



# The Atlanta Boardsailing Club's Lake Wind Advisory

The My Yard is Full of  
Leaves Because I  
Windsurf Edition  
\*\*\*\*\*

Volume 8 No. 11

"True Tales of Windsurfing Wassails"

December 1997

## Van Pugh North Shut for Winter Renovations Force Temporary Closure



by El Presidente

In a version of suffering from our blessings, North Georgia windsurfers will be missing their favorite venue for at least part of the shortboard sailing season. The US Army Corps of Engineers, who constructed and administer the lake and many of its parks came into an extra bit of money recently and decided to invest it in capital improvements in some of its most popular parks. One of these is Van Pugh.

As of November 17, the park closed for an expected couple of months. The primary reason for the closing is that the bulk of the renovations will be

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Our new spot, Van Pugh South, on Friday, December 5. Photo: Chris Voith

## Speedcheck Raises Over \$250 Windsurf Speed Record Not Threatened

by a Speedy Gonzalez

ABC windsurfers once again demonstrated that fun and thinking of others mix. Our Speedcheck and Lotto Race raised \$254 for the Initiative for Affordable Housing, Dekalb, Inc. Despite some shaky organization by the soon to be deposed president, local sailors enjoyed a windy day on the lake.

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**Join us!** See page 14 for details.

## You Are Invited

### White Elephant Gift Exchange and Dessert-o-Rama Highlights Holiday Party

by Ginny Craig

The Atlanta Boardsailing Club again will hold its fabulous yearend soiree at the famous, scenic and octagonal old Peachtree-DeKalb Airport (PDK) control tower. Chris Voith has been gracious enough to arrange its use and guarantee that another successful night of fun and frolic is on its way.

The fun will begin at 7:30 pm and extend until the wee hours of the morn. As many of us have conflicting engagements at this time of year, this affords you the opportunity to pay face time at the obligatory work function and still have something fun to look forward to later. For those of us with kiddies, they will have ample time to binge on goodies before attempting to make bedtime while sugar-crazed.

The bill of fare will consist of desserts of every sort. The club will provide cookies, cakes, pies and other sundry enemies of a svelte figure. If you have a favorite recipe and want to mix up a batch, you are more than welcome to bring it. But those empty-handed should worry only about having enough belt notches for the ride home (a long winded way of saying you don't have to bring any food, especially all you single guys who burn boiling water).

Drinks will appeal to all ages

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## December Meeting

There will be **no** December meeting. But there will be a **PARTY!** See above for details.

## Jibing Clinic: Fick's Flip

*Mike Fick, former longtime equipment editor for Performance Windsurf Report and noted contributor to rec.windsurfing posted this recently on the newsgroup. I thought many of you might appreciate his response to a jibing question.*

*Rec.windsurfing is a great place to ask a question or express an opinion. It can be accessed through our Links page on the club website.*

I believe that letting the sail flip itself is setting us up for very slow, non-planing, precarious balancing acts that wind up pointed way upwind, fishing for our booms and falling headfirst in the process. At least, that's where my first 12,923 tries led me.

Then Monte showed me the light, with the biggest, bestest jibe tip I ever got (OK, next to BEND YOUR KNEES MORE): THROW, THROW, GRAB, and GO.

When you feel balanced with the wind (no more pull on the sail), preferably well before you've reached straight downwind, THROW your boom away hard with your back hand. Don't wait until it turns by itself, then try to sail a half circle around it to reach the other side); start it spinning on its own vertical center of mass. (When you wait for IT to come around under its own power, it's like a barn door swinging on its hinge; it has a long ways to go.)

A millisecond later, THROW the mast across your face and past your ear with the front hand (the ear towards the inside of the turn). That adds even more spin impetus to the sail, and gets the mast leaning inside the turn, where it should be. (ed. note: Remember, the sail will spin on its center of gravity which is somewhere near where your harness lines are, NOT where the mast is. You can actually play with this on a light air day on your longboard. You can spin the sail while sailing clew first.)

About one heartbeat later, something strange and wonderful happens: the other side of the boom presents itself to you, pointing the way out of the

jibe. Your rig is saying: "I've done all the work. I've already jibed. Just GRAB me where it feels good, find some way to switch your feet, and GO."

You should wind up powered in the new tack, still on a broad reach, already fishing for your new straps, before your board ever even turns up to the new beam reach. If you turn upwind of the new beam reach before you've completed the sail, board, and foot jibe, you got your steering ahead of your mechanics. THROW the sail sooner and/or harder, and ease off of the foot pressure AFTER your board completes the turn and BEFORE your sail comes around to greet you.

(ed. note: As a proud graduate of the ABK clinics I should like to add that GO should also read POP and DROP. As you sheet in on the new side, sheet in smartly-POP- and really bend the knees, hanging from the boom, to prevent the powered up sail from yanking you off your feet and applies a heck of a lot of mast base pressure which makes planing out so much easier. Not that I've actually done this...)

Say the words out loud, at a comfortable, clear, conversational pace: THROW, THROW, GRAB, AND GO. That's about the pace your sail jibe should go (Say it in an Alabama drawl if you're on a 6.5, in a Noo Yawk City staccato if you're on a 4.5).

Learning to jibe REQUIRES aggression from start to finish. Part of that aggression is the T,T,G, and G routine. When my first few carved jibes came only when I was THOROUGHLY POD, I caught on. This business of sailing around in a circle waiting for a sail to catch up doesn't cut it. That REQUIRES us to sail back upwind of the new beam reach to get our back hand on the boom, which GUARANTEES a dead-stopped, rounded-up jibe.

A jibe is a 90-degree thing (from broad reach to broad reach), not a 180-degree thing. The other 90 degrees should be while sailing, under full power, on a full, screaming plane. Shoot for that, and you'll start making more of them sooner.

## “Whatever You Do, Don't Look Down”

### *Why Both You and Tight Rope Walkers Shouldn't Look Down*

*-based on VeloNews article “Balance, relax, improve” 9/1/97*

It's advice we've all heard at some time or another, “Don't look down or you'll fall!” Usually it's when balance is important, whether to our self esteem on a playground balance beam or our bones on someplace much higher.

National elite-level mountain bike coach Blair Lombardi has developed a technique based on this simple premise (and the relevant scientific principles). It is so successful that it's being incorporated into **USA Cycling's** (equivalent to USWA) training manual. This technique has tremendous relevance to windsurfers because, while water is softer than dirt, we all want to fall less.

The essence of the technique is that the body best maintains its balance when you hold up your head, your eyes and chin, depend more on your peripheral vision rather than staring down. The inner ear, which signals the brain as to your orientation, works best in this orientation. When you look down, this process is effectively blocked. Lombardi believes that holding your eyes/chin up and focusing forward and about 5 feet above the ground, allows the inner ear to work best. You can “glance up and down but don't lower your chin.”

If you aren't looking down, how do you know what to do and where to put your feet (aside from the obvious that the board is under your feet)?, Proprioceptors which are in the muscles, tendons and ligaments signal the brain your relative body position. They enable you to walk without looking at your feet, scratching your back or even... “touching your nose with your eyes closed.”

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## Calendar of Selected Local and Regional Events

December 5-6	Sailfest, Sanford, FL	Dave Pacasha 407-349-5292
December 13	ABC Holiday Party (no Tuesday meeting in Dec.)	Old PDK Airport Tower.
January 13	Monthly Meeting/ Elections	<i>Powers Court</i>
January 17	Iceberg Regatta	Location TBA

### A Possible 1998 ABC Calendar

This calendar is based upon what we've done this year and what we have planned for the coming one. We want and need your comments and help. Take a look at these events and tell your fellow club members and officers what you think. None of these events can happen without your help and participation. If you think we should be doing anything/something else, pass along your thoughts. If you have any ideas, no matter how silly they may seem, let us know. At least a couple of these events started as "wacky" ideas someone floated.

