

L¹⁴ Class Association
P. O. Box 1252
Newport Beach, CA 92663

The Lido 14 Class Association Announces the 50th Annual Class Championships

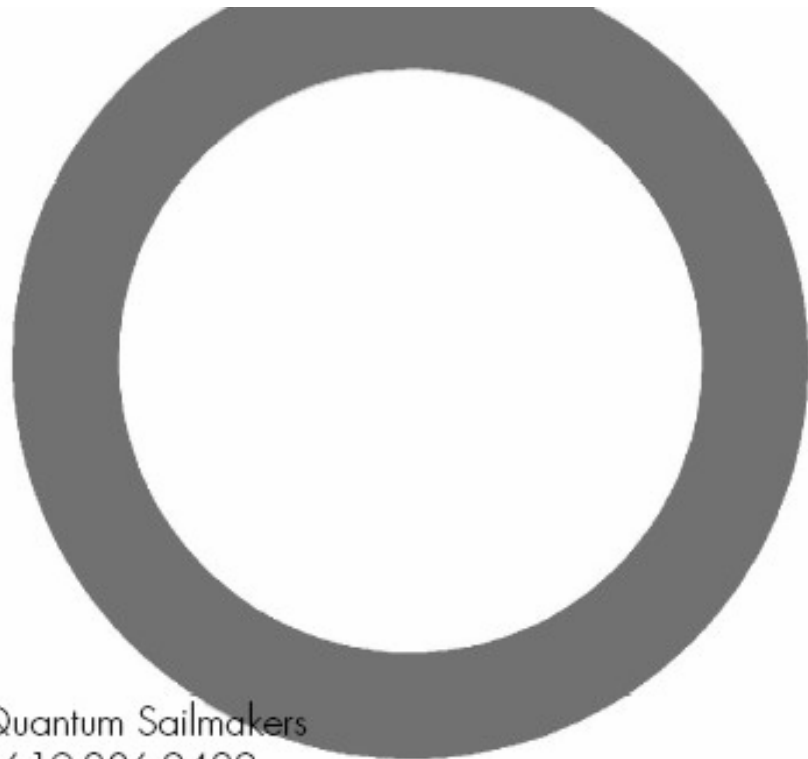


Papadoupoulos/Sherwood Win Midwinters At Alamitos Bay Yacht Club



2007 Class Championship Entry Forms and Notice of Race Inside

Spring 2007



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- 1st Turkey Day
- 1st Midwinters
- 1st Howard Prairie
- 1st Semina Nautica
- 1st Labor Day, ABYC
- 1st Huntington A & B
- 1st District 2 Champs
- 1st Memorial Day, ABYC
- 1st Super Bowl Regatta
- 1st Mission Bay Fall Inv.
- 1st Morro Bay Fleet Champs

So Far, So Fast

Cover Photo: A gaggle of Lido A's scramble to round the top mark in the Midwinters at ABYC in Race 6 R to L (guessing) Carroll or Bose w/ red deck, Bohman, Hill, Papadoupoulos, Little. Photo Credit JoySailing.com

Lido 14 Calendar of events

March 25	Lido Classics	Newport Harbor	American Legion YC
March 31	Lido 14 Racing Clinic		Balboa YC
April 1	Harry Wood Memorial Regatta	Newport Harbor	Balboa YC
April 8	Lido Classics	Newport Harbor	American Legion YC
April 14	Fleet 2 Invitational	Marina Del Rey	SCCYC
April 22	Lido 14 Learn to Crew Clinic	Mission Bay	Mission Bay YC
April 28-29	Pete Jefferson Invitational	Mission Bay	Mission Bay YC
May 5	Lido Classics	Newport Harbor	American Legion YC
May 5-6	Lake Piru Regatta	Lake Piru, CA	SFVYC
May 20	Li'Doheny Outside Regatta & Fleet 73 Champs	Dana Point	Dana Point YC
May 26-27	Memorial Day Regatta	Alamitos Bay	Alamitos Bay YC
June 2	Fleet 1 Championships	Newport Harbor	Newport Harbor YC
June 16	Lido Classics	Newport Harbor	American Legion YC
June 23-24	Semana Nautica & District 1 Championships	Santa Barbara	Santa Barbara YC
June 29	Soda Pop Series #1	Dana Point	Dana Point YC
July 7	Fourth of July Regatta	Alamitos Bay	Alamitos Bay YC
July 7-8	High Sierra Regatta	Huntington Lake	Fresno YC
July 13	Soda Pop Series #2	Dana Point	Dana Point YC
July 22	Lido Classics	Newport Harbor	American Legion YC
July 27	Soda Pop Series#3	Dana Point	Dana Point YC
July 28th & 29th	Howard Prairie Regatta	Howard Prairie Lake	Rogue YC
Aug. 4	Lido Classics	Newport Harbor	American Legion YC
Aug. 10	Soda Pop Series#4	Dana Point	Dana Point YC
Aug. 11-12	Class Champs Tune Up Clinic & Regatta	Newport Harbor	Balboa YC
Aug. 18	Lido 14 Junior Class Championships	Dana Point	Dana Point YC
Aug 18-19	One Design Regatta	Mission Bay	Mission Bay YC
Aug. 20-22	Lido 14 Class Championships	Newport Harbor	Newport Harbor YC

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Jamie DeWolfe and Adrienne Patterson working hard at the Junior Nationals

Photo credit: DoubleWave



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Spreaders

Hi Dave, I haven't had a chance to call you since I work a crazy nite shift schedule and hard to fit things into my daily schedule. I have attached a pic of my spreaders and am concerned about the angle. I thought they were supposed to be straight out? The guy that put my new mast together said he went according to the dimensions from the manual and my old mast but they have a slight wing effect to them. Should I be concerned??? If so, should I have them repositioned and re-drilled? Help me!

I was just worried about the diamonds having a tendency to slip off when bending but I'll have duct tape over the ends like you suggested earlier in another e-mail. Hopefully I'll have better sense than to be out in such a wind ever again!! My boom attained some bendage also in the usual place where the vang attaches. What type of pipe or support do you fit inside to help straighten out the darn thing.

Thanks, Kathy Muenz, Lido 4205 in Fleet 57, OHIO



Kathy

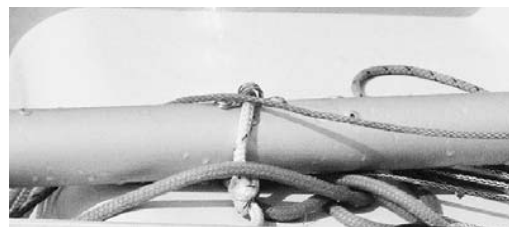
don't know of any dimensions in the Handbook, By-Laws or measurement certificate that would lead one to place the spreader sockets aft of the maximum side to side dimension. That being said, I would go with them the way they are. In heavy air the spreaders should tend to push the mast forward and flatten the main—which is probably good. Drilling more holes to relocate them probably isn't a good idea.

Use the black electrical tape rather than the cloth reinforced duct tape. The electrical tape will form better over the ends and sticks well for a couple of seasons. In the attached photo you can see the current vang attachment is a simple bale on top of the boom and a piece of 1/4" Yachtbraid is used for the vang line. The rope is more comfortable for the crew to grab for a roll jibe (with plenty of kinetic action) and slam the boom across the boat for an extra push. Further advantage is the fact the rivets are on the top in compression and there are no holes in the tension side of the boom below the vang. In salt water, the rivets and the "hatchet" fitting always were a site for corrosion and ultimately failure of the boom.

This problem was addressed by the C/M and governing board. Stiffeners 30" long were allowed to be inserted in the boom. The recommendation that the stiffener be equally disposed around the vang fitting is incorrect for the minimum stress and deflection, and I recommend the forward end of the stiffener to be 19" back from the forward end of the tube. I have sent an article I wrote for the bow wave about this in 2003 as a separate e-mail.

There were several other articles as well but they dealt with internal rigging etc. I don't know if I have them anymore but they are on an old Windows 95 computer with a very small hard drive. There was also possibly something about inserting the stiffener. In any case, the diameter of the stiffener needs to be a little less than 1 5/8" (a hard size tubing to find) and most of us use a piece of an old boom slit on a table saw to allow it to be drawn down with hose clamps and inserted. You have to cut out a piece 0.40 inches wide to prevent it from getting stuck, and place the slit at the top for the best stiffness.

The job is a bit tricky but there are ways to do it without a big hammer which is usually a good way to wreck the original boom or have a very sore arm from all of the bashing (especially since you have to drive it in way past the forward end of the boom).



Feedback

Landfill Project(s)

The bow and stern sections of Lido 14 #1320 filed for divorce this November claiming irreconcilable differences. The stern section claims that the bow always demanded to be first in whatever endeavor they undertook and that the bow carelessly drove into obstacles without regard for the health and well being of the whole boat. The bow counter claimed that the stern was always a drag to their relationship and it was always wagging its stern in front of other, younger, boats. Their firm DeWalt, Makita, and Sawzall represented both parties and helped them split their assets. Shortly after the divorce proceedings were completed, both sections were reportedly seen together at the Olinda Alpha Landfill in Brea, CA.



Submitted by John Papadopoulos

Hi Dave,

I dusted off my old scanner and tried to send the pictures of our Lido 14', but it scanned only part of the photographs then died before I could send any pictures then my computer told me the scanner was not connected. I tried everything I could to make it connect. I even tried reloading the software and rebooted my computer to no avail. This thing was made for Windows 95 anyway. I think it's time for a new computer and a scanner.

I will get the pics to you ASAP. But, now I'm thinking now that if I can somehow get rid of this beat up old remnant of a boat hull and the goofy trailer it's on, I might be able to get a real Lido 14' with the correct trailer and fully rigged and in far more workable and possibly usable condition. But, it's a funny thing. I've kind of grown attached to this poor little old basket case that once was some sort of Lido 14' and this rusty old mismatched and oversized basket case of a trailer. I know it probably sounds like I am polishing a turd, as my mom would say, but I AM a pack rat, what can I say? And, I still need to figure out my towing situation. So, right now, I am scratching my head as to what to do exactly. I can't just give them away, and I don't think the city dump will take them. Plus, we are already out more \$\$\$ than I want to think about plus all of our time involved trying to make this all work.

Ron

ED Note: Ron did submit some photos but they were not easily worked for publishing. The stern gudgeon was a pin from a wrought iron fence gate, the hole in the deck for the mast was ripped due to loading. I hope Ron finds a better project boat to spend time and money on.

Hi Dave,

FYI - I noticed that the latest Handbook didn't mention the Betty Shock Perpetual, for 1st woman skipper. I noticed it because we lost Marty Bowman recently, and she was clearly the most prominent name on the list.

Tracey Kenney

Yes Tracey, I have had others point out this omission before you. Please accept my apologies and add the page in this issue to your handbook. Your photo is prominently displayed. Dave

P.S. Good going at the midwinters and welcome to the A fleet.

Another glitch in the handbook was the awards for the first second and third raced in 2005 in OR. Greg Rodgers and his brother won the first Race, Eric and tiffany Bohman won the second, but I was correct with Erid Hiem and Nate Campbell for the third race—problems trying. To use 2 computers. If we were playing baseball 1 out of 3 would be OK, right?

In any case please notify me of problems that you notice and I will try to make them go away next time.

BOW WAVE PUBLISHING INFO

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President's Prose By Allan Stults

Hello Lido Sailors,

This will be a short report on the progress of several issues we've been working with the past few months. The plans for the 50th Anniversary Class Championship Regatta are really coming along and it is going to be a phenomenal regatta. You will want to be there!

You may also recall, if you were at last year's Annual Meeting, that there was some discussion about class By-Law changes. Those are just about worked out and may appear in the next Bow Wave issue. They are to be voted on at this year's Annual Meeting

Lastly, it has long been the wish of many past and present Board of Directors to have the venues for the Class Championship lined up for several years ahead of time and we've managed to do that this year. 2007, obviously, is in Newport Harbor and 2008 will be in late July in Eugene, Oregon, on Fern Ridge Lake. The 2009 Championship venue is under consideration and it will be held in California waters that I'm pretty sure, have never before held a Lido 14 Class Championship Regatta. More to come on Eugene and the other place, but you can at least start planning ahead, a little.

