

MastersMatters

CANADIAN MASTERS BOARDSAILING ASSOCIATION NEWSLETTER
JANUARY 30TH, 1990 - VOL 3 NO1

PRESIDENT'S REPORT by GRANT CARTER

First things first. Happy New Year and I do hope Santa brought you everything you deserve.

In the March newsletter I wrote that the 1989 sailing season promised to be one of considerable challenge for the Canadian Masters Boardsailing Association both on and off the water. I am very pleased that with your support we met the challenges successfully.

A major challenge of the past year was to establish the CMBA as the voice for Masters racing in Canada and to ensure that national and provincial sailing organizations consider our recommendations during their regatta planning. I am pleased that the CMBA is now regarded as an important and necessary contributor.

Throughout the winter and spring, members of the executive provided a CMBA perspective at regatta planning sessions with the Canadian Yachting Association and the Ontario Sailing Association. The CYA's decision to give boardsailing a specific focus through its "Windsurfing Canada Club" and a boardsailing sub-committee was positively supported by the CMBA. I have agreed to continue serving as a member of the Racing sub-committee under the Chairmanship of Steve Jarrett.

At the provincial level, we provided the OSA with a detailed position paper outlining our recommendations for regatta standards and organization. Sandy Gow, John Darling and myself were the primary spokespersons and we shall continue our roles in 1990.

The First Annual Masters Training Camp at Geneva Park on June 24-25 was a tremendous success. While prevailing low wind conditions

Highlights of the weekend were the video analysis and Steve's slide presentation of the 1988 Seoul Olympics.

A very special thanks to Steve and to Sandy Gow and Andre Jubinville for their organizational contributions.

The 1989 Canadian Masters Championship was a triumph over adversity. Andre Jubinville had laid out all the plans to have a Masters-only regatta at Kingston with the support



Steve Jarrett demonstrating sail handling techniques at Geneva Park training camp for Masters Boardsailors. This highly successful seminar will be repeated again this summer.

limited on-the-water activity, guest coach Steve Jarrett's articulate and enthusiastic technical sessions impressed the 15 participants.

of the Kingston Boardsailing Association. Unfortunately, a commitment to provide a race committee and support boats fell apart leaving the CMBA

with a great site, a caterer and prizes, but no race committee.

A quick decision by Andre to include our Championships with the OSA International Challenge on the July 8-9 weekend resulted in a

organizing the regatta, producing the prizes and keeping it together. Thanks Andre for a job well done.

CMBA members participated at major national and interna-

windy World Masters Games in Denmark and the Mistral Worlds in Texas; John Darling continues to be out of this world with sojourns to Hawaii and a 2nd place at the Mistral Worlds; Bert Rufenach -- Canadian Masters Windsurfing Champion -- placed 4th in a highly competitive slalom event at the Mistral Worlds; Masao Abe and Sandy Gow gained Canadian Grand Masters titles; Jim Anderson continued his light air mastery with triumphs at all but one OSA regatta and at both the Canadian Masters and Canadian Mistral Championships; and, Denise Wood won both the Canadian Mistral and the Canadian Windsurfing Woman's Championships.

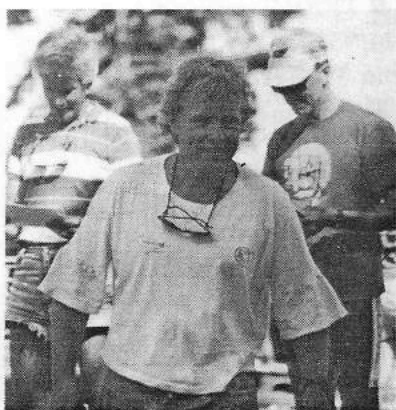
Congratulations to all of you, and -- more importantly -- congratulations those of you who did not win championships but participated. We need you.

I am particularly pleased that membership increased from 29 in 1988 to 36 in 1989. In addition, we now have a computer-based mailing list which includes both members and "friends" of the CMBA such as the CYA and all provincial sailing associations.

1990 Objectives

Our main objectives for the 1990 sailing season are:

- gain CMBA membership from across the country to make the CMBA a truly national association



From top left: Awards presentation (Andre Jubinville, Bob Legault and Grant Carter), Jim Anderson receives winning hug from Chantal Boucher at Mistral Canadians. Bottom Row: Craig Henry, and Bert Rufenach; Dave Johnson and Masao Abe in Kingston.

successful regatta. Jim Anderson won the SST Masters title with Sandy Gow capturing the Grand Masters title and Stephanie Todd repeating as Woman's Champion. Jim Anderson also won the title of overall Canadian Masters Champion. Andre Jubinville's contribution to this event was outstanding:

tional events during the 1989 season: Derek Maunder's annual visit to the Bahama's International Regatta resulted in a 4th place in the Long Distance race and his tales of the Corpus Christi Caller-Times regatta have sparked considerable interest; Peter Fodor continues to be our Ambassador-at-large with visits to the

- restructure our executive/director membership to include a director from each province
- 1990 Masters Training Camp under the direction of Tony Burns
- 1990 Canadian Masters Boardsailing Championships under the direction of Bob Legault with assistance from Denise Wood and Nicole Alie
- develop a National Masters Ranking System
- work with the CYA and provincial sailing associations to develop and implement national regatta standards for equipment (sail size etc) and sailing classes -- see my attached letter to the CYA outlining our recommendations.

That we successfully met the challenges of the past sailing season is a tribute to the support of CMBA volunteers who generously contributed their time and expertise: Andre Jubinville, Sandy Gow, John Darling, Sue Thomas, Steve Jarrett and Dave Johnson.

Enjoy the winter and see you on the water.



Grant J. Carter

1989 ANNUAL GENERAL MEETING

The 1989 CMBA Annual General Meeting was held Saturday, July 8, at the Kingston Yacht Club during the

Canadian Masters Boardsailing Championship Regatta weekend. Grant Carter, CMBA President, chaired the meeting with John Darling acting as secretary. Approximately 20 members participated in the discussions.

The membership approved the proposed Executive for 1990: President - Grant Carter, Vice-President (Newsletter & Membership) - Andre Jubinville, Treasurer - John Darling, OSA Liaison - Sandy Gow. In addition, Tony Burns volunteered to organize the 1990 Masters Training Camp and Bob Legault volunteered to organize the 1990 Canadian Championships with assistance from Denise Wood and Nicole Alie.

The main focus of the Annual Meeting was an informal discussion about the future of Masters racing. The consensus was to adopt Open Class (Race Boards) in 1990. The discussion of maximum sail size was less clear with heavier sailors supporting unlimited sail size, lighter sailors favouring restricted (7.5m) sail size. A number of Masters raised concerns about the negative impact upon racing participation if unrestricted sail sizes are permitted: who could afford to be competitive and continue racing?

The question of sail size was to be further discussed at regattas during the remainder of the summer.

