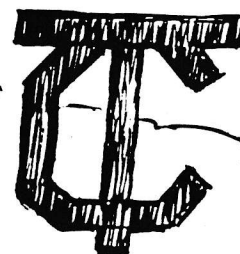


NTCA

NEWSLETTER



June, 1986

Greetings from the National Town Class Association. We are anxiously looking forward to the upcoming season as the Townie comeback continues.

During the winter months new secretary/treasurer Mike Gaudette investigated rumors of the "Lost Townie Fleets of Winnipisaukee" and indeed discovered two groupings of boats--one at Brewster Academy in Wolfboro under the tutelage of Jim Young consisting of four boats and two boats at Camp Brookwood in Alton Bay under the direction of Dave Watney. Hopefully, the "Winnipisaukee Fleet" will be represented at the 1986 Nationals. This is a reminder that the craft we all know and love so well was originally developed for camps like Brewster and Brookwood. Inquiries were also made into hopefully renewed interest from the Rhode Island Fleet.

UPCOMING NATIONALS

As you know, the 1986 Town Class Nationals were due to be held at Lake Massapoag. But in light of declining representation in Sharon, it has been agreed that in the best interest of the Town Class that the 1986 Nationals be held at Nahant. The weekend will be August 2nd & 3rd with guaranteed good wind and weather! The Nahant Nationals committee has begun planning and within a short time information and applications will be sent out. Let's hope that we can equal last year's turnout of 23 boats.

RESULTS OF 1985 NATIONALS

The 1985 Town Class Nationals had 23 boats competing, the largest number of Townies in many years. Many skippers found themselves overwhelmed by that many boats at the start but everyone admits that it was truly exciting to be surrounded by the best boats on the water.

John Cort, veteran Townie Skipper from Nahant, came to show everyone how to sail a Townie by winning 4 races and beating his closest competition by a hefty 7.5 points.

Cort was very impressive, demonstrating his skill in a variety of wind conditions defeating the local sailors from Marblehead very handily. Stan Levy was the leading Marblehead skipper to a 3rd place behind Bill Heffernan of Nahant who placed 2nd.

The traditional Nationals Banquet was held at the Eastern Yacht Club who also hosted the 2-day regatta.

Order of Finish

<u>Place</u>	<u>Skipper</u>	<u>Total Points</u>
1	Cort	3
2	Heffernan	8
3	Levy	15.75
4	Cooke	17
	Geddes	17
7	Cashman	26
8	Antrim	30
9	Tibbo	34
10	Russell	35
11	Tagliamonte	36
12	Torto/Foglietta	41.5
13	Linden	46
14	O'Neill	54.5
15	Martini	55
16	Michaud	57
17	McGrath	58
18	Badger	63
19	Wilson	73
20	Solstad	73.50
21	Gaudette	82
22	Barney	90
23	Bell	93

A Few Thoughts by 1985 National Champ John Cort

WINNING AT MARBLEHEAD

To appreciate what winning the Nationals at Marblehead meant to Lydia and me you have to understand that I had been sailing regattas there for 15 years and had never won once.

Second or third a few times, never a win. I was beginning to think that the tides were too tricky, the water too choppy, the skippers too good.

Came the summer of 1985. For the first time in 60 years of sailing competitively I began to think seriously and logically about centerboards.

Somewhere, sometime in the course of those 60 years I had persuaded myself that the best way to sail a boat was with about five degrees heel on it. Somehow it just felt more comfortable, more--well--right.

Of course, we all know that when the wind is very light, you need more than five degrees to give the sail more bag and decrease hull surface. Something about hydro-dynamics, but don't quote me.

Strange how the mind works, or doesn't work. I knew that when the wind picks up you cannot afford to let the boat heel significantly or you'll slide significantly to leeward. But I never followed through on the logic, which dictates that the less you let it heel the more you eat up to windward. You may not be pointing as well or footing as fast as that guy with the new sails, but by golly, you sail it flat and he lets it heel and the odds are you're going to beat him up that windward leg, which is where most races are lost and won.

So that's the way we sailed at Marblehead in the summer of '85. For four of the five races the wind was pretty strong, and that helped us. The other race (No. 4, actually) the wind was light and we wound up ninth. Thank God for throw-aways.

Also, I had a terrific hiking crew--my daughter Lydia. Several other things: you need a tiller extension and hiking straps, or removal of the fourth seat slat, so you can crook your feet (foam rubber strips taped on makes this more comfortable). If you have a glass boat and your centerboard trunk is solid, the crew can pull hard on the jib sheet, which also helps. On wooden boats, don't try it.

The other thing that helped was good starts. In a fleet of 23 boats good starts become very important. You've got to get up close to that line or you'll be playing catch-up ball for most of the race. Also, I finally seemed to learn the trick of getting your wind clear at the start. My method is to delay the final reach away from the line until most of the boats are coming back to it, look for a sizeable opening and come about under the lee bow of the windward boat. This is tricky, but if you can luff him a bit, slow him up and not go over yourself, you should have room to leeward to ease off, pick up speed in the last few seconds, harden up with the gun and have your wind clear.

Now that I've spilled my guts and given away the secrets, I'll probably never win another race. But what-the-hell. After Marblehead '85, where can Black Pride II go but down? We've had our brief shining moment. Deo gratias.

REPORT FROM NAHANT

Rex Antrim gave hope to all those with OLD boats and OLD sails by winning the Overall. You thought you were defunct with your ancient equipment. Not so! And Rex won some of the races with a boatload of his children (we all know how mischievous little people can be, given enough time). On other occasions, his wife crewed. Now you sail in an old boat, with old sails with a crew of your children or your wife, and win both the July and August Series, the July 4th Race, and the Overall series and not be proud of yourself!

