



[www.windsurfbaba.org](http://www.windsurfbaba.org)

## To Trailer or Not to Trailer; That is the Question

by Bob Catzen

If Hamlet had this simple a question to answer, he would still not be around today, but he might have lived longer; and so might you.

For years I have looked enviously at people who trailer their windsurfing gear because it looks as if they have really simplified their windsurfing life. I never seriously considered purchasing one for myself because I did not have a safe place to keep it. Instead, I stored my boards in the garage on straps above my station wagon and raised and lowered them with the use of pulleys.

Life was simple at first. One board, a couple of sails, one mast and boom, together with a gear bag, made up the entire inventory. Over the years things became more complicated with four boards, all cozy in their own bags, eight sails, three masts, three booms, three sets of fins and a bigger gear bag. With that much equipment, I didn't take all of it to the beach each time.

Choices had to be made. For my part, I normally rig the same sail nearly all of the time; the wrong one. My choices are made from the center of Baltimore, at least an hour and a half before launching and based on wind reports and a sense of what conditions are 15 miles from the launch site. Frankly, my batting average was poor and I often found myself making do with the wrong board or sail, or cutting short the sailing because I was over or under powered.

Once at the rigging site, I had to lower and de-bag the board, normally the bottom of the stack, and pick and choose from the wagon deck; usually leaving it a jumble. Repacking at the end of the session was tedious, especially when I was tired. Forget the back

of the wagon; it is now a wet mass of sails, booms and gear. Still, if that's the price one pays to windsurf, that is what you have to do.

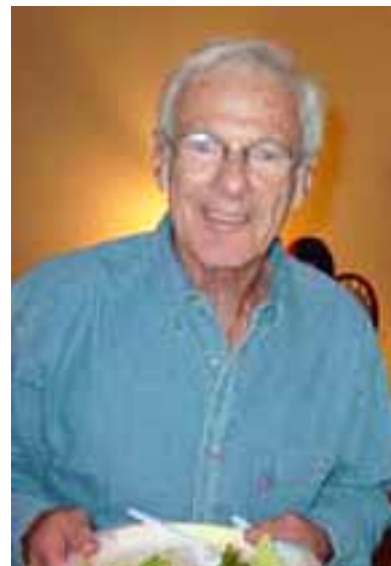
So what changed all of this? First, I got tired of sailing on the wrong equipment and cutting my sessions short because of loading and unloading. I was always the last on the water and first off. Second, I found a place to store the trailer. Even with these incentives, buying a trailer still seemed like an extravagance, given the number of years of boardsailing left in my body. I tried shopping for a used trailer thinking it would be less expensive. In addition to the local trailer dealers, I shopped the Internet. I found that used trailers are a rare breed and when you do find one, they cost nearly as much as a new one. This convinced me that I could get most of my money back from a trailer after using it - with the capital cost of the use being less than \$100 per year.



I decided to purchase an enclosed trailer because I did not want to leave my equipment exposed and on the street. Here is a list of issues to be considered in ordering an enclosed trailer:

**Size: Length:** Trailers come in two foot, even numbered increments; 8', 10', 12', 14' and so on. The front of some trailers are rounded which adds just enough length to a 12 foot trailer to get an Equip II comfortably inside. It adds about 5" to the length.

**Width:** The 10' and 12' trailers come



6' and 5' wide. The five foot ones offer less windage and are much easier to see around with normal side mirrors. Auto supply houses sell mirror extensions that strap onto the car's side-view mirror.

**Height:** The side panels come in 5' and 6' heights. The five foot high trailers are 5' high inside with a flat roof; but are actually 5'- 7" with the rounded type roof. The six foot high trailers are 6' high inside with a flat roof; but are actually 6'- 7" with the rounded type roof. This makes for a huge trailer with a lot of windage.

**Recommendation:** Smaller is better; easier to trail and less windage which equals better gas mileage. I found the 5' wide by 5' high, rounded top, to be spacious for my needs. I also recommend the mirror extension - it helps to see behind the trailer.