NATIONAL STANDARDS FOR OPEN CLASS RACING

In November, the CMBA was invited by the Canadian Yachting Association to provide its comments on proposed national standards for Open Class (Funboard) rac-



Burt Rufenach, top Canadian slalom finisher at the Mistral Worlds in Corpus Christie, Texas

ing. It is generally agreed that our sport requires national direction to end the current patchwork of rules surrounding sail size etc -- Ontario 8.2m in 1989, Quebec 7.5m in 1989, Canadian Championships 1989 no sail area limitation. The objective was to develop a set of national rules for equipment and classes which could then be adopted by provincial sailing associations.

The brief which the CMBA presented is attached for your reading.

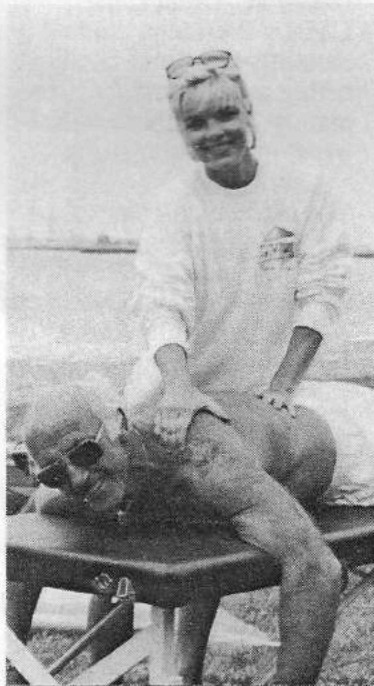
At the CYA's annual meeting in Halifax in late November the CYA members agreed upon the following national rules and equipment limitations:

- current funboards will be allowed to use custom daggerboards, skegs, footstraps, but mast tracks must be production (minimum 500 produced) -- effectively includes all current race boards with option of customization of accessories
- sail size maximum will be 7.5m for all racers, no restriction on number of sails which maybe used during a regatta.
- weight break to be increased from 70 to 75 kg -- for Masters current age classes continue as the first criteria for fleet division
- introduction of an IYRU Raceboard class would be phased in -- a combination of Division I & II designs with a weight minimum of 16 kg

In establishing these national standards the CYA has established an even playing field across the country. In addition, it provides competitors with a clear statement of what equipment will be accepted during 1990.

1989 SPORTS ACHIEVEMENT AWARDS

Six CMBA members were nominated to the Ontario Sailing Association for 1989 Ontario Sports Achievement Awards as a result of winning National or International Championships during 1989.



Derek Maunder getting a massage between races at Goderich, Ont.

The winners are: Denise Wood, Stephanie Todd, Masao Abe, Sandy Gow, Jim Anderson and Bert Rufenach. They will receive formal invitations to the Annual Awards Banquet in April where they will join other Ontario athletes for the awards presentation.

1989 SPORTSMAN OF THE YEAR

The Sportsman of the Year award is given annually to a member of the CMBA who demonstrates good sportsmanship on the water and contributes to Masters interests off the water.

During the Canadian Mistral Championships weekend, John Darling was voted the 1989 award winner by CMBA members. John is a truly deserving winner. In the past several years he has been an active member of the CMBA, President of the Toronto Boardsailing Club and most recently the primary spokesperson for boardsailing at The Crombie Royal Commission hearings.

Congratulations John. Our sport needs more people like you.

1989 SAILOR OF THE YEAR

The 1989 Canadian Masters Boardsailing Association Sailor of the Year is Bert Rufenach.

The "Rack" established an enviable record during the 1989 season in light and heavy air: Masters Champion, Canadian Windsurfing Championships; Funboard Masters Champion, Canadian Mistral Championships; top Master at CORK (3rd overall); and a 4th place in the highly competitive Masters slalom at the Mistral

Worlds. What will happen in 1990 if Bert buys a new board?

Runnerup was the light-air wizard, Jim Anderson who won the Canadian Masters Championship, the SST Masters title at the Canadian Mistral Championships and all OSA regattas but one.

Congratulations to Bert and Jim for continuing to set new standards of excellence for the CMBA.

1990 RACE SCHEDULE

OSA Regatta Series

The 1990 OSA regatta series was under discussion as this newsletter was being prepared.

Indications at this time point to more racing in May and June, no regattas in most of July recognizing low/no wind conditions which are prevalent. There is also strong support for racing in September.

Perhaps the most important change for 1990 will be a sail size restriction to 7.5 m. It is anticipated that racing will be in two fleets -- Gold Fleet for new design, competitive Race Boards and Silver Fleet for older design, less competitive funboards, SST etc. -- with a weight division being 75 KG. if there are sufficient entrants. The current age divisions will continue to apply for Masters racing classes.

These changes are consistent with the CYA national regat-

ta/equipment standards which are being introduced this season.

Final details should be known in late winter.

First Canada Summer Master Athlete Games

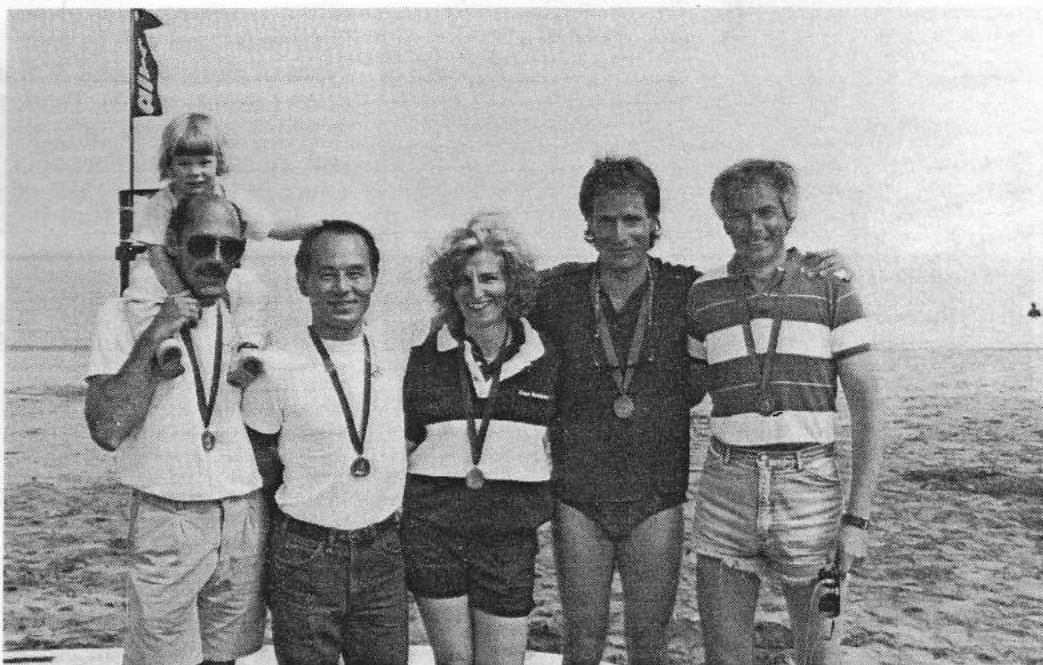
The Canadian MasterAthlete Federation will be hosting the First Annual Summer Games in Toronto from June 23 to July 7, 1990. The Federation

Gold and Silver fleets, age categories currently in use. We are also suggesting that the regatta be held over a weekend to maximize participation and be held outside of Toronto to increase chances for sufficient wind.

