

## Chef Greg and Chef Tommy Invite You

### And You Thought Regattas Were Just About Racing?

Race Director Chris Voith has made some exciting additions to the Fall Classic. Club member Greg Baxendale and our guest Tommy Harris are going to contribute their culinary skills to the event. Chef Greg was reluctant to talk on the record but we understand that the Saturday night dinner will be well worth the drive up. Chris tells me that Tommy is whipping up the Sunday luncheon, gumbo. It should be added that Tommy hails from New Orleans, the home of gumbo. Need we say more?

The racing is always good, the facilities are among the best (easy launch, sandy beach, grassy rigging, warmish water). Oh, and the shirts; for those who've been racing a bit, we find that our wardrobe slowly becomes a procession of stylish, tasteful and ever popular Atlanta regatta shirts. I continue to get compliments on mine, long after I've forgotten my lowly finish. I'll be there. Hope you make it, too. And, no, you don't have to race to participate. All club members are welcome and first-timers get a discount. Details on page 8.

**In this issue:** Two of our favorite Lanier spots lay across the lake from each other: the Lake Lanier Sailing Club and Vann's Tavern Park. Unbeknownst to most of us, the road leading to the LLSC, Old Federal, and Vann's Tavern are significant locations in Georgia history. If you wish to share the history of your favorite spot, let us know.



*Gene Mathis shows a smile and powers towards the smooth jibing zone. An early September front had many sailing in shorties or swimsuits. Enjoy it, buds, it'll be cold soon. Photos: David Wade*

**V**ann's Tavern has always been one of my favorite spots. The parking lot commands a beautiful view over the lake. The launch is shallow and sandy. The wind shadow is rarely substantial. On a good Northeast blow, swells build around the shoals 300 yds out and offer plenty of opportu-

nities to shoot skyward. Just upwind, now-closed Athens Park shelters the water but not the wind. It's one of the few places on the lake where you can rip into a jibe in 25+mph wind on almost flat water.

But who is/was Vann? What about this tavern? I finally decided to do a bit of research spurred by my discovery of the origin of Old Federal Road just across the lake at the LLSC. (See page 3). What I uncovered is that a couple of

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**Join us!** See page 7 for details.  
**Attention Current Members:**

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

Are you expiring/expired?  
Stay connected. Renew now.

Address: [www.windsurfatlanta.org](http://www.windsurfatlanta.org)

### Our

### Next Meetings

As always, friends, guests, kids and total strangers are welcome.

The October (10/10) and September (11/12) meetings will be at the usual location, the Brandy

House, on Tuesdays at 7:30 p.m.

**The Brandy House** is located 4365 Roswell Rd. N. (tel: 404-252-7784). This is about 2 miles inside the Perimeter on Roswell, just past Wieuca Rd. on the left.

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our favorite sailing spots were rich in history. The road down to the Sailing Club was once as important as I-85 is today, if not more so. Vann, or more properly, Chief James Vann was one of the most important figures in Georgia



*Above: Joseph Stanley carves it 'round.*

and Cherokee history- both a leader of his people and, in his time, one of Georgia's richest men.

I guess this pales in comparison to the latest board test from Maui. But when today's cutting edge technology becomes tomorrow's bargain basement toy, these places will remain important in our history.

Oh, and just to keep the rest of you malcontents happy, we have some wind-surfing photos, courtesy of David Wade, of Vann's Tavern. Enjoy.

One more thing. At the end of Old Federal Road sits the Lake Lanier Sailing Club, site of the 2000 Fall Classic and Senior Nationals, a national level regatta. It's a great weekend whether

you race or you just want to hang out. More information and an entry form is on page 8.



*Above: Brian Butkus shows off the U-Joint that wasn't supposed to be. Tim Carter of Windsense was able to custom build a U-Joint for Brian's older Mistral which even Mistral said couldn't be done.*

*Below: The magic of Photoshop. A Vann's Tavern Panorama, courtesy of (l to r) Joseph, Dave, Gene, Gene, Joseph, Joseph and Dave (and David Wade's photos).*



## And You Just Thought It Was a Way to the Lake...



Above: Georgia circa 1828. Gainesville, Lawrenceville and Decatur stood at the frontier of the Cherokee Nation. Gold was about to be discovered in Dahlonega and Andrew Jackson would have one more reason to covet the wilderness and defy and ignore the U.S. Supreme Court to get it.

*Directions to Lake Lanier Sailing Club*— From Atlanta: North on I-85 then I-985 ... across McEver Rd. on to Jim Crow Rd. (this becomes **Old Federal Rd.**)... -from the *Notice of Race, Fall Classic*

Have you ever wondered how a place, a road, a geological feature got its name? Sometimes we do, but most of the time we hurry on before giving it much thought. I must admit, I had never worried too much about Old Federal Rd.

as I (late, as usual) sped down towards the sailing club, racing to get to the race.

