



Upcoming TBC EVENTS

Monthly Social. Tuesday, November 18th, at Greenshields bar in Raleigh, starting around 6 p.m. Whoever wants to come, please e-mail Helmut (brunar@bellsouth.net) by Tuesday so we can see if a table should be booked.

Greenshields Bar is Helmut's favorite watering hole because it has the best beer in Raleigh, brewed on the premises by Robert, the brewmaster from Germany. This bar and restaurant is in central Raleigh, on Martin Street, between Blount and Person Streets. The park across Martin Street that Greenshields faces is called Moore Square.

Here are the directions:

Coming from due west: From the Beltline, take Hillsborough St. into Raleigh, right on Glenwood; left on Morgan; pass the Capitol and Wilmington St., then take right on Blount (one way, south). Park either in Blount or, after left turn, on Martin St. Park meters and parking time limitations no more applicable at 7 p.m.

Coming from the south: From the Beltline, take Person north until you hit Martin (the cross street before is Hargett, I believe). You will note there is a park (Moore Square) to your left. Take a left on Martin and park there. If you miss it, go around the park in a counter-clockwise fashion (as seen from a higher vantage point); come back down on Blount, and look for parking spots as above.

Coming from the north: Well, you guys should not need directions, my fingers start hurting. Go into town on Glenwood, and take a left turn on Morgan. After passing the Capitol and Wilmington St., take right on Blount. Park as you see fit, either on Blount next to the Moore Square Park, or, after a left turn, in Martin St.

From the East: Who wants to live east of Raleigh? This has only two advantages: the distance to the Outer Banks is shorter, and . . . Greenshields is easier to get to: Take 64/Edenton into town, left on Blount, then park at the park or in front of Greenshields.

Winter Party: January 31, 2004. The party starts at 7:00 p.m. Location is John Harper's club house in Cary, Pirates Cove—the same place it's been the past couple of years. It's a potluck dinner. The "most improved" award will be given at the party. **Directions:** From I-40 get off at exit 291 and take Cary Town Blvd. to Maynard, the second light, turn left on to Maynard. After you cross Walnut Street you will see a water tower on your left take the second left after the water tower, this is Seabrook Ave. At the traffic circle take the first right on to Green Wood Circle. Take the next right on to Kenridge. There is a parking lot at the end of Kenridge.

As an alternate you can take the first left after Seabrook Ave, Tanglewood, then the first left on to Blackshoal; then go to the parking lot at the end of the street.

Swap Meet March 6. Location not yet determined.

Spring Trip. Helmut Brunar has booked Surround Sound again for the Spring Trip, May 8 through May 15. Contact Helmut to reserve a place, brunar@bellsouth.net.

Jordan Lake Clean-up Day on June 5. Location, Jordan Lake.

Isabel Relocates Fall Race to Emerald Isle --Mark Kernodle

A few days after Isabel ravaged Nags Head the Race Committee email list was abuzz with frantic deliberations on whether to

postpone the race or relocate to another location. After discarding several alternates due to shallow depth, lack of facilities, and driving

distance Island Rigs was contacted and Ray Riggs agreed to let us hold the race at their site in Emerald Isle. Notice was put up on the TBC web

page and email was sent out to the club email list. We sincerely hope no one showed up at Nags Head on September 27!

The wind tantalized us all afternoon, but most of the heats were held in SE 5-10 mph conditions. Longboards ruled the challenging trapezoidal race course, made possible by the new large neon yellow club buoys. Many thanks to Frank Green for securing these new buoys, which will be paid for by contributions from the race participants. A simplified triangle course was put in place by Race Director Jonathan Phillips after the break to expedite the final four heats. The wind did pick up to 10-13 mph in heats 7 and 8 and those on racecraft without centerboards were given planing opportunity.

The fleet was divided into Pro and Sport divisions; both divisions raced simultaneously. Lorraine King, in the absence of any other female competitors, sportingly agreed to race in the Sport Division. In the Pro Division, it was yet another dominating victory for

Jonathan Phillips, who had six first place finishes. Chuck Eldred gave him close chase with five heats in second place. Mark Kernodle narrowly edged out Adlai Niggebrugge for third place. It should be noted that Jonathan has now moved ahead of the *invincible* Charles Livaudais in total TBC race events won.