**Quality:** In general the companies manufacture two qualities: The lower quality uses lauan for the interior wood liner and 24" spacing on the shell frames. Things like stone guards on the front and side doors are optional. The higher quality uses 3/8" ply-

Continued on page 8

## BABA Steering Committee

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*National Park Service Photo*

## Hatteras Update October 12 – 19, 2002 BABA week in Avon

By Fred Thomas, Trip Coordinator

For the third week of October 2002, BABA has rented 8 Soundfront houses in desirable Island Creek. These represent three-quarters of the prime houses in Avon. This will be the largest BABA gathering in Avon ever, with over 50 members going! Last year, 6 of the 7 days were planing days. We plan the usual activities: a meet and greet party, board and sail demos, clinics, a beach bonfire, and lots of sailing in the October sun and wind. Don't forget the store discounts that are afforded to BABA members. There may be a few more rooms available. If interested in going, please contact me immediately. Price: \$210 for a shared room.

Fred Thomas fthomas@cms.hhs.gov



## BABA Mission Statement

The Baltimore Area Boardsailing Association (BABA) is a network of Northern Chesapeake Bay windsurfers. Our purpose is to promote the sport of windsurfing through seasonal racing, instructional clinics, social events and group travel to windsurfing destinations. The club is an advocate for windsurfer access to clean, safe launch sites. Our events focus on an enjoyable social experience while developing further windsurfing skills.

For Membership information contact  
Ann Jackson at (410)315-8481 or ajax.tmm@verizon.net,  
or any member of the BABA Steering Committee.

Membership and other club information is also available online at  
[www.windsurfbaba.org](http://www.windsurfbaba.org)

# Racing & Clinic News

## RACING UPDATE

by Mark Raginsky, Racing Coordinator

### Racing Notes

BABA has completed 6 of the 9 races for the year. We've been averaging 28 racers at each event which is up from last year. To qualify for season scoring you need to have participated in 5 events and to have volunteered during one race this season. Even if you can participate in just one race it is still fun, a great learning experience, and you are eligible for the prize drawing at the end of the day.

### Gerry Brown Memorial Race

The Baltimore County Sailing Center hosted the Gerry Brown Memorial (BABA 2) on May 19th. After the environmental incident that occurred on the Gunpowder in April, the race committee determined that we had to find an alternate location for the Gerry Brown Memorial. Mike Mueller of the Sailing Center offered their launch site. He also provided a committee boat and helped with start sequence. The only thing they did not provide was wind. We did run three light wind races and raised \$800 for cancer research.

The Sailing Center is one of the best-kept secrets on the bay. They offer a wide range of sailing programs from youth sailing to adult racing. They hold weekly sail boat races on Monday night. Coming from a small boat racing background, there is



*Daphne Lathouras, Anne Jackson (obscured), Sherri Weinman and Jack Ames waiting for the start sequence to begin during BABA V*

nothing that's going to improve your racing skills more than participating in a weekly series. For more information on Sailing Center and its program check out their web page <http://www.bcsailing.org/>

ers understand the rules and strategy while honing their windsurfing skills around the course. **Ann Jackson** is leading the fleet with **Maureen Pritchard** second.

### New Women's Class a Success

Last year **Helen Van Gelder** suggested that we add a women's class. Currently there are 5 women competing. The class is part of the B-fleet and is non-pumping with a 7.5 meter limit on the sail size. You don't have to handle a big monster sail to be competitive. During BABA 5, **Tom Jackson** coached the women's and novice classes on land and on the race course helping the rac-

### Race Around Hart Miller Island

On September 7, Baltimore County's Sailing Center will host its 8th annual race around the Island. This year the windsurfers who participate will also be scored as a BABA race event. Unlike our normal course races this will be a long distance event. For more information check out the Sailing Center's web page <http://www.bcsailing.org/>

### Post-Race Clean-up

Maryland State Parks are trash free - which means that all trash must be carried out by individual park users. I always remind our racers of this during the skippers' meeting, but after each race I end up picking up trash around our registration table - in particular water bottles and soda cans. We must clean up after ourselves. Your help in keeping the windsurfing area trash-free during and after racing events and everyday windsurfing is a must if we want to keep our relationship with the Park in good standing.