While at the beach this summer I picked up a book, about Tate, Georgia and it's marble industry. Reading few pages in, I discovered that I hadn't been speeding down some obscure country lane all this time but rather a quite historic road. I'll let the author pick up the tale from here, with my parenthetical additions/edits:

The old Federal Road had its beginning as a plain country road at a place known by folks as "Federal Crossing," located near Flowery Branch, Georgia. Its path crossed over railroad tracks and made its way into woods and over the hills westward to the beginning of this route, which was the only way for the white man to travel across northwest Georgia and the Cherokee Nation, during the early pioneer days



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of our state.

The road was a long time in coming. The Federal Crossing was the eastern boundary of the Cherokee Nation and the western edge of Georgia. The Federal Road had arteries that connected with many areas of upper and lower Georgia via the towns of Jefferson and Athens. At that particular time in history, the northwestern Georgia state boundary was located west of Hall and Jackson counties. This was the major thoroughfare for reaching both Knoxville and Nashville, Tennessee. Most of the original route has been lost today.

The purpose of this road was to procure the privilege for travel across the Cherokee Nation, to improve communications and travel between Tennessee and the lower South East. The federal government began negotiations with the Cherokee Nation, thereby receiving its name "Federal Road."

The Cherokees were approached in 1801 about this travel privilege, and most of them were very much opposed. (Yet) finally in 1803-04, an informal agreement was reached. This was made possible by the influential Indian leaders allowing construction and opening of the road, which would run from east Tennessee to Georgia. In 1805, at the Treaty of Tellico, Tennessee, the Cherokees ceded important properties to the government, which gave them the right to lay another fork or artery of the Federal Road in Georgia.

There were difficulties, as some of the tribes were so agitated that they killed one of the principal chiefs, "Doublehead," who had helped negotiate the treaty. (See the next page article about Chief Vann.) The government didn't keep their end of the bargain, and much of the route selection was left to the state governments of Georgia and Tennessee. The Cherokees also took over part of the routes, where different

persons operated toll-roads, ferries and overnight accommodations.

Finally, sometime between 1805 and 1813, the road became useful in the role for which it was established: an important artery for reaching western Tennessee and the rich lands of the Tennessee River valley in northern Alabama.

In the war with the Creek Indians in 1813-1814, Tennessee and Georgia lead-

survive today as parts of major highways, serving communities as it did so many years ago.

## **The Many Facets of Tate, Georgia**

-Stephen E. Griffeth



*Dave Delmonte comes in as the wind picks up. Later, Dave would hang out with some nice fisherman as they all looked for Brian Butkus who was a bit overpowered as the sun went down. Oops.*

ers sent men via the Federal Road to exchange plans for attacking the Indians. In 1818, Andrew Jackson passed through Georgia traveling the Federal Road to fight the Seminoles in Florida. Stockmen (cowboys, really) from Kentucky and Tennessee drove their animals over the road to market in Georgia and South Carolina. It became an important postal route, too.

The Federal Road was selected with skill, as it was planned to avoid excessive fordings which travelers dreaded. The road served as a leading thoroughfare for about 30 years but gradually diminished in importance by the early 1830's as new towns and highways were constructed. It has never been completely abandoned.; large portions of it

## **Continued from page 5**

northwest of Frogtown when a single shot rang out from a partially opened door and James Vann fell dead, holding a bottle in one hand, a drink in the other. Vann's body was buried near Buffington's tavern. Speculation as to who committed the crime continues even nearly 200 years afterwards. Most likely it was the relative of a man Vann had recently killed.

When he died at the age of 43 Vann was one of the richest men not only in the Cherokee Nation but in the United States. His beautiful home along the Federal Highway still bears his name, Vann House, and is a popular stop along North Georgia's Chieftains Trail.

source: [www.ngeorgia.com](http://www.ngeorgia.com)

The son of a Scottish trader, Joseph (as many believe) and his Cherokee wife, James Vann's father and step-father, Clement Vann, were among the first white traders in the Cherokee Nation. Vann's early recognition came because he was one of the few Cherokee who could read English. As a teenager he was called to read letters to the tribe from Tennessee Governor John Sevier and others.

When relations with Sevier's settlers deteriorated in the early 1790's, Vann joined the Lower Towns Cherokee in a planned raid on Knoxville, Tennessee. During a raid on Cavett's Station, the Cavett family surrendered to Bob Benge, who promised safe transport for all remaining family members. A chief, Doublehead (see more about Doublehead on p. 3), was not consulted for the negotiations. Angry at Benge, Doublehead and his friends attacked Cavett's Station. Benge, John Watts (the raid's leader) and Vann tried to protect the family. Doublehead killed a young white boy Vann had hoisted to his saddle to protect, then turned and tried to attack Vann. Vann avoided the blow by turning his horse. To the Cherokee the title "Mankiller" is a term of great respect. From that day forward, whenever angered, Vann called Doublehead "Babykiller." Vann would never forgive nor forget the treachery.

