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NATIONAL E

SAILING ASSOCIATION Inc

A0024481E

NEWSLETTER

Treasurer
Will Jones

SEPTEMBER 2003

Editor
Dick Owen

Presidents Report –

Last rounds of the Footy season, bring on the Finals and then before you know it we are up to our ears in the Sailing Season. Time is racing by, and I still haven't got round to many of the off season jobs that I promised myself that would be done. As we start to think about the sailing season, so we should also start to consider where the National E Class is heading.

The National E class has a glorious history, but it is the future of the class that is of concern. To have a sustainable class, we need more boats on the water and more boats available for sale. In essence for the class to survive, we as members of the association have to almost operate a new and used National E boat yard. The only problem is the lack of second-hand boats? Where are they? If you know of any, please do us all a service and either get them sailing again or on the market. I have written and submitted an article to Australian Sailing on this very point in an attempt to locate boats for the second hand market and hopefully it will be published in due course and hopefully further publicise our class. If you want to sell your boat, I recommend the used boats section of our website.

I have been trying to track down any international "Lazy E" class associations. We have some information that 250 boats were built in the UK but a search of the RYA website did not find a "Lazy E" class association. Similarly a search on the Canadian YA website proved to be fruitless. Do any members have any International contacts? It was interesting to note that the GP14 class and the Enterprise Class (both were designed by Jack Holt and the Enterprise being the smaller "sister" to the "Lazy E/NationalE" design) are still going strong and compete for World championships. If

anyone has any ideas or data on International activity of our class, I would be most grateful for any assistance.

We have had some changes in our South Australian branch. Congratulations to Tony Ritter, who has taken over from David Wise as State President, and we look forward to Tony's contribution to the class in due course. A huge vote of thanks must go to David for his efforts and leadership over the past years.

Will Jones has been busy, and we have all received a "monster" mail out containing all sorts of goodies – Class Membership renewal, National's NOR, National's camping. If you didn't receive your mail out, we do not have your current mailing address and you need to contact Will and advise your current details.

Although the AGM is not until January, we need to start to get organised. If you have an Item for the agenda, or proposals for the members consideration I draw your attention to our Class rules. From Rule 13.5 the cut off date for notices to be forwarded to the Secretary for the AGM will be 20th October, which isn't too far away.

I also draw your attention to Rule 6.4, and ask for your membership renewal prior to the end of September, so that you can maintain your eligibility for State and National events.

An item that I would like to see on the AGM agenda is "The Future of the Class". I would like all of our state branches to discuss and come up with actions we can or should take to promote the longevity of the National E Class.

As the sailing season draws ever closer, I would like to remind our Measurers and Members that

we need to update and make sure that we comply to our A Class certificates. These will be mandatory for those attending the Nationals, and I would hope that State branches are also vigilant for State events. I would like to see each state Branch hold one or two measuring days prior to December so that we can maintain our compliance to class rules.

Mark Foster
E 557 *Mister E*

Editor's Jottings,

President Mark has again penned a thought provoking report for this issue and hopefully it will have the desired effect. I have taken out the sections our Rules and they appear as a separate section. Recommended that all should be conversant with the Rules of the Association.

With to the delay in printing, Mark has attached a "Stop Press" section as a reminder to all.

Following a call for articles for this issue, I have received several. Peter Miller has forwarded one on ABS brakes which could be of importance to those with cars thus fitted. Fortunately I do not have ABS brakes, fortunately, as I could have been in trouble had I had them as I have always used the "cadence" braking system in an emergency. How many of us would like to tour for six months as Peter and Beth have done?

As I have to set this issue up today, I'll include any other articles as they arrive.

Get ready for Portarlington

Dick Owen
E 534 Expo's E

FROM THE MEASURER

The season is about to commence, so have you ensured that your boat still complies with the A class measurement. If you have bought new sails, replaced a boom, for example, they need to be measured and checked for you're A class to remain valid.

The other thing I am going to stress on, and it's related to Rules, is Insurance. As we all know this is an ever-increasing day of litigation.,

Insurance has become a hot topic via various sailing administrators. You will notice in the Notice of Race for the Nationals that we have included the declaration that you have insurance and that you must provide a copy of you policy The other thing I am going to stress on, and it's related to rules, is Insurance. As we all know with this ever-increasing day of litigation, Insurance has become a hot topic via various upon arrival at the Nationals. This was included because Yachting Victoria would not ratify our Notice of Race without it. But in hindsight it's probably a good thing to know that should you have an accident or collision, you will be covered.