Details to follow.

CORK - Kingston

The 1989 CORK event was the first to include Funboard



Happy sailors at the Oshawa regatta. From left to right: Kelby Carter on shoulders of Jim Anderson, Masao Abe, Susan Thomas, Peter Fodor and Andre Jubinville.

has selected boardsailing as an event for the Games.

Details are not known at this time but the Federation has expressed its willingness to adopt our classes and rules. We are proposing Open Class racing with 7.5m sail size,

racing. It was a great event with more than enough wind (22 knots for 3 races) and great racing.

CORK will once again be including both Division II and Raceboards (Funboards). The dates are August 18-23, 1990.

CANADIAN MASTERS CHAMPIONSHIP - KINGSTON

The 1990 Canadian Masters Championships will be held in Kingston, August 24 -26 as part of the Eastern Canadian

UNITED STATES BOARDSAILING TEAM CLINIC

The United States Boardsailing Team Clinic program, under the direction of Major Hall, will continue in 1990.

The clinics have been developed over the past five years with over 1,500 graduates benefitting from intensive personalized coaching and evening video analysis from Major and members of the USBT.

This year there will be four types of clinics: Speed & Handling (stance, speed), Tactics & Rules (emphasis on tactics and advanced boardhandling), Division II (a special DII clinic) and Funboard Race Clinic (a new clinic concentrating on Funboard racing). Clinics will begin in late January and continue to April. Cost (\$315 US in 1989) includes 4 days of instruction, 3 evenings of videotape analysis, Mistral Superlight charter, deluxe accommodations, and shuttle to sailing site daily.

For further information contact: USBT Clinics, P. O. Box 360804, Melbourne, Florida, 32936, Telephone (305) 242-2424

SURFING A FAMILY AFFAIR FOR MAUNDERS

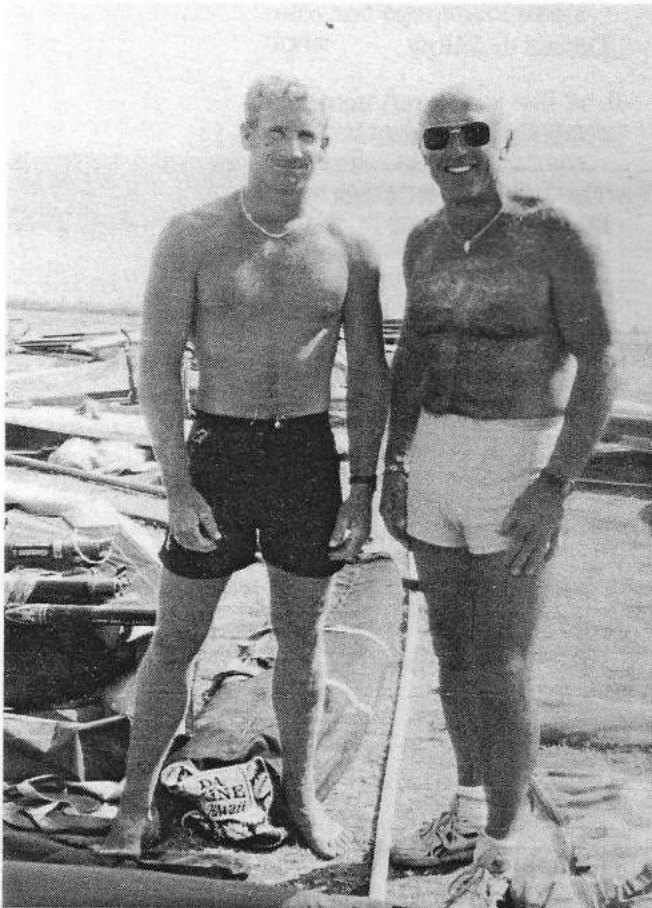
Sailboarding Canadians spend winters competing on road, summers at home. Thirteen years ago, at age 42, Derek Maunders wanted to involve his young sons in a sport the

whole family could enjoy. That the Maunders live in Canada - Burlington, Ontario to be specific -- a scant 30 miles from Toronto and the Maple Leafs of the National Hockey League, that sport involving sticks, skates and a puck would seem appropriate. Not for Maunders.

"I didn't want them to play hockey or anything like that," Maunders said. "I wanted to get them interested in something I could do." (You can see that for yourself in a television commercial being aired for a local sailboard shop, MD's Surf and Skate). About that same time, Maunders observed that a young sailor from Hawaii, 13 year old Robby Naish, won the Windsurfer World Championship. Thus, Maunders ended his quest for a pastime.

He took it upon himself to learn. "It was frustrating like everybody else finds it, because I didn't have anybody to teach me. But kids pick up things like that so quickly." Andrew was 11 at the time, Paul was 8 and it wasn't long before the three Maunders were three amigos on Lake Ontario. This weekend they are sailing together in the Caller-Times U.S. Open Sailboard Regatta. Andrew and Paul Maunders are competing in the men's amateur division while Derek Maunders is in the men's masters division.

"No, I never bothered with hockey. I love this sport," Paul Maunders, now 21, said yesterday between heats of the slalom event.



Say isn't that with Derek Maunders in Corpus Christie. Naw, it couldn't be!

Windsurfing Championships organized by the Kingston Boardsailing Association.

Masters racers will receive a separate start for course racing and slalom racing. Equipment restrictions will be consistent with CYA/OSA standards previously discussed.

His attachment is obvious. He wears a gold sailboard pendant on a chain around his neck and a tiny gold sailboard in his left earlobe. He left Ontario in April, seeking warm weather, and has been in Corpus Christi ever since.

He said that during the winter, "I drove a truck and bartended, and made enough money to carry me through the spring." Escaping a Canadian winter is something the Maunders have had to do to try and keep up with the Naishes. Unlike Naish, living in a warm climate near warm water year-round, the Maunders live in Ontario where the months from October to March aren't prime sailing time on Lake Ontario. But persistency can prevail.

One answer is to sail the Great Lakes in the summer and get the heck out of there in the winter. That has taken the Maunders to Barbados, the Bahamas, Cape Hatteras (N.C.) and now, Corpus Christi. Another answer is to enjoy the warmer months of the Great Lakes. The Maunders do that, too, competing on a circuit of races throughout Ontario. "There is a regatta almost every weekend, so we go there together," Andrew Maunders, now 24, said. When the Canadian lakes freeze, he said they "just make the best of it."