Vann was instrumental in selecting a warrior, Ridge, who had been present three years earlier when James Vann stood up to Doublehead at Cavett's Station to represent the village of Pine Log in council. A third man, Charles Hicks, lived in the town and together the three quickly became good friends. Over the next fifteen years this Cherokee Triumvirate would steer a young Nation on a path towards acculturation. Vann was becoming a wealthy farmer, slaveholder, and respected negotiator for the Cherokee Nation.

In 1800, while on an East Coast trip that included a visit to Washington, D.C., Vann met a group of Moravian missionaries from North Carolina interested in ministering and teaching among the Cherokee. Vann convinced them to move to Spring Place, south of the soon-to-be-built Vann House, to start a mission and school. He presented his idea to the tribal council, in part so his two-year old son Joseph might attend. That autumn Doublehead tried to delay the

clearly ahead of all three.

The Triumvirate realized that white traders and government agents were willing to do business with Doublehead because he was willing to accept bribes. Benefiting from Hicks' association with an Indian Agent for whom Hicks translated papers, Vann learned that on at least three occasions Doublehead had illegally sold Cherokee land to whites, a capital crime. At first, few people would listen to Vann as he exposed



*James Vann's original tavern, moved from its former location by the Chatahoochee, now stands at New Echota- once the capital of the Cherokee Nation, now a state historical site.*

council from making a decision about allowing the school. Doublehead let the council vote but the vote was in favor of the Moravians as many of the mixed-blood Cherokee supported Vann..

The tribal council had begun to factionalize. Ridge, Hicks and Vann stood opposed to Doublehead on almost every issue, while Doublehead became jealous as the wealth of the Triumvirate grew. With his skillful handling of the Federal Highway negotiations in 1803, Vann ended up with a tavern (yes, THE Vann's Tavern), store, ferry and an additional estate on the Chattahoochee, and the highway would run directly past both his new home and the Moravian school at Spring Place. Hicks and Ridge also owned multiple businesses and were gaining in wealth, yet Doublehead was

Doublehead's activities, but slowly he convinced a majority of the Nation that Doublehead was indeed guilty.

Vann, Ridge and Alexander Saunders were selected to kill Doublehead for his betrayal, possibly with the approval of the tribal council. At the appointed time Vann was too drunk to commit the murder. It was the first in a series of botched attempts that eventually ended in Doublehead's death at the hand of Vann's friend Ridge. This was one of a complex series of events led by Vann that would become known as "The Revolt of the Young Chiefs.

Vann, though, began to fall prey to alcoholism despite that attempts by others to intercede and earned a reputation for brutality and violence. Vann was celebrating at Tom Buffington's tavern

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# WAITING FOR “DA BLOW”

## An LWA Theatre of the Absurd Production

*This drama, by acclaimed playwright Edwarde Marks, asks the essential question of windsurfing: Is life merely a series of isobars, or is there more?*

### Characters:

**Tess Tosterone** - Since a very young age, Tess has been into weight training and athletics, struggling to live down the name, Tess, bestowed upon him by his parents. Eventually he found his way to extreme sports and now devotes all of his energies to windsurfing.

**Val E. (Dick) Torian** – Dick has always been the smart one; head of his class until he discovered windsurfing and dropped out of school to follow his dream of finding the perfect wind.

**“Da Blow”** – The name Tess and Dick have given to winds over 15 mph – they will not sail in anything less than “Da Blow”.

### Setting:

Kelly Park in the summer – a mythical windsurfing spot where grassy rigging areas and palm trees are surrounded by miles of shallow tropical waters; where dolphins and manatees cavort, much to the delight of most visitors to the park.

### Synopsis:

Tess and Dick are windsurfing bums. They have forsaken their ordinary lives in the pursuit of their windsurfing dreams. Since becoming obsessed with windsurfing, they remember little about their former existence, and those from their past lives have moved on without Tess and Dick. They have little left besides their aging vans that they live in, and well-stocked windsurfing trailers. Their wardrobe consists of a few pairs of jeans and t-shirts, and assorted neoprene.

Now Tess and Dick spend all of their time at Kelly Park, waiting for “Da Blow”. In fact, without “Da Blow”, there is little to their current existence – when it’s not there, they are at a loss for what to do. Tess and Dick spend hours sitting in their lawn chairs staring at the water, windsurfing gear sitting on their trailer, watching, waiting for “Da

Blow”. Tess occasionally works out with dumbbells to pass the time, while Dick reads windsurfing magazines that he collects from the trash bins after other park visitors throw them away. They fool around with their equipment, testing tiny adjustments that they feel sure will make their sailing better, if only “Da Blow” would come.