Good sailing,

Allan Stults  5071

The Chief Speaks By Eric (crash) Bohman

Dave has been kind enough to give me a new nickname. Thanks Dave. Without going into too much detail, let me just give everyone a little advice.... make sure you look over your shoulder before you tack onto port.... Sorry again Walter. (It happened at the mid-winters—ED).

From a measurement standpoint, it has been a quiet few months but I am expecting to be busy as the CCR approaches. In this issue of the **bow wave** you will receive your Measurement Checklist for the 2007 CCR. 1) Fleet Measurers, please reach out to your fleet members and make sure that everyone planning on attending the CCR is measured. 2) Those planning on attending the CCR, please contact your Fleet Measurer and make arrangements to get your Measurement Checklist signed off. 3) To say it another way - please try and have your boat and sails measured before you arrive in Newport.

For those of you who simply can't get your boat measured before the CCR, I am planning on setting aside time on Sunday August 19 between 8 a.m. and 11 a.m. to measure sails and boats at Lido Isle Yacht Club.

Please contact me if you will need to have your boats measured during this time.

Eric Bohman  3579

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Additional Measurement Stuff from the Editor

Now that all you dues paying sailors have the 2006  Handbook in your possession I've got a couple of problems to present. First off, Grant Williams pointed out to me there was a problem with the previous procedure for measuring the mainsail. Sure enough he was right, it was there for about 5 years or so and I missed it. I've been measuring sails for so long I never bothered to read over the method again. So I changed it to be approximately the way it was a long time ago. Don't use previous Handbooks for this procedure—it's not the same and incorrect as well.

Problem #2 soon appeared when I was measuring a new mainsail. The previous foot dimension said "9 3/4 inches". Of course we all know that the correct dimension is 9 feet and 3/4 inches—or do we? In any case, I don't do well with carpenter dimensions like 3 feet 3 3/4 inches

So I went back to the book and changed the primary dimensions to inches and fractions. The original is (*italicized*) for backward reference except for the **9 3/4 inches one**. Again, Grant pointed out that this was in there for several Handbooks but nobody (else) seemed to notice. To update these important measurements there is 2 pages included in this issue of the *bow wave* to paste in your new Handbook that will provide an update. Please do this right away—don't put it off.

Finally—no one's perfect, and several women pointed out that the Championship Awards page for the Betty Schock Perpetual was missing. Gads, what a mess! Well we've got an insert for this too. Don't lose it, stick it in right after the centerfold—pages 42A and 42B.

50 years of Lidos and Still Getting Our Ticket Punched

by Dave Carroll (AKA "Mr. Marshmallow")

For more than 60% of the total Lido class' racing experience, I've been learning from the experts—the best sailors in the Lido class. Most of the lessons learned and presented here are from personal experience, but others whom have had a bit more time on the water than I will pass some lessons down if you're willing to listen and learn. Experience, without a doubt, is the best teacher—unfortunately the test usually comes before the lesson. Class Champions, and others with gold honor awards are the ones that usually have the best lessons and tests—We'll relate some of them here.

Starting at the beginning—I wasn't around then—but **Stan Miller**, the third Class Champion, recognized the potential for performance from an improved centerboard. Early standard issue rudders and centerboards were simply chamfered about 1 1/2 " back with the leading and trailing edge rounded off. Ed Rodriguez' old boat, "Hi Ho" #1475, has one of Stan's boards still in it—a classic for sure. Stan reshaped the board more like an airfoil, covered the board with fiberglass and put a smooth white coating over the whole thing. The fiberglass protected the wood from dings, encounters with fishing lines (you'd be surprised how much damage a monofilament line can do) and water-logging. The white finish allowed one to more easily spot fouling by the dreaded kelp and get it clear before the whole fleet passed by.

Harry Wood was incredible for his ability to sail upwind. Harry told me that he spent many hours watching the water as a Lifeguard. Wearing polarized sunglasses helped him see better in the glare, and soon he began looking at the wind puffs on the water. With sufficient practice he was able to detect changes in direction of the puffs. Harry always sailed the lifted tack and knew when it was coming. Downwind wasn't a problem for Harry—the last leg was always to weather and he kicked butt upwind.

Ed Rodriguez was awesome on the starting line—especially at Huntington. I watched many times as he flaunted the typical mid-line sag—starting 2-3 lengths ahead of the rest of the nearest competitors and getting away with it. I talked with Ed about this and he told me that there was a tall tree on the top of the mountain to the south that was in line with the leeward end. It's there, I've seen it, but how to use it effectively is up to the skipper (if you have a boat directly below you the tree is not visible). According to Stu Robertson, Ed was the first to really work downwind speed by heeling the boat to windward. Once I saw a photo (in an old Bow Wave or Handbook) of Ed and Flo on an incredible reaching plane at Huntington. Much later after Ed had bought #5025 and resumed racing without Flo (who died of cancer) I was reaching across Huntington on a plane when Ed rounded the mark behind me and sailed right through my lee. He was at least 10% faster and disappeared in a fog of spray. Afterwards I asked Ed what he had done to accomplish this. I knew he was sitting pretty far aft, but just going aft wasn't the whole picture. Ed said he had the board all the way down. "It's more efficient that way—you know the aspect ratio..." Yeah, Ed, I'm an engineer too and I know about aspect ratio, I just hadn't figured how it worked in real life. Ed had about 4x the time on the water in a Lido than I. Failed the test but the lesson was successfully administered!

Harris Hartman was a nut for bottom preparation. Drag was his enemy and polish was his friend. We talked one day about gel coat—the finish of a new boat was the best surface you could get, sanding always brought out little pinholes in the surface—wax was the only way to fix it. If you look closely at the surface of a new boat and one that has been sanded you can see that Harris used a pretty good magnifying glass to find the little pinholes. They are there though, so draw your own conclusions. Harris also liked fins shaped to the laminar flow sections developed for fighter planes in WW-II. I suspect the shapes and the work came from Carl Eichenlaub's shop (for years Cael was the USA Olympic boatwright as well as builder of world-class dingys and ocean racing yachts in San Diego. Technically, the laminar flow sections were somewhat stall intolerant, and although pretty low drag on a 400+MPH P-51F Mustang they don't show an advantage on a 5 MPH dingy. In any case, special attention to the finish and care of the fins is good. Ullman agrees, and with him most of the guys with gold on their sails.

Dave Ullman has won more championships than any other Lido sailor to date. Dave admits that the first Ullman centerboards were made to "get an edge". Approximately 3/8" gybe was built into the head shape and the leading edge was bulged about 1/2" forward at the top to move the measurement point forward of the center of effort and

reduce weather helm. The class rules were quickly fixed by Chief Measurer's rulings to define the "*Predominant Leading Edge*" and the allowable amount of gybe. A second version of the board was made without the bulge, but the tip was squared off. Later Pete Jefferson fashioned a similar shaped gybing board for the Schock company—a plan and airfoil shape which is still in production today.

I was privileged to have my ticket punched many times by Dave, and every time we were on the same water I got a test—sometimes I even was able to figure out what the lesson was. Once I asked Dave what I had done wrong in a race in Mission Bay where he had passed me on the weather leg after I had lucked out to find a HUGE persistent shift to the right. He left the fleet, sailed right on a header (relative to the others) and whopped me out of 2nd place (I did hang onto third however). Dave thought for a few seconds and replayed the race as if from a videotape. Each of my moves in the race after he passed me was recalled and analyzed. I couldn't remember as much of my race as he did—'nuff said? As we finished up this discussion I asked "how can you remember all of this?" Davy said "Your boat's pretty easy to spot". I had a tangerine hull—lesson given but the test was failed.

Barbara and I got better with boat handling and I felt compelled to go to the favored end of the line and dice it out with the big boys. Several times we got a great start, but lots of times we were trashed or OCS. Most of the time I got trashed in big events when Davy was attendant. I would go about luffing and bearing away to build a big leeward hole for acceleration from the line. Then, as if by magic, just as I began to accelerate Davy would appear close on my lee hip, moving faster, preventing bearing away, and wrecking my start. I instructed Barb to keep an eye on him regardless of other boats. Results were a bit better but still not good.

During one of Dave Pery's seminars in the late 70's I remember him quoting from Gary Hoyt's from "Go for the Gold"—"Don't try to mix it up at the favored end for the best start. Chances of success are about 10%. Instead, find a *MARSHMALLOW*, get to the lee side of him, and go for a good start." Barb and I looked at each other. WE (and Davy) knew who the marshmallow was. "Easy to spot"—tangerine hull. We sold the boat. The lesson finally sank in after several failed tests. The new boat was named "Mr. Marshmallow" as a reminder.

One time, Davy was OCS at King Harbor. He was called over and restarted. Light air, sloppy waves, and lots of boats. "We won't see him for a while" I thought out aloud. But about halfway up the weather leg I noticed Ullman about 50 yards back on my side of the course and to leeward. "I must be going the right way if Davy's over here." And I drove on (in about 6th place). In the next 2 minutes he sailed through my lee side and disappeared up the course, eventually winning the race. "What did you do?" I asked. I trim and steer on every wave." (And go about 10% faster I figure). Another test and lesson. "We use a 2:1 purchase so I don't get lazy and cleat the main."

In the 1982 CCR's sailed in Newport, Jack Franco had a good shot at winning the Championships. In the last race, Ullman got trashed at the start and Franco was in the lead. At the next to last mark I noticed Davy directly behind me in 5th position as we reached across the channel. I apologized for holding him up but we knew we were racing—no quarter given, and Davy said, "Don't worry about it." and closed on my lee side. About 150 yards later one of the typical Newport Harbor ocean liners approached from our lee side and crossed us both—waves 18-24" high, moving hole in the air, etc. Ullman's crew stood up and pushed the mast forward just as the waves hit. Davy had been accelerating on a higher point of sail to my lee and when the moving hole hit me he just sailed a bit higher and blew on by to the next mark. On the next leg he passed **Lou Brooks** without a fight (Lou had taken a few lessons from Davy and was sure to finish 3rd in the CCR's unless he was fouled out, so he rolled over and avoided confrontation). Dave won the Championships by 1 point. Sailing with your head out of the boat is essential in Newport. Test failed, lesson presented with excellence. Lou later said "I was happy to be where I was and wasn't going to mess with Dave this time."

Dick Lineberger's claim to fame was his time spent in the protest room and knew every rule and appeal by heart. His early sailing experience was crewing for Gib Marshall in a Skimmer Class scow (very popular in the 30's). In an incident at Lake Arrowhead he was involved in a protest that he won. He got banned from sailing for a year by tossing his trophy into Lake Arrowhead (at the awards presentation) claiming the committee cited the wrong rule and the trophy was worthless. I never had this kind of an encounter with Dick but at Clear Lake in '77 he and I were swapping tacks on the last leg in a qualifier race. Our positions were about 8th and I needed a better finish to make the Gold Flight. I was gaining on Dick each time we tacked and I also noticed we were gaining on the boats in front of us—

Below: Wishful thinking—Steve and Kris Potter, #6284 bail out after hoping for someone to give him a bit of room. Nice try Steve, lessee...would you have to do 2 circles for every boat you fouled in this deal?



Below, The A fleet Jammin' at the starting line of the Schock Regatta. With a gaggle of big boats moored on the left side of the course, the favored side of the line was on the right—no matter how square you set



Below: Steve Mueller #6255 (note Steve is with a black brace on his right knee) sneaks across the bow (now repaired) of Team Johnson.

Glad to see that some of the casualties of the midwinter's are back on the water--ED



Strange Birds in a Lido bulletin, but Erin Robertson and Becky Lenhart (both Lido skippers and crew at one time or another) step into Stu's Snipe (Dark Hull) and capture 5th honors in the women's championships at San Diego. This team could be tough in a Lido—lookout Ladies (and Gents too!).

Editorial

This last few weeks has been an absolute disaster for me. After coming back from the midwinters, we've had the computer e-mail go belly up twice since February, two deaths in the family one of which caused me to cancel plans for the Schock regatta, and the other will probably keep me from getting to the ALYC one this weekend (if I can find a crew) after Marty's memorial at ABYC Saturday.

Besides tha, the last cold spell did in the manifolds on the spa heater and I've had a major gopher attack on the now-sprouting lawn, and taxes are looming up on the horizon.