The other topic I am going to talk about is the records. Many people would or wouldn't know that there is a card system in place to keep a record of every boat. Mark has placed an article in Sailing Australia, and hopefully we might get a response from people so we can update this record with a bit more up to date information. But what I have done is placed the entire record system on computer, very time consuming, but never the less easier to make copies of and distribute to the various states.

What I did find is some interesting information, for example, on the records we have, how many boats do you think you have in your state. The break down is this:-
Vic -164, NSW -98, QLD -72, SA -104, NT -1, CANB -4, WA -39, TAS -11.
Makes you wonder, where the hell are they all. Also we know of 14 that have been destroyed in one way or another and 51 that were never built. This was due to the fact when you used to pay a royalty, a set of plans were issued with a sail No. even if the boat was never built.

The other interesting fact, since March 1985 when Alphaglassy, the first all glass boat was built only a total of 26 all glass boats have been produced. And seeing how I have built seven in the past 2 years, that's only about one a year prior to that. Not a good way to develop the class. Let's see if we could find some of these boats and get them back on the water.

Till next time

Rick Jong

NOTICE OF MEETING

- 13.1 The Secretary of the Association shall, at least 21 days before the date fixed for holding a general meeting of the Association, cause to be sent to each member of the Association at his address appearing in the register of members, a notice by pre-paid post stating the place, date and time of the meeting and the nature of the business to be transacted at the meeting.
- 13.2 No business other than that set out in the notice convening the meeting shall be transacted at the meeting.
- 13.3 A member desiring to bring any business before a meeting may give notice of that business in writing to the secretary, who shall include that business in the notice calling the next general meeting after the receipt of the notice.
- the 13.4 To foster discussion and expedite decisions:-
(a) any motion-on-notice for a general meeting shall be accompanied by a supporting statement of not more than 100 words addressed to the secretary who shall upon receipt thereof circulate both motion and statement to all Committee requesting them to seek comment from members of their branch committee and to forward comments in writing to reach the secretary within 21 days of the date of the secretary's circular;
(b) upon receipt of the comments from National Committee members the Executive shall meet and prepare a summary of points raised against the motion and this summary shall be forwarded together with the motion and its members of National supporting statement as inclusions in the notice of the meeting at which the motion will be introduced.
- 13.5 A motion-on-notice for any general meeting of members shall be forwarded to the secretary no less than 10 weeks before the meeting at which the motion will be introduced.

- 6.4 Renewal subscriptions shall be due on or before 1st day of July in each year and members whose renewals are outstanding after the 30th day of September in each year shall be deemed "unfinancial members" and ineligible to participate in championship events or to hold office until their current subscription has been paid

39th National E Australian Championships

Hosted by **Portarlington Sailing Club, Victoria**

Key Dates

August 31st

Last day to book camping accommodation at Portarlington Seaside Resort

September 30th

Last day to renew National E Class membership

November 15th

Last day to lodge Entry Fee for National Championships prior to "Late Fee" penalty (\$50)

Nationals Program*

Dec 27 th	Measurement	
Dec 28 th	(AM) Measurement. (PM) Invitation Race (Evening) Welcome Night	
Dec 29 th	(PM) Racing	
Dec 30 th	(PM) Racing (Evening) AGM	
Dec 31 st	(PM) Racing (Evening) New Years Eve function	
January 1 st		
January 2 nd	(PM) Racing	
January 3 rd	(PM) Racing (Evening) Presentation Night	*Program subject to changes

Information Sources

National E Website - <http://www.nationale.org.au>

Portarlington Sailing Club - <http://users.pipeline.com.au/conder/>

Camping – <http://www.big4.com.au>

ABS Explained

Modern technology has given us many wonderful things to make life easier and safer. Our motor vehicles have come a long way in the few short years since the automobile was invented with features that enable us to enjoy comfortable travel with relative safety and reliability.

The Anti-lock Braking System better known as ABS is just one advancement being offered on our modern vehicles which if used correctly may make a vehicle safer to drive by preventing loss of control under hard braking conditions. Like many modern gadgets a little bit of knowledge and operator technique is necessary to get the best out of ABS .