When other park visitors walk by, they ask Tess and Dick “Wassup?” Their answer is always that they’re “Waiting for “Da Blow”, to which the visitor typically responds, “Ohhhh”. Apart from this exciting dialogue, much of the play focuses on the existential dilemmas faced by Tess and Dick – “What do we do with our time without “Da Blow”?” and “What is the meaning of our lives without “Da Blow”?”

Each afternoon a sea breeze comes along and momentarily gives Tess and Dick hope that “Da Blow” will be coming. But since it’s the summer, “Da Blow” never shows up. They see others rigging large sails and long boards, and then going out sailing, coming back with smiles on their faces. Tess and Dick muse that these windsurfers can not truly be having any fun, and that their smile is related to some imbecilic condition. Even though they have the same gear, Tess and Dick would never consider going out in such meager winds.

Why don’t Tess and Dick leave the park? Tess and Dick ponder this, but decide that it’s fool-hardy because “Da Blow” might come and surely they would miss it.

Tess and Dick begin to fall into a depression because they fear “Da Blow” is never coming. They contemplate hanging themselves so they will not feel so miserable. They decide against this since the only trees around are palm trees without any branches to hang on, and the only ropes they have are downhauls and uphauls, and they would never desecrate their windsurfing equipment for such a purpose. Besides, what if they hung themselves and then missed “Da Blow”? That would give ironic meaning to the expression, “Twisting in the wind.”

The play ends with the other windsurfers out on the water having fun, and Tess and Dick, still sitting in their chairs, watching, wasting away, waiting for “Da Blow”.

**Welcome** to our newest members:  
**Scott Geddie**, Smyrna, GA  
 Eric Lescourret, Dacula, GA

**Thanks for Renewing!**  
**Danny Johnson**, Ft. Payne, AL  
**Alex Navarrete**, Chamblee, GA  
**Randy Falkenberg**, Atlanta, GA  
**Gilson Teicholz**, Atlanta, GA  
**Dave DeLozier**, Gainesville, GA  
**Brian Butkus**, Marietta, GA

We have **108** individual and family memberships.  
 We also send our newsletter out to **14 other clubs and schools.**

**Join Us!** Membership is still only \$20/ yr. for individuals and \$30/yr for families. Join for **2 years** and get a 10% discount on the second year (\$38 and \$57 total). Application/ Renewal Form below.

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

**Renewed or Joined and Didn't See Your Name?** Call 404-237-1431 or email [accounting@windsurfatlanta.org](mailto:accounting@windsurfatlanta.org) and find out why I wasn't an accounting major.

**New Website Feature** If I have your email address, you are listed on the club online directory at [www.windsurfatlanta.org/memdirect.html](http://www.windsurfatlanta.org/memdirect.html). Also listed is your membership expiration so you can keep up with your membership. As soon as I learn a bit more Perl, we'll have everyone up there but with first initials only, to protect your privacy. If you don't want to be listed, let me know.

*The Atlanta Boardsailing Club's Lake Wind Advisory is copyrighted 2000 and the sole property of this organization. Unauthorized duplicators will be violated. Other windsurfing clubs, etc., however, may copy copiously- just try to spell our name rihgt. However, we've never said no when asked nicely.*

**Hey, Atlanta Boardsailing Club, Sign Me Up!**

Name \_\_\_\_\_  
 Address \_\_\_\_\_  
 City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_  
 e-mail address \_\_\_\_\_ Phone \_\_\_\_\_

- Individual Membership**..... \$20.00/ 38.00 (1 yr/ 2yr.)
- Family Membership** .....\$30.00/ 57.00
- Junior (Under 17) Membership**.... \$15.00/ 28.50
- Total enclosed** \$ \_\_\_\_\_

While your checkbook is open, consider joining **US Windsurfing**, windsurfing's national advocacy group and enjoy group benefits including travel discounts, insurance eligibility, a newsletter and more.. Send your name, address, phone, email to: US Windsurfing, PO Box 978, Hood River, OR 97031 along with a check for \$30.

*Being fully knowledgeable of the risks of boardsailing as a sport, I agree voluntarily to assume all risks of participation in the Atlanta Boardsailing Club's activities and hold harmless those sponsoring or aiding in any events from any liability of any nature whatsoever for accident or injury to myself or my property. I agree to be bound by all rules that govern this event and general boating safety. I certify that I can swim.*

Signature (or Parent/Guardian) \_\_\_\_\_

Have a question? Call 404-237-1431 or <http://www.windsurfatlanta.org>

I am/ We are interested in:

- Shortboard Sailing
- Course Racing
- Freestyle
- Sailing Clinics and Demos
- Trips to other Areas
- Parties, Cookouts, etc.
- Helping with Club Functions
- Writing articles for the News letter
- Other \_\_\_\_\_

Do you have access to a windsurfer (sailboard)?