*Racers in position close to the starting line at BABA V*

## Racing and Clinic News

### Clinic Report

by Chuck Schnee

The Petra Kanz Shortboard Clinic was a clear success despite light winds. And the first two Women's Learn to Windsurf clinics were equally gratifying. Eleven came out for the June clinic (18 registered, 3 cancelled late, 4 didn't show probably because the weather in the early AM looked pretty bleak). We had 21 registered for the July clinic. 19 came out and we think we had most of them sailing by the end of the day.

The August LTW clinic is almost fully booked right now and the Petra Kanz Freestyle clinic has been fully booked for some time.

My thrill of the day today (July 11) was having my 10 year old granddaughter sailing after about 30 minutes of instruction. I think we have a "natural" here.



### BABA TV

A TV Crew from the Maryland Public Television show "Outdoor Maryland" was on hand to tape the excitement at the BABA V/MAS races. Stay tuned for information on the air date of this episode, expected to be in October 2002.



### Shortboard Conversion

by Helen Van Gelder

Oh Dear, I think I've been converted! After taking the BABA sponsored **Petra Kanz Intermediate Shortboard Clinic**, I'm ready to shelve the long board and hop onto one of those little woman-sized outfits that look so much easier to rig and carry to the water!

Now you're talking! How about a sail designed without cambers to pinch your fingers and with a low clue for people under 6 feet tall! Petra's sail was a D-Lite 5.0 (made by Hot Sails Maui) and her board around 90 liters, and the whole deal weighed about 15 pounds!



Mark Sarrasin, Helen Van Gelder, Scott McLean, Janice Emerling, Amber Kasbeer and Petra Kanz

Now all I need is to learn to sail something that doesn't feel like a floating door (apologies to the F2 Phoenix people – I still love you, BUT).

Well, I found out that tacking one of those delightful little boards is a new skill to learn (they do what? They sink? You're kidding!) In fact, even uphauling can be quite a challenge for those of us who are sloppy about keeping our feet on the center line. (On the other hand, small sails aren't nearly as hard to pull out of the water.)

Petra showed us special ways of uphauling, tacking, jibing, and sailing upwind. She also imparted some of her sailing wisdom and told some good stories. I'm definitely inspired to sail equipment more my size, which seems responsive to my weight and foot pressure, and which doesn't tax my muscles so much getting it into the water.

I can already see myself flying over the waves! ... Well, I haven't yet had a chance to try this out in WIND, but I've seen it done and it looks real easy and definitely supercool!!



## Racing and Clinic News

### Mid Atlantic Series Racing Report

by Dave Kashy

The first two MAS events were unqualified **SUCSESSES!** The **WET Spring Regatta** had 50 competitors! People traveled from all over the country (and Canada and Brazil!!) to attend. This did not stop many local folks from the region from coming, (but I heard some were intimidated, I wish that were not true and those folks should consider coming next time). The winds were light to moderate and racing was good.

The **BABA MAS** on June 8 & 9 had nearly as many folks with 44 competitors. We had 2 races Saturday and a total of 8. The wind for the last 4 allowed the Formula racers to break out their gear and mix it up with the Open Unlimited guys. Interestingly enough the formula gear dominated even with some folks on 10.4 -13.3 m sails on long boards. I used a 12.5 and won all 4 races showing that formula can dominate long boards in steady winds over 8 knots.

Following the racing Saturday night **BABA Chef Marc Rosen** lit up the grill and we all chowed. There were 8 tents pitched before sunset and the campers told stories (and lies?) around the campfire on the beach. As promised (and as usual) BABA, WET & SMWA member **Alan Bernau** pulled out all the stops. He brought enough breakfast food for all the campers and many others to have a home made bacon and pancake breakfast at the site. BABA member **Tom Sargent** made a few jalapeno omelets. If you have never eaten with Tom you are missing an experience. He likes it **HOT**.

