



UPCOMING TBC EVENTS

TBC Fall Race: November 23rd: Camp Albemarle. Come join us for a day of FUN racing at the coast on Saturday, November 23rd. For this bi-annual event we have rented Camp Albemarle in Newport. Camp Albemarle is a good launch on Bogue Sound and is deep enough for race boards with long fins. The facility offers a grassy rigging area, bathrooms and showers. More at: <http://www.campalbemarle.org/>.

The skippers meeting will be held at 11 a.m. and the racing will start at noon. The races will be Open equipment class. Fleets and divisions will be determined on site, based on participation. We normally run an expert and a sport class. Expert class is for those that have placed first in sport class at a previous race, or who normally race expert class in other races. Sport class is for those newer to racing.

Directions to 156 Albemarle Drive, Newport, NC 28570-7566. Traveling East on NC Hwy. 70, go completely through Havelock. Turn right onto Hibbs Rd. at the third Newport stop light. Go 4 miles to the stoplight and turn right onto NC Hwy 24. Camp Albemarle is immediately on your left.

The site has some rules and these may be viewed at their website. The main pertinent ones no alcohol and no pets are allowed on the grounds. A \$2 per person use fee will apply to racers and guests to offset the rental costs of the facility. The club has paid for the main portion of the rental costs of the grounds. Any questions, call Paul at 919-949-9237. Hope to see you all there.

—Paul Scrutton, TBC Race Chairperson.

Swap Meet November 2, 2002 at 11:00 a.m. to 2:00 p.m. at Dave Marshall's house at 6633 Apex Barbecue Road, Apex, NC

Directions to Dave Marshall's place: **From Raleigh** Head South on US 1/64 towards Apex. At the US 1/64 split, go right (west) on Hwy 64. Go 6.2 miles on Hwy 64 and turn left onto Kelly Road. Go 2 miles, turn left onto Apex Barbecue Road. Go .03 miles, house on the right. **From Durham or Chapel Hill:** Take Hwy I-40 to NC 751, exit and head south for about 12 miles until you come to Hwy 64. At the Hwy 64 light turn left. Go 3.3 miles. Turn right onto Kelly road. Go 2 miles, turn left onto Apex Barbecue Road. Go .03 miles, house on the right. If lost call Dave Marshall at (919) 362-4340.

Fall 2002 Notes from the Prez

Hello TBCers,

Well, 2002 is already $\frac{3}{4}$ over and I feel like I've hardly sailed. I hope y'all have taken better advantage of the year's winds; from what I read on the chat board, it seems many of you have done just that. This lack of sailing time has me on a philosophical bent. Windsurfing is such a diverse sport, isn't it? We sail in different conditions, at different locations, with such different skill levels... what, really, does the beginner struggling in 5 mph zephyrs have in common with the sailor who revels in head-high waves and roaring gales? For that matter, what does the flat water speedster have in common with the wave sailor, or the racer with the freestyle specialist?

The answer, I submit, is that we have far more in common than we have differences: a love of the outdoors, and particularly of the water; appreciation for a challenging yet rewarding individual endeavor; an addiction to the sensations derived from our dance with the forces of nature. The differences are picayune, significant only if we fail to realize that the facets of windsurfing are but points on a circle. Windsurfing

nirvana is achieved when we can again experience the thrill of the neophyte. My resolution for the New Year – for every new year – is never to question another windsurfer’s approach to the sport. We’re kindred spirits, after all.

Wow, I must really need to sail! OK, the past few months have seen a successful Learn to Windsurf Day, a great pot luck event with Jim and Sam Drake, and another popular club trip to Hatteras. As always, there’s more to come. We have a swap meet scheduled for November 2; the next club race is scheduled for November 23 at Camp Albemarle; and we will of course have our annual winter party in January. See this *MindJibe* and the club web site for more details.

\$\$ alert! One thing the Board of Directors has struggled with lately is whether, and if so by how much, we should raise club dues. The TBC has long been the least expensive, but arguably one of the most active, windsurfing clubs in the US. We continually struggle for funds, yet don’t want to raise dues simply to have more money in the till. It’s your money and your club, after all. Current annual dues are \$12 for an individual membership and \$18 for a family membership. We’ve suggested a modest increase to \$15 and \$20, respectively. What would we do with the money? Well, we’re really just looking to continue to fund the things we already do: organize and purchase food for club events, upgrade club gear, keep the Jordan Lake windtalker in working order, fund *MindJibe*, you name it! No dues increase would go into effect before next summer, so you have time to express your opinion.

Let’s see, what else is there to mention? We now have a 70 cm. race fin for the Start. Any of you bigger sailors want to see how little wind it takes to plane these days? Partner your 9+ sail with the Start and its fin (at a suitably deep location) and you’ll find out.