Yes  No

What Kind? \_\_\_\_\_

Please complete this form and return with check or money order payable to:  
**Atlanta Boardsailing Club**  
**P.O. Box 28376**  
**Atlanta, GA 30358**



The Sailboard Fleet of the Lake Lanier Sailing Club  
invites you to compete in the  
**22nd Atlanta Fall Classic**  
**Senior Nationals**

October 13-15, 2000  
Lake Lanier Sailing Club • Flowery Branch, Georgia

### Notice of Race

**Rules**— The regatta will be governed by the Racing Rules of Sailing 1997-2000 including Appendix B-Sailboard Racing Rules, as prescribed by the United States Sailing Association, the Rules of the International Mistral Class Organization, the printed Notice of Race and the Sailing Instructions.

**Eligibility and Entry**— The regatta is open to any age sailor. Fall Classic entrants will be scored separately. Seniors will compete in age brackets. Pre-register by completing the attached entry form and sending it with appropriate fees to the address shown. Pre-registrations must be received by October 10th. You may late-register at the race site before 10 a.m., October 14th. The late fee is \$10. The following fleets may compete:

**Open Unlimited • Techno**  
**Open 7.5 Limited • Sport • Novice**

**Competition Format**— Course Racing and/or Long Distance.

**Schedule**—

Friday	Saturday	Sunday
3pm Clinic/ Practice races 7-9 p.m. Late Registration/ Check- in, Welcome Party	8:30-10:00 a.m. Late Registration/ Check-in 10:30 Skipper's Meeting 11:00 Race 1 7:30 p.m. Dinner	9:30 a.m. Racing Resumes (last race will not start after 1:00 p.m.)

**Venue**— Water temperatures average in the 70s during October. Cold fronts may bring cool temperatures and winds of 25 knots or more. Bring your neoprene. Sorry, pets are not allowed at LLSC. Please note: BYOB for alcoholic beverages.

**Wind Minimum:** The race committee will be the sole judge of fair racing conditions. It is intended that after one race is completed, no race will be started in which

pumping would be the primary means of propulsion.  
**Accommodations**— Free camping at the race site (tent/van/RV sites & hot showers, but no hook-ups). At exit 16 off I-985 (~15 minutes from LLSC): Admiral Benbow Inn 770-531-9929, Country Inn & Suites 800-456-4000, Comfort Inn 770-287-1000. Jameson Inn 770-533-9400. Exit 8 off I-985 (~20 minutes from LLSC): Whitworth Inn Bed & Breakfast 770-967-2386. Houseboat Rental: "Sleeps 10", Fri. 3 p.m. to Mon. 9 a.m. \$700+ gas. call Lake Lanier Islands 770-932-7255.

**Charter Boards**— A limited number of Superlight II boards with or without 6.5 rigs are available. The fee is \$100 (or \$50 for the hull only) for three days, plus security deposit. These boards are available by prior reservation only. Contact Chris Voith.

**Entry Fee Includes**— Free camping • Friday Clinic/ Practice Races & Welcome Party • A swell 100% long sleeved cotton, embroidered shirt • FIVE MEALS including: Continental Breakfast, Lunch & Dinner on Saturday, Breakfast and Lunch on Sunday • "Fabulous Door Prizes" • Trophies awarded three deep in each class.

*It's so much for so little, can you really afford to stay home?*

**Directions to Lake Lanier Sailing Club**— From Atlanta: North on I-85 then I-985 to Exit #12 • Left on Spout Springs Rd, continue ~1 mile to traffic light • Right on Atlanta Hwy, go 2/10 mile to • First left on Spring St. to end • Right on Gainesville St., Continue across McEver Rd. on to Jim Crow Rd. (this becomes Old Federal Rd.) It's 2.3 miles from McEver Rd. to LLSC entrance on left. LLSC phone 770-967-9323.

**For more information contact Chris Voith 404-255-6469 or [race@windsurfatlanta.org](mailto:race@windsurfatlanta.org) see also: [www.windsurfatlanta.org](http://www.windsurfatlanta.org)**



# 2000 Fall Classic/Senior Nationals

Please complete this form and return with check or money order  
payable to:  
Chris Voith  
3174 Cochise Dr., Atlanta, GA 30339

Name \_\_\_\_\_ Sail Number \_\_\_\_\_  
 Address \_\_\_\_\_  
 City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_  
 Phone \_\_\_\_\_  
 email \_\_\_\_\_ Age \_\_\_\_\_ Approx weight \_\_\_\_\_  
 Shirt Size \_\_\_\_\_

**Circle Entry & Fleet:                  Fall Classic    Senior Nationals**  
**Open 7.5 Limited • Techno • Open Unlimited • Sport • Novice**

(Fleets may be divided by weight and/or gender.  
 Fleets, Classes or other divisions may be combined, created or deleted  
 at the discretion of the registrar).