So, the Bow Wave is late and I apologize for that, but so was the NOR and some other stuff and I'm pushing to get this to the printer today. The Schock regatta has been included because it was pretty easy, I got some help from writeups submitted, and good photos from Barry Wood that John P. promptly sent to me. So we're off to the races with a busy summer schedule ahead. Get your reservations in early for the campsite at Piru and the Class Champs—the deal at Newport Dunes is really excellent, I'm doing it and I hope at least 9 others do as well. Huntington camping is pretty well sold out now, except for Rancheria so good luck on cancellations.

The pages to do Handbook corrections are in the center of this, I'm sorry I can't easily do a dotted line to fold on, but you can figure it out. Add the pages for the proper updates and let me know about any other mess-ups so we don't repeat it- repeat it- repeat it- repeat it again.

I've added a page with the Lido Certificate on it so you can make a copy and carry it around to get your boat measured in advance (in case you forget the Handbook). Looking forward to an eventful summer.

Dave

Below: Marty Bowman, the Lido Lady, in her #4900 at ABYC during the late '70's



2007 W.D. Schock Memorial Regatta

March 10&11, 2005

Hosted By Newport Harbor YC and WD Schock Corp

Sunny, very warm, and not much wind. Five races were completed on Saturday. Two were completed on Sunday before the wind shut off and they sent the boats in. In the first race John Papadopoulos & Stacie Brandt found a special geographical shift on the left side of the course (next to Bay Island), which launched them into the lead, which they were able to hold onto to the finish. Of course, everyone took note. Stu Robertson did well in getting to the shift in the next couple of races. As the wind went a bit further west, the traditional rule of getting to the corner of Lido Isle came into play and those that could get there in good order (i.e. got to the right side of the course) did very well.

We had some teams on the racecourse that are new to most of us that deserve mentioning. Len Bose, from Balboa Yacht Club, has been sailing Lido 14s locally for a while but only recently acquired his own boat (#4910). Molly Lynch, who crewed for Stephen Mueller at this regatta, had crewed for Gary Thorne years ago. It's to see her back. Renne DeCurtis and Heather Martinelli recently joined Lido 14 Fleet 1 (Newport Beach). Renee coaches junior sailing out of Balboa Yacht Club. Welcome aboard!

On Friday night, Walter Johnson sent out an email looking for crew, as his wife couldn't make the regatta. Fleet 1 sent out emails hoping to find someone but no one was found. Special thanks to Erin Robertson for finding Walter a crew at the last minute!

Roy Woolsey, in his words, says, "I'm not 90 yet". I think he has four more months until then!

The scores below were taken from www.nhyc.org and were corrected slightly however it appears that that Eric and Tiffany Bohman were dropped from the roster of entrants. They raced on Saturday only. We'll try to get the results corrected.

Photos courtesy of Barry Wood, son of the famous Lido 14 racer Harry Wood, who came out on Sunday to watch.

Below: A different approach—Stu and Erin drifting downwind with heel to lee, Kurt and Anne on the same tack with windward heel. Go figure this one out.



Jefferson, Lohman, & McCord were recognizable from the gold on their sails.. I slammed a lee bow tack under Dick from port and he flopped onto port and sailed off to the north. "Got rid of him finally" I thought as I sailed toward and caught the boats ahead—all of whom were stalled in a giant hole. We all drifted to the finish line. In the meantime, Dick went hard right and picked up a 3rd in the race—I finished 8th. There was more to Dick Lineberger than a protest form and a rulebook. Dick owned 3113 and carried a gold chevron on his sail long, long before Stu Robertson found it in a lake in Colorado.

Tom and Jane Schock sailed a Lido occasionally and at Clear Lake (again) we were on a run in VERY light air. The Schocks were behind, but closing rapidly. I frantically made adjustments, gybed back and forth but nothing seemed to work. Soon, I was rolled in a big way, and as they sailed into the distance I hailed "Tom, what in the H#%\$ am I doing wrong?" Tom replied: "It might help if you stopped jumping around in the boat!" It was a good lesson, and well remembered.

Pete Jefferson was one of my favorite teachers. He freely gave out lessons before the test in fleet discussions. If you got one on the water, he'd often seek you out after the contest to see if you had figured out what the test was and how he did you in. In Newport I was able to watch as a test was being given to some others. Downwind, light air, through the moorings on the right side of the channel with the tide running behind us. The boats were barely moving faster than the tide, so steering was somewhat iffy. Pete and I were about 7th in the fleet—Pete was 3 or 4 lengths ahead and moving to the right—somewhat away from the downwind mark which was to be a port rounding. I followed the rest of the fleet and steered directly toward the mark, gaining very, very slowly (inches/minute) on Pete. Then about 100 yards out, Pete started heading left and accelerating toward the mark. Pretty soon he was reaching, then dropped the pole and tightened up a bit more, vectoring in on the mark. Just ahead 4 or 5 boats were stalled at the mark, sagging off to leeward in the current as the lead boat fed them bad air and slowly made his way upwind. Pete stuck his nose in at the mark and the boat ahead said: "You've got no rights in here, get outside!" Pete calmly replied "Hit me if you can!" Of course the guy couldn't he was already being swept away and somewhat sideways by the strong current. Pete, moving faster was able to get around the mark, put the current under his lee bow, and sail over the 4 hapless sailors getting gassed by the lead boat. I was committed to rounding tight and slow and joined the crowd of leeward sagging boats. We all watched Pete finish 2nd as we struggled upwind, tacking through the moorings and trying to avoid the current.

Pete liked to foot fast upwind and one of his usual plays at the weather mark was to slightly overstand the starboard layline and roar over the top of the sailor slightly in front, pinching and struggling at the mark hoping for a miracle puff to get around the mark. If you could make it, the transom of Captain's Fancy would be disappearing ahead downwind.

Another neat trick of Pete's was sailing downwind in light air—especially at Lake Woollemes. Crew/wife Sylvia smoked and when things got really light you'd see Pete holding up a lit cigarette to get a true wind reading. Of course apparent wind is the vector resultant of the true wind and the boat's velocity, and can be detected by telltales on the shrouds or a wind-vane on the masthead. Once Pete got a new masthead wind-vane, and was rather pleased with the way it worked. After racing, he showed it off to Dave Ullman at the docks, and asked if Dave liked it. Dave said "I like it just fine—especially on your boat!" There's a subtle lesson here—sort of like your boat's easy to find.

Craig Lewick sailed Snipes a lot. As a result of the larger courses and the Snipe's speed and lesser (than the Lido's) tacking ability Craig was incredibly good at figuring out which side of the course was favored and judging angles from a significant distance. At Big Bear in the 1992 CCR, Craig was hotly pursued by **Stu Robertson**—upwind on the right side of the final leg. I watched with great interest because Charlie Cummings and I were in the middle of the course with Charlie covering me like a coat of paint, hoping that Craig's distraction with Stu would hand us a 1 & 2 in the race. It was not to be however, Craig tacked to starboard in time to cross Charlie about 50 yards from the finish and plant one in his face. We tacked away and covered Stu. Craig gained 3 points on Stu and finished the CCR's in first. By the way, Craig's dad, **Tom Lewick**, was a hot contender in the 1968 L¹⁴ Championships finishing 2nd.

Tom Nute finished 2nd in his first Lido Championships at Huntington Lake in 1978. Tom was an accomplished Snipe sailor and he had a knack for finding the favored side of the course. **Lou Brooks** and I would go out early before a race and test by sailing off to weather in opposite directions, tacking and crossing and see who was ahead.

We never seemed to get it right, so I asked Tom how he knew. "I always try to get on the side where the strongest puffs are coming from." was his advise. This made more sense than just two boats going out (left and right) and coming back to meet. Tom lost his wife (and a great crew) in a tragic operating room accident a couple of years later and didn't sail dingy's much after that.

My son sailed occasionally with **George Szabo** "Dad" Jonathan said, "George over-hikes a little when he really wants to go fast and doesn't need to worry about tacking. It gets rid of the weather helm and it seems to work."

George also demonstrated to me the worth of the vang in heavy air. The effect was spectacular in a Snipe because of the small centerboard and relatively large jib, but the technique still works in a Lido to a lesser extent. Whatever the boat, hike like the dickens in the puff and don't let the jib and head stay fall off to leeward.

Tom Jenkins uses this technique in heavy air. Lots of vang, traveler out some and hiking like mad. He has as much speed as anyone upwind and points pretty well. Don't let him get below you at Huntington Lake unless you want to tack away.

When **Tom Linsky** was making sails for Lidos he was frustrated by Ullman on more than one occasion—friendly rivalry or just doing business? He was Coronado 15 National Champion and actually won the Championship of Champions one time. When Tom found himself in a poor position he'd try to figure out how to make huge gains by getting lots of leverage on the fleet—going out to a corner and tossing the dice. Sometimes he'd make a huge recovery, and if not—Oh well, he was pretty far back anyway. In one of the last qualifier races at Clear Lake Tom wasn't doing well and went far to the left of the fleet. In a dying wind and fading light the local Sheriff figured out that Tom was out cruising without proper lights. He didn't have his registration aboard either and after some rather indelicate language Tom and crew were arrested and taken to the local Constabulary. Needless to say the race was tossed out and the class officers went to town to bail out the wayward Sailors.

Stu Robertson feels strongly that the professionals that have been in the lineup should be excluded, but we know that it's all about experience. Even Stu worked in a sail loft for a while, but after some problems with attention to detail he was advised that if he wanted to work near the water he ought to be in the pool business. Taking the advise to heart was probably one of the best moves in Stu's business career. You don't need a history lesson to get a learning experience about Stu. He's still on the water, still at the top of the fleet, and waiting to give out a lesson or two. Stu doesn't have any favorite rig settings he just goes out on the water and messes with it till it feels good. Oh yes, he sails with his mast pretty far forward downwind, uses preventers to keep it from falling over, and doesn't jump around in the boat a lot. As for experience, Stu sailed as his dad's crew for a long time. When he got into his teens he crewed for **Gib Marshall** until college times. Gib was a planner, and even in his later years he was a tough guy to get by. He'd cover you loosely and herd you all over the last leg without engaging in a tacking duel (which Gib didn't want to do—mostly non confrontational). But, once we were in a team racing contest at Alamitos Bay, Gibby rounded the leeward mark and then picked me off while on a run so badly I was going to weather without rounding the leeward mark. No contact occurred, but we were wrecked! I was surprised and stunned by his planning, and perfect timing to pick me off.

Finally, we get the common lesson and advise summarized nicely from **Chris Raab**. Chris was just finishing up college and an active athlete on the sailing team. Upon winning his 1988 L¹⁴ Class Championship at King Harbor, I overheard an older couple congratulating him on his victory. Chris said: "You guys are really great sailors—if you spent as much time on the water as I have you'd be awesome!"

Pete Jefferson called it "Getting your ticket punched."

Dave Ullman called it "Tiller time."

It's a common denominator for all of the top skippers. You get your lessons in the sail loft talking about it, get your lessons on the water racing, and remember them well. Store these things away for the right time to use the tools you've been handed. Experience, recall and figure out if you have been tested but don't quite get the lesson. If all else fails, have a good time at the party and don't beat yourself up with expectations of finding an easy way to the front of the fleet.

