

FLATPRESS, FLOORING IT & FOOTSTRAPS

GUY CRIBB INTUITION'S SPEED AND SLALOM SERIES HELPS YOU GET THE MOST OUT OF YOUR BOARD THIS MONTH, IMPROVING YOUR TOP END SPEED, ACCELERATION AND ENSURING YOU'RE WEARING YOUR FOOTSTRAPS CORRECTLY.

Note from the editor- as we go to print Guy leads the 2010 British Championships, so who better to get professional advice from?

PHOTO BY: INTUITON AND MARK KASPROWICZ

TECHNIQUE BY GUY CRIBB

INTUITION SPEED/SLALOM

Flatpress-

There are a number of things that will help you improve your board speed, but one of the simplest to achieve, what ever level you are currently at, is trimming your board flatter to reduce the drag. A complete beginner or an expert will both benefit from this skill.

Trimming the board flat from side to side reduces drag/ increases speed.

Trimming the board flat from nose to tail improves early planing and control.



Fast trim- Board trimmed flat from side to side using the back toes, increasing speed by decreasing drag.



Slow trim- Board trimmed on windward edge with weight on the heels, decreasing speed by increasing drag

How?

Grip with your back foot- try it on the floor now- pretend your foot is a fist, and clench it- pressing down hard on the toes and the heel, as though you are Spiderman wanting to climb a wall- gripping with your back foot.

Tense your calf and thigh muscles to become rock solid (see *INTuition's* recent *Man of Steel* feature.)

This will trim the board flatter, reducing drag and giving the fin more control.

It can be achieved with single or double back straps and is crucial for speed or slalom sailing.

When sailing wave or freestyle boards at speed on broad reaches, wave and freestyle fins are prone to spinning out. Gripping with your back foot helps prevent this.

Exceptions-

There are two or three times you would purposely sink the windward rail to increase control or improve upwind performance.

Control- In very windy conditions and/or in choppy water sinking the windward rail slightly slices through the chop, smoothing it out, and turns the board into a 'spoiler' with the wind blowing on the deck to keep the board stuck to the surface. Lowering your boom will allow you to get more weight on your front foot to achieve this. (Those of you with impeccable attention to detail may note in the 'trim' comparison photos above I have a lower boom in the *Slow Trim* image)



Flatpress!

Upwind- Wave and freestyle boards generally do not have fins large enough to create enough lift to go upwind, so correct technique is to engage the windward rail and use it's waterline to track upwind. When mastered, on boards with fins less than 30cm, you can crank upwind as well as most large finned boards.

Please refer to my Sailing Upwind features at www.guycribb.com for much more info.

Flatpress summary-

Trimming the board flat by intensely gripping with your back foot will improve your speed and control reaching and broad reaching.

Flooring it!

Keeping the board flat from side to side helps improve acceleration too, but most important is keeping the board flat from nose to tail/ keeping the nose down. This way the rocker line/ banana shape of the board is working as it's been designed. When you're in the footstraps you are essentially standing on the tail of the board, which can sink it and cause drag. Tipping the rig forwards, by increasing power in the rig and / or leaning the mast forwards keeps the nose down and reduces drag/ improves acceleration. On freeride and wave boards I try to push down on my front toes, flooring it as I would a stolen car.

If you're standing up reading this, lift your back foot off the ground- only the slightest lift here increases weight onto your front foot. If you're driving a car reading this, don't try it. On slalom boards this will also help although pumping/ being powered up sufficiently usually takes care of your early planing. On boards with central footstraps (wave/ freestyle boards) keeping the weight on your front toes to accelerate puts your weight over the centre line of the board, trimming it flat lengthways and sideways. Sweet.



Back foot lifting/ accelerate with weight on front toes / rig and body forwards.



Back foot gripping/ blast with body lower and front toes curling under front footstrap to stop falling off backwards/ lock the board down



Footstraps-

Unlike shoe size, your footstraps need to be vastly different sizes for different situations.

Wave and freestyle boards- footstraps should be massive so that you can get your toes as far over the far side of the board as possible- improving flight control, wave riding and tricks. They should be inboard/ central/ single back strap.



Racing/ speed/ slalom- footstraps should be extremely snug. The tight fit ensures you have the most efficient transfer of power from rig, through legs, into board. It is quite common that when the straps are too large, your feet slip deeper and deeper into them as you hammer over chop, ultimately you find you have to reposition your feet back out on the rail and in this moment you are reducing speed. Speed/ slalom / performance needs outboard footstraps.



Freeriders fit somewhere in between- I would suggest wearing your footstraps like your flip flops- so that you can see all your toes through them. As soon as you are happy getting into both footstraps try to use the outboard positions- they give you more speed and control. Also try using the 'Flatpress' and 'Flooring It' techniques above.

PHOTOS BY MARK KASPROWICZ & INTUITION.



Here's Guy adjusting his footstraps recently

Guy Cribb runs internationally acclaimed windsurfing coaching courses, attracting hundreds

of guests from all over the world to radically improve their skills and have an incredible holiday with loads of fun and experiences. With courses starting for intermediates in the Red Sea and Greece, Cribb's guests come back year after year to continue improving their technique and have awesome adventure holidays, learning to wave sail in Morocco, Brazil and Ireland then joining him on specialist trips to Hawaii and Mexico.

Guy Cribb is 13x UK champion, currently leading this years championships, former British National Racing Coach, the world's leading coach for some years, long time Windsurf mag technique guru and author / producer of the world's best selling/ highest revered tuition DVD- *INTuition's* Gybing and Core Skills.

He also runs specialist UK courses for intermediates to advanced as his overseas courses are always fully booked with waiting lists. Use your *INTuition* as soon as you can to radically develop your skills and knowledge.

www.guycribb.com or please contact guy@guycribb.com for all things windsurfing!