Pre-registration fee.....		<b>\$65.00</b>
Late charge after October 10th .....	\$10.00	_____
Atlanta Boardsailing Club membership .....	\$20.00	_____
Meal Deal for Guests (5 meals) .....	\$25.00	_____
Kids meal deal: under 4 - \$5.00    or    5-11yr. -	\$10.00	_____
Subtotal		_____
<b>1st time to Atlanta/ first regatta discount:</b>	Deduct \$10.00	< _____ >
<b>ABC member (or member joining now)</b>	Deduct \$5.00	< _____ >
<b>U.S. Sailing member # _____</b>	Deduct \$5.0	< _____ >

(Please note: **This is not your USWA number.**  
 You must show your **U.S.SAILING** member card  
 at check-in to receive this discount).

Total enclosed                                  \_\_\_\_\_

In consideration of being permitted to enter this boardsailing regatta and being fully knowledgeable of the risks of boardsailing as a competitive sport, I agree voluntarily to assume all risks of participation and hold harmless those sponsoring or aiding in the regatta from any liability of any nature whatsoever for accident or injury to myself or my property. I mutually agree with the other contestants to abide by all rules and regulations governing the regatta. I certify that I can swim.

Signature \_\_\_\_\_ Date \_\_\_\_\_

I might as well be up front about this. I won't be funny or even attempt to be. Not that there aren't funny things to talk about (like my 9 year quest to consistently plane through my jibes) or even merely humorous ones (envisioning a kite surfer on Lanier in May- "Hey, do those things ski behind houseboats pretty well?") It's just, let's say, been a quiet month. For me, anyway. But Joseph Stanley apparently has been having a bit more fun; he posted this on the club elist ([www.windsurfatlanta.org/bulletin/elist.html](http://www.windsurfatlanta.org/bulletin/elist.html)) in early September:

From: "Joseph Stanley"  
<joseph@jcsmedia.com>  
Subject: Trolling for Windsurfers  
To: <elist@windsurfatlanta.org>

Last Tuesday night, the first night when the wind showed up; I was a trophy catch that any fisherman would be proud of. However Lanier fisherman don't seem to share that humor. While rocketing out of a terrific speed run from Vann's Tavern, a bass boat appeared from the right shoal approaching my starboard side. Like a good windsurfer, (and thinking of Tim Carter's incident) I yielded and sailed about 30 yards behind the moving boat. Then suddenly I hit several fishing lines at chest level -- never saw them coming. As the lines moved across me I instantly thought of large hooks at the end, and decided to bail fast. Because of the three fishing lines combined strength, the bail turned into a wipeout, and with plenty of hook fears in this windsurfer's mind. The not so friendly fisherman continued to move forward and reel in. What were they thinking? My crash caused me to roll, and therefore spool some of the line around my neck and chest a few times. I yelled to the fisherman to give me slack.

They finally started to motor backwards, but to no avail; I was officially a sea turtle tangled and battling the bird nest of fishing line. The fishermen's attitude was not so great, so I tried to lighten the air by make a great joke about what a big catch they just got - No response. In fact, I believe they were quite upset with me. They came close, but never close enough to help me out.

Obviously worried about a hook, and realizing they were not team players at this point, I attempted to break the lines, but it only stretched -- tough stuff. I eventually unwrapped myself and the lines that were tangled around my boom and fin. If I had a knife I would have cut the line instantly to free myself. I guess the fishing lures were worth more than this windsurfer to the fishermen.

Lesson 1: Don't cross in front of a powerboat. (allow more than Tim Carter)

Lesson 2: Don't cross behind a powerboat. (allow at least 100 yards) (ed. note: or behind sailboats, too. Happened to me)

Lesson 3: Some Lanier Fishermen are not team players. (other ed. note: Some are. One was kind enough to look for and find Brian Butkus after dark the same day)

### Part II- Myth No. 1: Windsurfing Magazine knows newsgroups

"The thing that bugs the hell out of the real experts is newsgroup "experts" These anonymous advice-givers sound like they know what they're talking about, but more often than not their information is either old and not applicable...or just plain wrong." -Tom James, Windsurfing 12/00

"First off, I'm sorry for offending "the newsgroup." I don't pay any attention to

the newsgroup and wasn't trying to slam it in my article. I was just cautioning people from taking random advice." - Tom James rec.windsurfing 9/00

Yeah, right. It seems the one on the pulpit is guilty of sins he decries. Anonymous advice-givers? Old info? Wrong?