Finally, do you try to keep up with the latest windsurfing advances? Magazine articles are hopelessly behind the times. By far the best information is found on the internet forums (fora?) hosted by Starboard and Gaastra. The most recent shapes are pretty wild: 1 inch deep double concaves on the Starboard Hypersonic; even deeper tail cutouts on the latest Exocets; 110 cm. wide Gos and Starts; race boards that are 245 cm. or less. Intriguing stuff! Of course it will be months to years before we see any of this gear, and by then it will be hopelessly out of date.

Hope to see you on the water. –Charles Livaudais, President TBC

Three Views of ABK Camp

Dana Thalheimer writes:

I just got back from my fourth ABK windsurfing camp. This one was held at Barton’s, which is a great site for this kind of thing. My goal going in was to work on improving my jibes to the point where I could consistently plane out of them. There was enough wind on Friday for Andy Brandt, the head instructor and now owner of ABK, to pinpoint my problem areas, so at this point I know what to work on next, and had a chance to work on it on land. Unfortunately the wind did not cooperate so I did not get much chance for supervised on water practice.

So what do you do at a windsurfing camp when there’s not much wind? Learn some new tricks and spiff up the old ones! For me this meant:

- fin-first sailing along with a couple of ways to maneuver out of that gracefully. (This is a great thing to know when your on a club trip in Rodanthe and its been blowing Northeast long enough for the water to disappear.);
- sailing on leeward and escaping gracefully, the components for heli-tacks;
- and the backwind jibe, which is a jibe out of sailing on the leeward (wrong) side of the sail.

All in all, despite the lack of wind it was very much worth it to me. I’ll probably go back again in a year or two, and get another infusion of enthusiasm for learning new stuff.

Christina Ruden was also a participant at the ABK and writes:

From the beginners eye, ABK is the best thing that has happened to me (for windsurfing anyhow) since sliced bread. It was fantastic. As a newbie, I needed a good three days, with a lot of teaching, to help me nail down the basics and build up my

confidence on the water. Now I can actually figure out which way the wind is coming without looking at the other sails gliding in the water. I learned how to tack (without thousands of shuffle steps), manipulate the sail to the wind, pivot jibe (slowly), beach start and almost water start. I also used the harness for the first time. Yee-haaa!!! The advanced students in the camp were at times complaining about the lack of wind the entire time, but there were no complaints from me. It was a perfect amount to learn on. I would highly recommend ABK to any beginner. The only bad news is that I am now officially divorced—from the START board that is. I ended up buying a new board before I left Hatteras for the weekend.

Saving the best to last, I can't forget to comment on the social fun during the weekend. There was a big turn-out of TBC'ers down for the last weekend of the fall trip. Most of us resorted to the four-star hotel under the stars: camping. Hands down, the best place to stay is the campsite behind Lisa's Pizza. If you don't mind roughin' it, Bob (the owner there) is great and the sites are big! We were able to fit four tents and one car on one site. This makes for a cheap weekend. And watching Randy and Jonathan go sailing at midnight under a full moon was quite inspiring. Not to mention the serenade at my car window by the Triangle threesome (Randy, Jonathan and Miguel). Jonathan led the lyrics creation; Randy sang back-up and Miguel strung his guitar with cigarette in hand. All in all, a great weekend was had by all. It was torturous coming back to work.

Renewing your Membership in TBC

The mailing label on this issue shows the date your membership expires. If your membership has expired, or is about to expire, please send a check for \$12 (\$18 for family memberships) to

TBC
P.O. Box 662
Cary, N.C. 27513

If you have questions about your membership, or need to change your information, contact Randy Dunn at randydunn@yahoo.com or 467-9876.

Lorraine King writes:

I attended my first ABK course at Hatteras on October 18-20th. I thoroughly enjoyed the course (fun & challenging) which catered for all windsurfing levels. I am still a struggling intermediate sailor although I first stood on a College Club

board way back in 1988. It was a toss up between new gear or taking the ABK course (\$415). I had been told recently that my shredder is a great board and perhaps it was me that was the problem: I had fallen into the "bad workman blames his/her tools" problem and the shredder was the root of all my problems—wrong! Through ABK instruction on land and especially on water and through endless critiquing I am now gracefully tacking and jibing on my shredder (pivot so far). The video work afterwards was great and it was useful to see other folks making mistakes on tape. Although the winds were light (10-15 mph.) it allowed time for tricks including fin first sailing/ leeward sailing etc. I honestly believe I would have learned a lot less about sail balance and manipulation if the winds had been stronger. On the flip side I would have been able to put my speed sailing/foot-straps control into practice and practice more water-starts. There was also a session on gear and rigging explaining why use cams and when to use different fin sizes. I finally understood why the top of my Windwing needs to be floppy (Charles L. had showed me this first) and big sails need big fins. A fin was top of my gear list since I only had one for all wind conditions, but I was lucky enough to win one in an ABK draw (18 inch fin)!! Now I just need the board to match! Apart from the professional instruction, the lunches were great and folks were extremely helpful with a small ratio of students to instructors (1:4 mostly). The weather cooperated and I wore shorts and T-shirt first day and shortie on the other days. I have been cured of my wind snobbery and it is possible to have fun in 10 mph., so many tricks to learn. Roll on, Lake Jordan! The ABK three-day course is the best thing that happened to my windsurfing and I highly recommend it. To sum it up: I learned more in three days than in the past fourteen years.