January	Iceberg Regatta	West Point Lake
March	Long Distance Sail	Lake Lanier
April	Inland Windsurfing Championships	LLSC
April	ABC Hatteras Week	
May	ABC Fun Races (Targeted to non-racers)	Lake Lanier
June	Learn to Windsurf Day	
July	ABC Road Trip Regatta	Charleston, SC
October	20th Fall Classic/ Seniors Nationals	LLSC
October	ABC Hatteras Week	
November	SpeedCheck/Lotto Races	
December	Holiday Party	

#### **Van Pugh... Continued from page 1**

the installation of a new gate house and a reconfiguration of the entry drive. The Corps' past experience with trying to keep Mary Alice Park open during similar work proved that traffic through an active construction site was an accident waiting to happen. Cars entering the park would have to pass directly through the work in progress. We've seen how some of our fellow Van Pugh users (their initials are jet ski) have trouble steering clear of others on a wide open lake, so we can all imagine the tragic possibilities on a narrow road.

They decided to close the park in its least used period which unfortunately for us coincided with those months when the big cold fronts blow in with even 4.5 (20-30+ mph) winds. The Corps had anticipated some inconvenience and to their credit tried to educate themselves through using our web site. They recently had spent considerable time addressing erosion problems at Old Federal Day Use Area (across the bay from Sunrise Marina, just north of the Lake Lanier Sailing Club; this is not

the camping area which juts out into the lake but a park further back) and had thought that much of the erosion might be due to the exposure to chop, i.e. wind, thus making it a suitable substitute.

They contacted various groups who use the lake by mail, including us. I must say that my initial reading of the letter left me very depressed at the thought of losing Van Pugh for the winter. I called the Corps as the club's representative and the first gentleman I spoke to was understanding but thought that other parks might be adequate in the interim. When he understood that the ABC was the "windsurfers" and not just Bored Sailors he became much more understanding and sympathetic to my whining. He suggested I call back and talk to Mark Williams, the ranger in charge.

Actually, Mr. Williams was kind enough to return my voice mail message and as he became aware of our needs and concerns said he would find out if Van Pugh South, the old campground, could be reopened for the winter. He phoned back early in the afternoon with

good news. While the bathrooms were already winterized and couldn't realistically be opened, Van Pugh South would be (and has been) reopened for us to use. I appreciate that the Corps took the time to understand our needs and did what they could for us. If you see a ranger when you are sailing at Lanier this winter you may want to pass along a good tidings. Also wish for warm and mild weather so that work may progress on schedule.

Meanwhile, those of us who've made use of Van Pugh South (drive all the way to the end of the road until it dead ends) have enjoyed the change of scenery as it has a nice small beach. Parking is somewhat limited, please park with care so you don't block anyone in. VP South works great on Southwest or Northwest- but west is straight onshore and you'll need to put in a few tacks before you can get clear of the surrounding points. If you have any further questions call me at 404-237-1431 or email me at fragakis@mindspring.com.

# The Making of an Article: "The Call to Serve"

## Behind the Scenes at a Major Windsurfing Club Newsletter

This article will attempt to portray the excitement and drama of how an article is assembled at a major windsurfing club newsletter. The following is raw, uncensored and for mature audiences only. It will reveal for the first time the rough drafts, the suffering, the human experience of writing an article for the *Lake Wind Advisory*.

9:37 pm: He's put the kids to bed, loaded the dishwasher and given the computer the boot.

"The Call to Serve," yeah, that'd make a good title, he thinks. "Elections coming up and we'd really like to include some new faces. Which approach to use? Let's go with the make 'em feel guilty angle."

We ask, "If someone doesn't step up to the plate right now, won't the club will go belly up?"

"Too strong? Probably. But the club won't go belly up. Ed Marks and I will meet every month by ourselves at Powers Court and figure out how to spend the treasury. I could use a new 5.5...," he says prophetically.

9:54 pm: He checks his email. Just more junk. He takes another stab at the article.

Elections are coming up. We need to find somebody 'cause I sure ain't being president again...."

Whoa! Has he lost his mind? They'll be lined up after they read that one, won't they? Gosh, what a sales pitch. Let's think a bit about this... Maybe he can appeal to their sense of duty. Sure, and why'll we're at it let's advertise the Brooklyn Bridge in the Forsail section...

10:17 pm: He finally locates a picture of Sally Struthers on the Internet, downloads it and launches Photoshop.

(Sound of saws and hammers.)

"Have you considered being an officer (show clipping of Sally here) of the Atlanta Boardsailing Club?" he writes. "For only minutes a day, you can make sure that a needy club gets the attention it deserves...Take a look at this logo. Isn't it sad sitting all alone, by itself?"

10:28 pm: He tunes in the Weather Channel. Forecast looks good for Saturday. Of course, it does. He'll be out of town attending a school play that his wife's friend from kindergarten's daughter is acting in. Well, she's a butterfly, anyway, with 3 lines.

Back to Sally, "Think of your club, it NEEDS YOU. Don't wait, pick up the phone and call 404- 237..."

Something isn't working here. He's not sure about this Sally angle. Most readers will probably skim the article. "Look dear, it says here that Sally Struthers just joined the club, isn't that nice?" He decides to read some other clubs' newsletters and see if anybody else has an idea.

10:40 pm: He's on the phone. "Hello, is Kevin there? Hi, Kevin, this is William in Atlanta. I saw in your club news-

**Bleary-eyed, he downs another cup of coffee. Deadlines loom. Pressure mounts. The editor is screaming for him to finish. He screams back. As he IS the editor, this new development troubles the dog...**

letter that you are selling an old 5.5. How much do you want for it?"

A moment later, he remorsefully says, "Dang, this article is getting expensive. I'm down \$100 and I still don't have more than a title. And what the heck am I going to do with that 8 cam 5.5 that I just bought? I don't use the one I own." He ponders for a moment. "If I log on the internet and snitch a photo of Uncle Sam maybe I can do something like, 'You're club needs you cause the current president is quickly going broke.'"

11:05 pm: "The Call to Serve... call...to...serve...." He begins to free as-

sociate and before long he's reached "Soft...serve....soft serve."

In a former life, this would have described his second attempt to successfully bat a tennis ball across a net but now it reminds him of those cached fudge bars he swore to his young son no longer existed. He exits stage left to grab one and comes back with a chocolate moustache.

"Hmmm," he hmmmms. "Yeah, I'll scan in a picture of my dog. I'll do that ol' bit: 'Serve as an officer or the dog dies.'" The documentary crew winces out of embarrassment. His dog is a true mutt, best thought to be a cross between a Bassett and a Yellow Lab. A thorough survey of his DNA would probably reveal several hundred participating breeds. Nobody would have the heart to see any harm come to Buster, would they?

He thinks about it, long and hard. He thinks about his dog and thinks about the the average club member. He's known to be a man of his word and honor. Again, he thinks about the average club member. "If I say that, the dog is a goner," he says and forgets that approach.

Buster wags his tail in a sigh of relief.

11:18 pm: Another Local Forecast on the Weather Channel. "What's the use? They've painted the whole Eastern Seaboard

blue (indicates 20+ mph wind) and I'll be watching an 8 yr old budding thespian extol the virtues of metamorphosis," he groans. Back to the grindstone.

"Where would we be without a windsurfing club?" Nope.

"It's your stinkin turn..." Naw.

"A dark car will drive up to your house. A stranger in a dark suit and sunglasses will get out, approach your door and make you an offer you can't refuse. You will be an officer or sleep with the fishes. You'll be wearing cement windsurfing booties if you don't serve."

"Sounds a bit strong," the cam-

**Continued on next page**

era crew blurts out, stunned by his malevolence.

“No, it doesn’t,” he smiles grinch-like. “Too bad, I don’t know any wise guys.” He wonders where all his reprobate school chums are these days and curses the fact he missed his high school reunion in order to go to Hatteras. 11:45 pm: “Gosh, these old reruns of “Law and Order” are good,” he reiterates to our camera and no one in particular. He wonders if he’s got any email since he last checked an hour ago... “Thanks, I’ve always wanted to make \$50,000 in my spare time. Who are these idiots who spend time writing these doofy junk mails. (Who are these idiots who spend time writing these doofy articles?... Hmmm, maybe we can cover that in the next newsletter),” he says parenthetically.