In the dead of January that means using a bit of ingenuity. Derek Maunders has a rig he made that is T-shaped with ice blades at each point, a

deck covering that frame and a sail. Andrew Maunders used a pair of snow skis to make his winter sailing rig, joining the skis with a bar and universal joints, and mounting a sail on the bar.

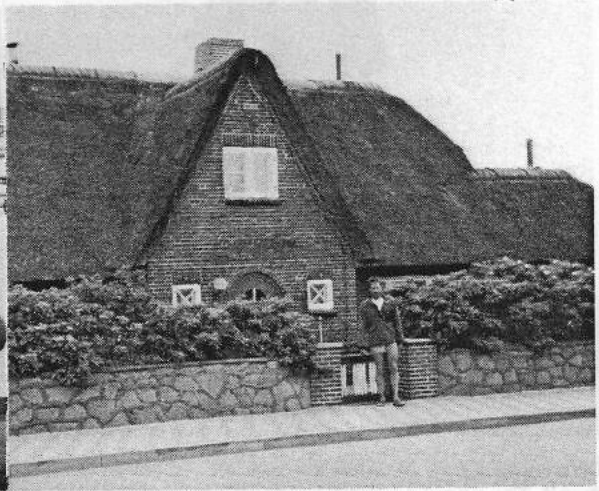
The three Maunders began competition sailing in 1979 and both Derek and Andrew Maunders say Paul holds the most promise for the future, although Derek finished third in the masters division of the Bahamas International regatta this past January. "Paul is the one who has really taken off,"

true sailing fanatic," with no let-up in sight, he said. "Sailboarding already is our life. Just look at my dad. He's 55 and probably will die on one," Andrew said.

From *Corpus Christi Caller Times* Saturday, May 27, '89
by Larry Morgan

REGATTA REPORT

from the
**World Masters Games in
Denmark July 30th -
August 5th, 1989**



Left: Peter and friend horsing around at regatta site in Denmark. Right: Living accomodation weren't too shaby, as evidence can tell. But what? No transportation?

Andrew Maunders said. He won the youth division of the 1986 Canadian Funboard Championship, was third in his division of the 1988 Canadian Olympic Regatta and competes under the Fanatic/A.R.T. banner.

Derek Maunders also sails for Fanatic, something Andrew says is appropriate. "He's a

In preparation we could find out little detailed information on the events held, unlike the games in Toronto in 1985. There the Mistral Superlight was a one design fleet, this was a open flat board event and anyone could bring any board except Division II.

At first I entertained ideas about shipping my own

personally tuned Equipe with rig to compete with the many Europeans that no doubt will bring their hypertechnic carbon 10 kilo course racing boards or their 9 foot slalom boards with tuttle dagger/ fins. However, after much conflicting information as to sailing conditions, I realized it would be easier to rent a Fanatic Ultra Cat with a 5.6 & 7.5 square meter sail.

I arrived a few days early in

the process hit the committee boat resulting in a severe contusion and laceration to the teres major and latissimus dorsi (muscles controlling my right arm movement).

I noted in the practice race the caliber of competitors was much better than I had anticipated (because I placed about 11th). Monday July 31st, race start at 11:30 am, wind from the west at 25-50 knots

The 30 registered competitors met later to discuss a clause in the racing instructions pertaining to wind minimum for racing. The ensuing conversation became heated and almost violent as the Canadian, Australian, English, Barbadian, German and half the Finish racers wanted a 6-8 knot race minimum, while the rest where for leaving it at 12 knots (necessary for planing).

In the end the race committee disallowed any changes to the race instructions (not that it mattered either way, as the wind was never below 12 knots). Tuesday 11:30 am, wind from the west at 22-42 knots, with 4 races scheduled today. While heading upwind in the first race I catapulted off the crest of a 3 foot wave, and the board flipped on top of my ankle.

After this accident I sailed more conservatively with the mast tract all the way forward to prevent the board from catching air as I hit waves. Racing finished around 6 pm and I was totally exhausted and unconscious in bed by 7:30 pm. Wednesday morning I arrived at 10:15 am only to see 18 racers out at the starting line, I had not read the "official notice board", notifying racers that the starting time was changed to 10:30 am.

I missed the first race getting ready for race 2 and 3. The wind was lighter today at 18-30 knots as Robert Howard of KA cleaned up. Derigging we were attacked by hungry lady



Left: Peter trying to catch a bit of "air" between races. Apparently it clears the mind. To each is own!! The photo on the right has Peter getting underway for a day's race.



Arhus, Denmark, so that I could familiarize myself with the conditions and the new race board. The air was 85 degrees, sunny with a water temperature of 65 degrees. The race site was 2 buses and 1 hour from where I was living with a Danish family.

The first practice race was on Sunday July 30th, with 16 knots from the south east. I made a Vanderbilt start and in

(25 being the minimum wind speed measured during the race and 50 knots being the maximum wind speed measured during the race). I rigged my 5.6 sail and headed for the start, but half way there my boom came undone and I spent the first race swimming while trying to get my boom back on the mast (it pays to know how the equipment works before one starts a race).

bugs (did you know they bite?), everything was covered in ladybug red. The walls of the buildings to the patio tables and chairs, and the ground wherever you stepped there was the crackling sound as you crushed several of the misguided insects with each step of your foot. And if you were not careful you'd have a mouthful of the pests.

Thursday, 8 racers made the starting line on time, in winds gusting over 50 knots. The race was cancelled just as I got close to the first windward mark (we had exceeded the 60 minute time limit for completing a race). I couldn't make it back to shore, exhausted I drifted to Studsrup (the next town) where I was rescued with a few of the other racers who also couldn't make it.

Friday the gale force winds continued, with the races cancelled we had an incredible dinner party with the best of danish food including premium filet steaks, courtesy of our hosts. Saturday the winds were down to 24-34 knots as we got off another 3 races to complete the series of 11 races.

Racing was demanding due to the gusting winds complemented by irregular wind shifts as great as 30 degrees. In the overall results Olavi Pennanen of Finland on F2, 1st Lilian Pepermans of Belgium on Fanatic, 2nd (a woman) Iain Palmer of England on F2, 3rd Robert Howard of Australia on Fanatic, 5th (4 years ago at the Toronto

masters games, he won overall 1st place).

The best I could muster was 8th for Canada, sorry folks. The next contingent of board-sailors representing Canada at the Mistral Worlds in Texas this fall, will undoubtedly do better!

by Peter Fodor

AN ALTERNATIVE AND AN OPPORTUNITY

Currently articles for the newsletter arrive in various formats and by various means. The formats cover the complete range from long hand to typewritten to various electronic formats. The means of delivery include mail, fax and by hand.