Learn to Windsurf Day Report

The Learn To Windsurf Invitational was held Sept. 14th at Jordan Lake. A hardy round of congratulations goes to the eleven courageous souls who braved the thunder and lightning for the chance to drift around on a barn door in the rain. Oh... excuse me, I meant for the chance to experience the thrill of windsurfing for the first time. Really, we had fun, people were taught to windsurf and

were successful! They had simulator and on water instruction with Roger Jackson, the master of learning to windsurf, the Johnny

Appleseed of windsurfing, the guy with a big truck and trailer full of Starboard Starts and other easy to learn on stuff. Three cheers

for Roger!!! Many thanks also go to our newly minted sailing instructors including John Rutledge, Lorraine King, Randy Dunn,

Jonathon Phillips, Nabil Constandy, and Bob Elmore. Thanks also to Jeni Phillips, John Harper, and Regi for helping out with registration, rigging, gear schlepping and all that. I'm told there

was a good party after all this but for some reason I can't remember much of it ;^) We'll have to do it again in the spring.

—Dana Thalheimer



IN THE WIND.... Did y'all know that an anonymous donor has agreed to purchase a **70 cm. fin** for the Start? Bill Kline of Curtis fins gave us a great deal on one. It's a molded carbon FR-16 (slightly wider at the base than the race-ready CR-15, so even better for the Start!). That's a Jordan only fin. ((())) **Crazy weather in August:** August was certainly one of our hottest and least windy months in a long time. Alarm bells went off at NOAA regional headquarters after wind speeds dipped into negative numbers several times during August. "Windless days are of course common in August," said NOAA spokesperson Bartleby Spohrs. "But it is a relatively rare occasion when we see wind speeds at minus 4 or minus 5 knots." Negative wind speeds have been variously linked to global warming and bad karma. NOAA meteorologists worry that minus wind speeds will eat up precious wind reserves which are necessary for proper heating and cooling of the earth. ((())) **Emily's/Getaways** (the restaurant near Barton's place) has been torn down. A group of houses will be built there, according to OBR reps. ((())) In addition to the well-known **sail repair** shops on the Outer Banks, Terry Murphy in Morehead City also does sail repair. See her webpage at: www.sailfix.com. She can also be reached by email at sailfix@clis.com or sailfix@hotmail.com. Or by telephone: 252-726-2218. ((())) The Club will be buying a **new anemometer** which Mark Kernodle will install on the windtalker (387-5969).

The Windsurfing Guru

STUDENT: Master, do you know the word somatotype?

GURU: Aha! I know exactly where you're headed: you're interested in whether there is a best body type or physique for windsurfing. This is something you shouldn't worry about. At the amateur level most people, regardless of weight or body size, can have fun windsurfing.

True, lightweights are favored in light-air conditions; heavyweights seem to have an advantage in big air. I do think it is no accident that the biggest names in windsurfing all weigh in at just over 80 kilos. There's Bringdal at 87 kg., Ant Baker at 85 kg. Dunkerbeck, a heavy 90 kg. Robby is the runt of the litter at only 76 kilos. Polakow weighs in at....

STUDENT: I'm much impressed with your statistics, Master!

GURU: Even here in windsurfing paradise we have access to the Internet! Ooooooommmmm.

OLD-TIMER: Gutu, I've told everyone—more than once, in fact—that I'm getting out of windsurfing. But I can't. I just can't let it go. What will it take for me to stop being addicted to this sport?

GURU: I've seen people come and go in this sport. Some fall away early out of frustration; others hang on for the rest of their lives. You personally won't be able to kick the habit until something new comes along in your life, something that really excites you. Slowly, slowly your attitude toward windsurfing will change. Not that you won't see it as something of a loss. But the loss will be bittersweet and you'll always have fond memories of windsurfing. May the winds of change bring you what you need.

INQUISITIVE: Why are carbon masts black? Is it because black is the "natural" color for carbon?

GURU: Yes, basic black is "natural" for carbon and it looks cool, doesn't it?! But even if the technology were otherwise, black might not be the "best" color or look for a mast. Fish bones are structural and they're white, right? If there were a way to color carbon masts easily without adding significantly to the cost, masts would probably be something other than black. Pigmentation of the resin would help protect the carbon and resin from photochemical or UV deterioration. However, pigmentation could reduce the bonding strength—and we don't want that.

