Garhauer EZ Glide Adjustable Genoa Car System

I finally got around to purchasing a set of Garhauer EZ-Glide adjustable genoa cars to simplify trimming the 135% genoa on Destiny (C350 #229), and ending those awkward (often dangerous) moments of standing on the genoa sheet while bending down trying to move the cars. Garhauer suggested using 5/16-inch line with a length four times the genoa track length. The genoa track on Destiny is about 8-feet long, so I purchased 45-feet of line for each side to have some extra to reach the cockpit. Installation is straightforward with the following steps:



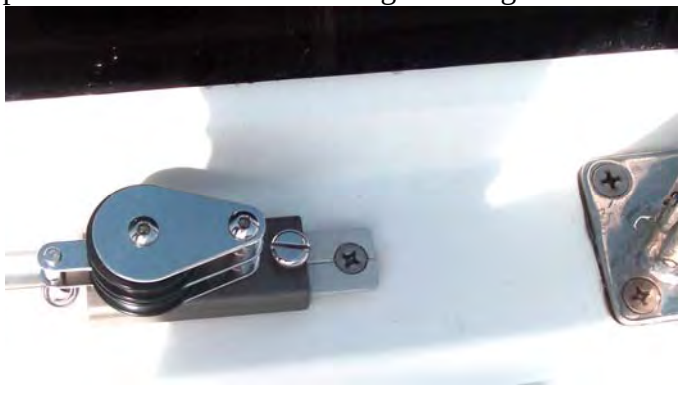
Remove the plastic end caps on the aft end of the genoa track. This will take a bit of doing as the plastic cap and the large screw were bedded with sealant. Remove the old genoa car. *See figure 1*

Slide on the forward block set (there is sufficient room behind the aft lower shroud to slide this on the front of the genoa track). Tighten the screw to fix it to the track – you need a big flat blade screwdriver for this. See figure 2.



The new genoa cars come with a short piece of genoa track attached with tape on each end to keep the ball bearings in place. Remove the tape from the forward end of the track piece and place it up against the aft end of the genoa track and roll the car on. It is imperative that this be done carefully and without a derailment to keep the ball bearings in place under the car.
See figure 3.

Slide on the cam cleat and tighten to the genoa track with a hex-head wrench. Note that the cam cleat is an optional item that I cannot imagine doing without.
See figure 4.





Clean the plastic end cap and large screw and re-bed. I decided to use marine grade silicone sealant so that this can be easily removed in the future if needed.
See figure 5.



Connect the 5/16” line to the pin on the forward block set, then back through the small sheave on the car, then to the lower sheave on the forward block set, then back through the large sheave on the car, then to the upper sheave on the forward block set, and then back along the cabin side to the cam cleat. I ran the line clockwise through the sheaves on the port side, and counter-clockwise on the starboard side so that the control line would track inboard, inside the curvature of the genoa track.
See figures 6 and 7.





Under Sail

Out on the water I found this system to add an entirely new dimension to trimming my 135% genoa. It is especially effective in light air. Alternately adjusting the sheet and the car allows you to achieve all possible genoa shapes. For example, moving the car forward buts more curvature at the bottom of the genoa but also requires easing out on the sheet as the increased vertical pull can cause contact between the genoa and the spreader. Likewise, moving the car aft will flatten the lower portion of the genoa and the sheet needs to be pulled in if you wish to maintain the same distance from the spreader. As the apparent wind approaches about 15 knots, I found that the cars need to be almost fully rearward, and there really is no room for tweaking at this point. When the apparent wind approaches 17 or 18 knots with the 135% genoa I start contemplating shortening sail anyway as the weather helm starts to get excessive. While I have not tried this system when reefing yet, I anticipate it will be of tremendous value as it will be much easier to restore decent shape after furling in a bit of the genoa, and all without leaving the cockpit. In all, the adjustable genoa cars have brought a new dimension to my sailing enjoyment, and are one of the best single improvements you can make.

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