

What's Inside...

Memorium: Fred Cope	1
From the President	2
New Marks	3
2002 Worlds Hotel Rates	3
Tech Tips	4
SALA News	5
Mini-Yachts	6-8
Design Corner: Wings	9
Classifieds	10-12
Bookshelf	12
About NALSA	13

In Memory: Fred Cope

by Howard Haupt

Fred Cope, a force in the landsailing community, passed away on June 22, 2001, at the age of 76. Landsailing was a passion for Fred since the early 70's, as a competitor, innovator, and designer/builder.

Over his landsailing years, Fred developed a line of landsailors that reflected his vision of how to go fast, and collected his fair share of awards and trophies along the way. His most recent creation, the *Viper*, with multi-link rear suspension was not as fast as the front pack, but reflected his desire to move along nicely in comfort. Other creations from the Cope workshop over the years include the *Eagle*, a NALSA Class II champion of the 80's. The *Falcon*, co-developed with his son Dwight, became a class yacht with six copies made. The *Lotus*, with its pink paint job, was developed for his wife, Irene, to have some fun sailing. The *Coyote*, being a small boat did well in the 90's to be NALSA Class V champion. As the landsailing seasons progressed, Fred the innovator would try different power plants on the above-mentioned yachts. Narrow wing masts with halyard-raised sails, wings, windsurfer sails, and large wing masts with sock sails—if one did not work out, he would move on and try something else. One of the early wings even logged some certified airtime when the craft it was powering took a short *flight!*



In support of the sport, Fred organized a Southern California club: the Western Landsailing Club (WLC), in the 70's. He devoted his time to running NALSA as President and chief bottle washer, in the mid 80's. After moving to Nevada, Fred supported reformation of WLC as Nevada club in the late 90's.

I will remember Fred most as the guy, who as humble self, came out and had fun doing things. A day comes to mind sailing on Ivanpah Dry Lake one near perfect afternoon. It was just Fred sailing the *Coyote*, and myself sailing the *Nite*, out for an afternoon of fun sailing. The wind was steady and strong, the sailing surface was smooth, and the sky blue with broken white clouds. Here Fred and I were sailing side by side up and down the length of the dry lake. As a gust of wind moved across the lake, each of us would gain or lose a little depending on how our separate boats reacted to the wind. Up and down the lake we sailed side by side, enjoying every minute of it for most of the afternoon. It would be my pleasure, when my time comes, to catch up with you Fred and have some fun doing things together again. Pick out some good spots...will be seeing you then, my friend.



Club Roster

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Wind Wizards

Check out the NALSA website at

From the President

Dear Landsailors,

Just a few items to bring to your attention in this issue of *NALSA News*...

Communication: Jon Haverstick has volunteered to take on the duty of publishing the *NALSA News*. Jim Heart is continuing his long standing effort with the web site. Both these positions have been made official NALSA positions.

We are distributing the newsletter both by email (as a PDF file) and print. Email is the default, however, we will sent a paper copy where needed. Please contact Mark Harris if a paper copy is preferred. We have pruned our mailing list to known members of NALSA clubs and a few others. If you are not on the list but would like to be, contact Mark by phone at (775) 355-7035, or by e-mail: mark@snag.org.

Fred Cope: It is with great sadness that I report that Fred Cope passed away in June as a result of heart failure. Fred has been a huge contributor to our sport as a competitor, builder of innovative yachts and as a source of advice and council. He will be missed. Howard Haupt has contributed an article about Fred in this newsletter.

Upcoming NALSA Events:

- *Thanksgiving weekend speed trials:*
The new round of trophies we started last year has lots of opportunity left. The peak winds during last year's trials were around 15 mph. If they are higher, new fastest speeds can easily be set.
- *FISLY/NALSA World Championships March 25-29, 2002:*
Planning for this event is moving forward nicely. It promises to be a great event with a good turn out from down under and Europe.

The website is the best source of information on upcoming events. It is updated regularly, especially as an event gets close. Check in frequently at www.nalsa.org.

Other Goings On: The Learning Channel show *Junk Yard Wars* is doing another show on landsailing that will be aired in the coming season. We will post airtimes on the web site when we have them.

- Bob Dill
NALSA President



A Quick, Cheap Mark

by Kent Hatch

Looking for an inexpensive, highly visible, easily transported and erected mark for use at Smith Creek, Chris and Kent built one from a 50' roll of orange construction fencing and three short lengths of 3/4" PVC. Marks at Smith Creek tend to be miles apart and visibility is a problem. One mile was selected for test viewing and it worked.

A 50' roll of 4' orange plastic "snow" or construction fencing was purchased for \$20. It was cut in half to make two marks. A 25' piece was folded on itself to provide more opacity and was marked at three points (about 4' apart). Three pieces of PVC pipe were woven through the openings, one of which laced the ends

together. Small pieces of duct tape held the 5' pipe in place. The whole mess can be easily rolled up and held together with a shock cord.

