

The Atlanta Boardsailing Club's Lake Wind Advisory

Regatta Final
Edition

Volume 9 No. 5

"All the News That We Can Fit Into Print"

May 1998



Start of Race 5: Dave Stanger (53) gets the hole shot. Lee Huels., Kevin Osburn (2) and Gregg Cattanach (US 625) also get a good start. Photo: Chris Voith

Stanger Takes Inland Windsurf C'ship

Nugent Wins Sport Fleet

Complete Results and Scores: Page 2,3

Inside:

**Robert Palmer on Rigging
Outhaul by Bill Hansen**

Join the LLSC!

**Come Race in Charleston
Local Colleges Need Boards
Ask Dr. Ed**

Join us! See page 8 for details.
Attention Current Members:
A lot of memberships expire in the next couple of months. Renew now and save the club money and keep my hair from graying any further.

Look at your **address label** for your membership expiration date!

Learn to Sail Clinic Set Saturday July 18, 11am Sunrise Cove

Preliminary plans have been for our annual Learn to Sail Clinic. **Ed Marks** and **Brian Lojko** are heading up the organization and planning. Again this year, we will have the event at Sunrise Cove on Lake Lanier- a gentle spot with a good beach.

The event is free for ABC members or new members who sign up that day and \$10 for others, but will include a 3 month trial membership. All participants will get a picnic lunch. Want to help or attend? Call Ed at 404-266-3572.

News from Our Accountants

Long Distance Sail Raised \$400 for Parent to Parent

Thanks to all who contributed/participated. Pat yourself on the back.

Our Next Meeting

This month's meeting will be on May 12th at 7:30 pm. Topics will include Learn to Sail Clinic and summer trips. As always, friends, guests, kids and total strangers are welcome.

The Brandy House is located 4365 Roswell Rd. N. right across from and about 500 yds. down south on Roswell from our old location (tel: 404-252-7784). This is about 2 miles inside the Perimeter on Roswell, just past Wieuca Rd. on the left.

ABC Road Trip Regatta James Island's 100th

Charleston June 20-21

Stealing a great idea from Shell Point, we will have a road trip regatta. Unlike those folks in Tallahassee, we thought it would be better to go somewhere where someone is already holding a race.

ABC member **Dan Olivier** has invited us down to his neck of the woods, Charleston, SC. The James Island Yacht Club will be holding their 100th annual summer regatta June 20-21. This is an open regatta with many different classes participating and a sailboard class will be established if enough attend.

The venue will be Charleston harbor, which is protected but still gets a nice sea breeze. Conditions should be ideal for rigging the 7.5 and enjoying the sunshine.

The other benefit is that it gives you an excuse to visit Charleston, which is always fun (bring your bicycle, a great way to see everything). Good food, good sights and an easy drive make this a good family weekend, too. Also, camping is available if you don't want to check out the many quaint B & Bs.

Contact Dan for details at 843-723-3508.

Regional Dates

May 16 Harper Realty Regatta. Tampa Bay Windsurfers, 813-546-5080

May 21-25 US Open, Corpus Christi, TX Jo Boudloche 512-985-1555

June 20-21 James Island 100th Annual Summer Regatta/ ABC Charleston Roadtrip. Contact Dan Olivier 843-723-3508

June 27-28 LLSC Reggae Regatta. Contact Chris Voith 404-250-0287

August 17-22 US Windsurfing National Championships, Maui.

October 11-12 20th Annual Atlanta Fall Classic and Seniors Nationals.

Inland Windsurfing Champions '98

by Chris Voith

Thirty five racers came out last month for our annual spring regatta, a respectable turnout given the rainy forecast for the weekend. As it happened, Saturday was only overcast and there was plenty of wind for racing, occasionally enough for planing conditions. Sunday was a total rain out, but we had managed to squeeze in enough races (5) on Saturday making the weekend a success.

Some of the usual suspects were out in front on the race course including **Pat Nugent** in Sport Fleet. However ABCers **Gareth Edwards** and **Alistar Donaldson** (after a year's hiatus) mounted a British Invasion and took firsts in their weight classes. This event's Sport Fleet was a good cross-section of seasoned vets low-keying it and new sailors enjoying the fresh challenge.

In the Open fleet, **Dave Stanger** was the dominate suspect with **Carl Arrigoni** and **Lee Huels** in hot pursuit. ABCers **Dan Burch**, **Kevin Osburn**, **Phil Duvic** and **Dan Olivier** took the next spots before Lee's dad, **Buddy**. Interestingly, three of the top five overall places in the Open class were IMCOs; it doesn't take a big financial commitment (or sail) to be competitive. Also, some new faces popped up at the bottom of the fleet, ex-Sport Fleet sailors trying to learn from the big dogs. Also, it was nice to see so many club members populating the ranks.

Thanks to all the people who helped put together a great regatta. **Scott Spreen** and 29 Package Store, (on US 29 in Lilburn) supplied the half keg of beer. (We almost finished it this time).