“Let’s take a new angle. I’ve enjoyed being an officer. I probably know most of the windsurfers in Atlanta now. I knew only about 5 a couple of years ago. Being an officer has made my jibes much better. I see my name in the newsletter more frequently. “

“Your name in lights... ,” he writes. “If you serve, your name will be distributed to other Southern windsurfers 12 times a year.” Heck, half the club has their name and picture distributed on the wall of 5000 Post Offices. This is no incentive, he decides.

12:15 am: We look at our watch and notice that it is so late that even Jay Leno is yawning on the TV. We ask if all ABC officers stay up this late.

“Not at all. I’m a night owl. In fact most officers sleep like a baby from the satisfaction they get from being involved.”

12:20 am: He gives up on the election article. Begins writing Letters to the Editor, er, the responses. “The club mail box is flooded with correspondence...,” he maintains, “and all those membership renewal checks” (HA! Satan should suffer from hypothermia first).

He flips through the channels on the TV, passing by his old favorite, Flip Wilson, on Nick’s *TV Land*. Ponders

long and hard on the 3k gold tennis bracelet he espys on the *Shopping Channel* and decides after a while that he really doesn’t need it. “Too bad, they don’t have windsurfing gear on there.” Both his dog and credit cards shake their heads in disagreement.

“Maybe if we address some the typical reservations about holding office, that would help.”

“You’ll never see your family!” Hmmm, for some that would actually be a positive. But its not true, even my windsurfing spouse enjoyed hanging out at the Fall Classic. My son wants to go back to the ‘sailing club’.”

“If you think you don’t have enough time, you sleep too much...the human body needs only 3 hrs a sleep a night.” As much of the younger membership can attest, this is true. However at his and others advanced age, the work load could be a concern. He continues, “but, in fact, we’ve already invented most of the wheels we need. By having experienced members on call, we’ve reduced the task of planning an event or even leading a party or meeting to a minimum. It’s all been done before, so most of the ‘work’ is just making sure the i’s get dotted. We’ve already even crossed most of the T’s. Most club activities actually get performed by loose groups. By relying on each others ideas, skills and resources, its easy on all of us and you. You aren’t on your own.”

Now, he’s on a roll. “You’ll get to meet some really nice and interesting folks. Windsurfers are by nature a very interesting lot. It’s a chance to meet people outside the usual work/social setting but who share an enthusiasm for playing outside in the wind and water.”

1:04 am: The article is going well but he notices the time. Bleary-eyed, he downs another cup of coffee. Deadlines loom. Pressure mounts. The editor is screaming for him to finish. He screams back. As he IS the editor, this new development troubles the dog.

Progress had been going well but he’s hit an impasse- Writer’s Block. “I’m not sure the article is going to convince anyone.” He gets moody, sullen

and despondent.

He gets even more moody, sullen, despondent and violent when he remembers that he’d erased Solitaire off the hard drive. “Drats, foiled again. Looks like I won’t be able to procrastinate this time.” He relauches the newsletter file after thinking better of reinstalling any games.

1:47 am: The thought of getting up in the morning is starting to bear down on him. One yr old Mary, unlike an alarm, has no snooze button.

He turns to us and says, “I wish I could put into words how much fun I’ve had being a club officer. How many folks I’ve met; and this from a very shy person. I would have never realized how many really great people there are in the club. Yeah, sometimes being an officer is a hassle, but so is parenthood. Wouldn’t trade that away either, of course.”

“I wish I could do it again, but I’ve already bitten off more than I can chew. Gosh, at this rate, there won’t be an article, just a big blank space.” Defeated, he decides to give it a rest for tonight and resume work tomorrow evening.

2:27 am: He cries out to no one in particular, “Somebody please remind me: No coffee after 6 pm.” He has spent the last half hour staring at his dark bedroom ceiling...

Epilogue: The article was never finished but because of layout considerations, part of it was included in this newsletter. Mystified readers might have wondered what had happened. This documentary will tell them. The story we captured wasn’t pretty but life is often that way. So many times, defeat, not success, is our companion. But perhaps we’ll all come away a little older, a little wiser and, maybe, a few of us will take the opportunity to respond to ....

## The Call to Serve

### Upcoming Elections!

by an Outgoing Officer

If you think you don’t have

Wilton Hart recently posted this recap of Gorge windsurfer rescues on rec.windsurfing. Many of the factors that cause windsurfers to need help there exist here, especially in the winter.

## Gorge Rescues (or How Not to Freeze on Your Local Lake)

by Wilton Hart

Last spring there were several postings which mentioned the number of rescues that had taken place in and around Hood River. I attended a meeting where the rescue crew were talking about their year, and I thought other people might be interested in what really happened.

The Hood River Rescue is now run by the fire department. During the 1997 season, they had two Yamaha Waverunners which they used to rescue people in trouble on the water. The Waverunners were operated by specially trained volunteer staff. The program is funded mostly by contributions. During 1997 the Columbia Gorge Windsurfing Association donated \$500 which was one of the largest cash donations. Hood River Rescue fuel cost was about \$1000 for the year.

Here are some 1997 statistics:

### **Total rescues:**

Windsurfers: 132; Wave Runners: 4; Sailboats: 2.

### **Reason for rescue:**

Exhaustion : 126; Broken/Missing fin: 4; Broken Mast: 8; Broken Universal Joint: 5; Broken Boom : 3; Hypothermia: 6; Possible Drownng: 1; Debris in river: 2; Big Tree's: 2.

### **Break out by gender:**

Males: 102; Females: 36.

### **Medical problems:**

Cuts/Broken bones: 2.

This is not a total accounting of all the rescues. The sheriff's boat did another 250 rescues but they did not keep track of the reasons like the Hood River Rescue has done.

The current was real strong this spring and many people got in over their heads very fast. Broken equipment or having the wind shut down can get you into trouble fast also.

There was lots of junk in the water and that caused problems also. There was a big tree stuck on the sandbar which people got their rigs stuck in because of the current.

Beginners were by far the most common people to need rescue. Some of them needed help 2 or 3 times in one day. It seems that the rest of the windsurfing community could help this situation some, by trying to educate people about the current sailing conditions. We often are so interested in getting to the water ourselves that we forget about the other people who may need some education. Here are a few pointers that might stop a few of these rescues:

1. If someone is going out on a sail that is too large for the conditions, ask them if they are sure they can handle that large of a sail. (ed.note: If someone asks **you** the question, don't be offended. They are merely trying to keep you ALIVE.)
2. The current is a sure thing but the wind is not. If you sail where the current will bring you back towards the launch, it will be much easier to get out if the wind dies. (ed.note: Much more applicable to tidal sailing at places like Panama City. But don't forget that an offshore wind means, here, that you'll be drifting to a different county. Encourage less experienced sailors to sail at an onshore site.)
3. If you are having trouble with water starts then stay out of the barge lanes. Stay away from places where the current might take you into someplace where you should not be. One person was pulled out of the jet ski race area three times in one day. (ed.note: Likewise, here, make sure the wind will push you somewhere from where you won't mind walking back. Also, stay away from sailboat races, fishing lines, etc.)

Having beginners joining the sport is good, but we each one need to look out for them, so they do not get in

## Mommm.... I'm Boooooored

In response to a *recwindsurfing* posting by **Marc A. Lefebvre** (US-775), **Wolfgang Soergel** ranked a number of different moves by his opinion of their difficulty. Marc did a nice job of supplying a little description of each move. For those of you starting out windsurfing, it's easy to see why windsurfing is a life-long challenge. For those of you who have gotten bored with the same ol' same ol' back 'n forth, try out some of these. While you may have a differing opinion on the rankings, you'll be guaranteed to go home each time WET. By the way, Atlanta's best sailors spend a lot of time messing around with this stuff when the wind isn't just right. Our thanks to Marc and Wolfgang.

Since freestyle tricks are hard to compare to jumps Wolfgang has arranged them into groups. Within the group it's easiest to hardest. The hardest ones are mostly a guess; for the easier ones he speaks from experience. And yes, he says he's aware of the PWA judging guidelines.

