

IN THE BREEZE

Volume 1 Issue 6/7 August/September

Pumpkin Cup 2005, October 29, 30 at DCYC

We have finalized dates and the Pumpkin Cup 2005 will be on October 29, 30 at DCYC.

This notice is just to get the word out. We will be setting up a forum soon and it will have pre-reg. forms and more details. We will be having it with the Hobie fleet again and their is going to be free camping and a ton of giveaways. We will also be having a awesome dinner, grilled fresh by our very own NTWR guys and gals .

Terry

Remaining 2005 Schedule of Events

September 18-Sunday - Possible 4th Learn to Windsurf Day. TBD

September 20-Tuesday - NTWR Club Meeting at Mariner Sails. 7pm

October 29, 30- Saturday and Sunday - PUMPKIN CUP REGATTA and CAMPOUT. DCYC Lake Lewisville

October 18-Tuesday - NTWR Club Meeting at Mariner Sails. 7pm

November 22-Tuesday - NTWR Club Meeting at Mariner Sails. 7pm

Minutes of the Meeting for July/August

July Meeting was a fire ant. Ft.Worth Star Telegram was out there taking pictures for a article on windsurfing. Brad and I got some rides and everybody got to see the awesome sailing that the youth are doing. We dis-

cussed the success of the Wednesday night youth sailing and the future opportunities that they are going to have. One future opportunity is with Charles Ivey and the Abilene gang. They will be able to

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"The pain of discipline is nothing like the pain of disappointment."

Justin Langer

Wind worshippers By Jim Caple ESPN.COM

HOOD RIVER, Oregon – Wind has been very good to Hood River.

"I remember when I was a kid and we would drive through here on vacations," said Darren Rogers, the principle race officer for the U.S. Windsurfing National Championships. "I would think, why would anyone want to live here? This is the emptiest place in the world."

Of course, that was several decades ago, after the timber industry collapsed. Two decades ago you could buy homes with a Columbia River view for \$40,000 to \$50,000. Then the town became world famous for its windsurfing and homes can fetch 10 times that or more. Thanks to windsurfing, Hood River has become one of the most popular destinations in the Pacific Northwest, a town of historic, renovated hotels, multiple windsurfing and bike stores, and superb restaurants, wineries and coffee shops. It is so upscale that there is a shop selling nothing but treats for your dog.

It's been a boyhood dream of mine to come here and race," said Jasper Vesterstrom of Copenhagen. "I've been reading about it for so many years and now I'm finally here. It's as good as I read. The water is choppy like nothing else and it is beautiful as nothing else and it is windy like nothing else."

Ah, yes. The wind. Hood River is in the heart of the Columbia River Gorge where temperature and pressure system differences between the wetter, milder west and the drier, more extreme east side of the Cascade mountains create regular 20- to 30-mile winds. That may be rough for Wiffle ball but it's great for windsurfing. Which is why Hood River is hosting this week's U.S. Championships.

Windsurfing is a big sport in Europe, where it is a cheap alternative to sailing or jet-skiing, but its popularity plummeted in the U.S. a decade or so ago for various reasons. People at the U.S. Championships cited everything from bad wind that cancelled key events and drove away sponsors, to equipment geared for the expert surfer but discouraging to the beginner, to low birth rates. "People were having so much fun windsurfing that we didn't have kids," said Barry Spanier. "We lost about a generation."

Plus, there are just a lot of recreational alternatives out there, from skateboarding to jet skis to video games. "You lose to anything that is simple," Spanier said.

"You don't get instant rewards in this sport," U.S. Junior National coach Charles Ivey said.

"It's not like a video game where you can learn to play it and get good in one evening. It's old-fashioned – you have to work at it a long time to become good."

As sponsors pulled out, the prize money dropped considerably, making it difficult to earn a living in the sport in the U.S.. Just transporting the equipment – the multiple boards, masts and sails – can be maddeningly expensive. Mike Porter said he recently flew from Greece to London and the airline's charge for his gear was more than his ticket – \$1,100. "Let's just say we're not in the black in this sport," he said with a grin.

The hope is that the sport is back on the rise. Improved, easier-to-handle equipment is one reason, allowing children to enter the sport at Little League ages. The sport's leaders are also more mindful of growing the sport through the younger generation. Indeed, there seemed to be as many juniors – from age 10 on up – preparing for this week's championships as adults. Several people pointed to the junior racers and said, "Those guys are the story."

"What I like about it is it's a

(Continued on page 5)

YOU MIGHT JUST BE A REDNECK WINDSURFER IF -By Ken Merten

Your swim trunks are blue denim and have a Levi's label on the back.

Your formula board is a "6-panel model" that used to have a door knob on one rail.

You use your booms to dry your laundry while resting on shore.

Your monofilm sail has cigarette burn holes above boom.

Your second hand yellow and green plaid love seat doubles for a beach chair.

Your sail is covered with "Beech-Nut", "Redman" & "Skoal" stickers.

Your bedspread, rack pad, beach blanket and beach towel are one in the same.

Your homemade 70 cm formula fin was purchased at Home Depot.

You and your dog share the same trailer tire when you have to pee.

Your mast base universal is made from a '56 Chevy U-joint.

You drop your shorts and bend over when a friend complements you on your "baby moons". (You gotta be over 50 to get this one).

Your wife or partner does the breakfast dishes in the lake while you are on the water.

Your kids' play air mattress for the lake has coil springs.

You use your chest harness and a piece of rope to keep your 2 yr. old from wandering into the lake.

Your own special Gatorade is made from a Mountain Dew and table salt.

You start dancing when your buddy asks to see your best jibe.

You have enough aluminum from old beer cans in your trailer to shim over a 500 fins.