To set up, three pieces of 1/2 rebar are driven in the ground to form a triangle 4' on a side. The mark is unrolled and placed on the rebar — done! It takes about 2 minutes and comes down quicker. It is a fine witness for the real mark which is a cone about 30' away. A flag is also helpful to determine wind direction.

We tried raising one mark on 10' poles but decided the mark with 5' poles was more visible.

The mark is surprisingly sturdy, resisted high wind and met all our



requirements. If you're confused or want more information, call Kent (775-825-1530).

Rooms for 2002 World Championship

We have made arrangements for a block of rooms at Whiskey Pete's Hotel and Casino (the hotel just off the Ivanpah Drylake). Please make a note of the magic reservation code—SNA0320—and pass it along to those wishing to make reservations. We have 75 rooms set aside at Whiskey Pete's. This is the same number of rooms occupied at PACRIM, but we will have more if necessary.

Whiskey Pete's was selected because it is the least expensive of the three hotels. Reservations can be upgraded if anyone desires more luxurious quarters. Whiskey Pete's was completely redecorated recently.

To make a reservation, phone direct to Primm Valley Resorts at 800-FUN-STOP (800-386-7867). Refer to the group code SNA0320. The 800-number may not work from overseas, so if you're calling from outside the US, dial 702-383-1212. The mailing address is 31900 S. Las Vegas Blvd., Primm, NV 89019. Reservations can also be made at www.primadonna.com.

**NALSA Special Rates for
Rooms at Whiskey Pete's
2002 World Championship
(double occupancy)**

**\$19.95 Sun-Thu
\$35.95 Fri
\$49.95 Sat**

All prices are plus 9% tax and \$5.00 per additional person. Check-in time is 3:00 PM Monday thru Friday and 4:00 PM on Saturday and Sunday.



Tech Tips: Tuning the Fed 5

by Robert Weber

It's no secret that I loved my Fed 5. During the several years under my care, I'd modified it a bit here... tweaked it a bit there. She no longer qualifies as a Fed 5, but the changes I made resulted in a mighty fast 5-square meter yacht. Allow me to share some of my "secrets" of wringing top speed from your Fed 5.

1) I always wear a red sock on my right foot, and a blue sock on my left when racing in a locale north of the Equator. Only thing I can figure this has something to do with the polarity of red and blue relative to the Earth's magnetic field. Anyway, it worked for me. Now, when I was in Australia, I wore the red sock on my right foot, and the blue on my left...or was it the red on my blue foot and the left on my...? Oh, well, the



point is to wear socks!

2) Now more to the point... I've noticed that a lot of guys disassemble their Fed 5's, and stuff them into whatever vehicle they've come with. Now removing and replacing the front end probably doesn't make much difference. Alignment isn't that crucial. On the other hand, taking the rear axle off...in my ever so humble opinion...that's trouble waiting to happen! I've seen people mark a reference point with a felt-tip pen. But even moving the axle within the width of the marker throws the toe-in and castor off several degrees!

I suggest starting fresh. Forget the old settings, and move the axle about 3/8" out on the right side, and 3/8" in on the left...keeping the same overall width. This allows the set screws to dig into new metal. Then, align the rear axle as described by the manufacturer and snug up the set screws. Have someone approximating your weight lay in the boat, and move the boat a few inches back and forth. Check the alignment again. Once you're right on, tighten the set screws and check the alignment again. Since the bolts have no pointed center, tightening the bolts can actually cause the tube to rotate. So, checking alignment following the final tightening is critical. Be



persistent and get it just right at this stage....you'll be glad you took the extra time in the long run.

Now the most important step....fabricate a relocational axle-indexing device (a RAID). Locate a phillips screwdriver. With a calliper, precisely measure the diameter of the screwdriver shaft and find a drill bit that matches exactly the diameter of the screwdriver. Pick a spot on the axle somewhere between the two set bolts, and drill a hole clean through the axle (all four walls). Now, every time you reassemble your rear axle, you have a convenient means of re-establishing your carefully determined alignment. Just place your RAID in the hole you drilled, and tighten the set bolts! Works every time. Finally, check the tightness of the set bolts frequently. The bolts will gradually work themselves into the metal and loosen up, throwing off the alignment you've so carefully established. It's also a good idea to use the same bolt in the same hole each time. Each bolt makes a slightly different imprint. Consistency is the key! See you on the starting line!

SALA: Sierra Area Landsailing Assn.

The sailing season started early at White's Lake thanks to the good auspices of owner Bob Listner who not only makes it available but offered it for the America's Land Sailing Cup if we were flooded at Ivanpah.