October 27-28 LLSC Halloween Open. Contact Chris Voith 404-250-0287

Scott also helped on race committee as did **Steve Schmidt**. **Gregg Cattanach** deftly managed all the registration and scoring. The Stewart family lent their generous help; **Jonathan** and his dad **Mike** set marks on the race committee. **Debbie Stewart** was a huge help with the meals. Daughter **Katie** watched little Christopher Voith so his mom could also help manage the kitchen proceedings. Thanks **Ginny!** **Glenn Tanner** made breakfast for fifty both mornings. **Cheryl Zeman** did much of the buying for our meals and brought in lunch on Saturday despite ailing back. **Roy Devoss** also helped with the buying and loaned his grill for Sunday's burgers and dogs. **Tim Carter** also put in KP duty. **Dan Burch** hosted a beer tasting that was a big hit on Saturday night. **Jim Tafel** donated the beautiful marble for the fleet champion trophies. **Jonathan Jewell** did another great job on the art work for the trophies.

Our fall race (October 24-25) will be the twentieth annual ABC event, one of the longest running events in the country. In addition it will be first year we host the Senior Nationals. The LLSC Halloween regatta, the following weekend is an open event this year, so we'll have two great races that month. (Don't schedule your Hatteras trip for then, Gene Mathis).

Ed. note: The club owes a big thanks to Chris for pulling off this event. He undertook a big challenge, especially committing the club to self-cater the event. With a lot of help, we pulled it off. The food was fantastic (how 'bout those dogwood dinner arrangements, huh?) and our club treasury didn't take the usual regatta hit- catering is always a big bill. Also a big thanks to all the local sailors who got involved by helping or sailing. It takes both kinds of involvement to make a regatta fun... and it was.

1998 Inland Windsurfing Championships

Name	Fleet	Class	#1	#2	#3	#4	#5	Total	Rank	Class Rank
Dave Stanger	Open	Ltd.Lgt	1	1	1	2	4	5	1	1
Carl Arrigoni	Open	Unlmtd	2	4	3	3	1	9	2	1
Lee Huels	Open	Ltd.Lgt	16	2	1	3	10	3	2	2
Dan Burch	Open	Unlmtd	5	2	4	4	2	12	4	2
Kevin Osburn	Open	Ltd.Lgt	3	5	8	8	5	21	5	3
Phil Duvic	Open	Unlmtd	6	7	5	5	7	23	6	3
Dan Olivier	Open	Unlmtd	8	3	6	7	8	24	7	4
Buddy Huels	Open	Ltd.Hvy	10	6	7	9	10	32	8	1
Eddie Brodeur	Open	Ltd.Lgt	9	8	9	6	9	32	9	4
Gregg Cattanach	Open	Ltd.Hvy	7	9	10	11	11	37	10	2
Glenn Tanner	Open	Unlmtd	11	18	12	10	12	45	11	5
Peter Waraksa	Open	Ltd.Hvy	12	10	11	14	13	46	12	3
Robert Zuill	Open	Ltd.Hvy	13	11	13	13	14	50	13	4
Bwana Dave Weekes	Open	Ltd.Hvy	14	12	14	15	18	55	14	5
Taylor Duch	Open	Ltd.Lgt	18	18	17	18	6	59	15	5
Mark Eberhart	Open	Ltd.Hvy	16	13	15	16	16	60	16	6
William Fragakis	Open	Ltd.Lgt	18	18	18	12	15	63	17	6
Patrick Nugent	Sport	Lgt	2	1	6	1	1	5	1	1
Ruth Bebensee	Sport	Lgt	1	4	2	2	2	7	2	2
Gareth Edwards	Sport	Med	4	3	5	3	3	13	3	1
Gene McCarren	Sport	Med	3	6	3	5	4	15	4	2
Allistair Donaldson	Sport	Hvy	6	8	1	4	5	16	5	1
Mac Semken	Sport	Med	8	2	7	6	7	22	6	3
David Ruda	Sport	Hvy	5	7	8	7	6	25	7	2
William Taylor	Sport	Lgt	9	5	4	11	9	27	8	3
Jerry Zeman	Sport	Hvy	7	10	11	8	10	35	9	3
David Crowther	Sport	Lgt	10	9	9	9	8	35	10	4
Linda Downey	Sport	Lgt	7	11	12	10	12	45	11	5
Howie Lyon	Sport	Lgt	12	12	13	12	11	47	12	6
Bert Eskridge	Sport	Hvy	11	14	10	17	17	52	13	4
Michael Lonergan	Sport	Hvy	14	17	17	17	17	65	14	5
Dick Lyon	Sport	Med	17	17	17	17	17	68	15	4
Simon Ahn	Sport	Med	17	17	17	17	17	68	16	5
Bruce Chong	Sport	Med	17	17	17	17	17	68	16	5

The Lake Lanier Sailing Club Wants You

Looking for a nice secure place from which to sail?

Looking for a spot where you can store equipment?

Looking for a sailing beach complete with showers and a clubhouse?

Looking for a place where your kids can learn to sail?

ABC member and LLSC Secretary Jerry Zeman sent us the following:

The LLSC has 21 acres with a beautiful beach and camping area, an active racing program for windsurfers, dinghies and sailboats. We have a junior sailing program which includes a full week in

the summer where the techniques of sailing and racing are thoroughly covered. Associate Membership is currently available for \$330 per year (\$82.50 per quarter). We plan to build a storage shed where boards and rigged sails can be stored for members. Please contact me, Jerry Zeman (SailJerZ@aol.com / 770-932-1691) for additional information.

