

Maui Monthly

Our Experience Your Reward



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Maui, Hawaiian Islands



Photo : Fotoart.pl

EXCELLENT EVENT AT FORMULA EUROPEANS IN LEBA, POLAND

The Formula Class European Championships was one of the best events in the last few years. There was full media coverage, many photographers and journalists, the maximum number of competitors, and the maximum number of races held each day. There were all kinds of conditions, from light wind smooth water to choppy side-shore. Every day 1500-2000 people gathered on the beach for an incredible windsurfing festival.

Day One of the event saw 129 competitors from 25 countries sit without wind, but Day Two had perfect racing in 15 knots. MauiSails riders included Dennis Little NED-13, Marta Hlavaty POL-111, Leszek Rutkowski POL-1, Markus Bouman NED-6 and few others. Day Two racing in fifteen knots and bumpy seas, had Dennis (1,2,2,1) and Marta (1, 1, 1, OCS) in first place. Day Three was also good for all of them, with Dennis and Marta getting two more victories,

and Leszek continuing his good results in the light weight division.

Day Four the weather changed. Clouds covered the sun and west wind blew 10-15 knots. Another four races were scored for all the fleets. Dennis, Marta, and Leszek retained their leader positions going into the final Day Five - the judgment day.

Morning races were in shifty light conditions and off-shore wind. Gold fleet had two more races back to back in building wind. Marta finished the series with a final win, clinching the European Championship for Women, Leszek held steady to claim 13th overall and won the European light weight division, and Dennis fought some lesser results and held on to get fourth overall and third place European.



His effort will surely be noticed and should make him more eager to succeed at the Worlds in Portugal next month.

Dennis said, "Normally I thought I could sail well, but to start out with a win... then second day did it again, and third day again and again. It made me so nervous I could not sleep, and in the end it broke me up. But it was a fantastic event and I know I am ready for the Worlds in Portugal now."

The TR-4xt 12.0 was performing like a machine in 10-14 knots. People were coming to me on the beach to say I was going like nothing else up wind."

Leszek used his TR-4 12.0 in all 13 races, saying, "The sail is amazing...the best light wind sail ever. Good speed and good angle. Now I will train for Portugal and be ready to win."

Marta used her TR-4 10.0 and did amazingly well for her first year with the sails. "I feel really confident with them now. They are really comfy both upwind and down, and I feel ready to do well in the Worlds next month. I know now I can be competitive with any of the women who will be there."

Check out event photos gallery and stay tuned for movie that will be released soon at www.mauisails.com



Photo : Lukas Nazdraczew - fotoart.pl



CANARIES TOUR

July's gone and August is here. Starting the month flying back and forth to the US from Gran Canaria, I finally got into a stable groove in Pozo when my wife, son and sparring partner, Micah all showed up. Grinding through the 10 days of rocky Pozo was it's usual sweet and sour self, bringing both moments of elation and frustration that can only be found in such close proximity as in competition .

After lasting the test of Pozo it was off to Fuerte, where the soothing sands of Sotavento were a welcome treat after the tiptoeing torture of Pozo Izquierdo. The luxury of the sand quickly became off-set by the brutal reality of long races, shifting conditions and the world-class competition that comes together to knock heads in Fuerte.

After Fuerte, the usual pro-tour shuffle of mixed equipment bags with other sailors all going to different destinations went smoothly despite, the huge amount of gear heading to Maui accompanied by Micah, with his Broken leg, Captain Greg , with his broken morale, and Kevin, who just pretends to be broke.

I escaped to Madrid with a pile of gear destined for Turkey. Together with young Turkish hotshot Enes, we somehow got all the stuff from one terminal to another and into storage for the night. I left him with enough cash to take care of the porters and wished him luck. I could tell the awards night festivities had taken a toll on young Enes and he was on his last tethers as I left him sweaty and drained in that hot "left baggage " depot in Madrid.

I proceeded full speed to catch the commuter to Lisbon and straight on to a flight to Sal, where I've been having a bit of r and r, bothering my wife and taking my son to the beach everyday. I've also been able to spend some time planning the renovation of our winsurf center here in Sal which opens Oct.15.

I'm writing this and then running out the door to finish packing for Turkey as I leave tonight... But that story will have to wait until August.

Much Aloha,
Josh



GABRIEL HAS NEVER BEEN SO TIRED

We started the real slalom action this month just after Costa Brava. I went to Pozo before for training and it was very nice. The event was very wind like always in Gran Canaria. I was using my TR 4 5,1 during all the races there, and I really like this sail. I used a little bit less downhaul than I normally use and my board just keep on the water, with a nice control. After Gran Canaria I stay two days inside the room of the hotel, I was a sick after 10 days of Pozo Izquierdo !!!!