The overnight winds continued until 1 hour before the skippers meeting and died at the start of the first race, but after one more pumpfest they filled in. After the 6 races we were all beat, all except **Marc Rosen** who again fired up the grill and fed the crowd. This was a super event. **Thanks to Mark Raginsky and the rest of the BABA crew for doing such a great job**



*Racers waiting for the start*

MAS Results are posted at [www.sailwet.com](http://www.sailwet.com). Hit the race tab and look for Current MAS 2002 Standings. Please check all info and let me know if you see something that needs updating. Some racers are listed in 2 fleets. If you have only paid MAS fee once then it is marked that way. If you are going to go for trophies in more than one fleet you will need to pay twice.

For more BABA MAS pictures check out [www.windsurfbaba.org](http://www.windsurfbaba.org).



*Skippers Meeting*



*BABA Chef Marc Rosen and Paula Rosen (far left) cooked up a big feast*



*Alan Bernau cooking pancakes for Chris Jarboe, John Bickford and Tom Sargent's daughter*

## Racing and Clinic News

### There comes a time when: Old dogs should not have to learn new tricks

by Bob Catzen

Starting windsurfing at 59 years of age, adding four sessions with ABK and practicing for 15 years, I thought I knew the basics of windsurfing until I went to a four day Calema Clinic at Merritt Island, FL.

I liked the ideas that Tinho Dornellas expressed in his articles in **Windsurfing Magazine** - they made sense to me, and friends who use his technique seem to be more efficient sailors. That is, in a given wind condition, they go faster than I on smaller equipment. Since my strength and stamina are on the decline at age 74, I thought sailing more efficiently was the ticket for me.

I learned a great deal at the clinic, and there is a great deal to Tinho's system. That said, it is not the only way to windsurf and I am not sure it is appropriate for beginners. It seems to me much too sophisticated as a starting method.

So..... what are the differences?

Little or no weight on your feet - foot steering is out - hanging on the booms is in.

To steer:

1. Move the Center of Effort (CE) of the sail to windward or to leeward of the board Center Line (CL). (That is across the board rather than fore and aft)
2. The body shifts slightly aft to go up wind; forward to go off wind (exactly opposite of what we learned at ABK)

Boom Height: Nose or higher on longboards and wide boards

Harness Lines and Foot straps: Get in straps first; then hook into the harness

When powered, knees are bent and you are sitting in the harness; no straight legs

Mast arm is bent and pulling down; not straight

That is just a sample.

There were other surprises too. In answer to the question of how do the pros water start these huge sails in a race; the response was that they don't. They uphaul. Further, the way they do it is to pull the mast into the wind and the sail literally pops up. To get the sail on top of the water initially, they kneel on the board and flip the sail at the foot. Interesting.

For water starting, Tinho recommends pulling the mast and board into the wind. When the mast is at right angles to the board, there is a hole for the wind beneath the mast. This helps in clearing the sail. The process is then to clear the sail, push the board down wind, and then put a foot aboard.

The real focus of Tinho's program is the balanced sail position. This is a condition in which the sail CE is directly over the board CL. In most situations this means the mast is to windward of the board CL. This is necessary because the sail camber places the CE of the sail 8 to 12 inches to leeward of the center of the boom. There is lots more to this than I care to explain here, but the balanced position is the essence of what he was teaching. I can also say, without hesitation, that it works. I recently, comfortably sailed my Mistral Explosion (130 liter) in winds (20-25) and in conditions that I was unable to handle before.

It took all of four days to completely destroy any notion I had about my ability to windsurf. It really was a fascinating and enlightening four days and I do believe, that, if I practice hard for the next 15 years, by which time I'll be 90, I will be a much more efficient sailor. (By that time, I'll probably have someone else doing it for me. Now that is efficient!)

So if you see me on the water practicing this summer, don't laugh; after all, even grandfathers have got to start some time.

*Editor's Note: I hope I'm still shredding like Bob when I'm 64!*



### Racing Fuel

**Ezzy Sails** will be providing drinks, chips and salsa at all BABA Races this season.

Thank you Ezzy.