In the Sport Division, new TBC member Chris Butz took overall first place by the narrowest of margins over Randy Dunn, with Frank Green landing third place. What makes this victory so interesting is that Chris used a 1985 Connelly longboard with a 5.0 triangular battenless sail. Nevertheless, Chris is now promoted to the Pro Division.

When asked how felt about winning the Sport Division on vintage equipment, Chris replied "I didn't intend to race at first. However, Jonathan Phillips told me Friday night that my old gear with a center board would perform reasonably in low wind and would probably have an advantage. For the first four heats, I couldn't keep up on the downwind tacks but gained lots of ground on the upwind tacks. I

was lagging hard during the second four heats, but I did overtake a few people on the second leg of that shortened course after lots of pumping. Overall, I have to agree with others that the centerboard was the key. Had the wind been blowing the predicted 15-20 mph, I don't think I would have done well. Other people with 8's and 8.5's would have been closer to fully-powered and they would have dominated the day. Also, by not using harness that day I would have run out of energy after a few heats." As of this writing, news has come in that Chris has upgraded his kit to a Mistral Equipe XR, 7.4 Gaastra sail, Fiberspar carbon boom, and all the trimmings.

The race was started, judged and scored by the incomparable Jennifer Phillips, who spent the entire afternoon in the committee boat. Rumor has come down from the Vatican that Jenni may be up for sainthood. At the very least, the race committee owes Jenni several beers for her indefatigable efforts.

[x] signifies throwout heat, xd signifies DNS or DNF

Pro Division

| <i>Competitor</i> | <i>1</i> | <i>2</i> | <i>3</i> | <i>4</i> | <i>5</i> | <i>6</i> | <i>7</i> | <i>8</i> | <i>total</i> | <i>rank</i> | |
|-------------------|----------|----------|----------|----------|----------|----------|----------|----------|--------------|-------------|---|
| Jonathan Phillips | 1 | 1 | 1 | 1 | 1 | 1 | 1 | [4] | 2 | 8 | 1 |
| Chuck Eldred | 2 | 2 | 2 | 2 | 2 | 3 | 1 | [5] | 14 | 2 | |
| Mark Kernodle | 3 | 3 | 4 | 3 | [5] | 5 | 2 | 1 | 21 | 3 | |
| Adlai Niggebrugge | 4 | 4 | 3 | [5] | 3 | 2 | 3 | 4 | 23 | 4 | |
| Dana Thalheimer | 5 | 5 | 5 | 4 | [6] | 6 | 5 | 3 | 33 | 5 | |
| John Rutledge | 6 | 6d | 6d | 6d | 4 | 4 | 6d | 6d | 42 | 6 | |

Sport Division

| <i>Competitor</i> | <i>1</i> | <i>2</i> | <i>3</i> | <i>4</i> | <i>5</i> | <i>6</i> | <i>7</i> | <i>8</i> | <i>total</i> | <i>rank</i> |
|-------------------|----------|----------|----------|----------|----------|----------|----------|----------|--------------|-------------|
| Chris Butz | 2 | 1 | 1 | 1 | 2 | 2 | 2 | [3] | 11 | 1 |
| Randy Dunn | 1 | [3] | 2 | 2 | 1 | 1 | 3 | 2 | 12 | 2 |
| Frank Green | 3 | 2 | 3 | 3d | 3 | 3 | 1 | [4] | 18 | 3 |
| Pete W. | 5 | [5d] | 4d | 3d | 4 | 4 | 4 | 1 | 25 | 4 |
| Lorraine King | 4 | 5d | 4d | 3d | 6 | 5 | 5d | 5 | 32 | 5 |
| Nabil Costandy | 6d | 4 | 4d | 3d | 5 | 6 | 5d | 6d | 33 | 6 |