Don't sell anyone short, and remember to playback the experiences you have and see if you missed the lesson and failed the test. Meanwhile, get more **tiller time, time, time!**



Newport Harbor Yacht Club
2007 W.D. Schock Memorial Regatta
March 10-11, 2007
L14 A Class Series Summary, Preliminary

	Sail	Crew	From	1	2	3	4	5	6	7	Total
1	3113	Stu Robertson & Erin Robertson	MBYC	-2	1	1	2	1	2	1	8
2	6240	Kurt Wiese & Anne Wiese	NHyc	-4	2	3	1	2	1	2	11
3	2614	Freddie Stevens & Fred Stevens	ABYC	5	3	4	4	-6	5	3	24
4	2833	Steve Kent & Diane Kent	SSC	3	8	5	3	4	3	-13	26
5	6188	John Papadopoulos & Stacie Brandt	BYC	1	-11	9	5	5	4	4	28
6	6288	Walter Johnson & Terry Johnson	WYC	7	4	2	10	9	6	-12	38
7	4910	Len Bose & Molly Lynch	BYC	8	6	8	7	3	-11	6	38
8	6255	Stephen Mueller	BYC	11	9	11	6	-16	7	5	49
9	6100	Randy Carper & Pete Labahn	MBYC	6	12	7	9	8	12	-14	54
10	5127	Nancy Davidson & Missy York	BYC	9	7	10	12	7	-13	9	54
11	4000	Larry Walter & Shelly Leseney	CYC	12	5	-15	13	12	14	10	66
12	6284	Steve Potter & Kristina Potter	SMWYC	15	15	6	(20\DNS)	10	16	8	70
13	4532	Mike O'Neill & Megan	AYC	10	10	13	8	11	(20\DNS)	20\DNS	72
14	6297	Chris Killian & Christophe Killian	BYC	-16	13	12	11	15	10	11	72
15	6274	Peter Beale & Amie Cou e Arbuckle	SCCYC	13	14	14	14	13	8	-15	76
16	3747	Renne DeCurtis & Heather Martinelli	KHYC	17	17	(20\DNF)	16	14	9	7	80
17	6087	Terrie Canon & Debra Paz	MBYC	14	16	16	15	-17	15	16	92
18	6104	Tim Harris	CYC	(20\DNS)	20\DNS	20\DNF	20\DNS	20\DNS	20\DNS	20\DNS	120T

L14 B Class Series Summary, Preliminary

Pl	Sail	Crew	From	1	2	3	4	5	6	7	T
1	6266	Marcel Hughes & Jennifer Dunkle	OCCSA	-3	2	3	1	3	2	1	12
2	4110	Roy Woolsey	LIYC	2	(8\DNS)	1	4	1	1	5	14
3	882	Tom Estlow	SCCYC	5	3	-6	3	5	3	2	21
4	3542	Jeff Zook & Tobi Zook	Anacapa YC	1	1	4	2	6	(8\DNS)	8\DNS	22
5	4602	Bob Hartung & Adam Maes	DPYC	6	4	-7	7	2	4	3	26
6	6015	Roger Tilton & Patricia Tilton	MBYC	4	6	2	6	-7	5	4	27
7	5036	Kelly Cantley & Anne Eggers	SCCYC	-7	5	5	5	4	6	6	31

11 Mar, '07, 17:00

St. Pete Scorer.

Lido 14 Golden Anniversary Class Championships

This coming August 19th, the most significant and exciting event in the long history of the Lido 14, the Golden Anniversary Class Championships are going to be sailed in Newport Beach, California. Yes, it has been fifty exciting years of sailing competitions, great social activity, and long lived friendships all centered around our favorite boat, the Lido 14.

Very few classes of sailboats last for fifty years, let alone boats from one builder. The boats wear out, become obsolete, and are replaced by newer, high tech designs. The sailors grow old and bored, or they move on to the newer design boats. The Class Associations wither away from lack of leadership and interest. The Class dies, except for the Lido 14. Through all of the years the Lido has maintained its strength and vitality. The boats have been improved through better deck and cockpit design and with numerous rigging changes. The Class Association has reinvented itself and is a vital leadership organization. The sailors still love the exciting sailing offered by the Lido, and show up in large numbers at all the important events. It's a great Class.

On August 19th, the Lido Class returns to its birthplace, Newport Beach. Yes, the Championships were sailed here fifty years ago in 1958. We really have to wonder if W.D. Schock had a premonition that this would really happen fifty years later. The waters must be sacred.

This is not going to be an ordinary Championship Event. The red carpet is out. The history of the Class will be on display. Tom Schock, the president of W. D. Schock Corporation, son of the designer of the Lido, and leader in the Class for fifty years is going to reveal all that is known about W.D. and the boats he designed and built. Many other celebrity guests from the early days of Lido are coming too. This includes Bill Ficker ("Ficker is quicker") (and winner of the America's Cup in Intrepid--ED), Tom Leweck (Scuttlebutt), Roy Woolsey (yes, he sailed in the very first Championship), Bill Palmer, and many other "rock stars" from the sailing community that all started in the Lido. This one evening will be worth the price of admission to the entire event.

The Event starts on Sunday, August 19 at Lido Isle Yacht Club. Once you have checked in, you can launch your boat and participate in a top rated sailing clinic lead by Dave Ullman. Ever heard of him? To back Dave up, we will have a long list of past Class Champions on hand to give one-on-one help. After lunch, there will be sailing activities and races all afternoon. Then, the boats will be transferred across the Bay to Newport Harbor Yacht Club where they will "live" for the regatta.

Each evening is a new dinner experience. Lido is serving barbeque ribs, chicken, beans with all the fixings. It will be a fun evening to welcome everyone and get reacquainted with all of your friends and competitors (whichever they are). This dinner will be followed by Balboa Yacht Club's Burger Bash on Monday night, Bahia Corinthian's Mexican night on Tuesday, and the elegant banquet at Newport Harbor Yacht Club on

Wednesday. Just remember, we don't get a throw out for putting on too much weight.

Newport Beach is a vacation land during the summer—it has great beaches, and is close to Catalina Island, Disneyland, Laguna Beach, Lego Land, Sea World, and a long list of other great places. Visitors can turn the Regatta into a weeklong vacation spree. Realize, however, that housing can be a problem. We have made some good arrangements with the Dunes Motor Home Park and with the Holiday Inn Express, but you must make your reservations early. Details are all included in the Regatta packet.

There will be many rooms available in private homes. These will be allocated on a first come, first serve basis. The sailors that get there Entry Application turned in first will get preferences. That's right, you shouldn't wait until the last minute to enter. I know that this is a really new concept amongst sailors like you and me, but it sure helps the Event planners, so, sign up now. By the way, you might just notice that there is a discount for signing up early.

Wow, I have written all of this, and I haven't mentioned the main item—sailing. Newport Harbor Yacht Club is the host for all of the sailing activities. The boats will launch from there, and the Race Committee and the Protest Committee will all meet there. The races will be held in the "Turning Basin" which is an open, reasonably large plot of water in the middle of the Bay. It is located just to the North of the Club. We anticipate good wind, a bit of tide, clear skies, sunshine, and a little bit of crossing traffic which we should be able to control since the event is sailed during the week. We will have plenty of competitive races over some great courses. It will be a challenge to do well. It isn't quite like Huntington, or even Eugene or Mission Bay, but it is our venue, and we sail it all year and enjoy it thoroughly. We think that you will like it too.

Does this sound exceptional? We all think so, and to immortalize the Event, we have Rich Roberts with his camera and note pad in hand. You had better be looking good—you might end up on the centerfold of some national magazine (we won't say which one).

Now, it's your turn. Read the NOR, the Important Information Sheet and Entry Application that is coming in your Class Championship Packet, and make the decision to attend the Event of your sailing life. See you at the Regatta.

Still not convinced? Please let me know what else we can do for you.

Bob Yates,

General Chairman, at bobyates@adelphia.net



Above, Winning form at ABYC Midwinters --John Papadopoulos and Bob Sherwood go for the gold. On the Right, Tracey Kenney and Robin Tams crossing the finish line in Race 6 to capture B honors and join the A fleet for a year at the very least...Photos courtesy of Joysailing.com



everyone else. So the challenge was to see if I could hang on while still playing my conservative (i.e. non tactical) strategy. I had to play the middle against both Kurt and Walter which eventually left me hanging on one tack that let one of them get by. I don't recall where or how but I was able to pull back up into first place and held on to the finish. All three of us were very close to each other at the final leeward mark rounding. Kurt had been in second at the leeward mark but Walter took a low road (it's a reach from K to the finish) to the finish and must have just nipped Kurt near the end.

Between races I had reviewed the series scores and confirmed that for practical purposes, I had won the regatta...but I then started to think of really bizarre scenarios where I might end up in second place if I didn't sail. So off we went for the second race of the day. I managed a really nice midline start that got me out in front by several boat lengths and again I used the same strategy as before played out in the current (but better wind). I had been leading Kurt and Walter and, again, had to cover both boats. I could see that we were slowly losing our lead, as I occasionally had to sail on a header to cover both Kurt and Walter or to keep out of the mooring area near Mark O. Eventually I lost enough that I couldn't cross Kurt when I was on port tack - so I

Sunkist Series, Newport, CA

Day One

After the first installment of racing at Balboa Yacht Club's Sunkist Series, local sailor John Papadopoulos is leading by one point. Light winds and moderate current played in important part in the strategies of racers. In the first race, with current flowing "downwind", traditionalists sought current relief by tacking as soon as possible to sail along the navigation channel along Balboa Island, ducking in and out of the adjacent yacht mooring fields as was occasionally needed. As is all too common when racing up the narrow (about 4 boat lengths) channel, it's pretty common to have to duck other boats, tack because you'll run aground or run into a moored boat, and, of course, sail on a header now and then. Occasionally someone (usually the leader) gets to sail the wind more than the environment and that's what Kurt & Anne did - breaking away. The rest of the boats sort of flagellated in the channel and the Wieses simply extended their lead. Race one was handily won by the Wieses.

In second race, the Balboa Island "channel" wasn't played as aggressively - sailors stayed out in the open water. Kim McRae led most, if not all, of the way around the course. John Papadopoulos barely hung on in second place, surviving a charge from Kurt Wiese. Kurt, who was in third place of the race, didn't realize that a 3rd would have given him four points and the "victory for the day". Kurt rolled the dice and lost at the leeward mark rounding, fouling John Papadopoulos and possibly one other boat in an attempt to get and hold an inside overlap. After taking a penalty turn, he ended up finishing 7th - moving him down to 4th overall for the day.

Daily first trophies were presented to each competitor that won a race.

As was the case the past several years, the first day of racing at the Sunkist Series has also been coupled with the Children's Hospital of Orange County Regatta. Racers could sign up for the Sunkist and for CHOC and double their chances at trophies while sailing the same races. The idea, of course, is to get competitors to donate funds for CHOC, and that worked quite well. Totals for the CHOC entrants weren't available but it's known that John Papadopoulos, with Iris Asbury as crew, won the CHOC regatta.

Day Four

Today we had light to medium winds and a VERY large outgoing tide. The traditional strategy of tacking at K mark and sailing back to the shores of Balboa Island for relief from current was used by most boats however I had Stephanie Failers crewing for me for the day and I had promised her a very low stress day on the water - which meant no close handed tactical racing, fewer tacks, etc. That also meant staying out in the open channel where there was more current - a taboo during outgoing tides! Fortunately, I had investigated the course prior to the race and had found that the wind was really rotten on the tack back to Balboa from K mark and that the wind out in the open was considerably nicer! So it wasn't too hard of a pill to swallow to stay out in the open waters.

By the time we got to about M mark (on our way to O), it was clear that my strategy had given me a several boat length advantage over

Sunkist Series											
Lido A	Sail #	Team	R1	R2	R3	R4	R5	R6	R7	R8	T
1 st	6188	John Papadopoulos & Iris Asbury	-2	2	-3	2	1	2	1	2	10
2 nd	6288	Walter & Terry Johnson	-3	-3	2	1	3	3	2	3	14
3 rd	6240	Kurt & Anne Wiese	1	7	-15	-15	4	1	3	1	17
4 th	4000	Larry Walter & Shelly	-7	5	5	-11	2	5	5	6	28
5 th	8200	Len Bose	6	8	-9	-9	5	4	4	4	31
6 th	6284	Steve Potter	8	4	6	4	-15	-15	6	5	33
7 th	515	Judy Gorski & Kim McRae	4	1	4	3	-15	-15	15	15	42
8 th	3113	Chris Nesbitt & Erin Robertson	-15	-15	1	5	6	6	15	15	48
9 th	4370	Ryder Nesbitt	5	6	11	10	-15	-15	15	15	62
10 th	4017		-15	-15	7	6	15	15	15	15	73
11 th	6100	Randy Carper	-15	-15	8	8	15	15	15	15	76
12 th	3747	Renee DeCurtis	-15	-15	10	7	15	15	15	15	77
13 th	6087	Terrie Canon	9	9	-15	-15	15	15	15	15	78
14 th	5157	Nancy Davidson	-15	-15	15	15	15	15	15	15	90
Lido B	Sail #	Team	R1	R2	R3	R4	R5	R6	R7	R8	Net
1 st	6297	Chris & Christophe Killian	3	1	-4	1	-4	3	2	1	11
2 nd	1007	Dan Rossen & Ashley Cox	1	3	2	-4	3	2	-5	2	13
3 rd	3496	Chuck Simmons	2	2	3	2	-5	-4	1	4	14
4 th	6274	Peter Beale	-10	-10	1	3	2	7	4	5	22
5 th	3650	Greg Boudreaux	4	5	7	5	7	8	-10	-10	36
6 th	5036	Kelly Cantley	6	6	6	6	6	6	-7	-7	36
7 th	4899	Colin & Pat Kincaid	-10	-10	10	10	1	1	10	10	42
8 th	3804	Mark & Sean Hunter	5	4	-10	-10	8	5	10	10	42
9 th	6048	Wendy & Dennis Potts	-10	-10	5	7	10	9	10	10	51

ducked him and gave him the lead. It's pretty easy to do this when you know you've won the regatta - the key for the long run is to know when it's OK to duck and when it's better to lee-bow. More on that some other time. So Kurt rounded the weather mark first, with me in second and Walter in 3rd. It looked like Kurt was working pretty hard to keep his lead so I didn't spoil his efforts by telling him that I had won the regatta or that he was sailing downwind with his centerboard half way down! And perhaps best of all, I was able to keep my promise to Stephanie. Thanks to all the competitors that showed up and a special thanks to the regatta organizers!