## Challenging Martha, Part Two

by Marc Rosen

Patrick Mitchell and I will be traveling to Martha's Vineyard in September for the 15th Annual Martha's Vineyard Windsurf Challenge. I competed in the MVWC in 2000, and last year BABA Members **Patrick, Mark Weinman and Steve Cohen** competed. For 2002, Patrick and I will be racing alongside a group of 4 British sailors known as "The A Team". MVWC 15 is scheduled to run September 14. If you want to have the "challenge" of a lifetime, or at least a "big day event", join Pat and I as we attempt to see who finishes last. Oh yeah, you can bet your uphaul that there will be a story or two out of this. Stay tuned to this newsletter for more details. For more information about the race visit [www.mvchallenge.com](http://www.mvchallenge.com).

*Ed Note: To read accounts of the MVWC check out [www.windsurfbaba.org](http://www.windsurfbaba.org) and click on Travel. You'll find these stories (and more, soon) in the Travelers Archives.*



Marc at the finish, MV Challenge 2000



## Board Sock Shop

by Maureen Pritchard

Lucky BABA member **Larry Ake** was the winner of a raffle prize from our newest sponsor, **The Board Sock Shop**. Allison Sharkey is the owner of Board Sock Shop and makes soft custom bags

for boards out of Mexican blanket material. These board covers have double in-seams, a drawstring close, double padded nose guards and are machine washable. You can even add accessories!

Check out [www.boardsockshop.com](http://www.boardsockshop.com) for details on all of the styles, fabrics, accessories and other options available. And you just can't beat the price. Allie, thanks for your support of BABA!





### Continued from page 1

wood for the interior liner and has 15" spacing on the shell framing, and things like stone guards and side doors are standard.

The importance of the plywood liner is that it gives you an infinite surface on which to mount and support racks and fixtures. On the lauan lined trailers, anything mounted or supported has to be connected to the frames. I think the plywood also adds to the rigidity.

**Doors: Rear Doors:** The rear doors can be ordered as a drop down to form a ramp or the normal swinging type. A five foot wide trailer has a single, swinging rear door; a six foot wide has a double swinging rear door.

**Side Door:** The side door is usually on the right side toward the front. It comes in different widths. You really need this door. On the lower cost trailers, the side door is often an option.

**Jack and wheel:** The trailers come with a jack to support the yoke when the trailer is not connected to the car. Once the jack is supporting the yoke (frame) you cannot move it or adjust it to the hitch except with bull like strength. For \$20, a wheel can be purchased to fit on the bottom of the jack so minor adjustments can be made in connecting to the hitch.

On a standard car or station wagon, the weight of the trailer, when attached to the car, causes the hitch to be low to the ground

and the jack, a portion of which extends below the trailer frame (yoke), has a tendency to scrape when backing up ramps or across swales. A solution to this is to remove the jack that comes with the trailer and replace it with a jack that attaches horizontally to the frame and swings vertically into place when needed. It comes with a wheel. It is available at West Marine for about \$30.

**Shopping:** I started by visiting dealers in Maryland and Delaware and then searched the web and various sports magazines looking for used equipment. I found that most trailers are made around Gary, In-



diana and the quality does not seem to me to be as good as the trailers made in the south. I bought a Homesteader made in Tennessee and am very happy with the quality. It was about \$400 to 500 less than the Indiana manufacturers. I bought at Pioneer Maintenance on route 40 south, near route 7 south of Aberdeen.

**State Sales Tax:** Makes no difference if you buy in Delaware or Maryland, you pay the sales tax where you have it licensed.

This is part 1 of a three part series. The next installment will deal with the fit out and the final with driving and maneuvering. So.....if you were bored with this one, you'll hate the next two.

*Ed Note: Dear Reader - do you pull an open trailer? Would you like to write an article about purchase and fit out? If so, please contact us at [abanews@earthlink.net](mailto:abanews@earthlink.net)*



**Petra Kanz**  
 Windsurfing Clinics  
 2002

# United States Patent [19]

Roth

[11] Patent Number: 4,745,870  
[45] Date of Patent: May 24, 1988

[54] WINDSURFING HARNESS

[76] Inventor: Jon P. Roth, 10 Birch St.,  
Flemington, N.J. 08822

[21] Appl. No.: 89,589

[22] Filed: Aug. 26, 1987

### Related U.S. Application Data

[63] Continuation-in-part of Ser. No. 848,811, Apr. 7, 1986,  
abandoned.