When you take delivery of a vehicle fitted with ABS you will very likely not be instructed in the use of this feature. Many of us reading this newsletter have practiced for many thousands of miles and kilometres the habit of pumping the brake pedal or at least releasing some pressure on the brake pedal under hard braking if the loss of friction between the road and the tyre is felt. With ABS this well practiced habit could involve the driver in an unfortunate accident, and any accident is certainly regrettable.

In 2000 we organised a six-month trip to North America where motor homing is an advanced form of recreation and travel. Our plan was to purchase a used B Class motor home / van camper, use it for the period of our stay then sell it before we returned home to good old Australia, hopefully without losing too many dollars.

I had to learn how to use ABS the hard way. Listen up and I will tell you the story that might save you from having a vehicle accident.

Tampa is a busy city and we were in the going home traffic heading for the Interstate Highway that would take us north when suddenly the lady driving a large American sedan stopped at a set of traffic lights as soon as the caution appeared. Fortunately I was ample distance behind and I braked hard. REAL HARD! For some reason the Ford just

did not seem to want to stop. A nightmare feeling. I remember thinking that it felt like we had a couple of ton of bricks on board. The distance to back of the stationary vehicle was diminishing almost as though in slow motion. Eventually I had to swerve into the lane on my left. I still wonder how I knew that I had clear space in that lane. I finally bought the Ford to a stop with half of our vehicle past the back of the motionless vehicle. My judgment for stopping being a neat 10 feet short

That was the close shave for all of the 20,000 miles of that trip. The brakes had worked fine if you discounted the shudder going through the vehicle, which at the time I put down to front discs needing machining.

The reason for such a close shave in driving stayed with me for a long time and even after we returned to Aus. I wondered if it was a fault of mine, and how I had allowed myself to get into such a situation. Had I been travelling too close behind the other vehicle? Was my reaction time too slow? Then this year I was reading an article in Readers Digest which covered three things we should be aware of in our modern vehicles. One was ABS brakes. The article stressed we must rethink the old, time honoured method of breaking a vehicle in a crash stop situation where you “pump” the brake pedal to prevent the wheels locking and losing grip on the road surface.

With ABS brakes apply the pressure to the pedal and let the system do the thinking. Sensors will read the wheel speed and not allow the wheels to stop turning and skidding.

We are currently converting a Mercedes Sprinter van and the owner’s manual has a couple of paragraphs on ABS. A note under brakes is headed, “IMPORTANT”, and warns not to reduce the force applied to the brake pedal. No mention of the extra braking distance that will be needed if the pressure is released.

The Toyota Camry owner’s manual states: - “When the anti-lock system function is in action, you may feel the pedal pulsating and

hear a noise. In this situation, to let the anti-lock system work for you, just press the pedal down more firmly. Do not pump the brake. This will result in reduced braking performance.” End of quote.

The January 2003 Readers Digest the writer Jane Worthington makes a stronger statement saying: - “Initially hailed as a breakthrough technology, antilock brakes have not lived up to expectations. The problem is not the technology; it is the drivers who use it. Ian Luff, professional motor car racer and

defensive driving expert, says many older Australians grew up being told to pump brakes

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furiously in slippery conditions. “But pumping ABS brakes spells disaster,” he says. “It will actually take you longer to stop.”

The RAA May/June 2003 issue of S.A. Motor also has an article on ABS, which almost mirrors the Readers Digest article.

I now know how I almost wrecked a nice vehicle and a wonderful trip in the first few minutes because I did not know how to use the Antilock Braking System. I know I was pumping the brakes like crazy. That much I do remember.

Peter and Beth Miller – S 8643

Nothing Like Experience

With a budget of \$10,000 American dollars and the help of www.rvtraderonline.com we decided to purchase our home away from home for the next six months from a Florida company called RV World Inc of Nokomis.

Before booking the flight we had set up e-mail correspondence with a sales person, Mr Ken Leitner at RV World who incidentally was the only sales person to take the bother to correspond with crazy Australians wanting to purchase a well worn B Class van conversion on a tight budget. Ken assured us that they usually had about ten to fifteen B Class vehicles in our budget range in stock and in fact the stock inventory on their web site proved this to be fact.