Report by John Papadopoulos

Regatta Reports

Super Bowl Regatta, Ventura, CA, Jan. 28 2007

By Eric Bohman

Rain and little wind could not stop fourteen teams from helping Fleet 43 "kick off" its sailing season on Sunday January 28. Seven races were sailed before the wind completely shut off, and as is typical with this event, every race counted. Both Fleets started together and Deke Klatt and Ceal Potts were able to start consistently well and win the A Fleet with 18 points. Team Harris narrowly beat Team Miller to take the B Fleet. What the results don't show is that in every race there was a photo finish with 5 or 6 boats finishing at the same time.... where the last puff came from was often the difference between 3rd and 9th... so if you left your "luck" at home, it was easy to add points to your score with 20 feet to go to the finish.

Mike O'Neill and I were talking after the event and agreed that it is really a compliment to have people outside your local Fleet travel to one of your events. Thanks again to everyone who drove up the coast to sail our short courses... Mark your calendars for next year... this event is always the weekend before the Super Bowl or maybe I should say they always move the Super Bowl to be a week after our event.

Super Bowl Regatta										
Team	Sail #	R 1	R 2	R 3	R 4	R 5	R 6	R 7	S	PL
A Fleet										
Team Klatt/Potts	3625	2	3	2	1	2	5	3	18	1
Team Ryan	4790	3	1	4	9	3	2	4	26	2
Team Kent	2833	1	2	1	2	10	12	10	38	3
Team Carroll	4960	5	5	3	7	5	10	5	40	4
Team Potter	6284	8	4	5	4	9	4	7	41	5
Team Robertson	3113	6	13	14	5	1	1	2	42	6
Team O'Neill	4532	4	8	10	3	4	7	8	44	7
B Fleet										
Team Harris	6127	10	6	8	10	7	9	9	59	1
Team Miller	3579	12	9	12	11	11	6	1	62	2
Team Sam/Lisa	2570	14	11	11	6	6	3	12	63	3
Team Kenney	4430	9	10	6	13	8	11	6	63	4
Team Zook	3542	7	7	13	8	12	8	11	66	5
Team Estlow	882	10	12	7	12	13	12	13	79	6
Team Oliver	2166	13	14	9	14	14	14	14	92	7

Ed Note: Erin Robertson was at the helm and after several races finally got dad (Stu) to talk about starts, courses, boats and other standard crew duties. Performance improved substantially.

2007 SCYA Midwinter Regatta

February 17 & 18, 2007

Race 1 and 2 were in somewhat breezy and gusty Santa Ana (off-shore) winds, Lunchtime followed Race 2 and as we entered the docks it was evident that a big shift was on and the Santa Ana Winds were dying. Steve Mueller hobbled to the lunch table with a rapidly swelling starboard knee having dislocated his kneecap twice after falling in the boat in Race 2. Ice was applied helpers volunteered to get Steve's boat out of the water and Steve retired from competition. A long lunch break was endured as the winds shifted to somewhat light and onshore and Race 3 was started in medium (10 knots?) dying on-shore breeze. The R/C wisely decided to postpone Race 4 till Sunday as the winds shut down for the day and the B fleet struggled to finish up R3. Races 4 thru 6 were started Sunday with a full breeze developing by race 6 (15+ knots).

Team Little (Bob Little and his wife Lisa?) lead the regatta at the end of Saturday with a total of 6 points. John Papadopoulos, sailing with Bob Sherwood, and the team of Kurt & Anne Wiese had 7 points each. On Sunday, the Team Little had an excellent start in the fourth race and was able to tack on the first shift that gave them a strong position that they held onto thru the finish - winning the first race of Sunday. Both John and Kurt got caught up in the fleet and finished 6 and 7 respectively in the same race. John & Bob rallied and won the next race. In the last race, Bob Little got an early lead but John & Bob passed them upwind and held on to win the final race - giving them a one point win (after one throw out.)



B fleet Trophy Winners L-R Team Conn, Team Zook, Team Kenney

Special thanks to PRO Jim Drury and his team for keeping racing in the main body of the bay by using windward/leeward courses with movable marks - a treat that Lido 14's don't normally get because the main racing area is usually shared with at least one other class of boat.

For those that like action in their sailing, there were several breakdowns including the Wiese's tiller extension breaking in the last race. The Bohman's bow fitting was sheared off at the finish of the last race and, the mast fell down after colliding with Johnson's. Mike Shea also (besides Johnson) holed on the port sides of their boats.

I'm sure I'm missing some of the stories but anyone that says that sailing isn't physical (it was pretty much full on hiking for all but Race 2) or boring (not enough too close action) is full of bilge water.

On the brighter side, Tracey Kenny & Robin won the B fleet and are now Lido 14 A sailors, we had 27 boats on the water, Roger Patterson's arm/shoulder now seems to be in working order although he wisely decided to opt out of the gusty first race, and the weather was really quite pleasant. With no Sabots, we had the entire inside bay area to play in by ourselves for the whole weekend!



Sherwood and Papadopoulos receive the Jim Tyler Memorial Award from ABYC's Commodore

SCYA Midwinters at Alamitos Bay Yacht Club											
A	Skipper & Crew	Sail #	Club	R1	R2	R3	R4	R5	R6	T	Net
1 st	John Papadopoulos & Bob Sherwood	6188	BYC	4	1	2	-6	1	1	15	9
2 nd	Bob Little	4072	CYC	-3	2	1	1	3	3	13	10
3 rd	Kurt & Anne Weise	6240	NHYC	1	3	3	7	2	(15 DNC)	31	16
4 th	Walter & Terri Johnson	6288	WYC	5	6	-9	3	4	5	32	23
5 th	Steve & Diane Kent	2833	SSC	6	4	-7	4	7	4	32	25
6 th	Eric & Tiffany Bohman	3579	AYC	2	5	4	12	5	(15 RAF)	43	28
7 th	Bob Yates & Pat Kincaid	5051	NHYC	7	8	-11	2	6	6	40	29
8 th	Dave Carroll & Noel Naff	4960	MBYC	11	7	-12	5	8	2	45	33
9 th	Grant Hill	4310	ABYC	-10	10	5	8	9	8	50	40
10 th	Len Bose & Ashley Knox	4910	BYC	9	-11	8	9	10	7	54	43
11 th	Chris & Christophe Killian	6297	BYC	-12	13	10	10	11	(15 DNC)	71	56
12 th	Roger & Anne Hinton	3906	MBYC	-14	14	13	11	12	9	73	59
13 th	Mike Shea & Stephen Casey	4074	ABYC	13	12	6	(15 DNC)	15 DNC	15 DNC	76	61
14 th	Steve Mueller & Iris Asbury	6255	BYC	8	9	(15 DNC)	15 DNC	15 DNC	15 DNC	77	62
B	Skipper & Crew	Sail #	Club	R1	R2	R3	R4	R5	R6	T	Net
1 st	Tracey Kenney & Robin Tams	4430	SCCYC	2	2	1	2	-3	3	13	10
2 nd	Jeff & Tobi Zook	3542	AYC	3	4	2	1	-5	2	17	12
3 rd	Tracey Conn & Mark Stanifer	4029	ABYC	4	-9	7	3	2	1	26	17
4 th	Margie Brown & Chuck Cover	6006	ABYC	1	-10	5	5	6	6	33	23
5 th	Roger Patterson & Fred Marks	6127	MBYC	(14 DNC)	5	6	7	1	5	38	24
6 th	Don & Christine Taugher	6024	ABYC	(14 DNC)	12	4	4	4	4	42	28
7 th	Marcel Hughes & Jen Dunkle	6266		6	-8	3	8	8	8	41	33
8 th	Jim Jackman	6158	BYC	(14 DNC)	6	8	6	7	7	48	34
9 th	Tom & Karmen Estlow	882	SCCYC	(14 DNC)	7	9	9	9	9	57	43
10 th	Tigran Karstan	1475	CBYC	5	-11	11	10	10	10	57	46
11 th	Aaron Feves	3474	CBYC	7	3	10	(14 DNC)	14 DNC	14 DNC	62	48
12 th	Kevin & Katie Taugher & Greta Wessel	3661	ABYC	(14 DNC)	1	14 DNC	14 DNC	14 DNC	14 DNC	71	57
13 th	Jody Rawles	2986		(14 DNC)	14	14 DNC	14 DNC	14 DNC	14 DNC	84	70

NOTICE OF RACE

2007 LIDO 14 GOLDEN ANNIVERSARY CLASS CHAMPIONSHIP REGATTA

AUGUST 19 - 22, 2007
NEWPORT BEACH, CALIFORNIA

1. RULES

1.1. The Lido 14 Class Championship Regatta ("Regatta") will be governed by the rules as defined in The Racing Rules of Sailing (RRS).

1.2. The Organizing Authority is the Lido 14 Class Association ("Association")

2. ADVERTISING

Advertising is restricted to Category A.

3. ELIGIBILITY

3.1. The Regatta is open to all members of the Association that meet the requirements set forth in the Lido 14 Class Bylaws (refer to Association Article XVII.3) that comply with the following:

3.1.1. Competitors applying for entry prior to August 17th shall deliver a completed Entry Application and all monies due to the address specified on the Entry Application.

3.1.2. Competitors applying for entry after August 17th shall present a completed Entry Application and all monies due at the Registration and Check-In events listed in the Schedule of Events below.

3.1.3. Competitors shall read, sign, and present the accompanying "Regatta Entry Agreement, Waiver and Release" document at the Registration and Check-In events listed in the Schedule of Events below.

3.1.4. Competitors shall present a valid Certificate of Measurement and Registration and a completed 2007 Lido Class Championship Regatta Measurement Checklist for the boat in which they intend to compete with at the Registration and Check-In events listed in the Schedule of Events below.

3.1.5. Both skipper and crew shall present themselves and any required ballast weights for inspection at the Registration and Check-In events listed in the Schedule of Events below.

3.2. No Entry or changes to Applications will be accepted after 10 am on August 20, 2007

4. FEES

4.1. The Entry Fee provides each entrant with two meal tickets for each scheduled dining event and two T-shirts. The Entry Fee is as follows:

When Entry is Received	Non US Sailing Member	US Sailing Member
Entries received in March and April	\$ 255	\$ 250
Entries received in May and June	\$ 265	\$ 260
Entries received in July and August	\$ 275	\$ 270

4.2. Fees for additional meal tickets and T-shirts are shown on the Entry Application.

5. SCHEDULE OF EVENTS

The Class Championship Regatta consists of two series of races: The Qualifying Series and the Championship Series. The purpose of the Qualifying Series is to assign the competitors into the Gold and Silver flights for the Championship Series. Refer to Article XV.12 of the Association Bylaws for further details on Gold and Silver flights. The following schedule shows the official racing related events. Refer to the Important Information document for additional, non racing, events.