Many thanks to Harold and Julie who paid our NALSA dues and also purchased and installed a quality gate to keep the wheel spinners off White's Lake.

Cow to Cow 2001

A fine group of about 125 gathered at Smith Creek for a lengthy Memorial Day weekend. Included were 35 Mantas, 5 Fed 5s, and an assortment of other land sailers of miscellaneous vintage.

The wind blew mightily the first day out with a gust of 60 plus. The intrepid land sailors hovered inside the rocking motor homes for cover. The following days offered pleasant wind resulting in fine racing.



The Russ Karns Memorial Trophy was won by Larry Hatch who also tied with Randy Holmer for first in Manta Twin, followed by Guy Light and Mark Harris. The

"Udder" class was won by Lester Robinson, followed by Larry and Mark. Bob "Flambe" Guerrero distinguished himself by winning Manta race 2 in Russ Karns' old boat as well as before the BBQ.

The best food presentation award goes to Lester and Mary who arrived with a shipboard BBQ mounted on a Manta: complete with smoked wings. "Flambe," Bob's fireball, was remarkable and did nothing to detract from the taste of his carnitas.

The hot tubs were in fine shape. Guy's model airplanes were spectacular, as were Chris' fireworks. Elsie and Elmer, still resplendent atop their poles after four years, received a touch of orthopedic repair from Dr. Hatch.

We'll all be back!

Fourth of July

For those who braved the heat and thunderstorms, the weekend was fine with the rain drying quickly on the playa. A number of landsailors came and went and a few arrived after the Gale was over.



Pony Express Dry Run

The Pony Express Dry Run will take place over the Labor Day weekend at Smith Creek. Hope to see you all there!

Pacrim 2004

The Adelaide Land Yacht Club is planning the 2004 PACRIM. If you are thinking of going, they would like to hear from you. Find out the latest on their website at: www.nettiser.com.au/Alyc/pacrim.html. There will soon be form on the NALSA website to let them know who you are and what you expect to bring to sail.



Mini-yachts

By Andrew Parr (K 445)

Landyachts were originally large, and the philosophy was “the bigger the yacht and the greater the sail area, the faster it would go”. This was fair enough and all manner of wacky craft were invented until the *DN* reached European shores and showed that small did not necessarily mean slow and unexciting. The *DN* evolved into Class 3, but where did Class 5 come from?

Wherever there’s a suitable surface for landsailing, you will find old landyachts stored away in barns. The majority of these pioneering yachts are invariably small and there must be literally hundreds of people worldwide who could justifiably claim to have invented the Miniyacht.

In 1975 the first advertisements were seen in the UK for the *Windskite*. Whether or not it was based on the *Manta* is open to debate, and the French also had their own miniyachts in widespread use, but the *Windskite* and



its copies sold well enough and in no time at all the miniyachts were racing each other. As there was no Class specification the miniyachts did not stay mini very long and thus Class 5 came in to being.

The surge of interest in the sport in the UK that followed the introduction of the miniyachts is well documented and there are valuable lessons to be learned, particularly as there is currently a tremendous amount of interest in the new crop of miniyachts and history seems set to repeat itself.

Personally I have always been keen on miniyachts - modern Class 5 yachts are too fast for novices and, following the introduction of expensive 26" wheels that have become compulsory for competitive racing, the Class was doomed to die and there has been an acute lack of a simplistic fun family yacht to offer beginners a safe and easy entry into the sport. For many years I have bored my fellow sandyclubbers witless over countless pints on far too many occasions on the need for the

sport to get back to basics and think small, smaller than the *Windskite* and *Manta*, small enough to fit in a car boot, just like a parakart or kitebuggy. Unfortunately I cannot weld, otherwise I would have done something about it. 12 years ago I was able to lay my hands on a pile of those plastic stacking chair seats, with a view to using them on some miniyachts one day - and I'd had plans of a miniyacht on my desk for 2 years before I went to Ivanpah in 2000.

There, out on the drylake, were 2 little *Ludics* - pretty little miniyachts, joyously belting around. Given that I'd wanted a miniyacht for years and Jean-Phillippe Krischer had produced something far more attractive than I'd ever envisaged, I simply had to have one. Four of us Brits attended Ivanpah and we were all so impressed by the *Ludics* that, on our return to the UK, Mark Lloyd and I bought *Ludics*, Si Holder made his own and Chris Wright got Robert Green to go into production with the *Bootlegger*. A year later we have the New

(continued on next page)

Mini-yachts (cont).

Zealand *Blokart* being extensively and successfully marketed, with increasing numbers turning up on our beaches, something called the *Bootsail* - which I've not seen yet but is on the web and rumored to be based on the *Bootlegger* - and by the time you read this, our Welsh mini will be in production.

So wherein lies the appeal in these miniyachts ?