Way back in my early working days I was by trade a motor mechanic but must admit that while I am capable of performing with some confidence the usual service tasks on a vehicle, I am in no way up to date with modern vehicles and there are times when a little bit of knowledge may be a bad thing. Our Y2K North American Adventure was in fact the second such adventure we were to undertake so the problem of fixing a petulant motor vehicle while on the road in a strange country did not really daunt me. Beth, my trusting wife, seems to have developed a simplistic trust in my ability to foresee and fix problems on the road and now after 42,000 miles travelled on American and Canadian roads I

would have to admit that pitting ones mechanical, electrical and handyman ability against the odds becomes part of the fun.

Australian readers might be wondering what the age and condition of a vehicle in the \$10,000K range could possibly be like. Americans seem to be able to reduce a \$60,000 vehicle to scrap value in about seven years. 100,000 miles is definitely the time to start thinking about squashing it up at the scrap yard.

We arrived in Florida mid April 2000 by which time the RV market in the northern spring was in full swing and the RV World selection of Van Campers was down to only three in our budget range.

A Chev which looked like it had been through a flood and another which, while probably in quite good condition, needed major upholstery repairs. Sun damage seemed to be the problem. The possibility of getting a complete upholstery job on the road was not really beyond consideration in the USA. By picking the right company in a smallish town a complete refit could be done. Beth did not click with that vehicle. We settled for *Henrietta*, a Ford Econoline, 1993 with 92,000 miles on the clock. She became *Henrietta* because Fords are often called *Henry* after their founder. This one had pink furnishings so it had to be a *Henrietta*.

Henrietta was powered by a 350 cu in V8 with automatic transmission plus air conditioner and electric everything, drivers air bag and naturally cruise control. The living section had the usual features found in American RVs including roof air conditioner, toilet and shower. The toilet had pride of place centrally placed at the very back of the van in the middle of the rear door, which was interesting because you could, if you wished, sit looking out of the back window wave to the motorists following while doing your thing.

Back in 1995 we used a Dodge Ram Xplorer which had a comfortable club lounge set up at the rear, which broke down to form the bed. *Henrietta* was the most uncomfortable thing I have ever spent six months living on board. A settee berth converted to a double bed by a neat hinging arrangement, which rolled the backrest over the seat to form the bed. The upholsterer obviously never planned to sleep on the bed because the idiot had used two strips of rock hard piping one of which was cunningly placed exactly where my ribs met the bed. For some reason this did not worry my sleeping partner. We overcame that problem with a \$7.00 Indian blanket, (manufactured in Mexico) doubled over to smooth over the bump.

The settee berth layout is not the best for TV watching after a hard day driving. Two stupid little tables were provided which we used once for eating so we used our knees or the camp ground picnic table found in every campsite.

One feature of the Ford was ABS. It is many years since I worked on motor vehicles but I knew that ABS stood for Antilock Brake System. In the automotive industry we have for many years had gadgets built into braking systems to reduce the pressure to the rear wheels to prevent rear wheel lock up, and even gadgets to lower the pressure to the rear

wheels when the rear end of the vehicle rises under hard braking. ABS as far as I knew would act in a similar manner but perhaps be little more sophisticated as the cost as an extra is usually considerable. I thought no more about the feature. *Henrietta* had other problems to consider before purchasing. Ken Leitner, the sales person, was wondering why the vehicle had not sold after being on the lot for five months. She gave the worst test drive you could imagine. The front wheels were horribly out of balance causing bad wheel wobble at normal city driving speed. The engine stalled at every traffic light. Basically the vehicle was in good condition with no rust or dents and no dramatic noises in the engine or transmission.

We decided there was nothing that could not be fixed on the road so we busted the budget and paid out \$11,250 for *Henrietta*, on the road, State tax paid and six months of rego. A visit to the local Wall Mart for bedding food and cooking gear and then on to K Mart for two front tyres, wheel alignment, balancing and off we went.

We covered just over 20,000 miles in *Henrietta* from Florida to Alaska and return. RV World offered to take her on consignment for a fixed price to us of \$7,500, which true to their word was achieved six weeks after we returned to Australia.