This is a great deal for having virtually your "own" beach on Lake Lanier. This is a great facility and some really nice folks. Quite a few ABC members belong and Franz Halaschek was president

there a couple of years ago- you won't be out of place.

Also, a gentle reminder that the **LLSC is a members only facility** except during Open regattas, our spring Inland Windsurfing Championships, our Fall Classic and their opens, the Reggae (June) and Halloween. At other times, non-members may sail there only at the invitation and in the company of an LLSC member. Please respect this as the LLSC has extended great courtesies to our club and the windsurfing community.



Continued from Back Cover

ety of sailing configurations.

We rated each board as unsatisfactory in this test. While both the Windsurfer™ and the Mistral exhibited fair longitudinal stability, each failed the lateral test. As soon as Doug put his 235 lbs on the rail, each board would turn over. This could be hazardous as the user would be easily thrown into the water where drowning is always a risk. The Protech failed all tests and we suggest that the manufacturer redesign the board to provide better stability. In fact, it could barely even float Doug on it.

Finish: We examined each board to determine its cosmetic finish. A nice looking windsurfer reflects the manufacturer's attention to detail. Again we found all boards to be unsatisfactory. While the bottoms were smooth, especially on the Mistral and Protech, the tops were clearly suffering from poor quality control. The paint was rough-almost abrasively so. While the Windsurfer™ was somewhat smooth, the newer boards obviously had little time or care devoted to providing a smooth and polished finish on the top. We suggest that if you buy one of these boards to have your dealer smooth the topside before you take it home.

Performance: To test the efficiency of each design, we towed it behind a laboratory boat with a load cell on the towing rope. The load cell enabled us to measure the drag from each board and calculate its efficiency.

All boards rated satisfactory in this case although they all exhibited a tendency to want to ride on top of the water, a much less stable configuration. The Windsurfer™ exhibited this tendency the least, partly due to its sturdy construction. We recommend it over the others, especially the Protech which seemed to want to fly out of the water when riding over the least bit of chop.

A special concern we had was that no board carried any sort of braking mechanism. In the event of an emergency, the sailor has no means of stopping. We suggest you use caution when sailing and avoid any waters with traf-

fic or small children running about.

Options and Accessories: A windsurfer is more than a hull. Those little extras can add greatly to your enjoyment. The Windsurfer™ came with an extra fin which can be inserted in a slot in the center of the board. This improves up-wind performance and we suggest that you order your board with it.

The Mistral also carried a second fin which ingeniously swings back into the board when not in use. However, the large "race" version protrudes into the deck area where bare feet could be injured. We advise against getting this version and instead suggest the smaller one which we rated satisfactory for up-wind use. Furthermore, in strong winds, the "race" version can flip ("rail") the craft making it not only hazardous to the feet but can launch the unsuspecting boater into a dangerous "man over-board" situation.

The Protech carried no extra middle fin. Further, the small skeg was insuffi-

cient to steer the board in the 5-10 mph winds we tested in. We rate the Protech unsatisfactory in this area and urge the manufacturer to add a second fin.

Both the Mistral and Protech came with footstraps which we were unable to use since they were inappropriately placed at the rear of each board. Our attempts to use them usually ended with Doug getting (again) thrown out of the craft. This is easily remedied by drilling your own holes more forward. We also suggest using "vandal-proof" screws, often used in the stalls of public restrooms, which are machined to prevent their retraction. This would enable the straps to double as security loops: a cable can be threaded through and locked to your car or tree and the special screws would prevent its easy removal. We found that most windsurfers vandal-proof their footstrap screws by using an incorrectly sized screwdriver which strips the head of the screws.

Windsurfing in the Eyes of a 5 year old

Art by Simon Fragakis



Sails/ rigs: All three craft had unsuitable rigs which required them to be held aloft by the sailor. While at first appearance, the stout rubber fitting at the bottom of each mast should have been designed to hold the rig erect, it soon became clear that all three were clearly deficient in this regard. With the sailor holding the rig, the arms would quickly tire, making for an uncomfortable and possibly unsafe condition.

The carbon masts supplied on the new boards also rated below our durability standards, again quickly failing after just a few cycles on our "Dodge Caravan" rack simulator. We urge you to use older epoxy models (such as that found on the Windsurfer™ or the Ampro Wave) if you can find them or simply PVC pipe (a WR Best Buy) from your local building supply.

The Y Axis sails were manufactured from a flimsy polyester film which degraded quickly under a simulated 3 month continuous UV exposure. We believe that these should be designed to last longer than a single season. The film also failed miserably along the creases after we folded them for easy and convenient storage. The Windsurfer™'s sails were a more durable and easy to handle dacron (a WR Best Buy). We appreciated the colorful and soft fabric.

The only booms we rated as satisfactory were on the older Windsurfer™. By tying on, they could be safely installed. The powerful clamps on the newer rigs could easily crush the fingers of a small toddler and we suggest that they not be used around children unless you use child safety locks.

