

Legal V-32 Mods

A Sample Class Feature Article



by John Davis

The V-32 is a solid, small model yacht, which makes it a good boat for club racing. Every fitting is functional and inexpensive, allowing this to be sound choice for a One Design Class for novice and experienced model yacht skippers. The boat is available as a kit or factory built. The class rule allows for some flexibility in building

and hardware, allowing a racing skipper to change some parts to meet personal preference, without causing significant performance differences between boats. These modifications (Mods) are primarily concerned with improving the reliability of the boat.

The photo above shows several possible simple improvements.

"A" points to a mod to the rudder shaft and arm. The top rudder shows the standard hollow shaft with a 1" length of 1/8" diameter brass rod next to it. The bottom rudder has the brass rod glued into the top of the shaft, with a small flat filed perpendicular to the lead edge. This *flat* provides a sure gripping surface for the screw holding the rudder arm, and the brass rod inside assures the shaft will hold its shape and be easily removed for maintenance. The standard Phillips-head screw locking the rudder arm to the shaft can be replaced by a 6-32 x 1/4" Socket Head Cap Screw. The

rudder shaft and arm are about 4" aft of the hatch and are difficult to get to. The hexhead is easier to access with a Hexdriver in that tight location.

"B" is the solid Gooseneck/Vang available from Victor Model Products. This inexpensive mod is a big improvement over the stock string vang.

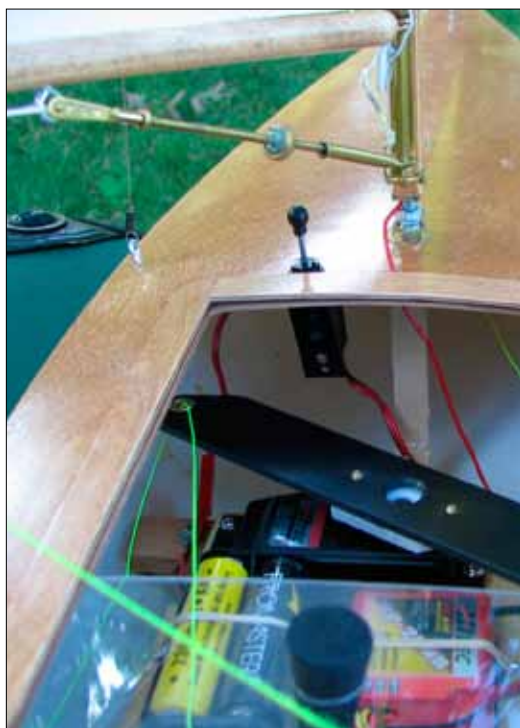
"C" is a size "00" tapered rubber stopper used to plug the finger hole in the clear hatch cover. This keeps water out when the water is rough and makes a handy handle. Trim about 1/4" off the bottom so it won't snag sheets or the swing arm. A piece of folded-over electrical tape can serve the same purpose.

"D" is a metal replacement for the standard plastic clevis that attaches the rudder control shaft to the servo arm. Sometimes the pin in the plastic clevis (shown both in the black triangle and attached to the servo arm) will flex and release, and the metal clevis prevents that.

"E" is a switch mount that allows you to turn your receiver on or off without opening the hatch. Position the mounting hole to the left of the antenna hole so the switch does not interfere with the Sail Control Arm. Place the switch so that pulling up turns it off, so that down in the on position provides the most deck clearance.

Recent rule changes also allow the addition of a Jib Topping Lift (to allow better control of Jib Sail shape) and for sealing the keel to eliminate possible water seepage through the keel trunk.

Enhance your good luck in racing with these simple modifications to improve the reliability of your V-32.



The On/Off switch installed to clear the Sail Control Arm.



A Topping Lift attached to the end of the Jib Boom.