Having unsuccessfully tried to send the same diskette to Andre by mail I have found yet another method. Here in Toronto there is an Electronic Bulletin Board System (BBS) called Ship to Shore that has been established to meet the needs of the sailing community.

I have spoken to the operator of this board and he would be happy to let us use his board to transfer newsletter articles and to keep in touch in general. He has even offered to give us an area that would be private and exclusive to the Canadian Masters Boardsailing Association.

There would be no cost for use of the board in dollars and cents. However, he would

like us to supply an electronic copy of the newsletter that he could make available to anyone who would like to read it. That is the opportunity!

We would allow access to the newsletter to a greater audience at no cost to the CMBA. I have discussed this with Andre and suggested that we make all or part of the newsletter available whether or not we take advantage of the offer to exchange files that way.

Some additional good news. There is talk of a similar BBS opening in Ottawa. This could give our Ottawa members access without the long distance charges if the two boards set up a method to share files. We may at that point have to absorb some of the cost but it should be minimal.

For example, a friend of mine was in Hawaii a few summers ago and we communicated through a similar network. My cost to send an 'electronic letter' was forty-five cents. Normally I got a reply in less than twenty-four hours! If you are interested in this idea let me know. If you are familiar with the use of a BBS give Ship to Shore a call. The number in Toronto is 929-9657. The communication parameters I use are, 1200 baud, 8 data bits, 1 stop bit, no parity.

Tony Burns
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Toronto, Ont.
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TRAVEL TIPS

Making it to Maui Sept. 9, 1989

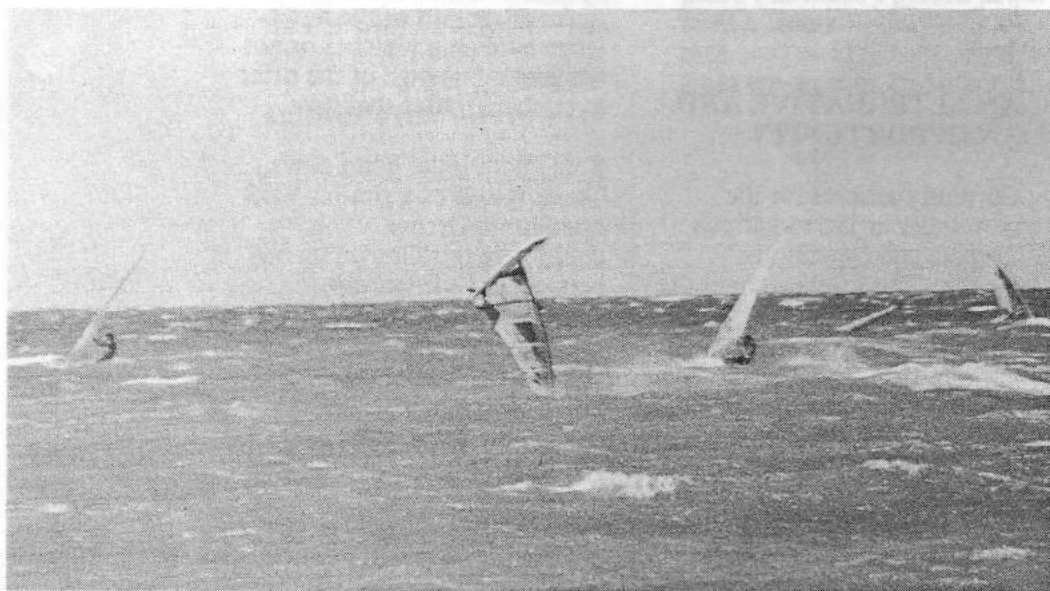
As generally law-abiding and largely morally irreproachable masters sailors, we should be looking forward to an afterlife of nice solid heavenly winds

there). Based on the recent experience of masters sailor John "Mad Dog" Darling and his semi-suicidal young sailing buddy, Nick "Kid" Gobel, who hung out together at the beautiful beach at Sprecklesville for two weeks last June, it is possible to find low-cost or medium-cost accommoda-

enormous cockroaches, but never mind, the nicest homes have them). Restaurants are available, but you can economize enormously by running a kitchen.

Fred Haywood (who needs no introduction, so I ain't gonna give him none) is one of the locals who provides rooms with a shared kitchen, at very reasonable cost in nearby Paia, a funky little town nearby where you can also breakfast with local shredders, if you don't get up to early. We much preferred to find digs close to the North Shore, but a lot of apartments and condos are available at Kehei, 20 minutes away on the south shore (good sailing there too but gusty and off-shore!)

Boards, you ask, what about boards. Well, I happened to own a Gorge board (a Shuler 8'6", which performed very well in the ocean waves, and a Jimmy Lewis 8'8", which was right at home on Hawaiian sand, along with hundreds of other Jimmy Lewises about that size and down to speed needles). We carefully bubble-packed them together into a board bag, along with one Mistral boom which could not be disassembled. At the airport, the airlines insisted we had a surfboard (according to the Kid) and he was charged \$35 each way. Meanwhile, yours truly had five sails, 4 knocked down booms and accessories packed into a Neil Pryde sailbag (no extra charge going, but Hawaiian Airlines docked me \$40US return for overweight baggage).



Forward loops at "Sprecklesville" are everyday common occurrences. How many of those wild jumps did you land in a row, John? Common be honest.

and warm water. But while still on earth, in retirement or even on the job, we still deserve to experience our sport, in terra firma technicolour, in the ideal conditions that the north shore of Maui presents.

Let me help banish the mystery of travelling to this distant launching site. It's really quite accessible (once you've travelled 8,000 miles), need not be expensive to enjoy, and is really open to all levels of expertise (just in case you plan to learn waterstarts and carved gybes and the like out

tion, with or without cooking, never far from the beach, and with cheap transportation.

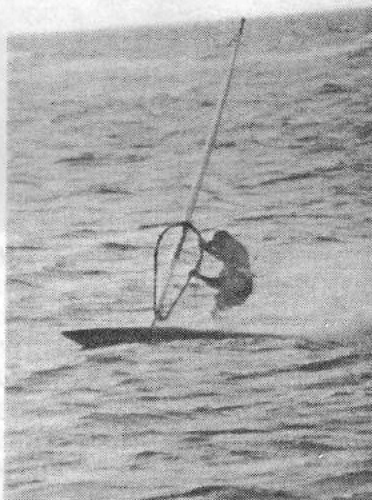
We started out by phoning to reserve a room for \$40 US a night at the Happy Valley Inn, but, realizing that we could still read newspapers, we soon found a whole house through the classifieds for \$45 US a night. This house was very close to Sprecks (and the main beach at Kanaha Park, as well as the expert site at Hookipa, by the way) and featured a big kitchen and living room (complete with house lizards and

The upshot was that we paid only \$60 each for a mast and car rack per week, and about \$13 per day for car rental, plus gas. You can see that it was not tres chere, mon cher. Do you take your burger basher; are floaters any good?