Conclusions: The results were dismaying. Our testers determined that modern windsurfing equipment is deficient, unsafe and should be subject to immediate recall. We urge you to avoid these products until manufacturers bring them up to our standards. While each board exhibited some interesting features, the safety hazards were numerous and the durability questionable. Of the boards tested, we can only offer the Windsurfer™ as a possible WR Best Buy and rate the others as to be avoided.

Need a Write-Off?

Ga. Tech & Emory Sailing Clubs Need Boards, Equip.

Both the Georgia Tech and Emory Sailing Clubs need your help to rejuvenate windsurfing as a collegiate activity. ABC members at both schools are trying to attract new folks to the sport but are stymied by the lack of equipment. Also, unfortunately, money allocated to the clubs by the university ends up buying dinghies and other slow, antiquated and expensive sailing craft because of the limited number of windsurfers.

You can help out by donating old usable equipment that's collecting dust

in your garage or basement. Both clubs especially need beginner oriented equipment- small sails and big boards.

Donations are tax-deductible but check your tax advisor before claiming a \$1000 writeoff for that beloved O'Brien.

Contact: Doug Evans (Ga. Tech) 404-206-4226 or email gt79196@prism.gatech.edu; Christina Moeller (Emory) cmoelle@emory.edu (call me at 404-237-1431 if you need a phone number, I didn't have it as the newsletter went to press.)

*Tired of unreliable wind reports on the local news?
Don't believe what you hear from Gilmer Memorial Airport?
Now your Atlanta Boardsailing Club has the solution!!!*

WIFF: THE WIND INDICATOR AND FIELD FORECASTER

With **WIFF** you'll immediately know if you'll be planing or skunked! Using indigenous, biodegradable materials (dried Lake Lanier goose guano), the top researchers of the ABC Institute at Flowery Branch College have fashioned small sail shaped wind measurement devices. Upon arriving at Lake Lanier, simple toss one into the air and watch what happens. Interpret your WIFF's action as follows. If it:

Drops straight down, don't bother unpacking.
Floats to the ground within a 5 foot perimeter, rig a 7.5m² sail or larger.
Flies away more than 10 feet, break out your short board.
Explodes in mid-air, prepare for a nuclear day.

No need to retrieve your WIFF, it will just blend in to it's natural surroundings and slowly biodegrade. Sold in packages of 10, 20, or 50 (enough for an entire sailing season!). Never guess at the wind again - the next time you go sailing, just take a WIFF!

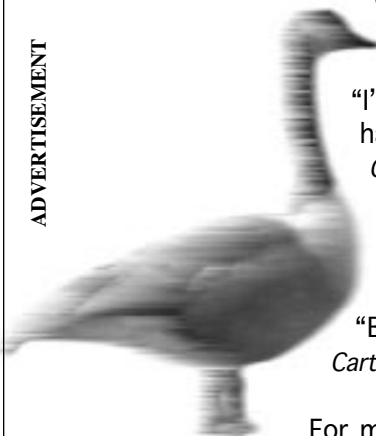
"We consider this the best breakthrough since Doppler Radar." - Dr. Robert Eskridge, National Climatic Data Center

"I'd never hold a regatta without having a dozen in hand." -Chris Voith, Race Director, Inland Windsurfing Championships

"Can I recommend the WIFF? Where do you think Mistral got the idea for the color scheme of the new Mistral Flow 276?" -Fred Dey, Mistral/North Sports Representative

"Backordered, backordered, backordered..." -Tim Carter, Windsense

ADVERTISEMENT



For more information or your order quickly delivered call WIFF! at 1-800-GET-A-WIFF

No geese were harmed in the making of this advertisement. Not that we didn't try.

An Answer from Da Man Himself

“...How Much Outhaul?”

Recently, Eric Sanford spent a lot of ink in Windsurfing ridiculing the devotees of the internet's rec.windsurfing newsgroup. But what he forgot to tell everyone is that this is possibly the best forum for getting an answer to your windsurfing question from someone who actually knows what the heck they are talking about. Got a question about the new AVS board? Ken Winner, the fellow who invented the design and then rode it to a national championship may reply. Nagging rigging question? How 'bout a note from Bruce Peterson (*Sailworks*) or Bill Hansen (*Windwing*)?

With Bill Hansen's permission, we reprint a reply to a question almost everyone of us has had at some point. You may not feel the need to determine the proper outhaul setting with such rigor, but it's real nice to know how to do it... The right way... No B.S. Our thanks to Bill.

Larry writes: How much do outhaul do modern slalom sails require? If I set my boom length to the length written on the sail (Bic/UP 6.5 '97 Freeride) and then heave on a lot of downhaul to loosen the top third of the leach the outhaul becomes slack. Do I then lengthen the boom and take up this slack or when I have lots of downhaul should the outhaul be loose? How much effect on sail performance does outhaul have anyway?

Bill: In most contemporary Slalom and Race sails, the mast is pre-bent under compression by the downhaul tension resulting in a loose leech. The upper portions of the sail are thus allowed to 'fall off' or 'twist' resulting in increased range and better handling. In a static, non-sailing state, the sail may appear to have little or no outhaul (even negative outhaul in some cases.) How-

ever, when dynamically loaded, the leech will quickly tighten up at the booms and the sail will assume a proper foil.