[51] Int. Cl.<sup>4</sup> ..... B63B 35/00

[52] U.S. Cl. .... 114/39.2; 182/3;  
294/15

[58] Field of Search ..... 114/39.1, 39.2, 102,  
114/108; 441/114, 68, 74; 182/3-4; 294/15, 17,  
25, 26; 272/61, 62, 67, 68, 112

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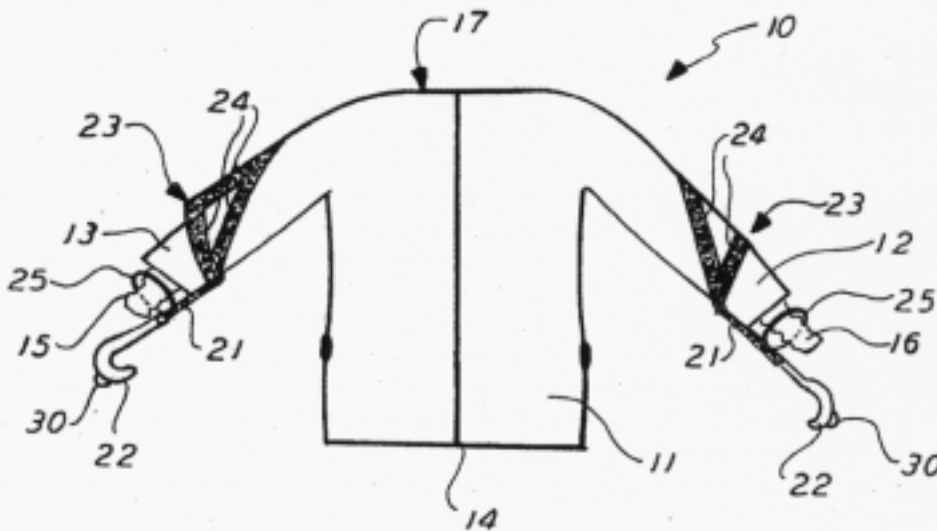
2464084 4/1981 France ..... 441/114

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[57] ABSTRACT

A windsurfing harness comprising a cross-shoulder brace, at least two rear-arm support braces to which are attached attachments means such as boom hook straps or gloves. This harness securely holds the windsurfer to the sailboard boom while being easily disengageable from the bottom if necessary.

15 Claims, 4 Drawing Sheets



### CLAIM

1. A windsurfing harness comprising:

- a cross-shoulder brace;
- at least two rear-arm support braces, each of said rear-arm support braces being attached to the cross-shoulder brace;
- a plurality of forearm reinforcement or support straps, each such forearm reinforcement strap being attached to at least one of the rear-arm support braces;
- a plurality of wrist attachment straps, each such wrist attachment strap being attached to at least one forearm reinforcement strap;
- at least two hooks for attaching at least one forearm reinforcement strap to a bar-shaped member, each of said hooks including a top surface and an undersurface, said top surface including a knob; and
- two force rotation assemblies for stabilizing forces applied to said windsurfing harness.

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## Deals – Deals – Deals!!

It's that time of year again! We are now taking deposits on our Windsurfing School, Rental and Demo Boards and Gear, which will be available for pick-up in September of 2002. That includes Kids Rigs from 2.2m to 3.2m and Adult Rigs from 4.0m to 7.5m. We have both Beginner Packages and Performance packages available: Long and Short Boards from Mistral, Bic, and F2. Rigs from North, Aerotech, and Mistral. **SAVE BIG and GET THE GEAR YOU NEED!!** Don't miss this **ONCE-A-YEAR OPPORTUNITY!!**

Contact Hal at 410-335-5352 or at [halsbeach@aol.com](mailto:halsbeach@aol.com)

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**August 24**  
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at Lakes Bay

**Sept 15**  
Fall Swap Meet

**Oct 4 thru 6**  
ABK Fall Camp

Also - check out Extreme Windsurfing's  
newsletter at  
<http://www.extremewindsurfing.com/>



