

# EDINA MODEL YACHT CLUB

## SAIL & SCALE NEWSLETTER

OCTOBER 2003

VOLUME 12, NUMBER 10

### FAST ELECTRIC NEWS

It was a long day, and of course the wind would just have to arrive in time to make a serious mess of round two and part of round three. However, I think a great time was had by all and this year the event grew to 17 racers (MN, WI, IL) with over 50 boats for a one day event!

#### High Points

With the number of DNF "ties" and with the lack of an "electronic counting device" at the park, the high points calculations were just completed this morning! This years High Points champ? Charlie Toms of WI pulled it off with 4675 points. Runner up Paul Pachmayer with 3475. Charlies performance in the gusty N2 and P Sport Hydro classes are what bumped him past Paul. Nice



The Fast Electric Participants

rough water driving Charlie!

#### Master of Plastic

This year to further promote our SPEC classes I developed a unique high points trophy for any racer competing with a plastic hull in one or more of our Limited Spec classes. Paul Pachmayer ran a perfect race in LS Hydro to cinch the award with 2150 points. The runner up was me with 1525, I should have dropped my damaged Campbell shovel in the water to collect some points! His ABS UL-1 ran perfectly in the rough conditions and looked good getting it done.

#### Final Scores

name-score-round results

##### LS Mono

Mark Anderson - 825 - 400,25,400

Dan Proulx - 800 - 375,400,25

Andy Valentine - 700 - 275,25,400

##### LS Offshore

Andy Valentine - 825 - 400,25,400

Sig Finks - 775 - 225,350,200

Paul Pachmayer - 700 - 275,400,25

##### LS Hydro

Paul Pachmayer - 1200 - 400,400,400

Charlie Toms - 1000 - 300,400,300

Doug Campbell - 925 - 400,300,225

##### N2 Mono

Dan Proulx - 1175 - 400,400,375

Mark Anderson - 1000 - 400,300,300

Kent Vahlsing - 900 - 275,400,225

##### P Mono

Doug Robichaud - 1025 - 400,400,225

Charlie Toms - 900 - 275,225,400

Paul Pachmayer - 800 -

225,300,275

##### P Sport Hydro

Charlie Toms - 1000 - 400,300,300

Mark Anderson - 450 - 25,25,400

Paul Pachmayer - 400 - 400,25,25

##### Zig Zag

Mark Anderson - 14 laps

Dan Proulx - 13 laps

Doug Robichaud - 6 laps



When all else fails...



Doug Robichaud rescues Dan Proulx's replacement for the boat he sunk

Look for an article with photos on our website. I'll also have some video clips posted, along with some rather interesting acrobatics presented by Kim Hochstein's self righting, barrel rolling Electro Vee. I think his record was a double barrel roll in the air landing upright and continuing the race!

**Thanks to the following sponsors for helping us pull-off such a great event!**

**Fullers Fast Electrics** - Ray Fuller

**Fine Design** - Chris Fine

**RC-Hydros** - Andy Kunz

**HillTop~BattlePack Batteries** - Steve Hill

- Andy Valentine

### SCHEDULE OF CLUB EVENTS:

October 3-5 Fri-Sun

9:00 am

Laser National Regatta, Redwood City, CA - Terry Mackey

October 10-12 Fri-Sun

9:00 am

Victoria National Regatta, San Antonio, TX

November 8 Sat

6:00 pm

Dry Dock Party, Centrum Building

November 14-16 Fri-Sun

9:00 am

CR-914 National Regatta, San Diego, CA

November 18 Tues

7:00 pm

Club Meeting and Swap Meet, Bandroom

## COMMODORE'S CORNER

## SAIL NEWS

### EMYC Fairwind National Championship • September 20 – 21, 2003

But for the one weekend this month, it has been rather quiet. The FE SPECTacular on the 20th, and the National Fairwind Regatta that was held on the 20th & 21st, provided us with a rather busy weekend. On the whole, the entire weekend provided a great deal of entertainment for club members, and the public alike. I spent most of Saturday at the 2003 SPECTacular on the south pond. If anything, this year's event was even better than last year's event. There were more people participating this year, and I thought that there were quite a few more boats on hand for the racing. I would like to take a moment to congratulate the members of Team Finks, the father and son team of Sigurd and Brian Finks. Not satisfied with taking third in the Kit/Beginner class last year, Brian returned this year with his father at his side. The Finks have been members of the club for a couple of years now, but it was just a month or so ago that they started racing LS Offshore (Electro Vee's), and yet Sigurd ended up with second place for the class, with Brian just missing a tie for third by a couple of points.