The usenet newsgroup rec.windsurfing is a public forum. It is, in my estimation, the best single public source of information on windsurfing on the internet or anywhere else. Tom James simply hasn't a clue. Probably 98% of the posts are signed. We know who is posting. When Ken Winner (you know, that clueless guy who is past US Champion, former test editor at both Windsurfing and American Windsurfer, developer of the AVS board and the Windglider) responds, he signs his post. When Bruce Peterson, owner and designer of Sailworks Sails, posts, it is usually not "old" info. And I doubt that Bill Hansen of Windwing Sails is often "plain wrong". Hey, and when Phil McGain (World Cupper) posts race results, how old is that? Oh, you can wait till the March issue or see it now. Question about weed fins? Bill Kline of Curtis Fins will be happy to oblige. I could go on and on about who posts there and their credentials. Race organizers, skilled sailors, newbies and some very, very smart folks. From the U.S., Europe, Asia, and Down Under.

If you believe Tom James' assertion, you are doing yourself a great disservice. Is every post accurate and on the mark? Of course not. Is the advice, on the whole, good? Yes. If you want the broadest array of opinions, worldwide, timely, honest and often from the source itself, ignore the bad advice given by the "local expert" at Windsurfing Magazine. If Tom James actually paid attention to the newsgroup, he'd know this, too.

## 201- Boards & Rigs

1996 IMCO with fin - perfect condition - used in Olympic Trials - \$600 8' 10" Naish custom board with fin - Harold Iggy signature board - 90 liters - very good shape- \$250 7.4 IMCO sail - like new - \$200. 6.3 Naish Nalu RAF sail- perfect cond.- \$250. 9.5 Aerotech Course Race sail - new mylar panels - v.g.c. - \$250. Dynafiber carbon mast - 3 piece with padded bag - 500 - 560 cm.- v.g.c- perfect for big sails - \$250. Fiberspar carbon jumbo boom - 220-260 cm - v.g.c. w/ adjustable outhaul system - new head and adjusters - \$250. Dan Burch 404 876-0007 or pager 404 837-0007

For Sale - 1998 Mistral Screamer 278. Good Condition asking \$500  
Gilson Teichholz 404-504-9968 (home), 770-396-2528 (work)

8' 8" Basset Custom Slalom Board \$300. (4.0-5.5 sail range, ultra light weight, great looking yellow/white color scheme!) Kirk Schneider 404-252-9000

For sale - 1996 Mistal Superlight II board. 258l, 375 cm. With adjustable mast track, straps and fin. \$400 OBO. Contact Randy Falkenberg 770-379-0505

Longboard suitable for beginners: Mistral Competition w/ mast, extension, Chinook small-grip boom, Choice of sails. \$250. Sail: North Pyro 7.0 exc. cond. \$225. Assorted Masts and sails, cheap. Chris Pyron 404-525-7190.

Sail: Ezzy Transformer 6.6, w/ PowerOn Head, red, g.c. lots of range. \$150 David Wade 770-978-7660.

Aerotech 5.0 Pro Race Series 3 cam VGC (used seldom) \$85. North Sails 1995 Prisma Race 6.3 5 cam EC (used seldom) \$125. North Sails 1998 Pyro 6.5 (Freestyle) 2 cam EC \$225 I'll pay the shipping fee. OBO Call me or Email me. Roman Klimenko (803) 502-1142 Email: windy@scscape.net or windy1111@excite.com

Beginner Longboard - Original WindSurfer. Very stable, perfect for beginners. Includes complete beginner rig with small training sail. plus extras. All for just \$150. David DeLorme at 770 614-4801, delorme@snt.bell-south.com

Lightweight Hotsails Maui Gridlock 5.0 for only \$100, Neil Pryde 4.0 Combat wave \$75. Call Mark Woodman @ 770-338-1903

8'6" Angulo wave board, good condition, great handling wave board. \$300. Scott Spreen 770-740-0042

Mast: Fiberspar carbon slalom 460-25 \$140 Neil Pryde CK55 490-25 55% carbon \$170..