**F**reestyle Tricks, on a marginal floater with flat water and marginal planning conditions on a sail around 5.0 - 6.0:

Clew First - sailing clew first

*Continued on next page*

## More on Rescues...

*posted on rec.windsurfing by Andrew Myer, formerly of Shell Point*

...Anyway, I work as an instructor here in the Gorge; which also entails rescues. This is sort of a joke but a little too true to be that funny to me, but maybe you'll like it:

The first time you rescue someone they think its their fault.

The second time you rescue them they think its their board's fault.

The third time you rescue them they think its Ken Winner's (*Windsurfing* magazine's technical editor) fault.

## Moves... Continued from page 6

Tail First - sail with fin forward

Back Winded - Sailing the sail back winded. (harder than tail first imho)

Pirouette - spin the sail and you around 360 degrees.

Planing Body Drag - drag while planing.

Planing Board 360 - like a lay down jibe but 360 degrees.

Board-Sail 360 - spin board and sail 360 at the same time.

Rail Ride - sail the board on the rail (quite hard on a shortboard)

Planing Pirouette - same as above just planing.

**T**acks, conditions similar to Freestyle tricks:

Backwind Tack - Switch Sides on reach, tack with sail backwinded

Helicopter Tack - tack threw the wind backwinded.

Clew First Tack - tack threw the wind, clew first.

Duck tack - switch feet, duck under sail, tack.

**J**ibes: Pivot Jibe - non-planing jibe.

Slalom Jibe - regular jibe.

Slam Jibe - "Very low flown aerial jibe"

Laydown Jibe - lay sail down and then jibe.

One-hand Jibe

Duck Jibe - duck under sail and jibe.

Jump Jibe - jump the board into the air 180 and jibe.

Pirouette Jibe

Willy Skipper with Jibe - jump, turn board 180 deg, land with feet on nose, flip sail.

Air Jibe - jump, flip sail in the air, land, switch feet

Many trick jibes (monkey jibe...) involving different sail flips, sailing backwinded, pirouettes, standing on the nose,...

**J**umps: Jump - regular jump (easier than chop hop).

Chop Hop - regular chop hop.

Jump, landed nose first and planing

Mule Kick - jump, kick board to windward.

Cheese Roll - jump into a cork screw and roll 360 degrees (sail rotates horizontally over water).

Forward Loop - jump up and forward, turning 360 degrees (sail rotates on the vertically over water).

Table Top - jump and kick board to windward and above your head.

Back Loop - jump upwind with board over head rotating back.

Jumping Board 360 - jumping carve into wind, and spin 360 degrees.

Wymaroo - jumping carve down wind, and spin 360 degrees.

Push Loop - like forward loop, but you push the clew into wind. It also has similarity to backloops, more like 1/2 front, 1/2 back, with sail pushed backwind clew first.

Table Top - Forward Loop Combination

Table Top - Backward Loop combination

Double Forward - Yikes...

Goiter - push sail up into wind, spinning 360, taking board and rider around. (actually a push loop while doing an aerial off the lip)

Double Backloop -- Has actually anybody completed (not only tried) one ?

## How Many?

How many big boat sailors does it take to screw in a lightbulb?

Nine. One (the skipper) to give the command. One (the tactician) to read the directions. One (the helmsman) to give directions. One to get it out of the closet and hand it through the door. One to screw it in and four to watch the whole process while sitting outside in the rain with their feet hanging over the balcony.

How many dinghy sailors does it take....?

Two. One (the crew) to screw it in and one (the skipper) to insist- loudly- that even when it lights up that the crew did it all wrong and took too long.

How many jetskiers does it take...?

None. Even when the lights are on, no one's home.

How many lightbulbs does the slalom geek screw in?

Three. One to replace the burned out bulb and a bigger one in case it's not strong enough and a smaller one in case it's too bright.

Why does the techno weenie windsurfer replace a perfectly good lightbulb?

Because this year's model is 15 % brighter and comes with new carbon filaments.

How many longboard racers does it take?

None. They all figure if they pump the light switch up and down enough, the sparks from the friction will provide enough light anyway.

How many weather forecasters does it take...?

One, but odds are the wattage will be significantly less than predicted

How many windsurfers does it take...?

One but it takes a while. First they have to run up and down the street, seeing what wattage bulbs their buds are burning before deciding which one to use.

## Attitudes from Cold Latitudes

by correspondent Joe Albert, Richmond Hill, Ontario, Canawayupthereda

Here are the top 6 complaints snow/ice sailers have against windsurfing:

- 1) You mean I have to get in the water and get wet?
- 2) What's this minimum 12 knots of wind? that's 4.0 sailing for me!
- 3) You say I have to SWIM to shore if my equipment breaks down?
- 4) It takes how many years to teach your girlfriend to get planing?
- 5) Don't the leaves on all the trees block the wind?
- 6) You say I can't park my car right here, on top of the lake, to avoid parking tickets?

At last report, Joe says the ice is about 4 inches thick and conditions are good.



## ADAIR, VAN HOUSE AND STANGER BLAST

### BONAIRE

*Story and Photos by Mike Adair*

Have you ever had a reassuring feeling come over you when you KNOW that you have made a good decision about something? We got that feeling in October as our ALM Airliner made it's final approach into Bonaire. Looking down from 2,000 feet, we saw deep blue water, big time WHITE CAPS and could almost feel the wind from inside the aircraft. The Bonaire International Sailing Regatta still has it's magic even after 30 years. Whether you are on the deck of a 45 foot yacht, in the foot straps of a raceboard, or clinging to a tiny Disney sail in the Super Kids class the feeling is still phenomenal.

This year, past and present ABC members Anne Adair and Donna Van House and Dave Stanger were big winners. Van House exclaimed as she raised her champagne filled trophy, "This is a terrific day. I took third to Anne and Ginny Ferguson the last time that I was down here and just missed one of these beautiful trophies. This year I got one for my very own." Fellow USA team members Dave Stanger, Tinho Dornellas and Carl Schrack swept the Open Windsurfing class to round out the best team victory in memory, with Bonaire's Olympian Patoon Saragoza dominating the IMCO division.

Dave, Anne and I met Donna, and her fiance, Ray, at the ALM Antillien Airline counter at the Atlanta Airport. For them it was a multi-purposed trip. Ray and the nonracers of Donna's entourage would enjoy Bonaire's world class scuba diving sites, while the rest of us beat each other up on the race course. Tinho and Susie Domellas, and Carl flew down from Miami and met us in there.

Talk about luxury! The host hotel, the Plaza Resort, easily lived up to its five star rating. Our elegant suite overlooked the finish line at the edge of the deep blue sound, with the undeveloped island of Klein Bonaire in the background. We

rigged in the grassy courtyards by the pool, launched from a small dock, and sailed 5 minutes down wind to the start line. One really nice thing about the Bonaire regatta is the civility of its schedule. Each day's races are prescheduled for 10:00 am and 1:00 pm. No waiting around for the race committee, just "DO IT" and head for the bar!

Gear? No Problema! Patoon and Elvis of the Bonaire Windsurf Place have a fleet of Mistral Superlite IIs with Naish sails that they graciously chartered to us for the regatta. Most of us brought our favorite race sails, however, since Bonaire sailor's seldom need more than a 6.4 on their short boards.

Sunday's rigging and practice racing were held in the strongest winds of the week, a 20 knot breeze that gave way to 30 knot puffs. Anne and Donna were lamenting their sail selection. Donna explained, "I am totally blown away on this 6.7. I think I need a smaller board and sail." Anne encouraged Donna, "just hang in there and wait for tomorrow. You don't want to be underpowered on those long reaches." Donna stuck with her 6.7 and found it was the right call for her. The rest of the week winds were a perfect 15-20 with some killer gusts in the high 20's.

Dave Stanger doubled as an IYRU judge for the Bonaire event (for non-Windsurfing classes) and after the first race was accused by his fellow Americans of having too much local knowledge. Dave was the only US sailor to round the proper marks in the first race. In all honesty, the race instructions showed the proper course, but we thought they must mean "that" mark. Perhaps it was the confusion of English,

Dutch, Spanish and Papiamento at the skippers meeting, or it could have been the Amstel BEEEEER! Oh well that's what throw outs are for! We drowned our sorrows in Amstel and one of the Plaza's international buffets. That night "Caribbean Cuisine" was a Clydesdale's dream. "So much great food, so little time to pig out."