When the mast is hot and is suddenly submerged in water it naturally wants to "suck water" and gain weight. Also masts that get very hot can bend and deform. Painting or coating the mast would reduce the UV and heating of the mast. Paint might be an option, but it scratches and adds weight.

INQUISITIVE: I thought you didn't treat technical issues, Master.

GURU: I get by with a little help from friends in high places.

THE LTW FOLLOW-UP DAY AND JIM DRAKE PARTY

The learn to windsurf follow-up day on October 5th was successful. The day was designed to get the new windsurfers from three weeks before out on the water again before they had too much time to forget the lessons they had learned. Although we didn't have the wonderful supply of Starboard Starts, everybody still made great progress on the gear brought by TBC members. The wind was light, but all other weather factors were nice. Many TBC members showed up to provide assistance, either through rigging or sailing around giving confidence and advice. Advice went both ways as one of the new windsurfers was nice enough to help Jonathan Phillips. When trying to figure out what felt odd as he launched, they remind him to put a fin in the board. All four of the beginners successfully made it back to shore, and are one step closer to the HIHO state of mind.

After the on the water experience, TBC held a "pot luck" party in Apex to meet the Father of Windsurfing, Jim Drake. About 30 TBC members showed up to meet Jim Drake, eat food, and catch up with other TBC members. The adults enjoyed the lively conversations, while the many children and babies played with the remnants of Jenni's MBA project, a.k.a. Legos. The food was plentiful and ranged from hearty dishes to light finger food and a whole array of deserts. The numerous guests and joyous tone reminded me of the winter party, except nobody had to bring a heavy coat or de-ice their windshield when they left. Jim Drake provided information on the new Starboard Hypersonic agreeing with Roger Jackson that it is an awesome board. Overall it appeared as though everybody had a good time and was pumped up for the fall sailing season. –Jonathan Phillips

Fall Trip 2002 Report

The fall trip this year was truly one of the best fall trips I've seen. Every day was sailable for at least a few hours. We hit about every range of conditions and wind directions truly testing the Hatteras mantra: "Bring Everything!" Evenings brought fine dining and "full contact" Scrabble tournaments.

Arriving late on Saturday I did not get to sail, but apparently there were very nice SW 6.0 conditions throughout the day. Sunday brought pleasant 7.5 NW conditions. For me, this was a chance to learn to sail again. Dinner that evening was slow-cooked pork ribs with peppers, thanks to John Harper.

We awoke Monday to fantastic 5.5-6.0 conditions, but it only got better from there. By midday, the wind was easily in the twenties with the occasional gust in the low thirties. At this point the wind was coming out of the NE. Thankfully, the westerly conditions earlier in the week meant that we still had plenty of water to sail in. I was overpowered on a 5.1 by the end of the day and had to retire the "way too big" 1201 board. Monday was truly a sail until you drop kind of day. Dinner was pork ribs again—carnivores' delight—augmented by baked potatoes and salad.

Just when you thought that it couldn't happen again, Tuesday provided almost identical conditions to Monday. Sails no bigger than 5.0 were the call with most fully powered in the four range. Unfortunately, these days were a little brutal for

those attempting to sail the club start board. Personally, I was compelled to rent a smaller board for the conditions and it made all the difference.

Tuesday was very pleasant. Tuesday night actually brought the strongest winds with readings on the anemometer gusting into the 40's. Dinner was baked chicken breast in a lemon cream sauce with vegetables al dente in a balsamic vinaigrette. The wind clocked around during the night and blew much of the water out of the sound.

Fortunately, by morning on Wednesday, the wind had locked into a good 12-18 SW and gave us our water back. In fact, we got so much back it had spilled into half of the yard and gave us waist high water right off the boardwalk. Conditions were solidly in the 6.0-7.0 range falling off later in the day. Dinner Wednesday was authentic Korean bulgogi over steamed rice with salad.

Thursday was the only truly light day. Morning was good 7.5 weather, but dropped sharply to almost nothing by midday. A good day to visit the shops and get some needed rest. Dinner consisted of high-octane spaghetti and salad with walnuts, feta, and red peppers.

Friday gave us some great 7.5 conditions in the morning and kindly let up by the mid-afternoon to facilitate packing and cleaning up equipment. Another great shopping day. Dinner at Top Dog and the "wildest" night of the trip with a visit from other TBC members visiting for the weekend.

Saturday was light and eased the pain of leaving, as did the new bridge which appears to cut about 20-30 minutes off the trip. All in all, it was a good trip providing a broad mix of conditions for all who attended. The club boards and sails were much appreciated by those who didn't have full quivers. -Paul Rowan

MindJibe attempts to publish six issues each year.

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