Jibing around the new buoy, Fall Race 2003



Wily Skipper's Corner. There are, of course, no true substitutes for windsurfing, but I've found that searching for windsurfing-related material on eBay can be a hoot. I was really tempted by the Crazy Patch Japanese Windsurfing jacket, but it was only a size 36. I almost bid on the German beer steins with windsurfers on them, but then thought better of it. Someday I'll find that teak boom for a song! [] [] [] The latest issue of the AWIA newsletter carries a disturbing report about windsurfing being banned along with kitesurfing at a growing number of US launch sites, especially in California. The authors call for local windsurfing clubs to distance themselves from kitesurfers and make contact with local authorities to explain why windsurfing does not pose a danger to bystanders like kitesurfing. Christine Brooks has resigned her position as executive director of USWA and Nat Siddhal will take over. Dr. Brooks (a UNC graduate), in her farewell



message, alludes to her recent political fight (which she lost) with AWIA, which was taken over by kitesurfing interests and is now known as AWSI, the Association of Wind Sports Industries. [] [] [] Current President of U.S. Windsurfing, Renee Linskens: "If we do not disassociate windsurfing from kitesurfing we will be lumped in with this sport and banned from many beaches in the future." Steve Sylvester is the new president of USWindsurfing. // There are only 30 member clubs in US Windsurfing and we're the only one in North Carolina. There are no clubs in SC and only one in Virginia. Texas has three. [] [] [] Club Vice-President John Flavin is building his own airplane! Yes, a real plane with wings and everything. Completion date is estimated to be sometime in the year 2030!
--editor

The Club's **Start** board was damaged in high winds that came up overnight during the Club trip. Quartermaster Charles Livaudais took it to Ride Hatteras to be professionally repaired. If anyone could retrieve it from the shop and bring it back to Cary, this would be much appreciated. Please contact John Rutledge for details.

Get Your TBC T-Shirt!

We're going to do a new TBC T-shirt run in the next few months. The shirts will be 100% cotton, heather gray, with the TBC logo on the back and a smaller TBC logo on the front. The blue may be slightly darker than shown on the website to complement a heather gray shirt (the screener's suggestion).

Price will be \$10 per shirt. Sizes available are, I believe, S thru XXL. Call (462-8310) or e-mail me at livaudais@earthlink.net with your order. I hope to get our order to the screener by January. Orders are already coming in! —Charles Livaudais

Fall Trip 2003

The usual mix of sailors and significant others: John and Judi Harper, Ernie McGrew, Bob and Kay Rohde, Maria, Paul and Emily Rowan, Joyce and John Rutledge, Dana Thalheimer. Tom Patterson made it out for three days as well. Jon Phillips was there the first day of the trip. We stayed in Surround Sound in Rodanthe. After Isabel, we felt lucky to be able to stay in Rodanthe at all. Several oceanfront houses had been condemned. Sand had covered Hwy 12 and sand banks three to four feet high lined the road. The entire week road crews worked to "re-build" the dune in Mirlo Beach. On the first Saturday the road was closed for two hours because of ocean overwash. Hurricane Isabel had blown away about 30 feet of the boardwalk at Surround Sound. When we had enough man-power in the house, four of us (relying heavily on John Harper) reconstituted a boardwalk, dragging pieces of it over from the adjoining property. I lost my anxiety about walking through the wetlands there. ("Just like 'Nam, boys.") But what's a little muck when you've sailed The Basin? We saw a raccoon in the marsh but fortunately no snakes.

The wind and conditions were typical: two good (but brief) days, two big-sail days, and three days of skunk. The best wind came at night with readings on the in-house anemometer hitting 61 mph. occasionally. Even a big house like Surround Sound rocks when the wind gets this strong. By the end of the week there was very little wind and people were leaving early so as to have a normal weekend at home. Several people suggested scheduling the fall trip later next time. The house next to us was inhabited by "pesky kites" from Wisconsin. They turned out to be a nice group, however, and we never really got in each others' way. On Wednesday night several of us drove down to a clinic with Andy Brandt sponsored by Sail World. Andy accepted an invitation from Dana and stopped by the house to chat a bit the next day. We enjoyed an hour or so of windsurfing talk with an insider in the sport.