Convenience - Forget trailers and roof racks, unwieldy masts and all that hassle, these modern miniyachts fit snugly inside the car without the need to fold down any seats etc. You can literally keep one in the back of the car, just in case the need arises, without noticing it's there. Just drive onto Pendine Sands, open the car boot, plonk the *Ludic's* bidet-like seat on the beach, click the rear axles with their ready-mounted wheelbarrow wheels into place, slot the front wheel and steering head into position and twizzle up the hand-sized plastic nut that holds it in place, slot together the ultralight four-piece aluminium mast and pop it on its peg in front of the seat, slide on the 3.2 sq.m. sail, thread the rope through three pulleys and it's ready to sail - in two minutes flat. Fully assembled, the yacht measures 1.8 m long by 1.36 m wide.

Fun - They really are tremendous fun to sail and it's a real back-to-basics experience for most of us, 35 mph flat out at best, with the ride as lively as you'd wish to make it. They all seem to need a decent breeze to get them moving, but do

bear in mind that I am 6'5" and 15 stone so I am asking a lot of what is effectively an undersize toy. The simplicity of the *Ludic's* rig is a safety feature in its own right. The most timid novice can trundle along at walking pace without fear, because you have to pull surprisingly hard on the rope to sheet it in. Put some effort into it and you'll go quicker; really pull hard and you'll lift a wheel - but no novice is ever going to pull that hard, so it's pretty hard to get in trouble! The ultra lightweight mast is also very whippy indeed - arguably too whippy when you're struggling to get it going - but when the wind picks up the top of the mast is quick to bend and spill any inconvenient gusts that might otherwise tip you over.

The beauty of the *Ludic* lies in the completeness of the package. It really is totally reasonable for anyone to sail. The seat is a design masterpiece that is perfectly comfortable for any size of person, tall or short, fat or thin, and provides good support all round.

If it's wheel-waving weather then the *Ludic* comes into its own. It's beautifully balanced and slides beautifully too. One can chuck it around at will and enjoy the tight turning circle, safe in the knowledge that it is almost impossible to turn it over.

Show it a gale and it remains impeccably behaved - it's almost slow on a broad reach - you're so busy keeping it on 3 wheels that it's almost impossible to get in to trouble - but things can get decidedly tasty

when tacking downwind at speed in a decent breeze - with an involuntary spinout being a surprise option on occasion.

It is also a very sociable little yacht. Because it is so manageable you feel perfectly happy letting anyone have a go in it. Because you're not going so fast, you can hear what people on the beach are saying and can stop for a chat if the urge takes you. Even the sullenly miserable fishermen out on the banks at Cefn have become sociable, and a miniyacht is the perfect vehicle for exploring those outer banks. The *Ludic* has no restriction on its steering lock and is wonderfully maneuverable - it feels as though it can stop in its own length, which is reassuring when out exploring the glorious undulating landscape revealed by the tide. Another useful little feature is that, if you do need to stop quickly, you can jam the heels of your feet in to the beach and stop very quickly indeed (be careful with this method of slowing down on pavement or on the playa: *-editor*).

When I first took the *Ludic* to Cefn Sidan I thought I might get bored by the lack of speed on such a big beach, but no chance. It's a totally absorbing and involving hands-on active experience

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Mini-yachts (cont).



sailing a *Ludic* - perhaps it is the direct nature of the steering, the lack of aerodynamic fairings, the feel of the wind in your hair, whatever - it feels so alive and what is probably 40 mph flat out feels like 65 mph in a Class 5. Whenever I borrow a Class 3 it always feels like sailing a sofa - a comfortable living room upholstered experience after the bare basics of a lively Class 5. In fact sailing the *Ludic* is reminiscent of the old sit-up Class 5s of yesterday. After a three-hour jolly out on the banks recently, I put the *Ludic* away and rigged my Class 5 ... and was dismayed to find it felt like a sofa - comfy, effortless, and just a bit detached from the raw exhilaration I'd just been enjoying

The *Ludic* - It's pretty, small, portable, comfy and tremendous fun. It's also a comprehensive well-developed package with all teething troubles removed, and it's very nicely put together. It really is a little masterpiece. - clearly a

vast amount of thought has gone into its development and the result is as close to perfection as you'll get for a yacht of this size. Jean Phillippe Krischer deserves a standing ovation for creating such a lovely little yacht and you'll have gathered that I'm impressed with mine. I've given it a vigorous testing over the last year and have failed to break it so far.

The NZ *Blokart* is a slickly marketed package, and at £1495 it's very expensive, but it looks the business and is selling well. My *Ludic* cost £720 and was worth every penny, and the British *Bootlegger* costs £550 - or alternatively a *Blokart* costs two *Ludics* or three *Bootleggers*. The *Bootlegger* is decidedly agricultural - rugged, robust, will never fall apart, but it ain't pretty and the finish is truly dire - when compared with the *Ludic*, you certainly get what you pay for. The *Bootlegger* goes well enough, but it is the quality of the yacht generally that has resulted in three of us getting together to produce the Welsh version and do the job properly. The first batch are scheduled to hit the beach at the end of June.