The locals may titter behind your back, but a light wind 9'4" slalom could be a good board on lighter wind days, or mornings. We rented an 9'3" for the Saturday Slalom series

it back up to the cold beer and peanut-butter sandwiches in your car. I was caught at a beach known as "Camp One" below the lower reef at Sprecks one day and managed to beat it back upwind, where I was rewarded with a great little 20-knot session before quitting soaked and sore for the day. Maui always seems to come through, and you'll find yourself doing the impossible (like living on a board that's a wall decoration at

spouse -- they'll love the scenery; they can shop their hearts out over in West Maui (where gangs of big hotel tourists are spending millions, mercifully far from our "environmentally-sensitive" launching sites). Several days can be spent travelling around the island or scaling Haleakala Crater (we met one young fellow from Cockrane, Ont. cycling up to the 10,000-ft. summit one morning). Overnight camping, and hiking is



Left: Nick chats with Fred Haywood, while he rigs a 4.0 race sail for his wife. Centre: Master sailor John Darling, carves a high speed jibe at "Sprecks". Right: Nick on a fast plane in 30 knots of winds, using an 8.6 Gorge board.

(you want to see hot-jibing grandmasters!!) Certainly you may prefer to start out on a floater, especially to get those waterstarts down, but pretty soon you will want to try a sinker despite what your instinct tells you -- it's actually easier and much more fun to sail in big wind and waves.

And even if you get caught in light wind, downwind, with a little persistence you can sail

home). And of course there are many great rental boards to try, along with sails, sails, sails.

The rental staffs are of course very expert and have that nice American nonchalance -- everything is accessible and old hat (including your walking away with an 8'6" under your arm with the intention of actually sailing it.) And bring the non-sailing friend or

allowed in the crater, an incredible place.

Gad, old man, it's not only worth a visit: it's a must, to get in shape for all that shreddin' your gonna be doing after you retire (and some of us may be retiring early, after a visit.)

NORTHSHORE REGATTA, SUDBURY, ONTARIO AUGUST 19 & 20, 1989

Picture yourself looking out
on the shimmering lights of

The Sudbury Yacht Club is
new to sailboarding, it's early
mandate having been racing
for sailboats. The past five
years has seen an emergence
of serious sailboard racing.
Not to be left behind with the

very well against Lauri Gregg
(last year's champion) and
Stephanie Todd. A late entry
by Perry McGirr really added
to the challenge for the rest of
the weekend. The winds were
quite challenging with the



Left: A successful NorthShore regatta, and the winners are – (from left to right) Perry McGirr, Lauri Gregg, Stephanie Todd, Wendy Oke and Colin Oke. Right: Banquet at the Sudbury Yacht Club

this northern city. Your
thoughts probably encounter
"the moon syndrome". Sud-
bury has grown, not only in
size but in colour.

There are many picturesque
lakes surrounding the Sudbury
region. Lake Ramsey, situat-
ed in the heart of Sudbury, is
known as the largest inland
lake surrounded by a city in
North America. It was the
site for the annual Northshore
Regatta 1989. The Sudbury
Yacht Club has a picture post-
card view of Science North to
the west and looks east onto
the lake. The prevailing
winds are westerly. It has
been known to blow a
hardy 20-30 knots from the
south or the north, too.

changing times, the club has
opened its' doors to sailboard-
ers. There is racing available
three nights a week and a wel-
come mat to boardsailors to
join in their regattas. It was
this welcome that we extend-
ed to boardsailors throughout
the province to join us for this
annual event August 19 and
20, 1989.

We had a hundred percent in-
crease in the number of
participants this year. Enough
for a fleet and start of our
own. Despite the size of the
fleet we had a great time. The
first day of racing started
out with a glass like surface
but soon changed to 10-15
knot winds from the south.
Colin Oke from Barrie sailed

winds gusting from the south
southeast. The occasional heli-
copter or seaplane taking off
or landing created down drafts
when you least expected it.
For seasoned sailors it should
have had little impact. It does
make for a very technical
race. As Steve Jarrett ex-
plained to us at a recent race
clinic "you must constantly
read the wind shifts and maxi-
mize them to your benefit".
We certainly had the opportu-
nity to practice this during the
weekend.

There is always lots to do at
our regattas whether you are
an avid sailor or not. Wendy
Oke was a great help to the
rescue committee on the sec-
ond day of racing. She also

provided the participants with unbiased encouragement as we tackled the course. The social held at the club on Saturday evening was by far the best of the season. The meal, catered by the GreenLeaf Cafe, a small specialty restaurant in town, energized us for the races the next day. Discussions, over dinner, regarding strategies used during the races provided us with our entertainment for the night.

Sunday's race saw all participants trying to usurp Colin Oke who was holding first place. The best sailor won! Colin Oke was the Northshore Board Sailing Champion for 1989. He has vowed to return again next year to defend his title and to bring along two more sailors to enjoy the friendly atmosphere that he found at the Sudbury Yacht Club.

Lauri Gregg placed 2nd with Perry McGirr in 3rd. Last but not least was the lone female competitor Stephanie Todd. It is her hope that next year there will be enough participants in this open class event to have a women's and men's fleet. An offer has been placed with the Canadian Masters Boardsailing Association to host the Canadian Masters Boardsailing Championships in Sudbury in August 1990. An event of this magnitude could change the face of racing in the north. It was a fun weekend and we look forward to entertaining more sailboard fanatics next year. Join us at the Northshore.

by Stephanie Todd

CMBA TRAINING CAMP 1990

In 1989 the Canadian Masters Boardsailing Association held it's first Master's Training Camp at Camp Geneva on Lake Couchiching. Steve Jarrett was the coach for the weekend and provided an excellent and varied curriculum.

Those who attended received instruction on board handling skills, tactics and strategy, racing rules, equipment tuning and fitness tips for staying in shape both during sailing season and in the winter. The instruction was enhanced by studying videos of the days activities during the evening sessions.

Does this whet your appetite? Is it a coincidence that the top racers on the 1989 circuit attended this course? Would you like to improve your race record or learn the basics so you can take part in the exciting world of boardsailing racing? Do you want to learn what the Master's Shuffle is and how to avoid it? Good news!

There will be another training camp in 1990. We have booked June 1st, 2nd and 3rd (Friday evening through Sunday) with our hosts the Ontario Sailing Association and Geneva Park. This date puts us early in the season to give us a running start at the 1990 race circuit and the Canadian Masters Games to be held in and around Toronto in late June and early July.

So, mark those dates on your

calendar and join us for an educational and fun weekend. Watch this space for further details.

by Tony Burns.

THE 1989 CALLER-TIMES U.S. OPEN SAILBOARD REGATTA

held at Corpus Christi,
May 24-29, 1989

Five Days in May - We decided to make it a family affair. So the familiar brown van complete with trailer arrived in Corpus Christi, Texas on Saturday evening May 20th after leaving Burlington on Friday morning. Derek, Andy and Stuart joined up with Paul, who had been in Corpus Christi since mid April and Ann who had flown down. Our 10 day holiday had begun.