Your sailing booties have steel shanks and steel toes.

Your monofilm sail has more than 25 yards of duct tape holding it together.

Your definition of a "carbo load" is a 6-pack of Bud.

Your only carbon components are the black specks scattered throughout your lung tissue.

You giggle every time your buddies talk about their boom bras.

Your duct taped sail number is 43 and you wear a black cowboy hat whenever you are on the beach.

Your definition of a "carbo load" is a 6-pack of Bud.

Tuning the Mast

Using a mast with a different stiffness rating will alter the performance of your sail.

A stiffer mast is likely to make the sail less forgiving in gusts but can give a little more power in lighter winds. A stiffer mast is usually more suited to heavier sailors.

A softer mast gives the sail more flexibility making the sail feel more responsive and

'alive' and is usually the preferred option.

If your mast is too long for your sail, you can actually cut it down (*although we don't recommend cutting more than about 20cm off it*). Cutting the length from the top of the mast will effectively increase the masts stiffness whereas cutting the length from the bottom will make the mast more flexible. Beware that this is a 'terminal' option and is

likely to void any warranty that you may have on the mast! You must also be careful that the taper at the bottom of the mast may prevent your mast extension/base fitting if you cut too much off. **You have been warned!**

Source: Board Seeker Magazine

What are camber inducers?

Camber inducers are used to put shape into the sail, producing a more stable and rigid foil.

Advantages

In strong winds cambers hold the shape of the sail producing a stable and controllable sail.

In light winds the sail produces more power.

Disadvantages

Cambers are not suitable when de-powering of the sail is necessary ie wave sailing, transitions and beginners.

The wider luff tube makes uphauling more difficult.

Rigging is more difficult due to the friction of the cambers on the mast.

Source: Board Seeker Magazine

JP-Australia looking for "Young Guns"

Less than 10 percent of the world's windsurfing population is under the age of 19 – and JP-Australia is out to change that. They are assembling an international team of sailors comprised only of kids under the age of 16. Young Gun team riders will receive special discounts on JP boards, as well as finding themselves featured on a special Young Guns section of JP's Web

site, www.JP-Australia.com. The best part is that they don't need to be world-class windsurfers yet – basic windsurfing skills, personality and the drive to become a good sailor are what count. JP will keep a close eye on its Young Gun sailors, possibly giving one of them a chance to start a professional career. There is also a chance of being invited to the annual JP photo shoot in Ha-

waii. Interested youngsters should contact Todd Greaux of Adventure Sports Inc. at todd@npsa.com. Include pictures if possible.

Source:

Windsurfing Mag Online

Inside Story Headline

(Continued from page 2)

sport with so many variables," said 18-year-old Bob Willis of Chicago, a junior champion with Olympic ambitions.

"Unlike basketball or football where you only have to adjust to changing competitors, you have to adjust to the course conditions as well -- the water conditions, the wind conditions. It's not only physically challenging, it's mentally challenging as well.

"Plus, it's fast."

Which may be what the sport has going for it most. The windsurfing record was recently set at 48.7 knots, or about 55 miles per hour. Anything going that fast on water ought to be

towing someone on skis. Watching the windsurfers and their colorful sails racing across the water, you get the feeling that Lewis and Clark would have loved the opportunity to use these things when they came down this stretch of the Columbia River exactly 200 years ago.

"It feels like flying," Spanier said. "You're standing on a wing. There's a wing in the water and a wing in the air and you're going fast enough to be flying."

Source:ESPN.com

July 26, 2005

"You don't get instant rewards in this sport," U.S. Junior National coach Charles Ivey

October 29, 30
Saturday and Sunday
PUMPKIN CUP
REGATTA and CAMPOUT.
DCYC Lake Lewisville

U.S. National Junior Results

Overall	Class			Fleet
9	4	Sobeck Jimi	USA 05 Male	FE Junior 8.5
11	5	Selby Todd	USA 62 Male	FE Junior 8.5
18	8	Greenberg Ryan	USA 42 Male	FE Junior 8.5
20	9	Botha Lené	USA 63 Female	FE Junior 8.5
6	3	Lyman Zachery	USA 880 Male	FE Youth
7	4	Boersma Mark	USA 17 Male	FE Youth
10	5	Hamilton Ryan	USA 358 Male	FE Youth
13	6	Botha Pieter	USA 60 Male	FE Youth
16	7	Wheeler Kye	USA 554 Male	FE Youth
19	8	Kremer Lisa	USA 118 Female	FE Youth

Congratulations to Coach Charles Ivey and all of the Windsurfers from Abilene . Keep up the good Work!!

North Texas Windriders

North Texas Windriders
C/O Mariner Sails
10903 Indian Trail #100
Dallas, TX 75229
Tel:(972)241-1498

WE'RE ON THE WEB

WWW.NTWR.ORG



Minutes of the Meeting for July/August (Continued)

go to there facility and train with Carles Ivey and the U.S. Junior team. Awesome!!!

August Meeting

Most of the August meeting was discussion on planning of the Pumpkin Cup. The Pumpkin Cup is confirmed for Oct 29th and 30th at Dallas Corinthian

Yacht Club. We talked about fees, dinner, assigned who does what and that kind of stuff. The important thing is that the Pre-Registration Form is now available and must be received or postmarked by Oct 17th. After the deadline, prices will increase to the regular registration fee. Be sure to note that members are receiving a 10% discount on fees. There is now a 2006 membership form. 2006 members will be eligible for

the discount on the Pre-Registration Form. Meetings will be back at Mariner Sails (or Margaritas) on the third Tuesday of the month for September.

**September 20-Tuesday -
NTWR Club Meeting at
Mariner Sails. 7pm**