Sunday, August 19, 2007

8 am - 4 pm

9 am - 5 pm

Monday, August 20, 2007

8 am - 10 am

10 am

11 am

Tuesday, August 21, 2007

10 am

11 am

Wednesday, August 22, 2007

10 am

11 am

Description of Event

Registration and Check-In at Lido Isle Yacht Club

Boats and trailers may be brought to Newport Harbor Yacht Club

Registration and Check-In at Newport Harbor Yacht Club

Competitors Meeting at Newport Harbor Yacht Club

Qualifying Series Race #1

Additional races to follow. No race shall start after 4:00 pm

Competitors Meeting at Newport Harbor Yacht Club

Championship Series Race #1

Additional races to follow. No race shall start after 4:00 pm

Competitors Meeting at Newport Harbor Yacht Club

Championship Series, Continued

No race shall start after 4:00 pm

NOTICE OF RACE *continued*

6. VENUE:

6.1. The events of the regatta will use the facilities of Newport Harbor Yacht Club, Lido Island Yacht Club, Bahia Corinthian Yacht Club and Balboa Yacht Club, which are at:

Newport Harbor YC 720 West Bay Avenue Balboa, CA 92661 (949) 673-773 www.nhyc.org	Lido Isle YC 701 Via Lido Soud Newport Beach, CA 92663 (949) 673-5119 www.lidoisleyachtclub.org	Bahia Corinthian YC 1601 Bayside Drive Corona del Mar, CA 92625 (949) 644-9530 www.bcyc.org	Balboa YC 1801 Bayside Drive Corona del Mar, CA 92625 (949) 673-3515 www.balboayachtclub.com
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6.2. Races will be sailed in Balboa Bay mostly in the area known as the "Turning Basin". This area is bounded by Pacific Coast Highway on the North, Lido Isle on the West, Balboa Island on the East, and the Newport Peninsula (the location of Newport Harbor Yacht Club) to the South.

7. SAILING INSTRUCTIONS

The Sailing Instructions will be available at Registration and Check-In.

8. COURSES AND SCORING

The courses and scoring will be described in the Sailing Instructions.

9. TROPHIES

Individual Trophies will be awarded for the ten highest finishers in the Gold Flight and the five highest finishers in the Silver Flight. The following perpetual trophies will also be awarded.

W.D. Schock Trophy	Overall winner of the Regatta
Warren F. Pomeroy Memorial Trophy	Winner of the first Gold Flight Race
Presidents Trophy	Winner of the second Gold Flight Race
Governing Board Trophy	Winner of the third Gold Flight Race
Longest Journey Trophy	Skipper who travels the farthest
Fleet 2 Trophy	Winner of the Silver Flight
First Lady Perpetual	First Woman Skipper
Jim Tyler Trophy	First Family
Grand Masters Trophy	First Skipper over 50
Team Trophy	The Gold/Silver team with the lowest combined score

10. FURTHER INFORMATION

Refer to the accompanying document titled "Important Information" for details on non-racing events associated with this Regatta.

For even more information, contact Regatta Chair Bob Yates via email to bobyates@adelphia.net or by telephone at (949) 673-3557 and visit the Association's website located at www.lido14.org.

Fleet Reports *continued*

Fleet 2 Report *continued*

Lido Day on the 16th). the Fleet Champs, July 28--this race will be double weighted. Outlook Regatta, August 28. There will be two throwouts. As opposed to standard scoring, boats will be awarded points based on the number of boats they beat from our local fleet. Assuming we have a number of visitors for the Spring Invitational our High Point Scoring will be based solely on our boats. We will take into consideration A and B status. Put a highlight on these dates, if we get extra folks out for them it only make the experience more fun.

Trailing Tip: I was up at Dave Carroll's a while ago and he gave me a very good heads up on trailering. Put mudflaps on your fenders! In wet weather the trailer tires spit up a mixture of water and road debris that is not at all good for the bottom. Actually, Kurt and Anne Weise have a bottom cover for their boat to use when trailering.

Website: Tom Estlow is working on updating our local website and while it may be a work in progress, it is showing promise. Thanks, Tom.

Steve Potter (805) 208-7440 cell, (267) 295-8317 fax
s.potter@adelphia.net



ED Note: Another trailering tip is to note the new axle on the trailers delivered with new boats. It is a torsion axle with preloaded spring inside the square tube which supports trailing links. Unfortunately the preload is so high that it wouldn't deflect with Steve and I both jumping on it with the boat in place--sort of like

having no spring at all except for the tires. One trip down the Interstate 710 and every bolt on the boat will be loosened. Besides that, the carpet placed on top of the (PAINTED) tube supposedly to protect the centerboard if the up-haul is not set, retains water and promotes RUST. As we all know--**RUST NEVER SLEEPS**. The good news is that the assembly is bolted on and can be replaced. See Photo.above!

Fleet 1 Report

Fleet 1 held elections for officers yesterday. Our officers are now:

Captain: Len Bose
Secretary: Chris Killian
Treasurer: Ryder Nesbitt
Measurer: John Papadopoulos

Fleet 8 Report

We are looking forward to our first big race here in the Sacramento Valley, April 14-15, the Camellia Cup at Folsom Lake. Winner of the cup usually is winner of largest class via a complicated formula. Last year, George Koch won in his Lido 4567 in the open division. This year we will easily have a class start.

During the winter we have focused on fleet growth and have added several experienced sailors. Please welcome to Fleet 8 and the Lido 14 Class Association Bruce and Betsy McDivitt # 2835, Bruce is a past champion in the El Toro class, Chris and Vanessa Nauta #4214 former Thistle and Cape Dory 25 sailors; Pat and Bruce Sayer-Handley #6149, Pat has competitively sailed Turnabouts and crewed on large boats in So. Cal. and Butch and Kathy Michel # 6166. Butch is an accomplished El Toro sailor and with Kathy, former fleet champion in Lido Fleet 62, Fremont Sailing Club.

Midwinters are going on at both Folsom Lake and Lake Washington yacht clubs but most of the Lidos are in hibernation. We did have three Lidos at the Lake Washington Midwinters #1 in January with new members Bruce and Betsy McDivitt 2835 in their first Lido race getting 2 bullets, Richard Leijonflycht and Kathy Hebbeler 4515 2nd overall and Rodney and Rebecca Neis 229 3rd. Drifting conditions but a nice winter day. Bruce is a welcome addition to the fleet with great sailing pedigree in the El Toro class as former National and West coast champion. Now with a 2 person boat so Betsy can join him Bruce is off to a great start winning his first race in the Lido 14.

Richard Leijonflycht *L*¹⁴4516, Fleet 8 Secretary
Note to Editor--Welcoming Bruce and Betsy to Fleet 8. picture attached is L to RT. Rodney Neis, Fleet Captain, new members Bruce and Betsy McDevitt, and Richard Leijonflycht. **Right, Fleet 8 photo**

Fleet 41 Report

Ed Note: Several years have gone by since fleet 41 was an active. Fleet. Huntington Harbor Yacht Club is on the end of Westminister Street in a maze of developed inland channels surrounded by houses, docks and yachts. In the Mid '70's the Club was formed and an annual regatta for Lidos was hosted by HHYC called the Tournament of Champions.

The idea of the regatta was to break up the usual fleets into smaller groups to fit into the small confines of the channels and waters available to the HHYC. And have a starting line of maybe 15 boats. The fleets consisted of B's; the regular standard household variety A's; and a bunch of "super A's" consisting mostly of sailors with gold emblems on their sails and a few red *L*¹⁴'s.

The club posted the NOR with a list of potential entrants and pre selected the class in which they could enter. You could only advance in class over the pre-selected list if you had won the previous event. Other wise secret and mystical methods of scoring and selection were based on the attendance and performance in the past year's events.

Don Robertson, joined the HHYC in 1975, having been previously a long time member and Director of Fleet 6 at ABYC. Don was the first recipient named on the Lido 14 Senior Citizen (Grand Master) Award.

Don and Gloria were able to attend the Huntington Lake Regatta last year and Don helped out by bringing up a small powerboat to serve with the race management team for the *L*¹⁴ Class Championships.

Don passed away shortly after a fall and resultant head injury on Friday March 2, 2007. Don was 90 years of age.

In his life Don was fascinated by boats and purchased his first Lido from Bill Schock at a boat show in the late 50's He was a member of Alamitos Bay Yacht Club for many years sailing in Lido 2623 up till 1974 when he joined Huntington Harbor Yacht Club (Fleet 41) and then sailed in Lido 3804. His wife, Gloria, survives Don, and three children, including Stuart, the current Lido 14 Class Champion, and also two grandchildren by Stuart--Erin and Russell Robertson.

A memorial celebration of Don's life was held at Huntington Harbor Yacht Club in his honor. The room was filled with a large number of first generation Lido sailors from the 50's, 60's and '70's as well as their children and grandchildren.

*L*¹⁴Fleet 41 remains inactive.

HHYC continues to support their Naples Sabot fleet, Junior sailing programs and Sabot regattas.

District VI Report

Lido Governing Board:

District VI would like to bid for the 2008 Lido 14 Class Championship Regatta to be held at Eugene Yacht Club at Fern Ridge Oregon. For those that have sailed at Fern Ridge, you know that it as everything to offer and then some for small boat sailing. By our entire District VI hosting the regatta, we feel as though we can pool our resources to put on a top notch CCR as well as encourage the most participation from the "north" group.

We look forward to hearing back from you on this matter so we can begin planning for our 2008 CCR.

Garrett Johns, Secretary, *L*¹⁴ District VI



Fleet Reports

Fleet 6 Report

Marty Bowman passed away in her sleep on December 17, 2006 at her home in Westminster CA. Marty was an enthusiastic sailor and racer in her Naples Sabot and Lido 14 sailboats, and actively participated in those fleets. She introduced many to the pleasures of sailing the Lido 14 and called herself the "Lido Lady". She was also active in singing, watercolor painting, gardening, and enjoyed redesigning and rebuilding her rock gardens. She loved the desert and the stories her father told of his adventures as a young man prospecting for gold. Marty is survived by 3 children and 4 grandchildren.

Tracy Conn remembers: She was the Lido Lady over four decades. With her then-husband Dale Berkihiser, Marty owned Lido 14 #1, and was legendary in her support of the Lido 14 both locally and as a member of the Lido 14 Class Association. She became a Lido dealer and supported the local fleet with boats, parts and advice, and served several times as Fleet Captain of Lido 14 Fleet Six. Marty participated in dozens of class championship regattas and made the annual High Sierra Regatta at Huntington Lake a regular destination.

Greg Boudreaux recalls: "It was '95 and we had just started racing Lido's. It didn't take long to realize that the more 'mature' sailors were just plain spanking us at virtually every venue. So, when I met Marty, the timing was right. She needed crew for her Lido #4900 at the National Regatta at Big Bear, and I needed some lessons to go with my newfound humility. Well, Marty and I finished 5th in the Silver Fleet during that regatta and she was also awarded the First Lady Perpetual Trophy, a feat she also attained in '92 and '88. So, one can imagine that the drive home - was a happy drive!

By my own 'ships' log, I had sailed 55 races with Marty over a five year period. And, as sailors know, the relaxing times and challenging times in a Lido14 affords people from two extremes in life to get 'acquainted'. So in between races we'd talk about boat trim and strategy, life, family, philosophy, religion, politics, science, art, music and so on. And, amazingly, she was always able to discuss these with keen insight AND without feeling compelled to make value judgments, simply accepting what is and what is not. During races though, she was only 'living the race' and most of all she loved 'living the race' with-us Lido folks. More than ever now, I ask my self, 'was it sailing that I learned' or how to 'live the race'?

Recently, I met with Marty for lunch in late October. We had a wonderful visit and I told her about our trip to Huntington Lake for the 2006 National Championship Regatta. She listened so attentively as to who was racing, remembering the lake from her many trips there, the lifts, the marks, as though she was still on the water. Being truly humble herself, she was especially surprised in the pride I took when pointing out her name to Tracy (Conn) on the First Lady Perpetual Trophy this year .as though satisfied that her duty in continuing a legacy of sorts, had been properly completed. It was completed, and it was with pride.