The bay at Corpus Christi was ideal for an event of this size. The winds ranging between 25-35 knots blew along the shore line giving a perfect and close up view for the 2-3000 spectators cheering on the bluff. Yes it was hot - average temperature in the 90's and some days the humidity made it seem like 105 F. The water was 80 F and a couple of fresh water showers set up on the beach were so welcome. Talking of welcome - we all experienced some great

Texas hospitality. The local First Baptists Church hosted a brunch for all competitors and made all their facilities

available throughout the regatta e.g. showers, change rooms, parking lot, etc. Derek racing Master in a fleet of 33, Andy and Paul Amateur Men were in the biggest group - 100. There were 16 Amateur

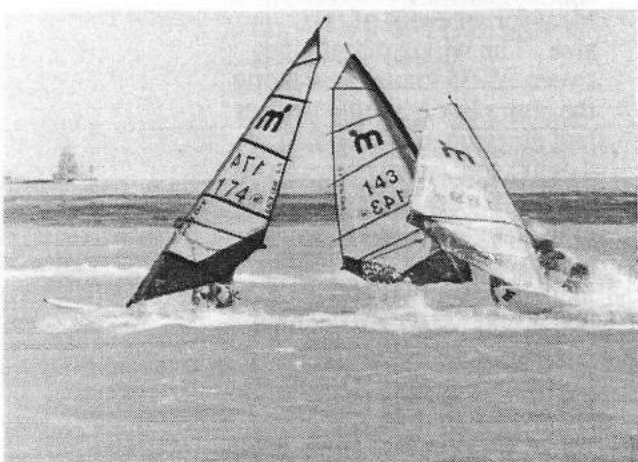
great experience, many of whom were only too willing to share their expertise. From a spectator's point of view, it was one of the best regattas I had attended. So much to see and do that I only read one

course super shopping malls. We had a fun day at South Padre Island before the regatta started and we are all hoping to return next year for another taste of Texas and the U.S. Open. by Ann Maunder



Scenes from '89 Mistral Worlds, Corpus Christi, Texas
Oct. 21-31

From top back row: John Darling, Heicke (GDR), Ian Pretty, Charles Burns, Kevin Hughes, Raines Koby, Peter Fodor, Peter Donitz, Bert Rufenach. Bottom left: Mark rounding at the busy starboard buoy. Right: Number 173, Kevin Hughes of Winnipeg, Manitoba, doing freestyle.



Women, 9 Pro Women and 41 Pro Men including Robby Naish. They all agreed that racing with the top pros was a



page of my book! Night life was good. Lots of good eating places (some a bit pricey) but the fish was superb and of

CANADIAN MASTERS BOARDSAILING ASSOCIATION 1989 CHAMPIONSHIP

July 8 and 9
Kingston, Ontario

Masters Mistral SST
(Age 35-44)

1. Jim Anderson (Barrie)
2. Bob Legault (Pembroke)
3. Grant Carter (Ottawa)

Grandmasters Mistral SST
(Age 45+)

1. Sandy Gow (Toronto)
2. Jim Noble (Chatham)
3. John Darling (Toronto)

Momen Masters Mistral SST
(Age 30+)

1. Stephanie Todd (Sudbury)
2. Sue Thomas (Toronto)

Masters Open Funboard

1. Masao Abe (Toronto)
2. Peter Fodor (Toronto)
3. Craig Henry (Hamilton)

Masters Women

Open Funboard

1. Denise Wood (Kingston)

Team Event

1. Stephanie Todd/
Andre Jubinville
2. Grant Carter/John Irvin
3. Lauri Gregg/John Darling

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MUST LIQUIDATE ALL
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ASKING PRICE
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lower offer

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hull only special vacuum/
pressure fitting on the hull
200.00

MISTRAL SST (new in July
88) complete with 6.3 &
5.3 m2 race sails, boom, mast
and extensions
990.00

Mistral Equipe 1989 version,
235 liters vol. hull only
1650.00

SAILS
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Windsurfing Hawaii
340.00

6.0 m2 CAMBER
North Sail monofilm
570.00

7.2 m2 RAF
Gaastra race foil
150.00

7.4 m2 CAMBER
Gaastra monofilm
650.00

9.0 m2 RAF Gaastra light
300.00

ACCESSORIES

NEW CARBON FIBER
MASTS weight 1.6 kilos,
stiffness 7.9 DIN,
418.00

length 460 & 480 cm
442.26

Ladies Bare Wet-suit jacket &
farmer john, size 12 ?
135.00

New Dry-Suit/Wet-Suit 3
piece combo, small
155.00

New Mistral flip-flop's
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8.00

Neil Pryde
mast foot protector
13.00

Please call Peter at (416) 694-
0465 and leave a message if
you're interested in any of the
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I will consider and negotiate
all offers.

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Mistral SST,
excellent condition, complete
850.00

Mistral Equipe '89, hull only,
perfect condition, raced only
at CORK
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613 828 8284

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full battens, a beautiful hi
wind machine,
refurbished, \$250.

Call John Darling,
(res) 928-3086
(bus) 596-8015.

Plan to attend...

1990 CANADIAN MASTERS BOARDSAILING CHAMPIONSHIPS

Richardson Beach, Kingston, Ont.

(adjacent to Kingston Yacht Club)

REGISTRATION: Thursday, August 23

RACING: Friday, August 24 to Sunday, August 26

EVENTS: Course racing and slalom

EQUIPMENT: 7.5m² max. sail size in effect for 1990

Course boards - production only

Slalom boards - production or custom

CLASSES: Women Masters 30 years plus (as of regatta date)

Men Masters 35-44 years

Men Grandmasters 45 years plus

(Weight division at 75 kg if 10 or more per fleet)

Held in conjunction with Eastern Canadian Funboard Championships

(Separate starts for Masters fleets)

Co-sponsored by: Kingston Boardsailing Club, Windsport Magazine, Canadian Yachting Association

Further information: contact Grant Carter (res) (613) 828-8284

Andre Jubinville (res) (416) 323-9661 ■ John Darling (res) (416) 928-3086

Looking forward to seeing you there, mate

LAST MINUTE LETTERS

19 Dec. '89 / Time: 09:15 / Temp: -38°C

Now, water is very hard here at the present, but what better time to recall days of sailing this past summer and at the same moment look forward to the winds of May 1990.

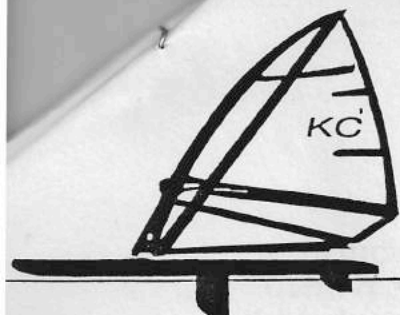
The reason for this note is to request inclusion on the mailing list relevant to Masters programs for '90.