After two days relaxing I was ready to go for the next stop of the Canaries tour. The famous Fuerteventura. I practice before the races with Dan Ellis and we did some starts with jibes with the buoys of the Rene Egli Center, very nice. For me this event in Fuerte was better, I was more confident to advance the heats, and in the end I had my best result this year.

Now, I'm come back to Brasil. I still feeling the wind and the dusty of the Canaries. But now I will have time to relax before Turkey. I will do some local Formula and slalom races in my city, will be very fun for sure !!

Right now I'm writing at the Madrid Airport. I have 6 big board bags with me and I spent exactly 2 hours and 18 minutes to go to another terminal here with the bags, everybody looking at me and asking me if I'm crazy !!! I will have a flight to Lisbon and after finally Fortaleza.

See you on the water !!!
Aloha, Gabriel Browne

WHAT A LONG MONTH JULY WAS FOR DAN

Wow, what a long month July was! A total of twenty-three solid competition days, made it one hell of a physical and mental test, especially when things weren't always going my way.

It began with ten days of Pozo madness where the winds rarely dropped below forty knots. This gave me the opportunity to get on the baby TR-4's. I'd heard great things about them from our speed guys, and as soon as I got on them was really impressed about the easy feel of the 5.1 and 5.5. There is no questioning their top end speed. They are definitely the fastest out there. In the racing I broke my little board just before the contest and had to struggle around on the wrong board, which was not ideal when control is the most important attribute to have. My results suffered as a consequence, and I can't wait to come back next year with a working board.

After ten days being bombarded by wind, salt, dust, and waves, I needed a break from my windsurfing stuff. My Fiancé, Jessie, was with me for the month, having decided to trade Maui for the Canaries for her "Vacation". So we took advantage of the six day gap in racing and rented a little apartment in Corralejo up in the north of Fuerteventura for three days, and just kicked back and let the body recuperate before the next World Cup started down in the south of the island.

It was only a short reprieve before the racing kicked off again but with substantially less wind than in Pozo. I had two days to test and got together with Gabriel and worked on the 6.3 and 5.9 to work out which one I wanted to register. It looked like it could get super windy, so I registered 7.6, 7.0, 6.3, and the 5.5, in case the wind went off the scale. I was really starting to get some of my old form back and it was nice to be competitive again. I felt I was racing well, getting through the heats and making finals. My starts were bang on in almost all the heats and I had good speed. I was a bit unlucky at a few crucial moments where I was hit at the "no rules" gybe marks and taken out from final qualifying positions, but it's cut throat at the top!! With a couple less crashes and a few more top tens, I would have been right up there.

As soon as the racing stopped it was almost straight into the Speed World Championships. Martin Van Meurs arrived on the island to instigate the new "live" GPS timing system. It was unfortunate he couldn't compete as he's still recovering from the broken leg but it was really interesting to speak to him about the speed aspects of the TR-4's and get a few sneaky tuning secrets. As soon as we started, I could see how good the sails are for speed with amazing acceleration with every gust and the ability to carry me through the lulls, both of which are on the Fuerte Speed course, along with a good serving of waves and chop! The speed was the perfect way to finish my Canarian summer tour and with a couple of top 5 finishes and a 9th World ranking, something to take home from an at times frustrating and definitely challenging month.

Until next time enjoy the summer winds and good sailing
Aloha!! Dan

Photo : PWA/Carter



JULY... BARRY'S BIRTHDAY MONTH

July this year was flying past like a speed sailor, mostly a blur of constant little jobs, excellent local racing to observe TR development, and playing catch-up with new ideas and details. We had some tough events for our team and monitored them with internet to compare what can be seen from the few photos available, and then finished off with the dramatic Formula Class Europeans, where we had sailors on three podiums and showed awesome speed in light wind.

I am getting excited to get our new load cell working. We traded in our old one that had given up the ghost, and should be able to use the new one soon. This is going to give us some testing tools we have been looking for, especially when it comes to details like seam strength, corner durability, sewn attachments, etc. It will be a street level version of an Instron(tm) machine that we can apply to many small cases to assure we get the strength we want out of each component.

July is always a great month for birthdays in my family, and the 26th heralded my Mom's 93rd. She had just gone thru some pretty challenging surgery to deal with a cancer problem, and has amazingly recovered in fantastic shape. She was up and running again after only about two weeks, and is fully into her regular social schedule again. I was able to be with her and enjoyed some perfect weather in San Francisco while we went sailing on the Bay. I have to say that this was a gift for the whole year.