With the rising Aus dollar there will be more Australians wishing to travel to North America, and it would be our pleasure to help with your planning. Travel in North America is an experience you won't quickly forget. Our e-mail address is-

peter.beth.miller.pyewacket@bigpond.com

Peter and Beth Miller – S 864





News from the Branches

New South Wales

NSW has developed quite a lot over the last season, with a number of new E sailors increasing the fleet size and the competition. Balmoral in particular is becoming quite international with a mixture of Kiwis and Irish stirring things along a bit. Our new recruits are Geoff Gill and Sarah MacKay who have bought *Nep-E*, and Keith Staunton and Fiona Madden who purchased the very wooden *Clockwork Orange*. *Saluki* has been snapped up by Rupert Teale, who we are yet to see but hear he is sailing near Manly.

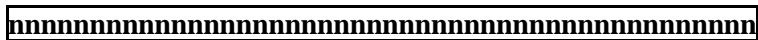
These new E sailors have definitely made things more interesting, the fleet has converged quite a lot, and some of the mid race tussles are a sight to behold! The Alderton/Nuttall clan made regular appearances and managed to cover most of the fleet being either well ahead (Laurie and Cathy in *Miss Muffet*) or in the thick of things (David and Debbie/Vicky in *Victor-E*; Bob and Anthony in ???). The mid fleet congestion commonly involved repeat offenders such as Terry and Jim in *Emu*, Dennis Paton and Emily Jones in *Firewind*, Peter Nixey and Geoff in *The Fury* and commonly the fight to the finish involved Geoff

Gill and Sarah MacKay in *Nep-E*. Keith Staunton and Fiona Madden occasionally belted everyone in *Clockwork Orange*, but if they get a better boat as they keep threatening to do, we will all have to lift our game or be left in their wake!

Paul Skinner in *Bilby* went out on the water a few times, as did David Owen in *Black N Bluebird*. In one of the heats of the State Titles, David took a complete novice out and showed his hapless crew what happens to a boat when the mast falls down mid race. I have never seen two men come off the water with bigger smiles. It takes all types I guess! Neither hair nor hide has been seen of John Weston, however hopefully next season he will bring his boat out and show us what he is made of!

Overall the E Association in NSW is thriving, and with the new season about to begin it will be great to see everyone out on the water and getting practice in for the Nationals in Victoria.

Emily Jones
E 537 *Firewind*



Victoria

Two weeks to go until opening day. The mad rush is about to begin. For Dan and Finger anyway. All is in readiness for what promises to be a bumper season, planning is well under way for the Nationals over Christmas, with many Victorian members doing a fair bit behind the scenes, to ensure everyone who comes will have a holiday to remember,

I will stress to everyone planning to go, make sure you book your accommodation as in yesterday. It is a popular tourist destination; so don't leave it to the last minute.

From a sailing point of view, the pairings have changed a little bit, Justin Hayden has done his

one year apprenticeship in *Apatch-E* and has now purchased *Miss Conception*, enlisted Darren Upton's girl friend Fran as crew, so expect big things from that combination. Phil Cohen has bought *Apatch-E* and we welcome him and his family to the class. Tim Dorning is rumored to have enlisted his son Matthew as crew this year, so Joe Picone will be looking for a crew to sail his own boat.

Will be looking for a crew, but that's always a week-to-week proposition for Will. Ashley and Mike will be enthusiastic to continue on their learning curve from last year and to continue their ongoing battles with Ron and Anne. (Bit of a rivalry starting to happen there). Brian and Helmut

Stop Press

It is now past the deadline of September 30th for your class membership renewals. To rejoin the class association the penalty fee of \$20 will now be required to be paid. The fees are now:-

Owner / Family - \$45 + \$20 = \$65

Associate - \$25 + \$20 = \$45

Being a benevolent President, I will extend the deadline until October 15, 2003. However after October 15th, the late fee of \$20 WILL apply. So please pay your fees NOW!

The "Membership" area on our website will now be updated with current financial members and boats. Please note that only financial members are entitled to race in State and National events, and I would hope that Clubs would also support class associations as well.

Life Members, we would also like to hear from you. If you still have a boat, we would appreciate a form returned so that your boat remains registered with the Association.

The next Deadline is November 15th for entry your Nationals Entry Fee of \$250. Entries after November 15 will be \$300." Please note that the Entry Fee is value packed, and now includes a BBQ for New Years Eve for Skipper and Crew. This Dead Line WILL NOT be extended.

Mark Foster