Andrew is a Welshman and the author

of the book Sandyachting, a chronicle of landyachting from 1844 (BC!) to 1991. He will be at the Worlds in March with his sofa like Class V and at least one miniyacht (probably of Welsh design).

Late news on the Welsh answer to the Miniyacht (August 2001) MAD designs (Mark, Andy and Dave) has produced the *Potty* (so named because it looks like one and induces a certain pottiness in everyone who sails one!). The MAD team set out to produce a miniyacht that was of genuine quality, that would match the *Ludic* in terms of completeness of the package. Andy reports they have done better. The seat is more comfy, it has more efficient safety features and it gives plenty of warning before you lose it going downwind in a gale. They are all delighted with the yacht and are planning a second batch of 200 as the orders for the yacht have exceeded the long over due first batch of 30 already. The price is still being sorted out but if they are able to find a retailer it will be around 950 pounds sterling.



Design Corner: Why Wings?

By Phil Rothrock

There is no question that, when it comes to landyacht design, we are in a world full of compromise. Too tall and it hikes up too easily. Widen it to correct that and it gets heavy and creates additional drag. Build it strong and it gets too heavy. Build it light and it breaks too easily. Etc., etc., etc. A question that needs to be asked in the very beginning of yacht construction is, "What is the main function of this yacht? What's it for?" The answer to that question will determine which areas need to be emphasized. A yacht built for a world speed record needs to be very aerodynamically clean and heavy enough to take the large side loading that comes with high speed and high winds (The Iron Duck). A yacht built for weekend

play needs to be light and quick to set up (The Manta). A yacht built for competition at the America's Cup needs to be able to perform well in a range of wind conditions from 5 to 35 MPH (The Green Machine).

One area that gets loads of attention is the power plant – the sail – since if you aren't getting any power out of your rig it makes absolutely no difference what the yacht looks like. It just won't go! So...how to get more power? There is constant discussion in camp about how to make it work better, how to make the shape what it should be in all conditions. "I needed to put in stiffer battens." "It has a nice pocket for starting out but I can't get it to flatten out." "I have a pucker at the top." "The trailing edge

flutters." "The sail material is stretching." "I can sheet in the lower portion but the top is falling off." The comments and speculation about what works and what doesn't are endless. I decided years ago, along with my father Art and his brother Clarence, that another approach would be to figure out what the optimal shape of the sail should be and then just simply build it that way. Voila the rigid wing! There is no question that it is

still an experimental beast and won't gain general acceptance in competition racing until it is a proven winner in all conditions. I believe we're getting close and I look forward to next year's World Cup for another opportunity to test my theories.

There are definite pros and cons to using a rigid wing. Some are mentioned below:

The cons:

- The rigid wing can be dangerous if not controlled at all times. It will flog in a way that throws the yacht entirely out of control.
- There is no way (at present) to reduce sail area without taking part of the wing off.
- The center of effort remains at the same point even when sheeting out as opposed to a soft sail where the center of effort drops as soon as the sail is sheeted out.
- The wing is heavier than a mast to put up and take down.

The Pros:

- You can create the shape that you want.
- There is no download pressure on the yacht since the wing is just sheeted side to side without pulling down.
- There is practically no muscle required to sheet the wing.
- You can use it as a brake or even use it to back the yacht up.
- It will, I believe, eventually turn out to be a regular event winner.



The Arthur A: a prime example of a modern wing-yacht.

Questions? E-mail me at rothrock@aracnet.com. See you on the start line.



For Sale: Wind Skate Landsailer
Landsailer is 8.5 feet long, 6.5 feet wide. Mast is 15.5 feet high, 7.5 foot boom. *Wind Skate* is made in England, and is approximately 20 years old. Located in Brea, Orange County, CA. Make an offer. Contact Tanya at 714/990-4866 or email at interiorsys@earthlink.net.

FOR SALE: Landsailer Trailer Rack for Flat Bed Trailer.
This is a custom built rack for carrying a landsailer, plus motorcycle, plus many other items to the playa. A large truck tool box is also mounted. Cost \$850 to build. Will sell at \$350. Call Larry Levy (Reno NV) 775-322-3861. RNOILG@aol.com

FOR SALE: Landsailers
They are in great condition and are ready to sail. We are located in Redding, California. We make these, and can customize them †for anyone. The prices are reasonable: \$500 for the shorter of the two, and \$600 for the other. Contact Rebecca by e-mail at stallynrydr86@aol.com or by phone between 10:00 am and 10:00 pm PST at (530) 245-0869.