Wind was northeast most of the week, but it never got so shallow that you had to walk a long distance out before you could sail. The first Saturday was really our best day: a 5.0 day for me. After a drag session with Jon Phillips and Dana Thalheimer, I went back out and worked on my jibes on my 84 liter board and a 5.0. I did 60 jibes and kept track of my score. (Go ahead, tell me I'm obsessive. I'm used to it.) As usual, jibing was somewhat easier on the inside than on the outside for the whole trip.



Ernie McGrew sailing the best morning on Fall Trip

How accurate is the wind meter in Surround Sound? To answer this vital question, we sent Dana to the end of the boardwalk with his hand-held Kestrel windmeter. From that point near the water he measured the wind and called them in by cell phone to me in the house. I then compared the two readings, Dana's at water's edge and the house wind meter perhaps 60 feet up in the air. The house anemometer consistently read 8 to 10 mph. higher than Dana's reading on the ground. Just thought you'd want to know.

Signs of things to come: soil testing platforms could be seen in the Sound. They are testing the suitability of the ground for building a long bridge as a replacement for Hwy 12. A highway right there would really ruin the beautiful sunsets we enjoy when staying in Mirlo Beach.

--John Rutledge

MindJibe is the official newsletter of the Triangle Boardsailing Club. It is published six times per year.

EDITOR-IN-CHIEF

John Rutledge

SENIOR CONTRIBUTING EDITOR

Mark Kernodle

PHOTOGRAPHY

Bob Rohde, Jenni Phillips, Helmut Brunar

CONTRIBUTORS

Mark Kernodle, John Flavin, Freddie Maurer, John Rutledge

Please send contributions by email to the editor at jbr@email.unc.edu. The editor can be reached at 919-489-7863.

Occasionally the famous and the brilliant journey to Windsurfing Paradise to converse with the Windsurfing Guru. Unsurprisingly, it does not work the other way: no conversation is important enough to tear the Guru away from Windsurfing Paradise. The world-famous Irish-Hungarian psychologist and social theorist, Prof. Dr. Zygmoym O'Scope, had long wished to expound upon his critical theory of windsurfing to the Guru. And so it was that he made the long and arduous journey to Windsurfing Paradise to engage the Guru in serious dialogue.

DR. O'SCOPE: Prof. Guru, it cannot have escaped your attention that windsurfers pay inordinate attention to the board as object. Why, even your magazines give you away! Simply glance at your magazines and you cannot fail to see that vast coverage is given to the board itself. This single-minded focus on boards, the blatantly pornographic photographs—can you deny it?—of these objects in various poses, and from every angle, reveals that you windsurfers have elevated this object to the status of a fetish object.

GURU: Piffle.

DR. O'SCOPE: At the risk of appearing to be condescending, I shall permit myself to remind you that a fetish is the use of a nonliving object or a body part as a sexual object. Moreover, fetishism is an activity engaged in almost exclusively by males and most windsurfers are male, you won't deny that, I'm sure. You'll have to agree

that your obsession with blatantly—why must I always be forced to point out the obvious?—phalliform boards constitutes a fetish relationship.

GURU: Horsefeathers.

DR. O'SCOPE: You “new-sportists”—if I may borrow necessarily and unoriginally from Pierre Bourdieu's ground-breaking work on new and extreme sports—relentlessly pursue these ever-changing desire-objects promiscuously, like a series of “one-night stands” (you will surely allow me a colloquialism). Your fascination with the width, length and volume suggests the adolescent's pre-occupation with, er... anatomy.

GURU: Poppycock.

DR. O'SCOPE: A lapsus linguae if I ever heard one! Your vulgar slip of the tongue inadvertently confirms my theory. Sweet victory is mine!

GURU: Never before have I seen so much hooley in one package!

DR. O'SCOPE: Package?! Did you actually say package?! I triumph again! But, to return to my theory, which among many other things, explains why there are so few women in windsurfing. Most estimates say around 15 percent. The reason—and I am the first to point this out—is that men windsurfers really don't want them there. Women in windsurfing are intruding on male turf, the little world where you enjoy your cliquish camaraderie and work out your petty competitiveness. Consciously or not, you discourage women from sailing with you.