I spent Sunday up at the north pond at the National Fairwind Regatta. The weather was no where near as nice on Sunday, as it had been Saturday, yet it turned out to be a decent day for sail boat racing. The high winds from Saturday, that had made such a mess of the SPECTacular were gone, and so was the sun. Yet quite a few spectators showed up to watch. The competition for the top spots was very tight, and the battle for first was not decided until the last race. It turned out to be a great weekend for racing, no matter what kind of racing you like to watch. I would like to send out a very special "Thank You" to the folks at McDonalds, for the lunches that they provided for both days of the Fairwind Regatta.

Now, onto other news. The Minnesota State Fair, that great traditional end of the summer party, is over. Labor Day has come and gone, and the Renaissance Festival has left town for another year. All but one of the sure signs that winter is just around the corner, have passed us by for this year. The only remaining sign post to the end of another season, will be observed at the membership meeting this month. I am of course talking about the Edina Model Yacht Club elections for the clubs' board officers. Doug Campbell, Gary Anderson and I will not be eligible for any offices this time around. While I cannot speak for either Neil or Doug Person, I understand that neither of them will be available for any of the offices this year. So it looks like the club will need to elect an all new board. There is no requirement for how many Vice Commodores that the club members can elect, but the recent tradition has been for, four (4) Vice Commodores, and of course one (1) Commodore.

In addition to the official board offices, there are some other posts that need to be filled. Doug Campbell and Alex Raupp have agreed to continue sharing duties with the Newsletter. Dale Johnson has agreed to stay on as the Membership Chairperson. Long time club member Mikio Kirihara has agreed to become the club's Treasurer for next year.

I understand that all of the club's Special Interest Groups, the Scale Group, the Sailing Group, and the Fast Electric Group will be needing to select new chairpersons.

As for the various Fleet Captaincies: Judd Morgan has agreed to be next year's Seawind Fleet Captain. The Fairwind people will need to select a new Fleet Captain for their fleet. I have not heard from Tom Weigel if he is planning to stay on, or if the RC Laser Fleet will need to select a new Fleet Captain too.

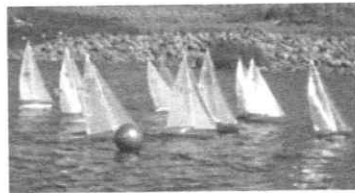
There are rumors flying around that there may be an ODOM (One Design One Meter) Fleet being added to the club next year, and it looks like the CR 914 fleet maybe dormant, if not out right dead.

I can not wait to find out who will be our Commodore and Vice Commodores for next year. Remember, the postponed seminar by Franklin & 3M, on adhesives, is scheduled to be given right after the elections. I hope to see all of you there for both the elections and the seminar. *Mike*

The second annual Fairwind Nationals was held in Edina, Minnesota. Twelve boats participated in the two-day event, nine from Minnesota, two from Michigan, and one from North Carolina. On Friday at 3:00pm, nine boats were weighed and measured. The buoys were set out for a S/SE course. Practice racing went on until about 6:00pm. Weather and wind conditions were perfect. Some of us met for après-sailing at a local watering hole... good laughs and conversation.

Saturday morning started out with a light SE breeze with constant switches. Five different color marks were set at windward to compensate for direction changes. Three course changes were made as the day progressed... worked great.

Skippers anguished over additional weight since the forecast called for heavy winds in the afternoon. The added balast proved beneficial later on. Boats were weighed in for the legal 8 pounds, then the lead shot was secretly added.



*The Fleet on a Beautiful Day*

Sails were stock Nylon, Mylar and Trispi – four boats employed carbon fiber masts and spars – most had loose-footed mains.