I write on behalf of a number of 50+ lads who would like to try their luck.

Sincerely,

Vic Smith,

9 Taggart, Regina, Sask., S4S 4G3



Canadian Masters Boardsailing Association

318 Richmond Street West, Toronto, Ontario M5V 1X2 (416) 596-8015

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TECHNICAL ADVISOR
STEVE JARRETT

November 22, 1989

To: Steve Jarrett
Chairman
Windsurfing Canada / CYA Racing Committee

From: Grant Carter
President
Canadian Masters Boardsailing Association

National Rules and Standards for Open Class Funboard Racing

Thank you for providing our Association with the opportunity to provide input to this very complex and important topic.

1) Background

The Canadian Masters Boardsailing Association was formed in July of 1988 to promote boardsailing competition among Masters athletes across Canada. While our current membership is skewed to Southern Ontario, we have members from other provinces and we are working to broaden this membership base in 1990.

Our members race within the following age categories: Men -- Masters (35 - 44) and Grand Masters (45 +) and Ladies (30 +). Within the Men's category we have established 75 kg. as the break point for Heavy and Light weight divisions. This change from the 70 kg. Division II and Mistral break point recognizes that Masters athletes tend to be heavier and, therefore, this division encourages more equitable racing.

We have a very active membership racing in one-design (SST), Open Class Fun Board, and slalom events. In the past several years Masters boardsailors have actively participated at regattas in Ontario, Quebec, British Columbia and other parts of Canada. Several of our members have gained international racing experience by attending events such as the recent Mistral Worlds, the Worlds Masters Games in Denmark, the Bahamas International, the Corpus Christi Caller-Times regatta and the United States Senior Championship.

2) Future Direction

The very significant question of what direction does the future hold has provoked considerable and vigorous discussion within our membership. During the past summer it became obvious that racing participation in the Mistral SST One-Design class was on the decline. This class has been the preferred class of our membership since its introduction. However, the increasing popularity of Open Class Funboards has attracted the interest of several of our members.

At our July 1989 Annual Meeting in Kingston this topic was reviewed with the membership. The consensus at the meeting was that the CMBA should adopt Open Class Funboard as its fleet for 1990. The discussion about sail size was somewhat less clear. A number of our heavier competitors were understandably supportive of "no sail size restrictions" while many others questioned the costs which would accompany this proposal. To put this topic of sail size into some perspective, it is important to note that many of our members have not used or raced with a sail larger than the Mistral 6.3 SST sail.

Throughout the remainder of the summer the future direction of sailboard racing was a topic at many of our regattas. These additional comments, discussions during the Canadian Windsurfing Championships and recent conversations with members of our Association have contributed to the following recommendations.

3) Recommendations to CYA

General

- For Open Class Funboard racing the CYA should adopt **national** racing standards establishing board specifications, equipment such as fins, daggerboards, skegs etc., maximum sail size, number of sails which may be used at a regatta.
- The CYA should communicate these equipment standards to competitors and suppliers well in advance of the racing season to ensure sufficient lead time for the planning of equipment purchases from offshore suppliers and to ensure that competitors are not purchasing equipment which cannot be used in regattas.
- The CYA should work actively with provincial sailing associations to ensure that each province adopts these national standards.

- Provincial associations should incorporate these national standards into their regatta rules in advance of the racing season to provide competitors and suppliers with sufficient notification of equipment changes
- **Our belief is that if the rules are known, understood and communicated in advance of the racing season -- prior to spring consumer shows -- everyone will benefit.**

Specific Recommendations

- We recommend that Open Class Funboard Racing be divided into **two fleets** to encourage a broader base of participation.
- The suggested Fleet names would be **Gold** and **Silver**.
- For **Gold Fleet** we recommend that boards include any moulded (500 series) production boards with customizing allowed (Eg. daggerboards, gasket, fins, footstraps, mast tracks etc.) as your recommendation # 3 states.
- For **Silver Fleet** we recommend boards be restricted to production boards which are **not currently manufactured** (Eg. Mistral SST, Superlight, old Equipe, old Malibu, Bic Wing, Fanatic Cat-1988 etc.).
- The boards raced in the **Silver Fleet** are intended to be of the same vintage/competitiveness and would provide less serious/committed racers with the opportunity to remain relatively competitive within an approximately level playing field.
- For **Slalom racing** we recommend 2 separate classes: production (with modification allowed for fins and footstraps) and custom (with the same opportunity for modifications).
- We recommend **one course board and one slalom board** to be used per regatta except in the case of damage not enabling a racer to continue the series on that board.
- We propose a **wind minimum of 8 knots** on the course for 1990: our preference would be that wind measurements never need be taken but this is not likely to ever be the case in our part of the World!
- We agree with the results of your survey at the 1989 National Championships and support the Quebec proposal to restrict maximum **sail size to 7.5 m2 for both Gold and Silver fleets.**

- **It is our view -- though not endorsed by our total membership** -- that fair, affordable racing can be achieved with this maximum sail size and, further, that the same sail size for both Gold and Silver fleets will enable racers to purchase a 7.5 m² sails this year without the financial investment in an 8.2 m² or larger sail and rig in the following year if the racer moves from Silver to Gold fleet.
- Frankly, an 8.2 m² sail is an attempt to make an Open Class Funboard do something for which it is not designed: plane in light air conditions!
- We support **a limitation of 3 sails per regatta** as an attempt to keep racing accessible to the average -- not the sponsored elite -- sailor.
- We propose that the **weight break point be increased to 75 kg** which would better recognize competitiveness within weight divisions: 70 kg is simply too low and allows too great a weight range in the Heavy weight division.
- We do not accept the concept of a "floating" weight division -- dividing the fleet into two equal numbers with weight break point changing from regatta to regatta. In our view a "floating" weight break point -- Eg. 70 kg/74 kg/72 -- leads to confusion and disappointment as those Masters athletes near the break point are not certain in which division they will be racing until after registration. Such changes also tend to discourage natural competition among rivals: a competitor could potentially have different competitors in consecutive regattas attended by many of the same racers.

4) Summary

Our objective is to **promote racing for all sailors**. Our recommendations are addressed to that objective. Several of our members have been involved in this sport for many years and have competed in Windsurfer/Division I & II events. We have concerns about the future of racing and we believe control must be with the participants and that **racing must reflect the interests of the majority**.

A totally unrestricted equipment environment will not foster growth in the long term. It will result in the game being played by an ever decreasing number of elite sailors. **The potential does exist for "Suppose they gave a regatta and no one came"**.

Masters racers want to continue racing. We want a racing environment which is competitive and fun. We look to the CYA to provide the required national leadership needed at this time.