Heffernan, with his very efficient mate, gave Rex some anxious moments by winning the Labor Day race and taking second in the August and Fall Series.

Tagliamonte made a pleasantly surprising showing with a Second in the August and Fall Series, placing third Overall, and for his efforts was elected President. Imagine coming in Third and winning the Presidency.

Tibbo established his traditional presence with a first in the Fall Series and a third in the August Series.

As for the rest of us, we'll have to be satisfied with knowing that we added to the aggrandizement of these winners by our participation in the races.

John Cort was noticeably absent, leaving us with the delusion that First Place was up for grabs. John said that he would forego Sunday racing to attend church. I recall somebody saying that you were closer to God at sea than in church and that he would rather be lost at sea than found in church. In spite of this proverbial saying, John won the Nationals at Marblehead and brought the prestigious trophy back to Nahant.

- Tom McGrath-

REPORT FROM MARBLEHEAD

The Marblehead Town Class had a total of 11 competing boats during the '85 season, and increase of 2 boats from the previous year.

The season's championship was hotly contested with the winner Jane Cooke in "Auf'Blitzen" with a .5 point lead over the 2nd place finisher Stan Levy in "Levitation" who was only .05 points over Ron Geddes in "Rosey."

Fifty-nine races were scheduled that included a Sunday morning series, Tuesday & Thursday Twilight series, and a Saturday afternoon series conducted by the Marblehead Racing Association.

The best attendance winner with 38 races was John Russell in "Weasel" while the most improved boat was "Frolic" skippered by Arthur O'Neill.

One of the specialty events each season is the Skipper's Race, where skippers draw lots to exchange boats to demonstrate their skills in someone else's boat. Well, no one can blame their record on their boat's condition, because season champ, Jane Cooke, also won the Skipper's Race in "Levitation."

A sailing picnic to Brown's Island was one of the highlights of the season and gave skippers an opportunity to clean the bottom of their boat mid-season. The only one with enough energy to do it, though, was Jane Cooke. Apparently, Jane was disappointed at the lack of competition by the others and went around and washed the bottoms of all of the other boats to improve the competition while the other skippers worked on their tan. As it turned out she beat them all anyhow.

Hmmm. Maybe she wasn't actually washing the bottoms.

REPORT FROM LAKE MASSAPOAG

The fleet at Lake Massapoag has been reduced in number by three Townie owners:

Bill and Chris Smith - Boat sold to Dick Nudd
Jim and Sandy Orton - Moving to Rhode Island
Ed and Joanne Coombs - Boat sold

Fleet V now consists of the following boat owners:

Put Cilley
Ira Gray
Greg Lindin
Dick Nudd
Elwood Willey

Although the racing season comprised two series in 1985 the Town Class fleet did not muster enough boat starts to qualify for place standings. The September annual regatta did attract enough boats to provide trophies to:

1. Joanne Johnson
2. Elwood Willey
3. Ira Gray

We are looking forward to a more active racing season in 1986.

-Gregory E. Lindin-

In addition to the upcoming Nationals, keep the weekend of July 19-20 open for a Marblehead Regatta commemorating the 50th anniversary of continuous Townie racing. The Regatta will consist of one race on Saturday and two on Sunday and will be hosted by the ever active Marblehead Townie Fleet and the Corinthian Yacht Club. An entry form is attached.

If anyone is interested in buying or (heaven forbid) selling a Town Class boat, please make the association officers aware so that we may assist in locating buyers/sellers.

Also, if you know of anybody who may be interested in receiving a copy of the newsletter, give us a call.

Bob Tagliamonte - President (334-6278)

Michael Gaudette - Secretary/Treasurer (595-1372)



1936

fiftieth
anniversary

1986

MARBLEHEAD TOWN CLASS ASSOCIATION

MARBLEHEAD MASSACHUSETTS

GO FOR THE GOLD !

The Marblehead Town Class Association will be hosting a special Fiftieth Anniversary Regatta July 19 & 20, 1986. The Corinthian Yacht Club will host the regatta's racing and social events.

The Town Class is the oldest continuously raced one design sailboat in Marblehead, and certainly must be very near longevity records across the nation! The renewed interest and increasing numbers of Town Class boats in the past few years is certain to provide a tough, competitive regatta.

SCHEDULE

Saturday July 19

Morning : Launch at CYC or gather at the floats
bring your own lunch or buy at the CYC snack bar
12:00 : Skippers Meeting
2:00 : First Race Start
till 7 : Cocktails
7:00 : Dinner - a great buffet of all you could want -
come as you are
after : Dancing - change clothing if you like

Sunday July 20

9:00 : Skippers Meeting - coffee
10:30 : Second Race Start
12:30 : Third Race Start
3:00 : Award Ceremony

And yes, the winning boat will take home a prized trophy appropriate for the Fiftieth Anniversary! So come and sail fast to take home the gold!

REGISTRATION

RSVP deadline June 14

- Hull/Sail number _____, boat name _____, hull color _____, home port _____
- Entrance fee (per boat) @ \$12.00 = _____
- _____ CYC Buffet Dinners @ \$15.00 = _____
total = _____
- Please make check payable to Marblehead Town Class Association and send to : Ron Geddes
152 West Canton St.
Boston, Ma. 02118

Call John Russell - 631-9229 or Jane Cooke - 631-0750 with questions.

P.S. Stay over for Marblehead Race Week July 23-27 (\$35.00 registration due July 23) or for the New England Championships July 26&27 (included in R.W. fee or \$10.00 registration for N.E.C. only due July 23). The good racing will continue for a full week! Plus imagine how well tuned we'll be for the Nationals in Nahant! See you soon.