For some reason I have been getting contacted by many old friends who drifted away, some for several decades. But the forum and the Barry's Corner catch my name on Google and just like that, they are in touch again. Many of them have also drifted away from windsurfing but now are talking of getting back into it as their circumstances have changed. It's so great to renew and update and be able to help them rediscover all the great new stuff to make their sailing more fun. If you are someone who has been enjoying the changes incrementally, imagine how it all feels when you drop back in after twenty or twenty five years of absence. I do believe there has been progress, and I expect there will be more.

Aloha for July, Barry

MORE RACING AND ENJOYING THE MAUI SUMMER

I can remember a little bit of July but it went by so fast. We did more slalom racing in Kanaha and I had a great battle with Micah on one of those days. I ended up second to Micah but it was great racing against him and seeing that we have great speed with our sails. The second and third regatta I ended up winning both my age group and the Pro division. It's definitely takes focus and being in the zone to even win at Kanaha, as most of the guys racing there all have years of experience and want to win just as badly as the next guy.

Peter Slate, Alex Aguera and Kevin Ozee have all done World Cup at one stage, so they know how to push the starts and keep the pressure on around the bouys. There's always a fine line between being over early on the start and having full speed when the gun goes, sometimes you get it right and other times you are a little behind the line. I have been able to get great starts most of the regatta's and I guess over 30 years of racing helps.

Lets see, I recently did an interesting running race on the Big Island of Hawaii. It's called the Volcano run and it takes place in the Volcano National forrest where there is active Volcanic eruptions. We went through a rain forrest, on lava rocks, across the bottom of a crater and then back up again. It was great way to see the area and it's the first time I have seen this area of the Islands.

We are now into another cycle of sail designs with the Pursuit, Titan and Aloha being finalized for a production run in August. It's always exciting to see the small changes and improvements in the sails as we get the proto's on the water and fine tune the shapes for the next round of proto's.

Aloha, Phil.