FOR SALE: Landsailer
Landsailer is 12 feet long, 9 feet wide. Mast is 22 feet high, 8 foot boom. 2 sails, one for racing, one for high winds. 2 seater, includes trailer and spare set of 3 brand new tires. Landsailer is in great condition, located in Las Vegas, Nevada. Asking \$1100.00 obo. Call or E-Mail John (702)341-6182. jdeiss@myexcel.com.

FOR SALE: Manta Single.
We have only used it two times and it is in perfect condition. Located in So. Cal. \$750. Call Egon 949 645-0304

FOR SALE: Manta Twinjammer Mid Mast Section.
Hardly used as a spare. Has factory retrofit kit. \$125 (new price is \$205 and going up) plus about \$30 shipping (Delta Freight) or can deliver partway to your location. Contact Mark Harris, Sparks, NV. 775-355-7035 (H) or 775-722-7035 or 775-687-6065 (W) or mark@snag.org

FOR SALE: Landyacht
10 feet wide 12 1/2 feet long. Adjustable mast to 22 feet, 9 foot boom. 3 sails 30 square feet, 50 square feet, and 70 square feet. 2 seater tub, brake on front wheel, rear wheels are spun aluminum rims with 15" smooth tires. Chuck Bixby P.O.BOX 1298 Milton WA. 98354. quadbuggy@aol.com

FOR SALE: Fed 5, Pacific Magic, Hondo Ratracers
Fed-5 somewhat better than new; cloud grey powdercoat, 2 Highwind adj. batten sails, new yachtbraid, speedo, headrest. Pristine: \$1800.00 complete. *Pacific Magic* 5 meter. With Aussie seatpan, 4130 aircraft steel frame, *Fed 5* wheels and Highwind adj. batten sail, speedo. \$750. 1 set of custom spun wheels and sanded tires...nice stuff! \$125. Spun wheel blanks; need machined hubs and rivetting to complete. \$30 per set (I have four sets remaining). 3 *Hondo RatRacers* 5 meter sails, Azusa wheels, steel frames. Similar to *Mantas*. Fun for the beach or playa, especially good for short-course pylon racing. \$300 each. Call Nick Leonard (US 165) (eves) 830-510-4823. (central Texas).

FOR TRADE: El Toro or race ready Sea Spray 15" cat
I'm just getting started in the sport,

looking for a small buggy ready to go. I have a small budget. Willing to p/u within 200 miles of Sacramento, CA. Call Bob @ 530 273-6444. soapysails@earthlink.net

FOR SALE: DN Ice boats
I have two DN ice boats for sale. Both are complete and ready to go. \$1,500 for both. Contact Matt Kazaloff at (250) 342-3006. kaz@cyberlink.bc.ca

FOR SALE: 16' trailer.
Front 8' covered by camper shell, back 8' open. It is big enough for three dirtboats as well as enough storage for all your sailing gear and tools. The trailer weighs around 800 lbs. It has 15" tires and a newer axle. It also has its own battery, lights and a 12 volt power outlet. Priced to sell at \$600. Contact: Dennis Bassano sassass@got.net or (831) 423-4355.

FOR SALE: Carbon Fiber Spars and Tapered Sections Cheaper than Aluminum! 490cm and 520cm 2pc Carbon Fiber Masts, \$55 each. I have some pieces 6-8' long, OD 1-2", \$10 each. Useful for booms, axles, stiffeners for booms and axles (*Mantas?*), storm tips for aluminum masts, storm masts. Steve Blevins, 801-571-7601. blevins@sisna.com

FOR SALE: Custom built landyacht. 10ft X 104", Lake Alvord Tested, top speed of 64MPH, 2-seater. Comes with 2 masts, 3 sails, 2 booms and many parts. Great for cruising in lite or gusty winds. Made w/ I beam allum. and pro welded, very strong. Can be trailered or it will fit on top of Bronco/Tahoe style of rig or canopy of truck, frame is about 200lbs w/o gear. Great to take the wife or kids out for some serious desert cruising. Give me a call and we can discuss. Asking \$1100 OBO. I'll

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Contact Jon Haverstick at onekcrane@earthlink.net to place or remove FREE ads in NALSA News.



deliver anywhere in western USA. Call Jason Clack 206 779 3272. jasclack@home.com.