Sails: '97 IQ 6.2 \$150; fast, rangy- replace that junk 5.6 you've been sailing); William Fragakis 404-237-1431

Mistral Equipe II \$500 '95 NP -V-8 6.5 w/ Fiberspar carbon mast and alum. boom \$250 John 770-343-8585

Two women's vario suits (short sleeve convertable to long sleeves), long legs, titanium lined -- warm! Med. Gul (never used) and Bare (barely used) -- \$79 / ea. (Both were originally over \$160) Call Renee at 706-868-5072 or e-mail: pebos@mindspring.com

## 311- Local Shops

WindSense: Demo Boards (with fin & straps) Mistral Screamer 260 - \$550. Naish 8'7"- \$725. Vision 130 - \$1100. Masts - Fiberspar 430/25/21 Quick Tip 3200 - \$205 / QT 3200 - 460/25/25 - \$230. Booms( - Any size Chinook aluminum - \$145. Harness Lines - Dakine Adjustable - \$30. Neoprene - NP Cup 5/4 Medium (men) - \$205. No authorized shop will beat WindSense! prices on new Mistral, F2, Neil Pryde, Chinook, DaKine and Fiberspar products. Please leave a message at 770-888-1584 or emailtr9cart@aol.com

WhiteCap Windsurfing: (www.whitecapwindsurfing.com) 706-860-0639 and whitecapWS@aol.com

It's 2001--A Windsurfing Odyssey! Your local (enough) Personal Pasha of Windsurfing Paraphernalia has got a PRE-SEASON ORDER deal on '01 gear by AEROTECH sails, POWEREX masts, and EPIC GEAR accessories. I have an epic discount on one order I must place by Nov. 1st. I'll pass the deal on to you. Just try me. (Aerotech is stupendous. I'll be sailing on it and North myself.)

STARBOARD "GO" -- the board that revolutionized windsurfing -- will have a local dealer, ME! I'll save you \$200 over any national catalog house on a '01. F2 demo 2000 AIR 265 board, a Bump/Jump board made for the lake, mint -- \$880.

WET WEAR: Women's N.P. semi-dry "Jenna" 5/3, titanium, zipperless, worn once (reg. \$299) -- \$189. Men's N.P. semi-dry "CUP" 4/3, vert zip, titanium, L in stock, others avail -- \$169 (oh, my gosh!).

Booms: Windsurfing Hawaii

"Lanai" model or HPL, all sizes, 1 & 1/8th alum, \$123. (My hardcore friends sail these in the waves!)

Helmet : North Shore Maui's dense foam windsurfers brain protector --without neoprene liner - \$39 (with - \$43)

Harnesses: DaKine Surf Seat - \$55. Windsurfing Hawaii "SS" seat with the shape-able thermoform lumbar, monster buckle, comfort! (w/ spreader) - \$99.

Gloves, hoods, training videos, Streamlined U-joint, mast base parts, harness lines all in stock at competitive prices.(ed. note: see page 10 for Chuck's riff on gear)

Windstar (F2, North, Gaastra, Seatrend, DaKine) 404-256-0803 windstar@mind-spring.com

'98 NP 6.1 MPR \$145; '98 Combats 5.3, 4.7, 4.2, 3.7 @ \$95, 4.7. '97 NP NR Wave 5.6 \$95. Various Used Chinook/ HPL Booms \$50. '99 F2 264 Wave 96 ltr B & J w/ fin, call. '00 F2 Thommen Race 155 widestyle w/ warranty \$990 (\$1600 msrp)

## 411- Instruction

**SOUTHWIND SAILBOARDING** Quality instruction - beginner to advanced intermediate, for individuals and small groups. Chris Pyron - 404-525-7190 or 404-784-0287.

## 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.

Ads free to ABC members, found items and beginner boards under \$500 complete.

## *Club, Regional & National Dates*

**October 10** Monthly Meeting. Directions on front page

**October 13-15** 22nd Annual Fall Classic Lake Lanier Sailing Club/ Atlanta Boardsailing Club Contact: Chris Voith 404-250-0287 or [cvphoto@mindspring.com](mailto:cvphoto@mindspring.com) *Harper Realty SE Series, Ga Champ #3 SE Series*

**October 21-28** ABC Hatteras Week. **Sold Out** Chuck Hardin [whitecapws@aol.com](mailto:whitecapws@aol.com) or call 706-860-0639

**October TBA** Halloween Open LLSC Ga Champ #4

November 4-5, Mistral National Championships. St. Petersburg, Fl. Tackle Shack Watersports / Fleet 12. Contact: Tackle Shack 727-546-5080 or [tswater@aol.com](mailto:tswater@aol.com) *Harper Realty SE Series*

**November 10** Monthly Meeting. Directions on front page

**November TBA** ABC Fall Charity Event

November Islamorada ProAm/ US Windsurfing Techno Class National Champs

**December TBA** ABC Holiday Party

**Spring TBA** Any interest in going to Corpus? Contact Chuck Hardin [whitecapws@aol.com](mailto:whitecapws@aol.com) or call 706-860-0639

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**The Atlanta Boardsailing Club**

**P.O. Box 28376**

**Atlanta, GA 30358**