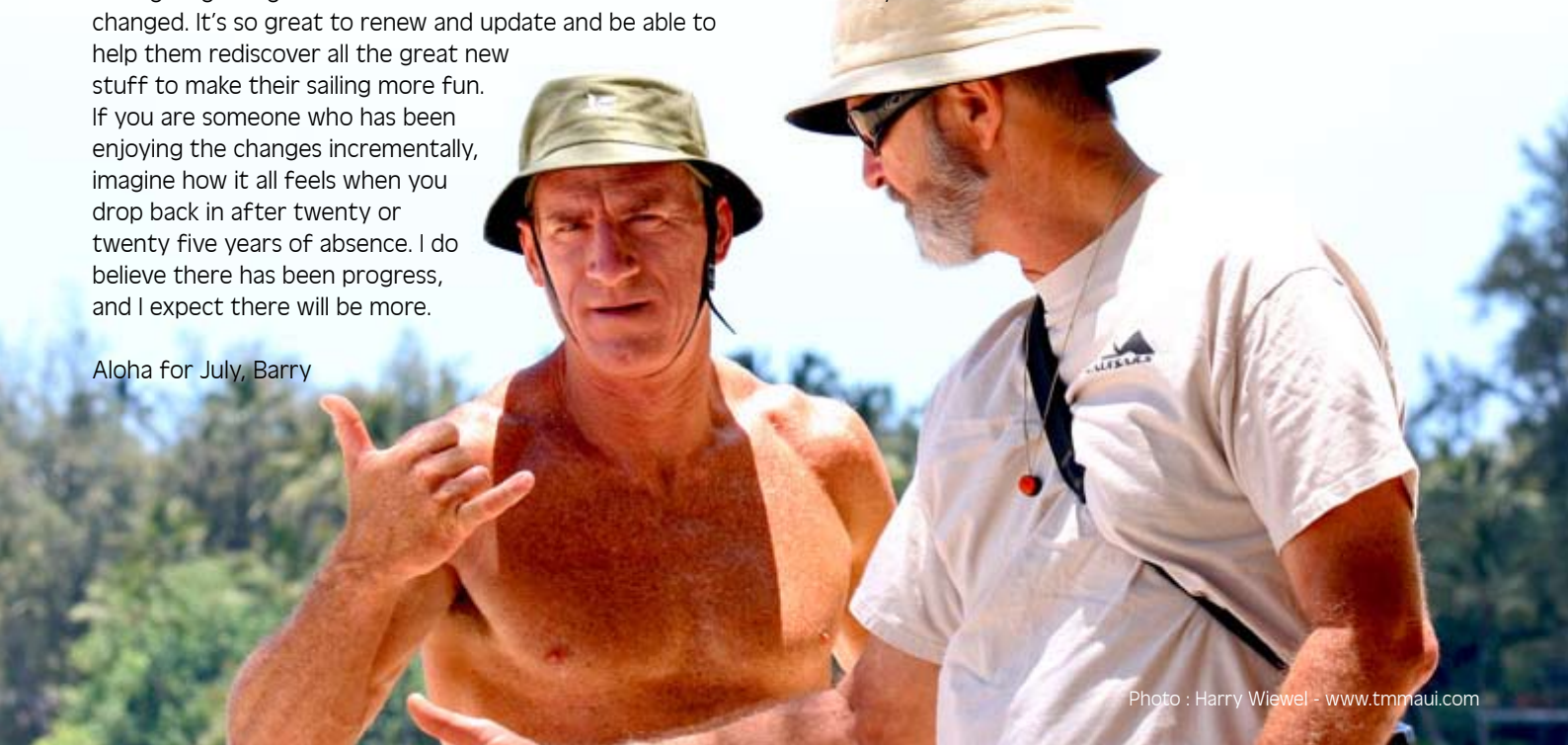


Photo : Harry Wiewel - www.tmmaui.com

MIXED BAG OF SAILING CONDITIONS

July gave us a mixed bag of sailing conditions here on Maui. The month started out nicely with a moderate, out-of-season north swell and solid trade winds. As the month progressed however, the conditions varied from no-wind, no-wave lulls, to light-medium trade winds with some occasional wind-swell. To make the most of these variable conditions it was important to have the right gear. I found that the best way to put some excitement into some of those board-flat summer days was to grab a TR-4 and race board and do some slalom blasting. When the occasional small summer waves show up, but the wind is not that great, you can still get some fun rides with the right gear. I have had some great solo wave sessions using the larger MauiSails Legend sizes (5.3 to 6.1) and my floaty, 84L Quatro wave board.

At the Loft, we are making good progress on the recreational and slalom/race sails. The Titan is our exciting, new addition to the line-up, replacing the MS-2. The Titan is our high-performance recreational slalom sail, one step below the TR-5. It features 7 battens, 2 cams in smaller

sizes and 3 cams in the large sizes. As compared to the MS-2, the Titan will have a slightly softer feel and greater efficiency resulting from a refined body profile and fine-tuned leech twist characteristics. It also incorporates increased use of coloured X-ply for added durability and long-term value. We have also reduced the overall weight by reducing Mark Cloth usage and designing a new, super-light sleeve bottom detail. For the sailor that likes to go fast or do some recreational racing but wants something a little lighter and easier handling than a full race sail, the Titan is the right choice.

TR-5 development is also officially underway. This year we are developing a more scientific method to quantify and make consistent the previously somewhat subjective property of rig "softness" as it relates to tension. The goal is to give a very consistent transition in performance and feel from size to size and, of course, make the race sails faster throughout the range. Stay tuned in the coming months for updates on the evolution.

Aloha, Artur Szpunar



2009 SAILS RELEASE

July is also a time of presenting to the audience of our work - 2009 wave sails. We officially released sails that we have been working on for last six months. What was our goal for 2009 sails.

We continue our quest for a light feel with full power character. Last year we separated the twist and leech tension from the desired rig loading by using methods developed in the TR-3 evolution. By bringing this same methodology to the wave and freestyle sails, we felt we made big advances in the softness-with-power search. But there was still more to be had in the refinement of the designs size by size. To implement the changes in 2008 versions, we used a blanket of changes, mostly relying on numerical projection as we had done with TR-3. You have to start somewhere.

By applying the numerical progressions we were able to get very close, and second tries got even better. But as you run into your deadlines, you call the final version, and move to the next project. And then you get to use the sails from production every day. This is what drives the next round of changes... the desire for something more.

So this brings us to 2009... many months of refinement on top of the radical beginnings that drove last year. The result is feather light in the hands as all the minor tension inconsistencies are smoothed, and the main body shaping is leaned out to keep chord depth positioned and matching the twisted shape. Leech tension and driving power with a minimum of dragging forces is the result. And shape neutral handling in transitions, even for the largest sizes takes the wave and freestyle series into a whole new realm of wave performance.

Main 2009 features :

- 6mil window mesh
- Tougher sleeve
- Multi-strand Kevlar™ leech reinforcements
- Pearlescent white XPly™
- Tack chafe reinforcement
- New batten tensioners
- Reduced foot bead
- Shaping advantages



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