Race Director Dale Borgeson conducted the skippers meeting at 9:30am sharp, racing started at 10:02. The first two W-2 (2 lap) windward/leeward races took 13 and 12 minutes – close to the 15-minute time limit set in the race instructions. Winds picked up and finishes went to 10 minutes, then 8

until lunch. By then, first and second were separated by 6 points (low point scoring system) then 14 points to third and 15 points to fourth... then 27, 29, etc.

A local McDonalds provided free lunch and beverages for both Saturday and Sunday. Thank you, Ronald.

At 1:23 racing continued with steady 12-15 mph breezes. Another audible course change from "red-silver" to "blue-red" was made as we finished at 3:01 pm with 13 races completed. With two throw outs subtracted to get a daily score for Saturday, Tony Johnson was first... a mere 4 points ahead of Will Gorgen. The next closest was 17 points away! No major collisions or fouls were committed and everyone was still congenial. There were three 5-minute repair delays for electrical and rigging problems.

At 5:30, "Table for 10" was announced at a nearby restaurant. A nice break after an exhilarating day of racing. The RC Fast Electric boats were finishing their big event right outside on a lake about 1/2 mile from our Nationals.

On Sunday the racing started again at 10:02am after a brief Skippers meeting. Winds stayed S/SE at around 10-12mph. No course change was required for the first few races – a windward buoy was moved to a more southerly position later in the day. A tent was popped up to cover the score keepers – rain was forecasted but never arrived. Who would have thought we'd have two near perfect days for sailing?

A McDonalds break at 12:14 was needed for some repairs and adjustments. After 21 heats and without throw outs, the 12 boats had some close groupings. Will and Tony were 13 points apart. Fred and Terry were separated by 8 points. Taking throw outs into account, the top groupings were much closer than



*The Fairwind National Competitors*

that. Craig was in 5<sup>th</sup> place. Tom, Judd, Keith and Jeff had only a 7 point difference between them. Don wasn't racing Sunday, but was in 10<sup>th</sup>. Dick and Bob were close at 12 points apart. Two hours left to determine the outcome.

At 12:57 "5 minutes to sequence" was announced. Racing started at 1:02 with a minor course change. As it turned out, the last four races proved crucial in obtaining one of the top four trophy positions. Will finished 1,2,1,1- Tony 3,1,5,12- Fred 5,6,2,3- Terry 4,4,3,2- Craig 8,5,6,5. This was going to be tight with throw outs put into the equation.

A redress was requested in the last race as Tony got entangled with a competitor. The Race Director read the rules and determined that there was no "hostile" action on the part of the other boat and no physical damage to the protester's boat - so a 12<sup>th</sup> finish was recorded, but was later used as a throw out. That twenty-fifth race was over at 1:57pm...3 minutes ahead of the cut off time. Only one 5-minute repair delay was taken on Sunday.

### SOME INTERESTING FACTS:

The top four boats had either carbon fiber or aluminum masts and spars. Sails were stock Nylon, Mylar, or Trispi. Boat weights ranged from 8lb 8oz to 9lb 3oz.

### RESULTS:

The top four received a commemorative wall plaque, and the top three got AMYA gold chevrons. Will Gorgen took the traveling William E. Gorgen Inaugural Trophy.



Tony Johnson pulls a Tony at the start of another race

Position	Points	Skipper	Sail #
1	29	Will Gorgen	64
2	32	Tony Johnson	77
3	65	Terry Mackey	05
4	76	Fred Ferris	71
5	101	Craig Young	211
6	125	Tom Weigel	104
7	132	Jeff Weaver	123
8	133	Keith Gates	217
9	134	Judd Morgan	06
10	178	Don Wesenberg	169
11	192	Dick Weaver	112
12	210	Bob Hollenzer	87

We couldn't have asked for better weather (the sun was missed on Sunday). The two-day event was well run and competitive. All 12 participants enjoyed themselves and walked away with towels that had their sail number and "2003 Fairwind Nationals" embroidered on them. Congratulations to all the sailors and thanks for promoting the Fairwind class.