When, during lunch, Marty gave me one of her beautiful stained glass trophies from the '94 Nationals in Mission Bay (Silver Flight-5th place)...I suppose my gut tightened and I braced for the inevitable. She did not have to say any thing after years of crewing for her, I felt which way she was steering the boat, a synchronicity of sorts between a skipper and her crew. Even so, I was greatly saddened when I learned of Marty's passing in December from a short illness. She was a fine sailor and a good friend.

I'm proud to recall Marty's sail number as she crosses the finish line this last time--Lido #4900--what a great race!"

Stu Robertson recalls Marty from his childhood years. "Every time I was at the beach and started to get into mischief Marty was all over my case like a coat of paint. She'd straighten me out and I'd be good for a while. She had a really great looking Sabot—all varnished mahogany inside—beautiful boat. She even let me sail it once. I was thrilled and honored by her generosity.

Dave Carroll remembers: In the late '70's Marty frequently traveled to Mission Bay for the invitational regattas. Mission Bay usually has stronger afternoon sea breezes than other So-Cal venues and once Marty confided that she'd really like to be able to mix it up with the big boys but she just couldn't get the boat flat in that much wind, and needed help going to weather. I jokingly suggested that she try to find a 6'6" skinny legged 160 pound crew to help her out in the breeze. She chuckled and said she'd think about it.

The next time I saw her on Mission Bay after lunch break I noticed that her boat looked different somehow. A closer look revealed her mainsail had been shortened by about 18" by re-cutting the foot. Sure enough, she could keep the boat flat and did pretty well on the beat to the first mark. Unfortunately, the run wasn't quite so good and she

couldn't maintain her position giving away 10-15% of the sail area. Still, she persevered and finished in the middle of the fleet. I never saw the short mainsail again, but always credited Marty for her ingenuity and willingness to try something different.

ED note: From records in the Lido Handbook, Marty finished as the first lady skipper on 3 occasions after the award was conceived and dedicated in 1986.

Fleet 21 News

Fleet 21 has begun the new year with three new national members. We have welcomed Jeff Satterwhite, Given Harrison and Sue Dijkman on board with National Status. These people bring great boat skills, knowledge and are very motivated. We look forward to their input and energy within our Fleet and one design racing in So Cal.

21 continues to grow and has caught the eye of the Oceanside Yacht Club, its keel boat racers, and quite a few of the old time Lido 14 racers from North county. Our guys have given up days off to help OYC with their events, most recently the Silver Cup Match race series. Thanks to the commitment of Fleet 21's crew members we have gained respect in the harbor as "the place to be" for one design racing.

We continue to hold one race a month in the non winter months and compete once a week during the summer. As of right now we have at least three boats that will be attending the nationals.

In May we will be holding elections for Fleet Captain, Secretary/Treasurer and Measurer.

With our new web sight up and running, fleet21.googlepages.com, we can keep our lines of communication open. We also have a blast E mail list to 23 crew members.

Because of the great support of our members, including one of the original Fleet 21 members Monte Yearly. We are really heading up wind fast.

Tim O'Connor Captain,  Fleet 21

Fleet 2 Report

This is the first informal newsletter regarding what is coming up and whatever else I feel like writing. Feel free to send me stuff and I will try to get one of these out monthly. We're all very good at firing email volleys back and forth so some of this might be old news.

1. Fleet 2 Spring Invitational:

The date for the Spring Invitational has been changed to April 14 so as not to conflict with the Ahmanson Cup in Newport Beach. This should help with getting boats from Ventura and Morro Bay as I see these guys on big boats all the time. Tracey gave the folks at Newport yesterday a heads up and they seem a tad excited about coming up, which is kind of a first. At the last Lido Classics Bob Yates quelled some of his excitement for coordinating this year's Class Championships enough to get excited about our momentum and his desire to get more of the Newport boats to travel.

2. The Spring Invitational will require all of us to pitch in as much as possible. A tradition has been started where every participant walks away with something and there are rewards for the most distance traveled and a "fun" race to cap off the day. Quantum Sails has agreed to provide some T shirts as give-aways or trophies. We are also approaching West Marine and Ullman Sails to see if they can help us out. Tracey Kenney recently sent out a checklist for the myriad of tasks that need to be addressed. Tom and Karmen Estlow are working on converting a cup and pedestal into a perpetual trophy for this event. As a fleet, we had a great showing at Mid-winters with Bob Little almost pulling off a first in A Fleet and Tracey dominating the B Fleet.

March 3 Clinic: Don't miss this opportunity to pick John P's brain and work on some on the water boat handling skills.

Fleet 2 Fleet Championships: We firmed up the date for the Fleet Championship. July 28. More info to follow after we have the Spring Invitational behind us.

Fleet 2 Local High Point Series: This fleet High Point Series is designed to reward sailors that come out regularly and, also, try to increase participation in our Spring and Summer schedule. The series will consist of eight events as follows:
Spring Invitational. The first Thursday night Sunstroke of May, June, July and August, the Sundowner of June 15 (a great way to get ready for

Schedule of social events and other activities

Saturday, August 18, 2007

You can arrive early for informal sailing, practice races, and having fun on the Bay. Please contact the Event Chairman, Bob Yates at bobyates@adelphia.net or (949) 673-3557 if you need a place to store and launch your boat.

Sunday, August 19, 2007

	Time
Registration/Check-In at Lido Isle Yacht Club	8 am - 4 pm
Sailing Seminar ---several top sailors will be there to teach	10 am - noon
Practice Races on the Course in the Turning Basin, approximate time	1 pm - 4 pm
Boat parking opens at Newport Harbor Yacht Club (you need to check in at Lido Isle YC before going to Newport Harbor YC)	9 am - 5 pm
Reception and Welcome Party at Lido Isle Yacht Club	6 pm - 9 pm

Monday, August 20, 2007

Registration/Check-In at Newport Harbor Yacht Club	8 am - 10 am
REGISTRATION CLOS. NO MORE ENTRIES (OR CHANGES) ACCEPTED.	10 am
Racing out of Newport Harbor Yacht Club (per the NOR)	10 am
Hamburger Bash at Balboa Yacht Club	6 pm
Annual Meeting at Balboa Yacht Club (agenda to be published)	7:30 pm

Tuesday, August 21, 2007

Racing out of Newport Harbor Yacht Club (per the NOR)	10 am
Dinner at Bahia Corinthian Yacht Club	6 pm
Presentation on the History of the Lido 14 including outstanding speakers and celebrities	7:30 pm

Wednesday, August 22, 2007

Racing out of Newport Harbor Yacht Club (per the NOR)	10 am
Awards Banquet and Dinner at Newport Harbor Yacht Club	6 pm

Measurement

Boat measurement, unless specially arranged with the Association's Chief Measurer, shall be completed prior to arrival to the venue. Unattached members and members of Fleets not having a measurer are encouraged to complete equipment measurement using any measurer recognized by the Association. For details on recognized measurers or to make special arrangements with the Chief Measurer Eric Bohman for equipment measurement, contact Eric Bohman by email at ebohman1@aol.com or by telephone at (805) 217-1903.

All boats must have an Official Measurement Certificate. They are available through the Fleet and Class Measurers. In addition, it is necessary to complete a 2007 Measurement Check List which is included in the Bow Wave Championship packet and through the Measurers. This is a relatively short list of items that also must be checked and signed by a Measurer before the Event. All sailors should be contacting their respective fleet measurer to schedule this task.

Again, don't hesitate to contact Chief Measurer Eric Bohman if you have measurement related questions. He will assist in solving your problem, and if necessary, will make arrangements to have your boat measured at the regatta however this can only be offered on a per appointment basis and will be limited to the period 8 am to 11 am on Sunday. Don't delay in getting your equipment measured well in advance of the regatta.

Further details on equipment measurement will be provided on the www.lido14.org website.

Sailing Information

Monday will be qualifying races to determine which sailors qualify for the Gold and Silver Flights of the Championship Series. The top one half of the finishers will be in the Gold Flight. On Tuesday and Wednesday all boats will be sailing in the Championship Series. The format of the races, the number, and all other details will be included in the Sailing Instructions to be provided during Check In. You can also discuss these details with the Principal Race Officer during the Skippers Meetings which are scheduled on the NOR.

Still needing some help?

Contact **Bob Yates**, bobyates@adelphia.net (949) 673-3557

IMPORTANT INFORMATION

2007 Lido 14 Golden Anniversary Class Championships
August 19th through 22nd, 2007
Newport Beach California

Organized by the Lido 14 Class Association

Hosted by
Bahia Corinthian Yacht Club, 1601 Bayside Drive, Corona Del Mar, Ca 92625
Balboa Yacht Club, 410 South Bay Front, Corona Del Mar, Ca 92662
Lido Isle Yacht Club, 701 Via Lido Soud, Newport Beach, Ca 92663
Newport Harbor Yacht Club, 720 West Bay Ave, Balboa, Ca 92661

Location

Newport Beach is about fifty miles South East of Los Angeles and Ninety miles North West of San Diego. It is the hub of a vibrant business and recreation activity in Orange County. Newport Beach includes many miles of beaches and the magnificent Balboa Bay, which is about five miles long and ranges from one-quarter to one-half mile wide. Major hotels, businesses, restaurants, and shopping malls are close by. In addition to the beaches and bay, there is a long list of nearby exciting vacation time activities ----- Catalina Island, Disneyland, Knott's Berry Farm, Lego Land, Sea World, Laguna Beach, San Diego Wildlife Park, Sea World, and the list goes on and on.

W.D. Schock Corp. was founded in Newport Beach in 1946. W.D. was instrumental in the original design and manufacture of the Lido 14. Tom Schock, the son of the founder has been actively building Lidos ever since, and has been instrumental to the success of the Class for the past fifty years.

Lodging

A number of rooms in private homes will be available. They will be apportioned to requesting sailors in the order in which they register for the Championships.

Newport Beach has a vast variety of hotels, most of them very expensive and crowded during the summer. We have a few "bargains" to recommend.

The Newport Dunes Resort is a well-equipped "Mega Resort" motor home park and campground. It has beachfront amenities, a swimming pool, restaurant, and many other features. We have negotiated a \$38 per night rate for motor homes as long as we have ten rentals. The spaces will be together so you can share your spare time with fellow sailing participants. Their phone is 1-800-765-7661 (talk to Nick). Make your reservation soon since this is the high season. <http://www.newportdunes.com/>

The Holiday Inn Express on Pacific Coast Highway is convenient to all of the Clubs and is reasonably priced. It has a pool and spa. We receive the special rate of \$115 per night provided that reservations are made more than thirty days in advance. Their phone number is 1-800-633-3199.