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## BABA 2002 SCHEDULE

### JULY

**July 6 Women's Learn to Windsurf Clinic**  
Gunpowder State Park  
(Rain Date July 7)  
contact Chuck Schnee cschnee@comcast.net

**July 14 BABA 6 Race - Gunpowder State Park, Chase, MD**  
contact Mark Raginsky rags.mail@verizon.net or 410/964-4335

**July 20 BABA Fun Day, Gunpowder State Park, Chase, MD**  
contact Helen Van Gelder helenvg@aol.com or 410/757-8705

**July 27 - 28 Petra Kanz Clinic - Beginner Free Style**  
Gunpowder State Park, Chase, MD  
contact Chuck Schnee cschnee@comcast.net or 410/592-7681

### AUGUST

**August 3 Women's Learn to Windsurf Clinic**  
Gunpowder State Park  
(Rain Date Aug 4)  
contact Chuck Schnee cschnee@comcast.net or 410/592-7681

### SEPTEMBER

**September 7 BABA 7 Race around Hart Miller Island,**  
Hosted by the Baltimore County Sailing Assoc  
at Rocky Point Park, Baltimore MD  
contact Mark Raginsky rags.mail@verizon.net or 410/964-4335

**September 22 BABA 8/MAS Race Location TBD**  
contact Mark Raginsky rags.mail@verizon.net or 410/964-4335

### OCTOBER

**October 6 BABA 9 Race - Gunpowder State Park, Chase, MD**  
contact Mark Raginsky rags.mail@verizon.net or 410/964-4335

**October 12 -19 BABA Hatteras Trip**  
contact Fred Thomas fthomas@cms.hhs.gov or 410/692-5409

TBA - BABA Annual Meeting and Racing Awards Party

Please stay tuned to **BABANews** or [www.windsurfbaba.org](http://www.windsurfbaba.org) for updates or contact the event organizer directly.

## Classifieds...Classifieds...Classifieds

### For Sale:

ASD 8' 10" wave board, carbon layup, 14lbs 90 liters. This board is about 6 years old but still a very good high wind shape, comes with fins/ Tuttle box. \$250 contact Tom Caswell, Sancz@bellatlantic.net or 410.956.4725

### Gear For Sale:

2001 Handmade, wide chord (ax), 70cm Curtis CR15, \$150 -2001 NP Race Harness (m), \$45 - 2002 Gaastra Nitro3 9.3, \$550 (mast available with sail for \$400) - Contact Sam Franck sbfran@wm.edu or 757.810.8784.

### Wanted:

Mistral Equipe or Equipe II hull with centerboard, 1990 or newer in good shape (or comparable race board from Fanatic, F2 etc). Board bag and fin would be a bonus. Call Ted 800-395-2628 x3411 or email teds@boat.us.com



### For Sale:

**BOARDS:** Mistral Superlight II excellent condition - \$500; Mistral Superlight - Original, good condition - \$100; Bic Astro Rock - good condition -  
**MASTS:** \$75 Fiberspar 460cm 1pc carbon - fair cond - \$50 ;Mistral 460cm 1pc Epoxy —good cond - \$15  
**BOOMS:** North B+ Aluminum Slalom Length - very good - \$50 ;Windsurfing Hawaii Wave Length - very good - \$50  
**SAILS:** Mistral Streamline RAF 6.0m - good cond - \$25; UP Universal RAF 3.5m very good - \$30 ; North Infinity 4.3m Single Cam - very good - \$40 North Quattro RAF 5.0m - very good - \$50; North Quattro RAF 7.2m good cond (one small tear - taped) - \$75; Hot Sails Maui 7.0m - very good - \$75  
All prices negotiable - Contact Joan Pugh jpugh679@aol.com

**Classified Policy:** To place a BABA Classified ad, call 703/538-4388 or e-mail BABANews@earthlink.net Free to members, \$10 charge for non-members - no additional charge for multiple insertions. Ads will run for 1 issue and must be renewed by phone or e-mail. Next deadline is September 1 for the Sept/Oct issue..

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