

## Laser New Rigging Frequently Asked Questions

Q. Why have the Laser Class Rules on rigging changed?

A. The Laser Class members voted to change the rigging rules to allow more powerful systems for trimming and tuning the sail. These changes are designed to allow the average sailor to have an easier time tuning the Laser sail.

Q. Do the rule changes apply to Radials?

A. Yes. The rule changes apply to Lasers, Radials and Laser 4.7s.

Q. What has been changed?

A. The outhaul and cunningham systems have been changed to incorporate turning blocks in order to increase purchase power and decrease friction. These systems also incorporate a new cleating method which will make cleating and uncleating the lines much easier. The vang incorporates an entirely new fitting which makes trimming the vang much easier, with both more power and a more convenient cleating system.

Q. Do I have to switch my boat to the new system?

A. No. The old system is still Class legal, and you may switch any, all or none of the systems to the new rigging.

Q. When will the new systems be available?

A. The cunningham and outhaul systems are available now. The vang will be available at the end of October.

Q. When can I start using the new systems?

A. You can practice with the new systems as soon as you like. The Laser Class World Council has approved the changes, so as soon as ISAF (International Sailing Federation) gives the changes the green light, you can race with the new systems. Approval is expected in October 2001.

Q. Where can I get the new rigging parts?

A. Any authorized Laser dealer can supply the new rigging. If you need to find a dealer, you can use the dealer locator on the Vanguard web site ([www.teamvanguard.com](http://www.teamvanguard.com)) or call 1-800-966-SAIL.

Q. Are new Lasers going to come supplied with the new rigging?

A. Vanguard plans to make 'new rig' Lasers available for sale this fall.

Q. Do I have to buy the systems from the Laser builders or can I supply my own?

A. The rule gives a fair amount of latitude in what you are allowed to do. The block plate and cleat base for the cunningham and outhaul systems are builder supplied – these must be supplied by a Laser builder. Other than that, you are free to use your own blocks and rope. For the vang, there are several options. You may add functionality to the current vang by adding your own blocks and rope, or use the builder supplied vang in order to get the full benefits of the rule change. Read the Class rules to make sure the system you create is legal.

Q. What makes the builder supplied vang better than changing my current vang?

A. The new vang has been designed to meet several criteria better than a modified current vang can. The new vang allows a greater range of motion between maximum ease and maximum trim. To change an old vang to have a similar mechanical advantage would rob the system of critical range of motion. The new vang also puts a better (cam) cleat on a swivel, meaning that cleating and uncleating the vang is easier in all circumstances, and that the vang can easily be retrimmed downwind.

Q. How will these rule changes change Laser racing?

A. These changes should allow the class to become even stronger! The new rigging decreases the premium on strength and unique trimming techniques that champion Laser sailors have relied on for years. By making the sail controls easier to work, lighter sailors or sailors without a ton of upper body strength will be able to adjust their sail controls as easily as the big boys. The changes also serve to increase the importance of sail trim on Laser boatspeed, rather than just brute strength. This will allow a broader spectrum of sailors to be competitive in Laser events.

Q. What comes in the Vanguard kits?

A. The Outhaul/Cunningham kit comes with all the rigging and fasteners needed to upgrade your outhaul and cunningham. All you supply is a screwdriver, a tube of silicon sealant and about 10 minutes of your time. The outhaul yields a nearly friction free 4:1 mechanical advantage, while the cunningham gives a 10:1 advantage. We canvassed top Laser sailors to come up with the blocks and line types and lengths needed to make the most of the new rule and this is what they came up with. For the vang, the kit includes either the Harken or Holt vang system, rigged with top quality spectra and dyneema lines for no stretch and long life.

Q. When will the cleat base and block plate for the outhaul and cunningham be available as stand alone parts?

A. The cleat base and block plate will be available as separate parts sometime in early 2002.

Q. What do I have to do to my boat to change it for the new rigging?

A. Changing your boat to the new rigging encompasses nothing more than a screwdriver, some silicon sealant, a rag and 10 minutes. Unscrew the cunningham eye and cleat from the deck, clean up the old sealant with the rag, fill the holes with silicon sealant and screw the new cleat base and block plate into place. This is all you have to do to make your boat ready for the new rigging.

Q. Is there anything else I need to know about sailing with the new systems?

A. One rule change that goes hand in hand with the new rigging is that you now must tie the mast into the boat with a separate line. The cunningham, which used to provide the function of keeping the mast in the boat while capsized, will now not adequately perform this function – because the cunningham system is now so friction free. A short piece of rope tied between the block plate and gooseneck or vang fittings will make a great mast tie in.

Q. Can I use my existing compass and compass bracket?

A. Probably. Many compass brackets can be easily modified by adding holes for the outhaul and cunningham lines to run through where the cunningham used to pass through the bracket. The popular Silva/Nexus 103R series compasses can be modified in this way to fit the new deck hardware. Other compass brackets may need a little more modification to fit the new deck hardware, but it should be easy to accomplish with any existing compass bracket.