GURU: I was about to say “Balderdash,” but that would only encourage you. You seem to be able to find whatever you want wherever you want to find it. I see no way of bringing you to reason. Perhaps there are a few windsurfers who think and act as you suggest, but the vast majority is very encouraging of women in windsurfing. Perhaps you should try the humble art of observation as a supplement to your theorizing, Dr. O'Scope.

Jordan Lake Speed Challenge, Reminder

Jonathan Phillips has thrown down the gauntlet. The challenge is to see who can sail from Ebenezer Point to the Hwy 64 bridge the fastest. Here are the details.

Challenge Details: The start line is between the no-wake buoy and the landing pad at Ebenezer. You can beach start, uphaul, waterstart or cross the line full planing—the start method is up to you. Go to a no-wake buoy just before bridge. Doesn't matter if it's the left or right one, they are all about the same distance. Jibe or tack around the buoy—it's up to you. Return back across start line. The trip is about a three-mile run in a straight line. Runs must be completed between August 1 and December 31. It must be done on a windsurfer powered by wind.

Posting Results. Send Jonathan Phillips an email including date, wind speed and direction, your name, time it took to make the run, board and sail size, and name of any witnesses. No witnesses are required, but it would be nice to have a buddy knowing you're going that far. It is all for fun, so be honest. Jonathan will keep a list posted when times start coming in. This is an exciting new possibility for having

TECHNICAL STUMPER # 3. Answered by John Flavin.

This issue's technical stumper addresses the question "What's all the talk about high tech 'Grid', 'X-ply', UV Protectant spray, etc. in sails? Does this stuff really make for a better, longer lasting sail?"

A little perusing on the fountain of wisdom called the world wide web produced several pearls of presumed Truth about several old and new sail fabric types. The old reliable Monofilm is actually an extruded polyester resin (yup, much like those dress pants that you have hanging in your closet). As we all know, it is susceptible to weakening with cumulative exposure to UV radiation (i.e., sunlight).

X-ply refers to a newer sail material construction in which two sheets of polyester film bonded together with a glue containing UV inhibitors and stitched into a mesh. This makes it more pliable, less prone to cracking, and prevents tears from spreading as easily. It goes by various trade names depending on the fabric and sail manufacturer. METALEX is an "x-ply" type laminate used by Severne Sails that also incorporates a layer of aluminum for increased strength and UV-blocking. Another company makes "Kevlar Edge" x-ply fabric, which uses a kevlar fiber developed specifically for sails. The variations are endless.

There was a very interesting thread on rec.windsurfing back in October that discussed some of the durability issues. A sail repairer in Corpus Christi, TX named Bob T. took it upon himself to conduct an informal study of the durability of the above sail fabrics and of a product called 303 UV Protectant. He did this by hanging strips of the various types of fabrics on a frame in the sun from early March to mid October. He then posted his findings on the board. To summarize his conclusions, the UV protectant did prevent fading of dark colored fabrics if used periodically (a one-time only application wears off in a few weeks of continuous exposure). As expected, monofilm was severely degraded by UV, having lost basically all its strength and integrity by the end of the test. On the other hand, the x-ply type of material retained most of its strength at the end of the test. Another writer on the thread spoke highly of his heavily used 2001 Ezzy, in which its x-ply fabric was "still tough as nails" while its monofilm window had been completely falling apart. This same writer (and others on the web) indicated that Ezzy and others are now using clear vinyl for the windows on their sails with good effect.

To summarize a few other well-constructed observations on the thread and elsewhere on the web. Outside of direct physical damage such as mast breakage and harness hook disasters, most of the life-reducing damage to a sail results from exposure to UV and from development of permanent creases and wrinkles. Most of the UV exposure can be prevented just by storing your sails out of the sun when not in use. When out on the water, the sail is generally so close to vertical that the surface isn't being exposed to much direct sunlight anyway. As for creases and wrinkles, careful rolling and unrolling of the sail and making sure heavy objects aren't stored on top of the sail is the way to go.

