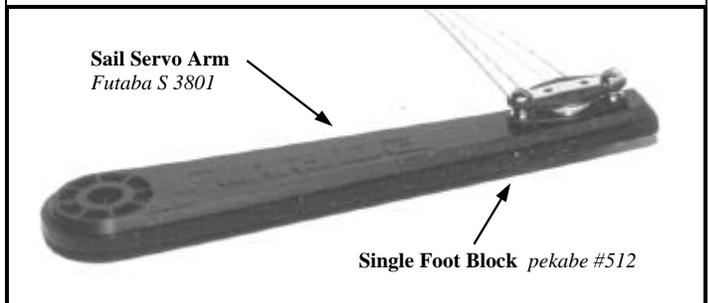
By Chuck Winder

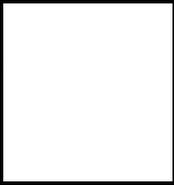
Properly installed the stock pulley works well. Improperly installed and/or after long use it can fail. Most of the time it can be repaired with a little glue and cleverness. When that fails, a new stock pulley can be ordered. From the AG Instructions the parts you need are nos. 11, 12 and 34. The mounting screw is reusable.

There is an alternate solution.

Replace it with a *pekabe* brand fitting, #512. It's called a "Single Foot Block". See it at the Worth Marine website, www.worthmarine.com. It has ball-bearings for low friction. The block includes the bolts and nuts for installation. Drill two holes in the servo arm for the mounting bolts. Cut off the extra length of the bolts and it's ready to go.

The photo shows the block mounted on top of the arm. It can be mounted on the bottom if there is not enough under-deck clearance.





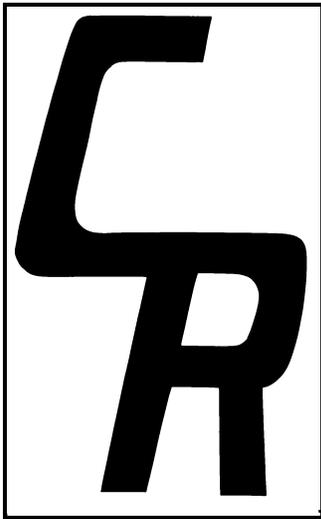
Chuck Winder
19 Robert Rd.
Marblehead, MA 01945



79 Washington St.
Marblehead, MA 01945
781 639 1835
Fax 781 639 0936
worth@worthmarine.com
<http://www.worthmarine.com>

WORTH'S BOAT SHOW SCHEDULE

Newport, RI	Sept. 14-17
Annapolis, MD	Oct 5-9
Cleveland, OH	Jan. 12-21
Atlantic City, NJ	Jan. 18-21
Chicago, IL	Feb. 1-4



CR 914 SAIL EMBLEM
Full Scale

Articles in the CR 914 NEWS

The following is a list of articles planned for future 914 News. What will actually appear depends on input from you owners in the form of contributed material and requests for particular information.

- Regatta results
- Fleet news
- Battery management - continuing
- Surviving salt water - continuing
- Racing rules of sailing topics
- Why do radios "glitch"?
- Class Rules Interpretation - continuing
- Maintenance and repair of radio components
- Building and maintenance - continuing
- Scoring systems
- Boat switches
- Conduct of a model race
- Etc.

START YOUR OWN MODEL YACHT CLUB

There are probably some owners who would like to race but don't have a local club. Start your own by getting three AMYA members together. That's all it takes! (Though it helps to have a place to sail such as a pond.) Ask me for a "NEW FLEET" package if this interests you. (I don't have any ponds.☺)