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# Aero Luffspar Systems

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Introducing the Aero Luffspar, an entirely new type of spirally bound carbon fibre luff spar designed specifically for dinghies and small keelboats. Developed and tested by long distance UK dinghy cruiser Ralph Roberts, to provide the convenience and efficiency of a furling and reefing genoa.

***Two lightweight and compact roller reefing/furling systems are available:***

## **Aero Luffspar:**

*This option employs a separate carbon fibre luff spar that fits onto any of the readily available furling systems - ideally suited to those who wish to upgrade an existing furling system.*

- A furling system allows the foresail to be furled to prevent the sail flogging when not in use, however a reefing system allows the size of the sail to be adjusted to the strength of the wind.
- The slender Aero Luffspar is slid through the genoa luff sleeve and can be attached to any readily available furling system to upgrade it to a reefing system without compromising the efficiency of the sail shape.
- The addition of an Aero Luffspar prevents the encased luff wire being deformed by the twisting action of the furling drum.
- The Aero Luffspar is recommended where foresail furling and reefing is desired for the strongest of wind conditions.
- Only those types of furling drums comprising an enclosed cylinder for the furling line are recommended for this system.

## **Aero Furling Spar:**

*A complete furling and reefing system for small performance boats - ideal for those who don't already have an existing system.*

- This system is recommended for small boat sailors who wish to furl or reef their genoa in the strongest of wind conditions.
- The furling drum and top swivel are incorporated within the spar as a complete system.
- The spirally bound carbon spar withstands all torsion loads – it has been tested in gale force conditions.
- The luff wire is encased within the spar - swaged marine grade stainless steel eyes at either end of the spar attach to the bow fitting and halyard.
- The spar rotates on acetal bearings around the swaged eye ends of the luff wire.
- The luff wire and swaged eye ends take all the loading applied when tensioning the foresail halyard.
- As there is no loading on the drum and top swivel, (as is the case with all the separately bought systems), the spar is free to turn with virtually no frictional resistance.
- The lightweight and slender (8mm diameter) spar provides an efficient aerodynamic entry shape for the genoa.
- When halyard tension is reduced, the spar is sufficiently flexible to allow the foresail to sag off for improved luff entry shape.
- The low profile drum raises the foot of the sail only 10mm higher than a standard luff wire eye, permitting a deck-sweeping jib.
- An optional aluminum coupling is available to allow the furling spar to be lowered to deck level while still attached at the bow.
- The Aero spar is not permanently deformed by bending - as with an aluminum spar.
- The Aero spar provides a more rigid link than a highly flexible polypropylene type spar.
- The Aero Furling Spar is supplied complete with disc spacer to keep the forestay away from genoa luff.
- The Aero Furling Spar provides the convenience of furling the genoa when not being used - after rigging, launching, on the water, approaching landing, or in the dinghy park - without any loss of normal sailing performance.

***More information can be found at [www.aeroluffspars.co.uk](http://www.aeroluffspars.co.uk)***

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