Age of the sail alone does not appear to have any bearing on the degradation of the material, provided it has been stored properly. I've noticed this myself with a never-used 1997 North Sting 6.4 that I bought last year, ever bit as good when I bought it as it was five years earlier when it was made.

Finally, a couple words on sail maintenance. Conventional wisdom on the net seems to be that if sails were last used in salt water, there is no need to wash them off—they are just as well rolled and stored as is, as mildew won't form in the presence of salt. If the sails were used in fresh water—or were rinsed in fresh water—instead of drying them in the sun, the excess water can be allowed to run off, the sail rolled up and stored vertically with the luff opening down so all the remaining water can run out the bottom.

It is important to keep your old monofilm sails out of the sun and store them carefully to prevent creases in order to make them last as long as possible. When you do replace them, go ahead and look for the "X-ply" fabrics and vinyl windows for improved durability.

Triangle Boardsailing Club Membership Form

please print clearly!

New Member: ____ Renewal: ____

Name: _____

Street Address: _____

City/State/Zip: _____

Phone Day: (____) _____ Eve: (____) _____

Email (optional): _____

Make Check Payable to:

Triangle Boardsailing Club

Mail to:

Triangle Boardsailing Club

P. O. Box 662

Cary, NC 27513

Dues: Single: \$12 Family: \$18

I, _____ as a member of the Triangle Boardsailing Club, do hereby acknowledge that it is impossible to eliminate all risks associated with the sport of boardsailing, and for myself, my executors, administrators, successors and assigns, waive, release and forever discharge any and all rights and claims for damages, whether they arise in tort, contract, equity or otherwise, which may accrue to me against the Triangle Boardsailing Club, its officers, directors, and members (hereinafter referred to collectively as the "TBC"), and which result from, originate and/or arise out of, directly or indirectly, my participation in TBC meetings or events, or use of TBC equipment. I do further indemnify and hold harmless the TBC against any and all liability or responsibility for any injury whatsoever, including but not limited to injury to my person or property, received, incurred, and/or arising out of, directly or indirectly, my participation in TBC events, or use of TBC equipment. My release is also given for the reproduction of any photographs taken of me or including me for use in media coverage. I understand that I am waiving rights, which may otherwise have been mine by law, and I do so of my own free will and consent.

The **Triangle Boardsailing Club** is a non-profit organization dedicated to promoting and preserving the sport of windsurfing.

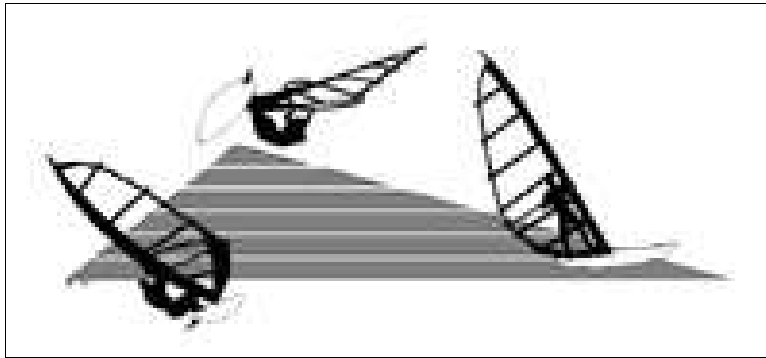
TBC organizes:

Public service activities
 Club windsurfing trips to Hatteras
 Club meetings and social evenings
 Free instructional clinics
 Winter parties
 Swap meets
 Races

Membership entitles you to:

As many issues of the Club's newsletter *MindJibe* as are published
 Free classified ad service in *MindJibe* and on the Club webpage
 Use of club-owned equipment on a sign-up basis as available
 Refreshments at club-sponsored events

In addition, TBC owns and maintains the local Windtalker at Jordan Lake (387-5969).



Please cut out and retain your membership card.

Triangle Boardsailing Club
P. O. Box 662
Cary
NC 27513