1st-Will Gorgen, 2nd-Tony Johnson, 3rd-Terry Mackey, 4th-Fred Ferris

### CREDITS (in alphabetical order):

Dale Borgeson, Dave Bros, Fred Ferris, Keith Gates, Tony Johnson, Jennifer Morgan, Judd Morgan, Paul Olsen, Bill Poland, Phyllis Rivard, Mike Ross, Larry Wheeler, Craig Young and the Edina Model Yacht Club for hosting this event. Thanks to all of you. Terry Mackey - Race Coordinator

## MEETING NOTES - SEPTEMBER

Doug Person discussed the club burgee and showed examples of what an embroidered burgee looks like on various clothing items like shirts, sweat shirts and hats. There are 2 sizes available. About a 2" long size and a 6" long size. Prices are very reasonable. Contact Doug Person for information at the next meeting. Andy Valentine discussed the upcoming SPECTacular fast electric event. Terry Mackey discussed the upcoming Fairwind national event. Miki Kiriara volunteered to be treasurer next year replacing Gary Phillips' long tenure as treasurer. Doug Campbell gave a presentation on vacu-forming. - Doug Campbell

## A CHUNK OF HUMOR

### A few terms particular to the EMYC

**Ferris** (fer'is) adj. - A fashion statement consisting of a winter parka and short pants. *The Ferris look is really in this year.*

**Pfiefer** (fi'fer) adv. - To weather a model beyond necessity. *That tug boat was so pfiefered I couldn't recognize that it was a pleasure yacht.*

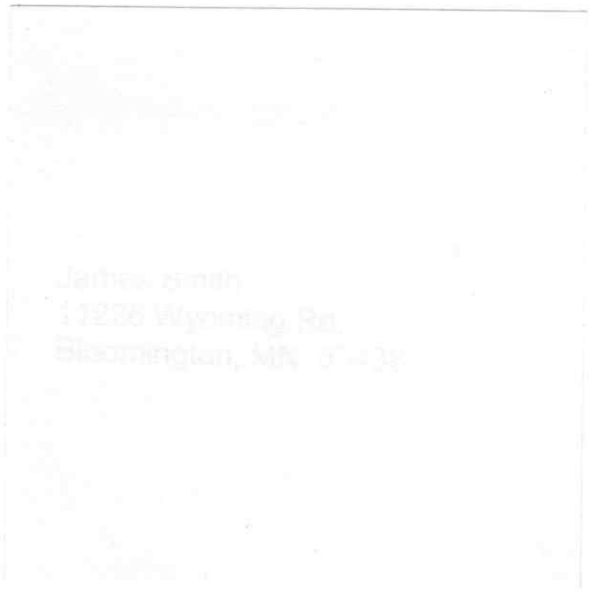
**Tony** (toe'nē) v. - In sailboat racing, to begin a race by pulling around the windward mark at the starting bell, thus squeezing out the competition. *I can't believe he gets away with those Tonys on every race.*



**EDINA MODEL YACHT CLUB**

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Edina  
Recycles



55435+2844



**SEPTEMBER MEETING:**

**TUESDAY, OCTOBER 21 - 7:00 P.M.**

**IN THE BAND ROOM**

**ELECTION OF BOARD MEMBERS**

**ADHESIVES SEMINAR BY FRANKLIN & 3M**

**BRING YOUR BOAT TO THE MEETING!**

Members ARE ALWAYS ENTERTAINED by seeing finished or unfinished nautical projects! So please bring your boat project to the meeting.

**SPECIAL INTEREST CONTACTS:**

**Membership:**

Dale Johnson [REDACTED]

**Scale Boating:**

Tim Smalley [REDACTED]

**Sail Boat Racing:**

Tony Johnson [REDACTED]

**Fast Electric Racing:**

Andy Valentine [REDACTED]

**2003 COMMODORE AND BOARD MEMBERS**

Commodore:	Micheal Ross
Vice Commodore:	Gary Anderson
Vice Commodore:	Doug Campbell
Vice Commodore:	Neil Maldeis
Vice Commodore:	Doug Person



Newsletter Editor Doug Campbell



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