FOR SALE: Fed 5. Good condition, green with white trim, one set of spare tires, one set of spare bearings. \$1750. Call Paul 661-264-4270. usmantassn@qnet.com

FOR SALE: Landsailer Tub (body). The *Tub* is custom made by Rich Crnich of Bend, OR. I also have 2 sails: 7 and 10 meter sail board sails. The *Tub* has US190 on it (I believe that is Rich's number?). I'm unable to finish building the landsailer, and would like to sell everything in a lump. The *Tub* has the steering pedals. It's aluminum and red trim. Was originally named "Gone With the Wind" when sailed once by the original owner. Sails are brand new, never used. I would like to sell all together for \$650, but will sell *Tub* for \$550 and sails for \$75 each OBO. Contact me at NPZ5@msn.com or, Bob Meneghini 3201 20th St. S.E. Auburn, WA 98092. Call 253 939 0237 evenings West Coast time.

FOR SALE: Used Stiletto
Like new (used) Stiletto Model Landyacht. Awarded best looking Model at Pacrim2K. Ready to race. Radio Included \$ 500. Contact Kent Hatch kent@hatchrealty.reno.nv.us
FOR SALE: Windsurf Equipment.
Freewing slalom 5.4M 3-cam sail, Topsails slalom freewing 8.6M RAF sail, Weichhart 2 mast; 465cm din 7.4 MCS w/extension, Weichhart mast base (large), Chinook mech. univ.

joint w/cup, Weichhart boom w/ extensions, Neil Pryde seat harness w/spreader and lines. All equip in A+ cond. \$400 OBO. Call Scott at (760)247-2110 (Apple Valley). E-mail: redemmed_inav@yahoo.com

FOR SALE: DN like boat
New Zealand like DN with full race set up and two new sails. \$1,200 or trade for a Manta Twin
Call Tye at (909) 244-1064 or email: tbayless@pe.net

FOR SALE: Landsailer
"Blade Runner" Sailed by G. Whitehorse. Good condition, with large trailer. Permanent alignment; needs no adjustment. Two sheet system...very fast! \$3000. Phone: 517-423-5159. ebell1423@lni.net

FOR SALE: Landsailer
Fed 5, S&R Marine, green body, orange frame. Used less than 4 hours. Like New! Located in Sparks, NV. Extra purchase main blocks, extras. Stored inside. \$1900 OBO. John Hesselgesser, 775-786-3454 W, 775-358-3016. email Mark for photos: mark@snag.org

TRADE: Hang glider for landsailer.
I have a Pacific Airwaves 156 hanglider and would like to get into the sport of landsailing. Anybody want to work out a trade? Aaron Taylor, (208) 788-3819. email ataylor@micron.net

FOR SALE OR TRADE: Metal lathe/milling machine/drill press.
7" Swing x 12" Centers. Brand new. Used once. My cost: \$1450. Also new accessories, chucks, vices, clamps, etc.(approx \$400). Will swap for Manta twin or other dirtboat & equipment of equal value. Can deliver and pickup within southern California. Call Bob Costa at (626) 339-1712.

FOR SALE: LANDSAILER W/ FIVE SQ METER SAIL

5 square meter sail, mylar, full battened, #555, Steel frame, fiberglass mast, West system epoxy over mahogany, Speedometer, Polyurethane paint (new). SAILS GREAT! \$700. Call John Morral (916) 568-6550. 6 Peach Leaf Court, Sacramento, CA. 95838.

FOR SALE: "ICE WING" Plans
Building instructions for stand inside wing skate sail. For ice skates, roller skates, skate board, bicycle. Contact: Anders Ansar, Kungsholms Strand 183 3 tr, S 112 48 STOCKHOLM, Sweden. TEL: +46-8-650 21 72. <http://home.swipnet.se/ansar/bu.html>

WANTED: Landsailer. Want used landsailer for a beginner, \$500 limit, Relatively good condition. Contact Karl Pauly at Runner3924@aol.com

Wanted: Twin Landsailer. Looking for something close to the SF Bay Area. Call: Matthew Harper: 408-483-6561. email dasfoo@yahoo.com

WANTED: USED SAIL. Looking for used sail 5.0 or closer. Need to use it with a twin manta copy. Also a mast 16' tall for the same boat. Will pay shipping charges. Please contact Edwin (818) 782-1531 or (818) 425-2239. Email Murmullos@aol.com

WANTED: Landsailer. I am looking for a single/twin landsailer. Please send Stonie Zhao info via email stonievisa@email.com.

WANTED:Manta Twin. Contact Bob Hill. Email bobhill@usa.net. Phone 310 798-7913

WANTED: Manta Twin/Single.
The closer to Oregon the better. Please contact Brian Wilson @ 503-775-8523. Email pdxwilson@aol.com

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WANTED: Wheels, sail, mast etc. or small buggy. I'm just getting started in the sport. looking for wheels, sail, mast etc. or better yet a small buggy ready to go. I have a small budget. Willing to p/u within 200 miles of Sacramento, CA. Willing to trade a very nice El Toro or race ready Sea Spray 15" cat for the above buggy. Call : Bob @ 530 273-6444. Email soaplube@oro.net.