The outhaul (boom length) determines the draft and the resulting performance (power, pointing ability, etc.). In most cases, the proper draft is in the range of 8-12% depending on the sail, conditions of use and desired course (upwind, downwind, etc.) with 10% being a good, all-around setting for normal use (8% is good upwind, 12% is good reaching, downwind.)

You can easily determine and set the draft percentage as follows:

1) Lay the rigged sail flat and have a friend hold the mast base to the ground. Have another friend press lightly down on the mast tip to side-load the mast and simulate a dynamically loaded sailing state.

2) Lay a straight edge across the sail from the mast to the clew at the booms.

3) Measure the chord (boom) length (along the straight edge) and measure the draft (from the straight edge down to the sail membrane at its deepest part.) The draft should be about 10% of the chord length. Example 70" boom => 7" draft.

4) Adjust the boom length in or out to produce the desired draft.

A sail's rigging should ONLY be judged ON THE WATER under the conditions of intended use. You can learn the best settings by making adjustments to the downhaul and outhaul and then sailing to test their effect. The changes in performance and handling due to minor downhaul and outhaul adjustments can be quite dramatic. Good Luck!

-Bill Hansen Sail Design/R&D Windwing
info@windwing.com

Can't find rec.windsurfing? Try our Links page at www.commandcorp.com/atlanta.windsurf

'Hey, what if I want to ask a question on rec.windsurfing but don't want to sound like a doof' Dept.

Amazing as it may sound to the struggling beginner/intermediate, someone's been there before you. If you are having a problem, you likely aren't the first person to encounter it.

The general tenor of rec.windsurfing is congenial and helpful. Neophytes are encouraged. Questions are posted from topics ranging from what board should a beginner should buy to how to complete a back loop to how are conditions in a variety of local and vacation spots.

But before you post a question, try www.dejanews.com and do a search on the topic. Jibes? Downhaul? Waterstarts? It's been answered and often quite well. This web site archives old newsgroup posts for most active newsgroups, not just windsurfing. If you are having trouble with any standard windsurfing maneuver/ transition, etc. It pays to do this first. You'll get a good variety of past posts on the topic making chances great that you'll the answer you need.

For Sail continued from page 9

911- Editor's Note

Ads must be renewed every three months. Please let me know when you buy/sell something. We want to keep these as fresh as possible.

The Atlanta Boardsailing Club

Board of Directors:

Learn to Sail Chairs: Ed Marks, Brian Lojko
Charity Event (Spring): Eddie Brodeur, Phil Duvic, Greg and Kelli Baxendale

Charity Event (Fall): G.T. Brown
Racing Chair (Spring): Chris Voith

Racing Chair (Fall): Scott Spreen and Chris Voith

Secretary/Treas.: Gene Mathis

Membership Chair: Lisa Kloepfer

Meeting Chair: Alex Navarrete

Video Chair: Christian Thompson

Editor Chair: William Fragakis

Email Listserv Chair: Josh Hope

Webnerd: William Fragakis

Need to reach us? Try the new Hotline (770-908-0348), email (fragakis@mindspring.com), the Website (<http://www.commandcorp.com/atlanta.windsurf/>) or snailmail (PO Box 28376, Atlanta, GA 30358)

Dear Dr. Ed: I am a big fan of yours and look forward to your column when and if it ever appears. My question is a simple one. A friend of mine has this problem... well, not a friend but someone very close to me... well, its me, Dr. Ed. I'm afraid I spend too much time either windsurfing or else thinking about it. My therapist thinks I do. What's your advice?- Concerned in Cumming

It has come to my attention that there may be a growing number of windsurfers whose interest in the sport has gone beyond that of a healthy athletic endeavor to that of an addiction. Alarmingly, several members of our club have given up their full time jobs for part-time work, leaving plenty (i.e. most) of their time for sailing and windsurfing road trips lasting several weeks at a time. As a public service to our readers, we offer the following simple test to determine if you too are a windsurfing addict. Please answer each question as true or false:

- My favorite TV show is the "Weather Channel"- all of it.
- When I make social commitments, they are "subject to cancellation due to wind conditions".
- When someone asks me what's new, I say "Did you see that they're now making all carbon booms?"
- When I ask someone what's new, and they say "Did you see that they're now making all carbon booms?" I reply, "Yes, I've already ordered two of them."
- My favorite videotape is (choose one) "R.I.P.", "Turning Point", "Heart and Soul," etc.
- My winter wardrobe has more neoprene than wool.
- My favorite car accessory is my windsurfing roof rack/ equipment trailer
- I own twice as many sails as dress socks.
- The next pair of shoes I will buy are neoprene booties.
- The space in my garage formerly occupied by my car is now filled with

windsurfing equipment.

- The space in my bed formerly occupied by my spouse is now filled with my new board.
- The most exciting mail I get is the latest issue of (choose one) *Windsurfing*, *Wind Tracks* and/or *American Windsurfer*.
- When I go through my mail, I keep the windsurfing catalogues and pitch the *Victoria's Secret* catalogue



ASK THE DOCTOR

by Ed Marks, Ph.D.