As the week progressed things got better for the majority of us. No more DSQs, perfect wind, great sailing and socializing. Oh yeah, I said majority.



*Anne and Donna clutch their new silverware.*

Tinho Domellas was in the minority. Tinho had impressive board speed all week and appeared to be headed for an upset of his nemesis, Dave Stanger. On day four, however, Tinho was slam dunked by a Venezuelan Hobie 16. "Pardomente, dare eezt a vend-surfer trapped under de boat?" Tinho extricated himself and finished the race bruised and battered. Gathering his composure Domellas sailed on, but during the final day of competition a startling event ended his chances. Domellas said, "I was congratulating myself on how well my custom centerboard had been working all week, when bang, 'it exploded. All I had left to finish the race with was a sliver of glass cloth dangling down below the hull. The final two upwind legs

**Continued on page 9**

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were really tough with no [center]board."

Wednesday of the regatta week is a lay day or "play day" as we called it. The guys rolled out of bed at dawn to stalk conch and lobster in Luc Bay. My photo responsibilities started at a more civil hour. By early after noon we were taking turns shortboarding, and bench racing on the big porch at the Bonaire Windurf Place shop while Patoon barbecued "the catch". The conch was



*Dave Stanger and Tinho Dornellas before a start.*



*Donna Van House, Dave Stanger and Anne Adair prepare to enplane burdened by their new silverware. Gosh those are so big, were they able to carry them on or did they have to check them?*

chewy, but tasty. (Perhaps Patoon will up grade his barbeque to five star next year). Luc Bay features the flattest slalom sailing imaginable. One of the group commented as we munched our lunch in paradise, "you don't even have to race to be a winner down here. This island is the greatest both above and below the water."



*Another Bonaire start.*

The awards ceremony capped a week of unbelievable fun. Regatta Coordinator Judy Diaz kept the behind the scenes activities rolling all week and Elvis Martinez, was the guy who kept an eye on the race course. The IMCO Olympic class winner, Patoon, commented, "it is very important for the American team to compete here. Their experience makes us all sail much better."



*Anne Adair heads upwind.*



*Regatta winner Patoon Saragota dances in the end zone. He was penalized 10 yards for flamboyant display.*

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## 19th Annual Fall Classic: Pump(ing)kin Fest

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### Sport Fleet Demonstrates Diversity, Florida Aces Take Open, IMCO

by Thurman Fisher

The 19th Annual Fall Classic showcased close action and demonstrated that neither gender nor age alone determined who would do well. Unlike last year when many spectators were literally blown off the water, this year started in very light conditions. Race Officer, **Chris Voith**, provided the participants with short courses to match the conditions and while pumping definitely helped, so did good ol' tactics and experience.

Despite the call for a light westerly breeze, Saturday started off with an even lighter easterly. **Kurt Schumacher**, visiting from Florida began his string of bullets and seconds in the open class followed by **Lee Huels** sailing an IMCO. Another IMCO, **Scott Spreen** took third over **Dan Burch**, sailing in open.

In Sport fleet, things were less predictable as conventional wisdom proved useless in predicting results, showing that anyone can be competitive at this level, regardless of weight, gender or age. So many folks at this level hide behind some excuse but the sailors racing Saturday were having none of that.

**Pam Barron** scored a bullet in the first race. While Pam hasn't been windsurfing that much lately, the significant time she's spent recently racing Lightnings paid off as she used good tactics this race and the whole regatta. Tampa's **Sam Turner**, in the heavy-weight division, took second; followed by **Sarah Kelly**, in the lightweight. **Jamie Park** and **Pat Nugent** who have an average age together of about 40 took the next two places. By the way, Jamie isn't old enough to drive. And Asheville ABCer **Bert Eskridge** came in 6th to

prove even the big guys can score well in light air.

Heavy, light, young, old, male, female- it didn't matter. As well, older equipment didn't seem that much of a handicap as the IMCOs were making a good showing even against some very skilled Open class racers.

The breeze really started to fail for the second Saturday race and a very short course kept the rumblings., whining and pumping to a tolerable level.

Kurt Schumacher again led the Open/IMCO fleets; again, tailed by an IMCO, Atlanta's Scott Spreen. Dan Burch, **Gregg Cattanach** and Lee Huels took third through fifth. Charleston ABC member **Dan Olivier** took sixth, making the 5 hour drive to Atlanta worthwhile.

Meanwhile in Sport fleet, Sarah Kelly led the way while youth triumphed over wisdom as Jamie Park took second past his dad, **Pat. Franz Halaschek** and Pam were the next two locals, on either side of Shell Pointer, **Chris Graves**. **Jerry Zeman** did well at ninth, showcasing his USWA Nationals experience.

At this point the breeze totally died as the wind stilled before a 180 degree shift to the predicted west. In the meantime, 3 Olympic sports were showcased as everyone came in during the postponement: rowing, swimming and, oh yeah, windsurfing.

When a light westerley resumed, Lee Huels was finally able to get in front of Kurt Schumacher for a bullet in the Open class. Old man, Dan Burch took third and Scott Spreen turned in another good performance. Gregg Cattanach, Florida's **Tommy Harris** and Lee's dad, **Buddy Huels**, came next.

Over in Sport fleet, Pat Nugent began his hot streak leading to an eventual first place as he bulleted, with **Gene McCarren** second. **Tony Witeman** took third on a mid-80's vintage board. Pam Barron, **Gareth Edwards** (on a

rented 6.4 while everyone else was on 7.5s) and **Pat Park** followed as the locals made up the bulk of the pack.

**Lisa Wise** took care of the food catering and while we all waited hungrily for dinner, the peewees had a chance to carve up some pumpkins. Race Chairman **Glenn Tanner** came up with the idea to let the younger set keep busy in the afternoon. The air outside the Lake Lanier Sailing Club clubhouse patio was full of flying pumpkin seeds as young hands sculpted Jack-o-lanterns. **Dylan Carter, Trey Tanner, Simon Fragakis, Mariah and Austin Burch, Christopher Voith** among others presented with pride their artwork to an appreciative dinner audience.

Sunday brought a steady Southeast breeze that actually proved strong enough to allow harnesses to be put to good use.

In Open/IMCO, Kurt and Lee spent the morning trading first and second. However, Tampa's **John Archard** snuck in a second in the middle race. Everyone wanted **Dave Stanger**, who had just flown in from Bonaire, to fly back as he had a lock on third place all Sunday morning. Marietta's **Eddie Brodeur** showed good speed Sunday morning with a sixth and seventh.

Dan Burch, Gregg Cattanach and Tommy Harris all spent a lot of time mixing it up near the front of the fleet with a bevy of consistent midfleet performances. As well, **Christina Moeller** and **Laura Chambers** showed off their CORK (see October's issue) experience with consistent sailing throughout the weekend. **Phil Duvic** also sailed a few races demonstrating that Atlanta's better shortboarders don't mind standing on 12 ft boards occasionally. Unfortunately for Phil, the winds didn't permit him to demonstrate his forté-recently honed in the Gorge- of using a sail at least two meters bigger than everyone else.

In Sport fleet, Pat Nugent was sailing away with first place with a couple of bullets and a second. Jamie Park and Chris Graves kept trading spots

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Continued on next page

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**Fall Classic continued from page 11**

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while Pam Barron started a bit slow. Pat Park sailed consistently while Franz Halaschek also made appearances near the front of the pack. Just about everybody, though it seemed put in at least one very good race.

The final results seemed to reward the most consistent sailors. Kurt Schumacher and Pat Nugent both sailed consistent regattas to take overall firsts in their respective fleets. Lee Huels sailed a good regatta but an occasional lapse out of the top two seemed to be

matched by a Schumacher bullet and he had to settle for second. Locals Dan Burch and Gregg Cattanach were third and fourth. Their tight finish set the stage a tight finish to the Georgia State Championships at the LLSC Halloween Open.