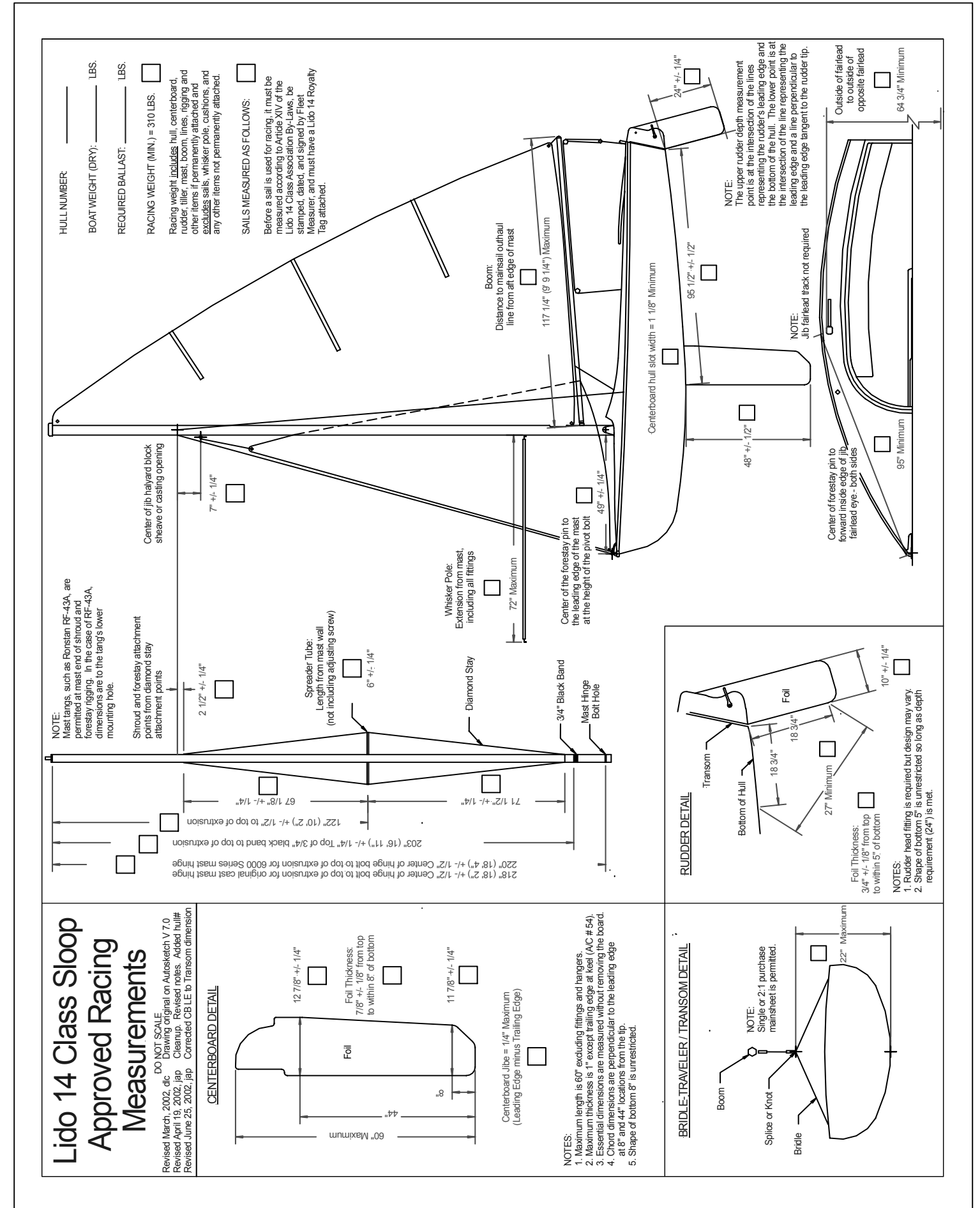
Doheny State Beach is two parks in one - with camping in the southern area (with some campsites only steps away from the beach) and day use in the northern area, where there is a five-acre lawn with picnic facilities and volleyball courts. Surfing is popular, but is restricted to the north end of the beach. Fees Vary, check the website. 25300 Dana Point Harbor Drive Dana Point, CA 92629 Tel 949-496-6172 about a 35 minute drive to Balboa Yacht Club

Child Care

"Young adults" will be available for care of children of the sailors in accordance with the parent's wishes. Include your needs on the Entry Application and inquire at Check-In.



Left Newport Dunes RV Park.
 Right Holiday Inn on PCH— other Holiday Inns are in the area as well.



**ENTRY APPLICATION FOR THE
LIDO 14 GOLDEN ANNIVERSARY CLASS CHAMPIONSHIPS
RACE ENTRY AGREEMENT, WAIVER AND RELEASE
2007 Lido 14 Class Championship Regatta
August 20 thru 22, 2007**

In consideration of Lido 14 Class Association, the Organizing Authority (“OA”), accepting our entry in the Regatta or otherwise permitting me to participate in the Regatta, we, the Skipper and Crew, agree as follows:

- COMPLIANCE WITH RULES:** Team agrees to be bound by the Racing Rules of Sailing and with all rules and regulations of Newport Harbor Yacht Club, Lido Island Yacht Club, Balboa Yacht Club, Bahia Corinthian Yacht Club (“the Hosts”), and the USCG. If my yacht is moored/stored at the property of the Hosts before, during or after the Regatta, I understand that the Hosts may move the yacht, or adjust and/or modify the mooring, and the Hosts are hereby released from any liabilities, and shall incur no liability, as a result of such action.
- CONSENT:** I hereby grant the OA and the Hosts the right to use my name, picture, image, voice and sports performance in the possible creation of promotion and advertising for their sailing/racing programs and other regattas. This consent is given only for promotion and advertising of the OA and the Hosts and its sailing/racing programs and other regattas; consent is not given with respect to the promotion and advertising of any commercial product or service.
- WAIVER OF LIABILITY:** I, for myself, my heirs, personal representatives and assigns forever release, remise, discharge and agree to save and hold harmless and indemnify the OA and the Hosts, its members, directors, officers, agents, employees, volunteers and owners and lessees of premises, upon which the activities are held, the participants therein and the owner and lessees of all racing equipment used therein (herein referred to as “the Releasees”) of and from any and all liability, claims, actions, and possible causes of action whatsoever, including negligence of any of the foregoing that may accrue to me, my heirs and personal representatives and assigns from every and any loss, damage and injury (including death) that may be sustained by me, and my property while in, about, and en route into and out of the premises and property upon which the Regatta is held.
- ASSUMPTION OF RISK:** I am aware that the activities involve inherent risks and potentially hazardous conditions which may include, among other things, maneuvering a boat on deep waters, strong winds and high waves, sudden unexpected immersion in deep waters, and collision with other watercraft or stationary objects such as docks, pilings, piers and buoys. **I ACCEPT ANY AND ALL RISKS TO MYSELF OF INJURY, DEATH, AND PROPERTY DAMAGE ARISING FROM PARTICIPATION IN THE ACTIVITIES AND THE USE OF THE FACILITIES AND PROPERTY OF NHYC, SPECIFICALLY INCLUDING ANY INJURY OR DAMAGE CAUSED BY THE NEGLIGENCE OF ANY OF THE RELEASEES.**
- INDEMNITY AGREEMENT:** I agree to indemnify, defend and hold the Releasees harmless from any loss, liability, damage or cost, including reasonable attorney’s fees, they may sustain or incur due to or relating to my participation in the Regatta and use of the property and facilities of the Hosts, specifically including any such loss, liability, damage or cost resulting from the negligence or other action, of the Releasees.

I HAVE CAREFULLY READ THIS AGREEMENT AND FULLY UNDERSTAND ITS CONTENTS. I AM AWARE THE AGREEMENT INCLUDES A WAIVER OF LIABILITY, AN ASSUMPTION OF RISK, AND AN AGREEMENT BY ME TO INDEMNIFY THE RELEASEES, AND I SIGN IT OF MY OWN FREE WILL.

SKIPPER’S NAME (Please Print)

SKIPPER’S SIGNATURE

DATE

SKIPPER’S PARENT/GUARDIAN SIGNATURE (if under 18)

DATE

CREW NAME (Please Print)

CREW’S SIGNATURE

CREW’S PARENT/GUARDIAN SIGNATURE (if under 18)

DATE

Measurement Guide

Boat Weight. Minimum of 310 pounds. *Article XIII.7. The minimum weight shall be three hundred and ten (310) pounds and shall include the hull, centerboard, rudder, tiller, mast, boom and rigging but not include sails, whisker pole, cushions, and other equipment.* Include permanently affixed boat ballast and equipment. An item is considered permanently affixed if tools are required to remove it from the boat. Boat, including floatation/interior air spaces, must be dry when weighed. Account for lifting sling weight.

Whisker Pole. Maximum of 72”. *Article XIII.11. The whisker pole may be of any material but may not be longer than six (6) feet including the mast fitting.* Attach pole to fitting on mast. Hold the pole over the bow, perpendicular to the mast. Measure from the mast’s leading edge to the extreme outboard end of the pole while pushing the pole against the mast.

Mast Position. 48 ¾” to 49 ¼”. Measure the distance from the centerline of the clevis pin that attaches the forestay adjuster/turnbuckle to the bow to the leading edge of the mast (at the height of the mast pivot bolt.)

Jib Fairlead Aft Position. Minimum of 95”. Measure the distance from the centerline of the clevis pin that attaches the forestay adjuster/turnbuckle to the bow fitting to the forward inside surface of the jib fairlead.

Jib Fairlead Span. Minimum of 64 ¾”. Measure between the outside surfaces of the jib fairleads where the jib sheets bear.

Mainsheet Bridle/Traveler Height. Maximum of 22”. Only applies to boats equipped with a mainsheet bridle (fixed) or traveler (adjustable). Travelers shall be adjusted to allow the apex of the bridle to rise to its maximum possible height. With upward tension applied to the bridle, measure the distance is from the lower corner of the transom/hull to the apex of bridle where the bridle connects (typically with a knot) to the mainsheet.

Rudder Angle. Minimum of 27”. *Article XIII.5(b)(2). The angle of the rudder when fully lowered shall be limited by a minimum measurement of 27 inches between a point on the hull bottom 18 ¾ inches forward of an extension of the leading edge of the rudder and a point on the leading edge of the rudder 18 ¾ inches below an extension of the bottom line of the hull.* Use an approved angle measurement tool or measure the triangle manually as described in the rule. Note that the upper measurement point referred to in the rule is most likely in the open space between the rudder and the hull. See **Rudder Depth/Length** for further details on this point.

Rudder Depth/Length. 23 ¾” to 24 ¼”. The upper point of the rudder depth measurement is the intersection of the lines representing the rudder’s leading edge and the bottom of the hull. The lower point is at the intersection of the line representing the leading edge and a line perpendicular to the leading edge tangent to the rudder tip.

Rudder Thickness. 5/8” to 7/8”. Measured at thickest portion of foil from top to within 5” of bottom of rudder.

Centerboard Depth. 47 ½” to 48 ½”. With the centerboard in its Fully Extended Position (see note below), measure the distance along the leading edge of the centerboard from the hull to the most distant portion of the centerboard’s tip, as is shown the current Measurement Certificate. Note that the description of this measurement in the current Association Bylaws is different but considered equivalent to the method described here.

Centerboard Thickness. 3/4” to 1”. Measured at the thickest portion of the foil, from the hull to within 8” of the tip of the centerboard except that the rectangular area 2” forward of the trailing edge and 3” below the intersection of the arm (if one exists) and the top of the board can be up to 1 1/8” thick.

Centerboard Gybe. Maximum of ¼”. *Article XIII.6 The allowable limit of centerboard jibing is satisfied if the leading edge of the centerboard that lies within the centerboard well or slot does not move more than 1/4 inch more than the trailing edge of the board.* Gybe on a Lido 14 centerboard is a result of the shape of the head of the centerboard. Gybe is ideally measured while the boat is hoisted about 5’ into the air to best replicate the centerboard’s motions in the water but optionally performed with the boat on its side. Extend the centerboard into its Fully Extended Position (see note below). Place masking tape across the centerboard slot immediately in front and behind the centerboard. Using a narrow tipped pen, mark a reference point on the leading and trailing edge of the board. With the boat stabilized, push the centerboard into its port tack and starboard tack positions, marking the range of motion of the reference marks onto the strips of tape. When pushing the centerboard into position, use one point of contact and apply just enough force to make the centerboard travel up against the opposing side of the centerboard slot. Do not attempt to twist or warp the centerboard. Remove the two pieces of tape and measure the difference in the front span versus the aft span. This is the gybe amount being measured for compliance.

Centerboard Fore/Aft and Pivot Point Positions. *Article XIII.5(c)(5). Fore and aft location of the centerboard. For the hull numbers of 3450 and greater the centerboard shall be located fore and aft in the hull such that in the fully extended position the distance, measured along the hull on the centerline from the centerboard’s leading edge to the transom/bottom intersection is 95 1/2 inches plus or minus 1/2 inch. For hull numbers of 3449 and smaller the pivot point is 1 7/8 inches plus or minus 1/4 inch from the centerboard’s leading edge...* For all boats, measure and record the centerboard’s fore/aft position when the centerboard is in its Fully Extended Position. For hull numbers below 3450 that do not meet the fore/aft position specification, verify that their centerboard hangers are straight and inside their centerboard trunk wall slots, and verify that the location of the centerboard pivot point meets the above specification.

Fully Extended Position of the centerboard is generally considered to be when the tip of the centerboard is at its furthest distance from the hull. This usually occurs when the leading edge is 90 degrees from the hull however most Classic Lido 14s and some 6000 series Lido 14s have mechanisms to control the maximum forward rake of the centerboard that may prevent the centerboard from being put into the 90 degree setting. If the centerboard cannot be rotated to the 90 degree position, it should be measured with the centerboard as far forward (up to 90 degrees) as is possible.