"I am my sailboard's boardsailer."™

- The number of web sites related to windsurfing on my "Favorite" list is greater than the total for all other categories.
- I only work part-time, when I want, so it won't interfere with sailing when the weather is good.
- My favorite humorist writer is Eric Sanford (William Fragakis if you live in Atlanta (ed. note: *The good doctor flatters us.*)).
- Seeing a TV commercial for a medicine featuring a windsurfer looping across a wheat field makes my pulse quicken.
- After I saw that commercial, I drove to Kansas on the off chance that it was real and not a computer animation.
- I have named a pet one of the following: Robbie, Naish, Bjorn, Gaastra, Mistral, Chinook.
- I have named a child one of the following: Robbie, Naish, Bjorn, Gaastra, Mistral, Chinook.

Interpret your scores as follows:

- 1-2 You have a marginal interest in windsurfing or you lead a very isolated life
- 3-4 You have a moderate interest in

windsurfing or you have an unusual wardrobe

5+ You have a windsurfing addiction

In coming issues, we will explore the latest treatment methodologies for windsurfing addiction, including implosion techniques (sailing until you can no longer hold on to the boom), deprivation treatment, and the use of 12 Step approaches.

A Thank You to

**WIND
TRACKS**

It's nice when the big guys in the industry take the time and effort to remember the locals who don't live within a 5 mile radius of Hood River or Hookipa. The guys and gals at *Windtracks* have been great; every time a new issue comes out, they send a package of fresh mags to the club P.O. box. We appreciate having them to give to new members and old regulars. Your editor appreciates it because he always gets all his periodicals two weeks late and this lets him see the mag without delay.

In case you've missed it, *Windtracks* is doing a great job in covering the grassroots experience each month as well as being full, cover to cover, of great photos (and no, they aren't all in Maui, either). They've even added a Longboard section in recognition that the great majority of windsurfers won't ever sail at Jaws (the almost mythic Maui reef).

If you haven't seen a copy yet, scoop up a copy at the next meeting, surf over to www.windtracks.com or send \$19.50 for a year's subscription to: *Windtracks*, P.O. Box 6062, Pistol River, OR 97444-9905.

The Atlanta Boardsailing Club's Lake Wind Advisory is copyrighted 1998 and the sole property of this organization. Unauthorized duplicators will be violated. Other windsurfing clubs, however, may copy copiously- just try to spell our name right. However, we've never said no when asked nicely.

Membership Roll

Welcome to our newest members:

Remy Hallam, Ga. Tech
Doug Edwards, Ga. Tech
Howard and Helen Lyons,
St. Augustine, FL.

Linda Grabensteder, Cartersville, GA
Ted Zwijacz, Ackworth, GA
Paul Sparwasser, Atlanta, GA

We have **102** current individual and family memberships.

Join Us! Membership is still only \$20/yr. for individuals and \$30/yr for families. Join for **2 years** and get a 10% dis-


count on the second year (\$38 and \$57 total). Mail a check to ABC, PO Box 28376, Atlanta, GA 30358. Please include name, address, phone no., and an email address (if you have one).

Existing members: Remember, introduce a new member to the club and get three months added to your membership.

Expired? Check the address label. Don't miss the fun.

Thanks for Renewing! Remembering those who remembered to renew...

Jim Reilley, Atlanta, GA
Dave Weekes, Greenville, SC
Jerry Zeman, Buford, GA
Kevin Osburn (20 years!), Duluth, GA
Rob Zuill, Atlanta, GA
Eddie Brodeur, Kenneway, GA
Carl Arrigoni, Berkeley Lake, GA
Dan Olivier, Charleston, SC



Howard Lyons, new ABC member. Howie never misses an ABC regatta and should be a strong contender in the 70+ bracket at this fall's Senior Nationals/20th Annual Fall Classic
Photo: Chris Voith

Dear Sirs,

There might be something in this "Sail Size Dyslexia." I have noticed that the wind always changes once I have rigged. I have to assume that the wind waits and watches what I am rigging so my plan is to swap all my sail sizes.

When I rig my 7.5 and it immediately starts nuking, I would have been ok on my 5.7. Likewise, when I rig my 5.6, the wind dies off enough so I should have been out there on a 6.5.

Last Tuesday (4/14) at Tidwell [Park] I should have rigged a 5.9 as the 15-20 and whitecaps of 4pm was calm at 4.10pm.

Letters to the Editor

The other thing I've noticed is that the wind always picks up just as I've derigged. I have a plan to outwit the wind by derigging someone else's sail. If you find your equipment all neatly packed in your car and the wind is nukin' then you will know this plan worked.
Robert Palmer, the ABC email list

Dear Robert,

We appreciate your note. The ABC endeavors to update its members with the cutting edge of meteorological research. We have a couple of comments though.

1) Please refrain from rigging the following sizes for the benefit of those in north Georgia who live in mobile homes: 7.1, 6.1, etc as the resulting "appropriate size, 1.7, 1.6, etc. would indicate that those homes might indeed be going mobile if not ballistic.

2) I've noticed that when I rig my sails that the wind always notches up between a half to a full meter. I would suggest that when you arrive at the lake, rig my stuff first. That will ensure that someone will enjoy the day. Not you, maybe, but at least I will.