In Sport fleet, the appeal of a less intense class shone. Pat Nugent was rewarded for his consistency and experience, Jamie Park for his youth and speed and Pam Barron for her tactics and intense recent racing schedule.

Again, Glenn Tanner organized a great event and Chris Voith set some

great race courses that let the best show their stuff while the rest of us felt competitive, too. Lisa Wise made sure we were fed well. Also a thanks to **Tim Carter** and Windsense for providing charter boards.

Lastly, a thanks to the Lake Lanier Sailing Club and its members who hosted this regatta. Without their great facilities, it would be much harder to hold such a well-run and attended event. Nineteen years is a long time in the windsurfing world and the twentieth will see the inclusion of the Seniors Nationals. See you there.

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## 19th Annual Fall Classic Results

### Open/ IMCO Class- Overall

1	Kurt Schumacher	9	Gene McCarren
2	Lee Huels	10	Tony Witeman
3	Dan Burch	11	Gareth Edwards
4	Gregg Cattanach	12	William Fragakis
5	Tommy Harris	13	Berst Eskridge
6	Scott Spreen	14	Bob Graves
7	Buddy Huels	15	Michel Lacasse
8	Laura Chambers	16	Linda Downey
9	John Archard	17	Jerry Zeman
10	David Stanger	18	Jim Reilley
11	Taylor Duch	19	Deborah Berlinger
12	Christina Moeller	20	Marianne Gengenbach
13	Dan Olivier		
14	Pete Waraksa		
15	Phil Duvic		
16	Eddie Brodeur	1	Kurt Schumacher
17	Steve Bogan	2	Tommy Harris
18	Gene Mathis	3	John Archard
19	Glenn Tanner		
20	William Treichel	1	Dan Burch

### IMCO (breakout)

1	Lee Huels	3	Pete Waraksa
2	Scott Spreen		
3	Buddy Huels	1	Lee Huels
4	Laura Chambers	2	Scott Spreen
5	Taylor Duch	3	Buddy Huels
6	Christina Moeller		
7	Dan Olivier	1	Jamie Park
8	Steve Bogan	2	Pam Barron

### Sport Fleet- Overall

1	Pat Nugent	3	Sarah Kelly
2	Jamie Park		
3	Pam Barron	1	Pat Nugent
4	Chris Graves	2	Chris Graves
5	Franz Halaschek	3	Pat Park
6	Sarah Kelly		
7	Pat Park	1	Franz Halaschek
8	Sam Turner	2	Sam Turner
		3	Gene McCarren

### Top Three

#### Open Lightweight

1	Kurt Schumacher
2	Tommy Harris
3	John Archard

#### Open Heavyweight

1	Dan Burch
2	Gregg Cattanach
3	Pete Waraksa

#### IMCO

1	Lee Huels
2	Scott Spreen
3	Buddy Huels

#### Sport Lightweight

1	Jamie Park
2	Pam Barron
3	Sarah Kelly

#### Sport Mediumweight

1	Pat Nugent
2	Chris Graves
3	Pat Park

#### Sport Heavyweight

1	Franz Halaschek
2	Sam Turner
3	Gene McCarren

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## Roswell Says:

# Jere's Our Man

### *Voters Select Wood for Mayor*

Roswell voters turned over a new page in city history and elected ABC member Jere Wood as their new mayor. Campaigning on a platform of retaining Roswell's small town flavor, Jere took 59% of the vote over the incumbent.

Jere, who was profiled in our October issue, credits strong ABC support as a key factor in his victory. "I'm glad it wasn't windy on Election Day," he said. He added, "If it had been blowing 20, the election could have easily been a toss up." Separately, unnamed sources within the Wood campaign acknowledged that the weather was a wild card and felt that any wind speed above 14 mph would have caused concern.

Wood also stated that his tenure would be free of the ethics problems that have recently plagued Atlanta's politicians. "I wish to make it known that, as city policy, neither I nor any member of my administration will accept free tickets for any professional windsurfing event that may be held in our fair city."

We at the *Lake Wind Advisory* are proud that one of our own should be recognized by the citizens of his own home to be worthy of leading them. Our best wishes to Roswell's new mayor.

The event had been scheduled to take place on the first windy day over a two weekend period and as luck would have it, a front passed through on the first Saturday delivering winds that started at 11-14 and ended up in the high teens. At first 7.5s seemed to be the call and we were all thankful that we wouldn't be slogging and in a few hours mid sixes and even some 5s appeared as the breeze freshened. Unfortunately, as the wind increased, the general desire to do anything organized decreased as everyone was having too much fun breaking out slalom gear.

**Chris Voith** who personally demonstrated that you can set a race course from an Mistral One Design, then watched all of us spend too much time looking for ramps to organize a proper Lotto Race (my fault, Chris, many apologies). As well, Chris and I were the only ones to take the time to come in and attach one of the neat SpeedWatches to our boards. Part of the problem was the continually increasing wind had most of us coming in to retune or rereg constantly.

Nonetheless by late afternoon, as we ate hot chili (warmed over Chris's camp stove) and cookies, we decided to throw some tickets into **Kevin Osburn's** hat, with extra tickets going to those who pledged more than the \$15 minimum. It quickly became apparent to all those that had passed second grade math that one's odds of winning the prize, a Curtis fin, went up dramatically by pledging a few extra bucks. This led to a frenzy of benevolence as we each upped the ante to tip the odds in our own favor. **Gene Mathis** was the lucky winner.

While most of us weren't able to use the Speedmate Knotmeters, I must say that I found it easy to use. Depressingly, we really don't go that fast just splashing along on a reach as we often think. Readings were generally in the mid-teens (the display is big enough to read while sailing) when I was on a 6.2. To reach really wound up speeds, one

has to follow the old adage, "Send it deep." By really bearing off in gusts on smooth water were the higher speeds attainable. The only problem is that you soon find yourself in the nether reaches of Aqualand way downwind and it takes a few tacks to get back to civilization.

The event would not have happened without the kind support of the club and a lots of people. **SpeedTech**, who provided us with the **Regatta in a Box**, of course, provided the pretext for the happening. **Tim Carter** and **WindSense** helped with the incentives that loosened our wallets. As well, **Chris Voith**, **Simon Ahn**, **Lisa Wise**, **Gene Mathis** and **Ed Marks** all helped with all those details. Our thanks to you all.

**Other notes:** It was fun seeing all the ABC faces in the parking lot and on the water. About 30 windsurfers were there and all but a couple were club members. Its A LOT of fun seeing all those friends when you drive up. I really feel for those who insist on making this a solitary sport.

**Gareth Edwards** showed off his former profession of boat building in the construction of a "home made" board. The only thing that identified it's origin was the lack of logos and decals. It's a really beautiful modern shape complete with carbon stringers. Gareth says it cost him about \$250 to build. But before you think about placing your orders, he said he'd never do it again...

New member **Ole Tanderup** sailed in borrowed everything. (Thanks, **Tim Carter**). The borrowed wetsuits might have made most wimpy Southerners chilly but not Ole. He's an exchange student from Norway, living in Marietta for the year. Being that svelte size that we all were when we were young, he was fully powered on a 6.0. If I sailed that well when I was in high school, I wonder how different my life might have turned out! There is no truth to the rumor that while the rest of us were huddled around the chili trying to keep warm, Ole was asking if anyone had some extra SPF 30.

## Mistral Nationals

by Gregg Cattanach

The Mistral Nationals was a pretty interesting Regatta to end the racing season. Fleet 12 in Tampa was the host, and it was held in conjunction with the Sail Expo, a huge sailboat show. The venue was pretty interesting; it was held at the St. Petersburg Pier, where lots of spectators could watch us race from the pier. The launching was tricky, because there was no beach, just a large seawall, but many industrious volunteers manned the dock installed for the event, and helped each sailor get their equipment into and out of the water, and it actually worked pretty smoothly.