WANTED: Landsailer. I am looking for a kitebuggy in any condition, with sails. Contact Tye at tbayless@pe.net

WANTED: Landsailer. Inexpensive to moderately priced landsailer for use on beaches of central California. I'm new to landsailing, but very motivated. Will also be interested in purchasing schematics so I can build my own. E-mail Rob at rdwatson@hotmail.com

WANTED: Plans or ideas for homebuilt Landsailer. Ideally, using skis, wheels, or blades (interchangeable?). Particularly for use on frozen lakes covered with snow. I live in central British Columbia. Contact andrew.w@telus.net

WANTED: Landsailer. Want used Friendship. Call Gregory at 425-827-1684. email gdestephano@aol.com

WANTED: Landsailer. Looking for Manta or other landsailer in good condition. Contact CEmely@webtv.net.

WANTED: Landsailer. I am looking for a Manta single/twin or Windflyer modestly priced. Please send info via email: randyskazedo@gateway.net, in ALBUQUERQUE, NM.

WANTED: Landsailer (Sail Trike?). I am looking for a small landyacht which also has bicycle gears, chain, pedal, steering, etc. I once sailed one of these near Barstow. email: astute1@earthlink.net

WANTED: Landsailer. Seagull Standart in southern CA. Michael Scully (805) 984-3512. email michael.scully@designworksusa.com

WANTED: Landsailers. Functional double-seater landsailers for under \$1000. Call Chris in San Diego at (619) 234-8080. email cmichaels@home.com

WANTED: Landsailer. Looking to trade / part trade for (very) lightly used '89 Mistral Equipe sailboard setup w/ fully battened sail - (6.2 sq. m, I believe). Sailed once. Located in Tacoma, WA. Call Mike at (253) 474-4853, or email memcki@home.com



Bookshelf

Sandyacbtng: A History of the Sport and its Developments in Britain. Andrew Parr. Gomer Press, Llandysul, Dyfed. 1991. (ISBN 0-86383-702-6)

Did you know that wind-powered chariots were used in Egypt as early as 1844 BC, or that "Windwagon Smith" was one of the early American pioneers who attempted to harness the power of wind to drive Conestoga wagons across the great plains? Put yourself in the cockpit of one of the competitors in the great trans-Saharan landyacht race. These are but a few examples of the history of landsailing to be found in Andy Parr's "classic" work on our fair sport. Filled with great photos and illustrations, this is a fantastic book for beginners and seasoned sailors alike.

Sailing on Ice. Jack Andresen. A.S. Barnes and Co., Inc. Cranbury, NJ. 1974. (ISBN: 0-498-01241-7)

Though aimed at iceboaters, this book is filled with valuable insights on setup and racing that will no doubt appeal to dirtboaters as well. No longer in print, I found my copy in the "boating" section of my local used bookstore.

The Adventure of Sand and Land Yachting. Jan Leye, Editor. Stichting Kunstboek, 1998. (ISBN: 90-74377-72-6)

I first came across this beautiful oversized coffee table book while taking a break from the desert heat in a fellow landsailer's RV out at El Mirage Dry Lake. After leafing through the first few pages, which are packed with incredible color photos, I knew I had to have a copy for my growing landsailing library. Rather difficult to come by here in the USA, I eventually contacted someone at FISLY, and purchased a copy directly. Written in English, French, and Belgian, this book is an absolute must-have for anyone with any interest in our sport.

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From the Editor:

NALSA News is only possible with the contributions of content from landsailers and enthusiasts like yourself. If you have original artwork, cartoons, photographs, articles (technical, how-to, short stories, etc.), favorite recipes, favorite sailing sites, tips for what to do when the wind dies...basically, anything that you think would be of interest to the landsailing community, please contact me at onekcrane@earthblink.net.

I look forward to hearing from you with comments, suggestions, and your material for future issues of NALSA News.

-Jon Haverstick, Editor

What is NALSA?

Every now and then it's important for an organization to step back and take a look at what it is and why it exists. Members of NALSA are the landsailing clubs. Individuals are indirect members of NALSA only by being members of a local club.

The North American Land Sailing Association (NALSA) was incorporated in 1972, and its Articles of Incorporation include the following:

The specific and primary purposes are to promote the sport and pastime of land sailing for the exclusive enjoyment of members of the Association and to provide a forum for communication among the members that will advance the sport.

The general purpose is to further develop an exciting, safe, non-polluting form of recreation; to publish for the benefit of members information on research, organizations and activities associated with the sport; to identify and establish areas suitable for performance of the sport of land sailing; to furnish to members land operating rules, racing rules and safety regulations; to assist in making land sailing vehicles available to members; and, generally, to promote interest and participation in the sport of land sailing in furtherance of the primary purposes of the Association.

-Kent Hatch
Past President of NALSA