Sincerely, The Editor



201- Boards & Rigs

North "97 IQ 6.5 Race Sail. \$325 OBO. Quality affordable litewind rig: Hot Race 8.3, Featherlite Dynafiber 500cm mast and fiberspar boom \$525 for all 3. World Sail 6.8 with 4.5 lb Fiberspar mast \$225. Protech 9'5" 120 liter slalom board \$150 Call Chris Pyron 404-784-0287

Mistral Ecstasy 8'4" great shape \$300w/fin/sraps. **Hyper Tech 8'8"** new deck super fast \$300/fin/straps. 4.4 Gaastra Speed Slalom single removable cam \$50 obo 770-338-1903 **NP V8 97 6.5 \$325** Call Mark Woodman

Fiberspar Carbon Booms 180-226 cm & 210-256 cm @\$150, Gaastra '95 MC2X 5.7 \$200. Call Robert Blazer 404-321-5365

IMCO hull only for sale \$450 OBO. With complete rig for beginner \$675. Contact Randy Falkenberg at 770-379-0505

FOR SALE: **Trailer** - 10' enclosed / racks for 3 boards / 5 sails / booms, masts, etc. - \$600. **Angulo** slalom board. 8'-10" ~90L / True Ames fin (Tuttle box) / Straps - faster than whatever you're riding now! / \$150. Tim Carter / 770-889-4203.

1996 **F2 AXXIS 258** with new fin. Very fast board for the 4.0 to 5.5 days \$700. 1992 **Bic Rap** 266cm, 90L Very good condition, \$260. 1995 4.5 Hot AWOL (one cam) Used 4 times, \$180. Call Mark Skupien 770-935-5265

Sail: Sailworks Syncro Pro, 6.9.7 battens/6 cams. Cost close to \$700 new (96 or 95 model, I think); used less than 10 times and EC fast, stable, etc.---will trade even for a sail of similar size and quality but with fewer cams and more ease in rigging or sell for \$399 obo. **Board:** Old Hi-Fly polypropylene 500 CS excellent beginner board,

200 liters-plus; with mast and rig \$199 Call Mark Smith 706-663-2335

'96 **Hot Race** 7.2, 6.3 @ \$250, 95-97 **Sailworks** 8.0, 6.9, 6.5, 6.2, 5.9, 5.6, 5.3 @\$325-225. '96 **Roberts Custom Race** 9-10 approx 120 ltrs. w/ Finworks 393 fin and straps \$750. Latest **Isl. Comp** Lightwind C-S Race. 14lb. 5-25 mph wind range. \$1450 w/ fin, straps, pads, bag. Gaastra '89 1-2 cam 10.0, 8.4, 7.2 @ \$125 John Danovic 770-775-2170

Weichart Alum. mast, 500/30mcs cc 2 pc. exc. cond. \$75 Mylar 7.6 RAF exc. cond. \$15 Call Bob Adams 770-751-1916 or email rea@command-corp.com

Sails: Northwave '96 RX Race 6.7 \$275, North '97 IQ Race 6.2 \$275, Neil Pryde '96 MPR Slalom 5.7 \$250, Hood River '94 Race 7.0 \$150, World '96 Slalom 6.2 \$175, Up '93 Slalom 5.5 \$125, NP 3.7 Slalom RAF \$50. Energy 6.0 monofilm RAF EC \$50 (Great summer, beginner sail). Yakima gutter-mount car rack \$75. Call William Fragakis 404-237-1431

North Masts (2) two piece Aluminum like new \$90 each, both for \$175. Ampro Grey Wave mast \$75. WSH tie-on booms (2) \$20ea. Call Chris Voith 404-250-0287

480-30 (MCS) 2 piece **Carbon Mast** - \$100 will throw in well-used 94 Aerotech 7.5 IYRU sail. 91 **Bic Astro Rock** (120 liter short board) - \$200 Call Gene Mathis 770 739-4511

93 Sailworks Race: 8.0 \$250 Call G.T. Brown 770-432-8553

1991 **Mistral One Design** (IMCO) complete with 7.4 rig. \$725 Call Andrew Ziolo 404-233-5489

1997 **Peter Thommen F2 295,** 134 ltrs. semi complete with bag

and Northshore fin. Mint condition (basically new) \$900 Chinook slalom booms \$75 ea. Call Garrison Smith 404-256-1079

1990 **Mistral Screamer** DCS (103 liters, 9'1") with 3 fins, good condition, \$200. 1995 **Mistral Energizer** CHS (110 liters, 278 cm, 17 lbs.) with 2 fins, exc. condition, \$450. 1995 **Mistral Electron** CGI (later called Screamer 263, 263 cm, 87 liters, 17 lbs.) with fin, exc. condition, \$430. Contact Andy Keeler at akeeler@agecon.uga.edu or 706-613-1758

96 **Pro-Tech Light-Wind** wave 8'8, 90L (with padded bag and excellent fin) \$550. 97 **F2 Xantos 285** with fin \$750. Call Chris Campbell (706) 729 -9756

96 **Explosion II XR** \$625 (sailed once). Call David Wade 770-978-7660.