The racing was VERY sporting, with a building west wind coming over the island and tall buildings, the gusty and shifting winds on Saturday gave plenty of opportunities for big gains and losses on the race course. This regatta had a very large Superlight II Fleet, with no-pumping, and lots of pretty hot sailors entered this fleet, too. The Open Class, IMCO's and Sport Fleet were all well represented, with 113 sailors registered for the event. Having the Sail Expo at the same time was fun; the windsurfing manufacturers and Tackle Shack had tons of the new equipment laid out for everyone to see. Everone checked out the blue AHD jumbo shortboards, and eyed all the new Neil Pryde sails on display.

Dinner was a big feast, and having it held in the restaurant on top of the Pier made it pretty cool. On balance, it was a very entertaining weekend, and Fleet 12 did a good job of organizing such a big event.

The Atlanta contingent was **Dan Burch**, **Gregg Cattanach**, **Franz Halaschek**, **Scott Spreen** and **Glenn Tanner**.



## Don't Look... Cont'd from p. 3

By trusting them, you'll know where the boom or board is without having to constantly looking at them- because the proprioceptors in your hands and feet are already telling them.

What you can't feel, you find with your peripheral vision. Imagine walking through a crowded shopping mall while talking with a friend. Even when your eyes and attention are focused elsewhere, your peripheral vision gives your brain the information it needs to avoid other shoppers or display racks.

So let us apply this to our beloved recreation. Beginners quite often spend their time looking down at the board. Instead, look up at where you are going. The body relaxes and automatically finds its balance. Use your proprioceptors to orient your feet on the board and hands on the boom. Use your peripheral vision as you move around or reach back on the boom. In fact, Tinho Dornellas of Calema Boardsailing puts his students on a longboard and asks them to walk up and down the length of it while keeping the head up and not looking down, ie . As Ed Marks put it, "The board suddenly stops shaking and everything becomes steady."

For those more advanced, stop looking down in those tacks and jibes. You've done these maneuvers hundreds of times. The feet know where to go but the inner ear needs to see the horizon to keep you dry. I remember splashing a jibe a few weeks ago and the last thing I saw before getting wet was, you guessed it, the front of the board (I was looking down).

Of course, Lombardi also has students perform exercises and drills which includes learning to untense muscles. She contends that tense muscles, an evolutionary relic of when we fought sabretooth tigers make us more likely to be off balance and fall.

*For more info, she can be reached at 415/456-4251 or [inbalance@earthlink.net](mailto:inbalance@earthlink.net)*

## Party! Cont'd from page 1

and tastes and feature the gazillion gallon pot of spiced cider.

Later in the evening we will hold the ever popular White Elephant Gift Exchange. If you would like to participate bring a modest item. It may be something nice or it could be that tie or fruit cake that Aunt Erma gave you last year and you still haven't removed from its box. We will draw numbers to establish an order. As your turn comes, you may either choose an unwrapped gift or one previously opened by someone preceding you. If you open Gregg Cattanach's pink bunny slippers, you'll probably take them home with you but if you end up with a nice piece of sailing gear, don't count on sleeping with it unless you had a high number and drew near the end. Laughs are inevitable.

The site itself is beautiful as it overlooks PDK and you have a 360° view of the city lights. Families with toddlers should exercise care as there are steps (it is in a tower, after all). It's always festive and the octagonal shape means that even wallflowers join in.

We hope you come as this is always the biggest club event of the year. See you up there.

## Directions

The old PDK Tower is located in the main building adjacent to the Downwind restaurant. Come in the main entrance off Clairmont Rd. and park at the last parking lot to the left.

From east, in town or south, PDK is on Clairmont Rd. 1 mile north of Buford Highway and about 2.5 miles north of I-85. Those from the south or east of town can take 85 through town to the Clairmont exit and head west on Clairmont **away** from Decatur and Emory.

From northwest or west, take the Peachtree Industrial Exit off of I-285 on the Northside and head south. In about 2 miles, turn left on Clairmont. In another couple of miles, PDK will be on the left. Confused? Call 404-237-1431.

## 'Twas the night...

before Christmas and out on the water,  
Not a windsurfer was stirring, too cold to be bothered.  
All the sailbags were hung by the chimney with care,  
in hopes that St. Nick would fill them with gear.  
Me in my neoprene, my gloves and my hat,  
much too anxious for a long winter's nap.  
When up in the trees the wind started to roar  
I sprang from the bed and ran out of the door.  
All my gear loaded I'm off to the lake,  
Santa Who? the wind's blowin' for goodness sake!  
I rigged my 5.5, 4.0, and 6.2  
Who would've thought on Christmas Eve it blew.  
I sailed and I sailed 'til my forearms turned tight.  
I'd better get home as now it is night.  
My spouse at the door not a smile on that face.  
It didn't take long to put me in my place!  
But that's O.K. as my family is so dear.  
And besides, my big jump left a bruise on my rear.  
One last time as I look out to the night,  
I hear the wind whisper,  
  
"Merry Christmas to all,  
and to all a good night!"

*Merry Christmas  
from Whitecap  
Windsurfing -  
Renee Jenkins*



## New Members

Welcome to our newest members:

Jerry Farr  
Jim McKenna  
Robert Palmer  
Jim Ganley

(Merry Christmas Jim G. from your wife, Linda)

We have **87** current individual and family members.

**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). 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.

## The Atlanta Boardsailing Club

Board of Directors:

President Chair: William Fragakis  
Racing Chair (Fall): Glenn Tanner  
Secretary/Treas.: Gene Mathis  
Membership Chair: Ed Marks  
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Video Chair: Christian Thompson  
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Email List Chair: Josh Hope  
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**Need to reach us?** Try the new Hotline (770-908-0348), email (fragakis@mindspring.com), the Website (<http://www.command-corp.com/atlanta.windsurf/>) or snailmail (PO Box 28376, Atlanta, GA 30358)

*The Atlanta Boardsailing Club's Lake Wind Advisory is copyrighted 1997 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 rihgt.*

Dear Windsurfing Friends,

On behalf of the Board of Directors of **Initiative for Affordable Housing/DeKalb, Inc.**, I would like to thank you and acknowledge your recent donation of \$254 to our organization from the **Speed Watch Charity Event**. It was very impressive that so many sailors braved the elements on our behalf.

We appreciate your thinking of the Initiative project. We are very excited about helping homeless families move back into the community and out of homelessness permanently. We believe that using the housing already available in the community and making it liveable and affordable is one practical solution to the growing problem of homeless families.

Thank you again for your part in helping us.

Lisa Wise, Executive Director

*Ed.: It was, as always, our pleasure.*

Dear Sirs:

I was quite puzzled by last month's free bumper sticker: "No fear? Rig Big!" Does that mean if we lack fear we should rig big or that to have no fear we should rig big. I took the second interpretation and had a difficult time the other week, having rigged a 7.5 when everyone else was on a 5.5. Could you please clarify the situation? Sign me...



Hopelessly Overpowered, Oakwood, GA

*Ed.: Yes, we can see how that might be a source of confusion. Actually, we committed a bit of a "Spoo-nerism". The bumper sticker should have read, "No fear? Big Rig!". This came about from observing traffic whilst returning recently from a trip to Hatteras. After having suffered the 80th small import zipping by my van and trailer at 90+mph and then cutting in front of me, I decided upon this: If they truly had no fear then they wouldn't mind a rear view mirror full of FORD VAN AND TRAILER.*

## Letters to the Editor

*Our apologies for the confusion. Stay tuned*

*for an upcoming sticker, "Got Wind? Mo'Downhaul!"*

Dear Sirs:

Please send us another copy of the November newsletter as our dog has eaten our original.

Signed, Greg and Kelli Baxendale

*Ed.: Sure. Many club members tell me that each month they devour the newsletter. I'm glad that our canine friends enjoy it too.*

Dear Sirs:

It's obvious that the front page photo of Gene Mathis is the result of some sort of computer trickery. I've

known Gene for many years and I've never seen him jump that high. If that's Gene, I'm an NBA star.  
Fred Dey, Canton, GA.

*Ed.: You've got us there, Fred. The original looked like this before Josh Hope doctored it for us. We're forwarding your name to Lenny Wilkens.*

## 201- Boards & Rigs

**Xantos 325**, barely used w/ board bag \$700. **Gaastra M6** 5.5 and 6.6 sails, \$150 each. Gaastra 6.2 3 cam Race/slalom \$00. Call Robert Blazer 404-321-5365

1996 **Naish Kaholo** Race 7.5 Used 8 times, Great shape \$300 Call Greg Baxendale @770 578-8417 or GBAXENDALE@AOL.COM

'92 **AHD** custom high-wind slalom 8'6", 85l, needs straps \$150, '95 **Sailworks** Syncro 5.1, 3 cam, in excellent shape \$160 Call Chris or Elizabeth (404) 241-1293 cetalley@mind-spring.com

**11' Bic Melody** (needs a centerboard), 6.0 sail, mast, boom. Very good condition \$300.00 Great beginner board! Call Mike Vetter 770-475-0561

**F2 Strato (longboard)**, clamp-on boom, light and heavy wind sails (F2), Neil Pride wetsuit (women's). Take all for \$500. Great novice and/or lake board. Diane Paull 770-552-1366 dzine@mindspring.com

**Hi-Fly 300** original 6.2 sail, booms etc and **HiFly 700** w/ mylar sail. Both complete. \$250 each OBO. Older style with two mast mounts instead of a mast track. Durable beginner/lightwind boards. Call Bruce Brown, Raleigh, N.C. (919) 363-0032. bobrown@mind-spring.com Will possibly meet buyer someplace halfway to Atlanta.

**Bic Electric Rock** (1992) Excellent Condition \$300 or best offer Jack Madden (770) 499-8229

**O'Neill Drysuit** 2 pc (Ronny

style). Men's small (<140 lbs.) \$100 firm. Call Dan Burch 404-876-0007

'96 **Hot Race** 8.3 \$125, 7.3 \$175, 6.3 \$225. '96 **Sailworks** 6.2 Race prototype \$325 '95 **Sailworks** Race 6.5 \$275, 5.9 \$275, 5.6 \$275. '96 **Roberts Custom** Raceboard 9-10 approx 120 ltrs. w/ Finworks 393 fin and straps \$750. Dynafiber XL masts 500cm \$250, 460cm \$250. 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

Moving Sale: **Mistral Competition complete** with 4.7 and 6.3 sail plus roof rack. \$350 OBO Call Todd Rutley 404-467-1254

**Hood River 3 cam Race** 7.0 \$150, UP 5.5 twin cam \$150, NP 3.7 Slalom RAF \$65 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

**Beginner shortboard:** Seatrend 9-10, 150 ltrs. w/fin \$250 OBO Call G.T. Brown 770-432-8553

**Fanatic Ultra Cat** (1991) Excellent condition with 7.4 ART monofilm race sail, mast, boom and all the extra equipment you need to hit the water. plus 5.0 ART RAF and 9.0 Neil Pryde camber sails. \$1,000 for entire package Call Chet Touton 770-645-1456

**Gaastra 7.5m SpeedFoil** and a 110-degree gold Windsurfing

Hawaii boom with Chinook front end. 1 piece Mistral mast. Older but in great shape, good for novices in light summer air. \$100 for all Dave Tulis 404-634-3576

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

**Mistral Ecstasy** 8'4" great shape \$300w/fin/sraps. Hyper Tech 8'8" new deck super fast \$300/fin/straps. 5.1 **Gaastra Pro** Race mono-film cambered sail \$75 obo 4.4 **Gaastra Speed** Slalom single removable cam \$50 obo 3.6 **Areotech** wave great learner sail \$50 obo Call Mark Woodman 770-338-1903 shredder@sprintmail.com

**96 Neil Pryde 4.7 Wave NR**, Like New \$200 **Neil Pryde Combat Wave 3.7**, used once, like new \$100 **1997 Peter Thommen F2 295**, 134 ltrs. semi complete with bag and Northshore fin. Mint condition (basically new) \$1000 (2) Hawaii Proline Booms \$60 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

'94 **Equipe XR** w/ Carbon centerboard, fin & padded bag, Like New \$1200 '95 **Neil Pryde 7.5** Race w/ fiberspar mast and boom \$900 Board and rig \$2,000 call Jim Tafel 770-664-7885

## 208- Accessories

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

**Sailboard Attachment** for Thule racks. Never used. Cost new \$80+, will take \$25 Call Jonathan Jewell 770-932-6327

## 319- Local Shops

**Windsense:** NEW (1997) **Mistral Concept 288** (Explosion II) - \$1125. **Mistral One Design** (IMCO) w/rig and 2 sails - \$975. 1997 **Naish** sail clearance - new and demo. New **Chinook** (1-1/8") **Competition** booms (5'-7') - \$140. Call us for **Neil Pryde** suits. 770-888-1584.

**Whitecap Windsurfing:** tops by **WetStuff**, short and long sleeve lycra tops \$26, fleece tops \$26 Call Renee Jenkins, 706-868-7792

## 412- Real Estate- FL.

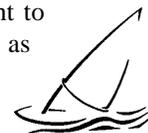
**Burch's Beach House** Englewood FL on Manasota Key. 2 unit duplex, each w/ 2BR & 2Baths Completely furnished and equipped. Great windsurfing, fishing & shell hunting. \$275/week Call Dan or Nancy 404-876-0007

## 601- Lost & Found

Lost: **Chinook 16"** ext. at Van Pugh South on Nov 23, Sunday. Call Bob Cozine 404-633-8135.

## 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 WIND STREET JOURNAL

Southeast Edition

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## El Nino Sends Shivers Around World

*Light Winds Plague New York, Tokyo and Hong Kong Markets*

### Equipment Sales Plunge

As El Nino stalls the Pacific tradewinds, windsurfing dealers across the Asia-Pacific basin panicked overnight, marking down their shortboards by as much as 10-20%.

Despite attempts to stabilize the situation by several central banks, windsurfers seemed wary of anything shorter than 280 cm.

"You can't give them away," complained one dealer in Maui. "At this rate, we'll be importing IMCOs from Florida."

## What's News

**Boardmaker's shares plunged** on El Nino fears. Mistral was down 1 point and Bic down 2 in busy New York trading as investors continued to fret over weather woes.

\*\*\*\*\*

**Wet weather promises better soybean crop** and more Northeast winds for Southern Sailors.

\*\*\*\*\*

**Van Pugh closes in reorganization.** Boardsailors' negotiations with Corps of Engineers produces alternative.

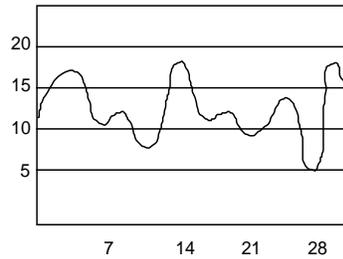
\*\*\*\*\*

**Georgia State Champ Gregg Cattanach** in talks with Nike, seeks 7 figure bootie contract.

\*\*\*\*\*

**PETA protests against White Elephant Gift Exchanges,** maintains threat to rare gifts. ABC dismisses threat.

## October Wind



## Researchers Claim Dessert-o-Rama Poses Risk Windsurfers Disagree

Medical researchers are results of new studies which indicate that Dessert-o-Ramas pose a significant health risk. Incidence of weight gain and bloated tummies was widespread. A study of over 100 adults and children who had attended past Dessert-o-Ramas showed cakes

## Analysts Wonder: Will Fed Lower Wind Minimums? Racers Fear Becalmed Regattas

All the racing world is on Fed Watch as they await this week's Federal Derrive meeting on wind minimums. Racers fear that the Fed will lower the minimum from the current 5 knots to 4 knots leading to slower races.

Said a leading longboarder, Dan Burch, "If anything, this will lead to absolutely boring races and an increased reliance on big sails. I like it."

Many consumer groups have echoed these concerns, fearing that even lightweight sailors could be forced to use sails as large as 11.0s to re-

## The Atlanta Boardsailing Club

P.O. Box 28376

Atlanta, GA 30358

## Upcoming Events

### Next Meeting:

**None! We're having a party instead. Don't miss it.**

### Upcoming Events:

**Jan. 11** Meeting and Annual Elections

**Jan. TBA** Iceberg Regatta