Boards: Protech slalom (130 l, 9-4) \$175, 1996 Mistral Energizer (110 l, 9-2) EC \$350, Protech (95 l, 9-0) \$50, 1996 Fanatic Ultra Shark (125 l, 9-6) \$275, 1991 Fanatic Ultra Cat \$350, Mistral Superlight \$200 **Sails:** 1995 Hot AWOL (1 cam) 4.0 (used only once), \$185, 5.0 \$150, 1995 NP Race 6.0 (5 cam) \$200, 1993 NP Raceboard & .5 \$185 **Booms:** Dakine 4'6"-5'6" \$50, Fiberspar 6'6"-8" \$125, F'spar 5'6"-7" \$125, W'surf HA 5'6"-6'6", \$40 **Masts:** F'spar WC 480/30 \$150, WC 460/25 \$150, Racespeed 440/23 \$150, North epoxy 453 \$25, Tyroplast 13'6" \$25, Ampro glass 15'7" \$25 Contact Eddie Brodeur 770-928-9872

Beginner Board: O'Brien Sensation with 5.5 rig. \$200. Call Linda Maynard 404-373-8767

1988 **Mistral Equipe** with two mast bases (one with stock 18" Mistral mast extension and the

other with Windsurfing Hawaii cup and clip). New mast track pedal and carriage. Board bag, footstraps, and fin included. Used very little since 1992. EC \$300. Board complete with choice of 5.0 North or 7.4 Waddell Race rig and Windsurfing Hawaii or Chinook boom \$450. 460 epoxy Gaastra mast included. Call Reid Watson 704-347-8959 or email wrwatson@duke-energy.com

1997 **Mistral Equipe II**, all white carbon sandwich 28 lbs. New '98 daggerboard and fin. VGC with customizing by Dave Stanger: nonskid, nostick gasket and additional footstrap inserts. \$1100. Call Mike Adair 407-543-5616, leave message.

208- Accessories

Old sailboat **trailer**, great base for windsufing trailer. Only \$50.00. Call Alex Navarrete (770) 455 6815

Thule #300 Gutter mount feet and one set of Thule sailboard mounts. @\$25.00 or \$40 for both. Call Josh Hope 770-531-1056

319- Local Shops

WINDSENSE SPECIAL:

Brand--new **Screamer 278** - \$945. No freight! 770-888-1584.

Whitecap Windsurfing:

Nice assortment of lycra sunguards by wetstuff (short sleeve, long sleeve, thin, thick, turtle, or crew) Clearance of last year's lycra-(size M only) \$10 Boom clearance \$50 - \$120 Renee Jenkins 706-868-7792

605- Employment

Atlanta-based windsurfing club seeks outgoing people-person to head phone tree. Minimal time commitment. Great benefits. Call 404-237-1431 Equal Opp. Club

A Windsurfer Reports Special Windsurfers: Unsafe at Any Speed?

With the arrival of spring, many of our subscribers' thoughts are turning to outdoor recreation. In this issue, we review several offerings from a colorful yet obscure summer pastime, windsurfing. We selected a couple of current models and also, for comparison, a board from our previous issue for testing. The models chosen were the Mistral Superlight II, the Protech Masterblaster 267 and, from our previous test, the original Windsurfer™ (see May 1983 issue). All models were outfitted with Southsport's new Y Axis line of sails and rigs. We ran these through a variety of tests in our WR testing laboratory to determine which ones might be suitable for you.

Durability: To determine durability under real life conditions, our technicians created a special laboratory simulator that recreates a common hazard of windsurfing- removing the equipment from atop a vehicle. It was modeled after the roof rack of a 1995 Dodge Caravan (a WR Best Buy) and the parking lot asphalt surface. Our test mechanism was accurate in every detail including minivan's tire pressure (the recommended 35 psi, different pressures

would have resulted in possible variations and errors in drop height) and asphalt surface hardness (ASE spec. 1985-134). We dropped the boards repeatedly from rack to asphalt until board failure occurred.

The Windsurfer™ fared best, surviving 195 cycles before becoming crushed beyond repair. We credit its polypropylene hull for its better than average performance. The Protech and Mistral both were rated unsatisfactory as 2 cycles were enough to damage them beyond repair. However we noted that if the boards landed flat, they had a better chance of remaining usable. We recommend that you drop your boards in this manner if you chose these types of flimsy construction- epoxy or carbon sandwich. However, we advise you to avoid these types of construction.

Stability: To determine each board's stability, we asked Doug, our lab technician who had just finished testing Twinkies (a WR Best Buy: 3/1998) to assist. The procedure had for Doug to walk from one end of each board to the other and then from each side to the other to determine its stability in a variety of conditions.

Continued (really) on page 4

Brand	Model	Durability	Stability	Finish	Performance	Options & Acc.	Overall Score
Windsurfer™	One Design ¹	○	●	●	●	●	● A WR Best Buy
Mistral	Superlight II	●	●	●	●	●	● Unacceptable
Protech	MB 267	●	●	●	●	●	● Unacceptable
Discontinued Model		○	○	○	○	○	○ Average
		○	○	○	○	○	○ Poor

The Atlanta Boardsailing Club

P.O. Box 28376
Atlanta, GA 30358

Atlanta Boardsailing Club

Upcoming Events

May 12 Meeting,
Brandy House
Directions Inside

June 27-28: Reggae Regatta
LLSC Contact Chris Voith
404-250-0287

July 18: Learn to Sail Clinic
Contact Ed Marks
404-266-3572

