

SPRING '91

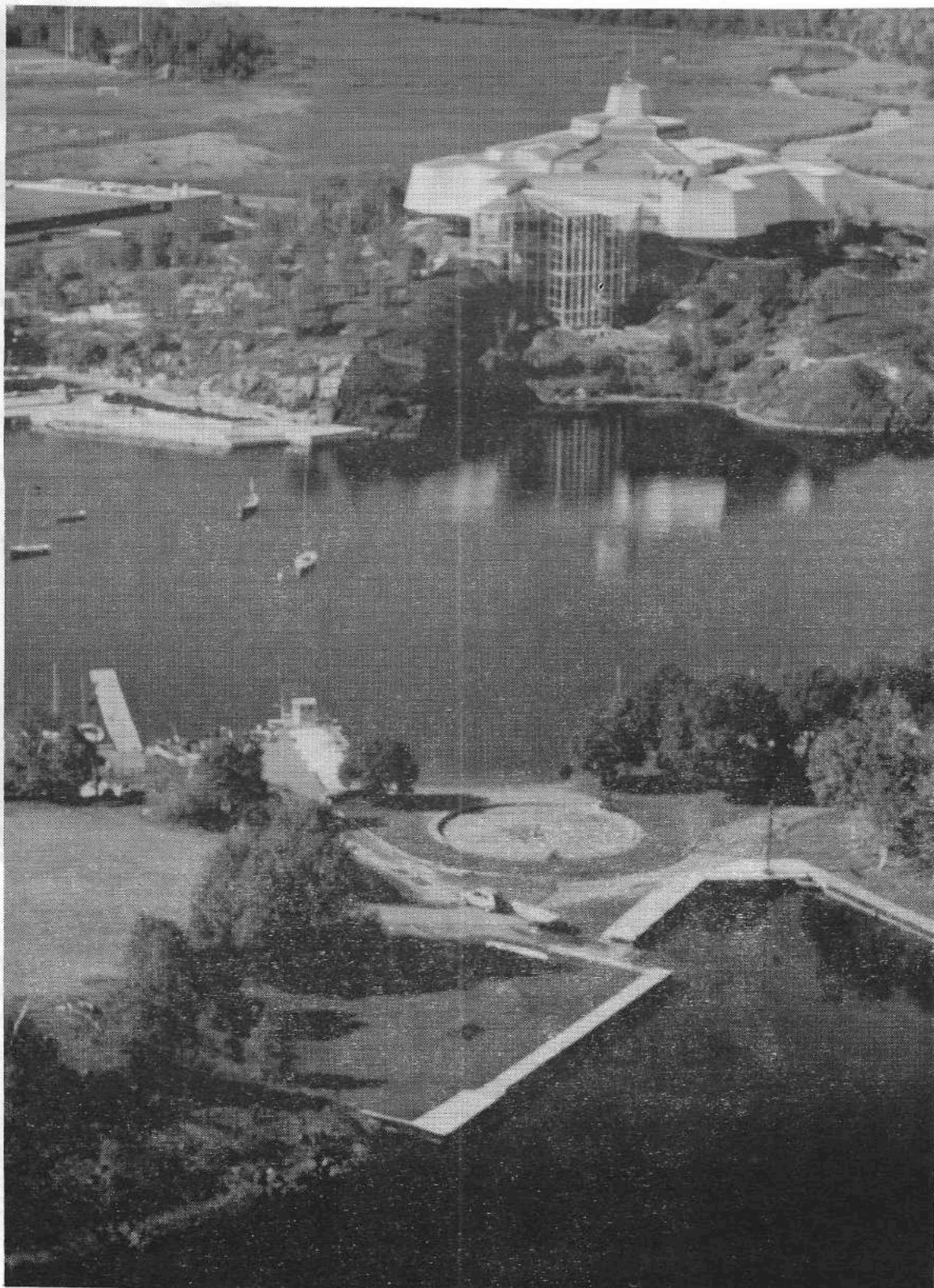
Canadian Masters Windsurfing Association Newsletter

MASTERSMATTERS



Highlights

- From the President
- Iles-de-la-Madeleine
- Tips for Masters
- Race training camp
- Masters women
- Sudbury Championships
- Speed Trials - Maunder
- 1991 calendar of events
- Fit tips
- And more



Sudbury '91

CANADIAN MASTERS CHAMPIONSHIPS



**Canadian Masters
Windsurfing Association**

568 Ontario Street
Toronto, Ontario M4X 1M7
(416) 323-9661

To foster camaraderie and mutual support at regattas, to affect changes and improve Masters windsurfing everywhere.

CMWA Newsletter is distributed freely to all members twice a year. Participation by readers is encouraged!

Original and previously unpublished material is welcome and will become the property of the CMWA for the sole purpose of consideration as contributing material for publication in the Newsletter and therefore will be subject to editing as required. Material will be returned at a convenient time such as not to incur additional costs.

CMWA is not responsible for: ideas and attitudes expressed in articles submitted to the CMWA; previously published or copied material solicited as original; opinions published in the CMWA Newsletter which are deemed to be in the best interest of CMWA members and the windsurfing community.

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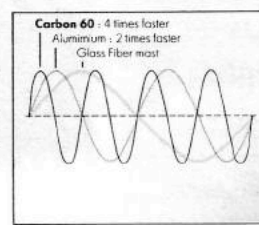
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Come to Sudbury for the 1991 CMWA Championships Regatta

by LAURI GREGG

Come to beautiful Sudbury the the Civic holiday weekend - August 3rd, 4th and 5th and participate in the 1991 Canadian Masters Windsurfing Championship Regatta. Pit your sailing skills against the unpredictable winds of picturesque Lake Ramsey - North America's largest city contained lake.

As well as being Northern Ontario's focal point for organized sailing, Sudbury is a place for families to enjoy nature on the Conservation Area trails at Laurentian University and experience the wonders of Science North.

In other words, parents bring your children. The expansive grounds of the Sudbury Yacht Club offer plenty of room for the kids to swim and play while the older generation does battle on the lake. Of course, babysitting will be available upon request. Science North which is immediately adjacent to the Yacht Club will certainly be of interest to anyone with a desire to take part in things scientific.

During the regatta, all activities will take place at the Sudbury Yacht Club beginning with Registration on Friday evening. Each morning coffee will be on, ready to sharpen the wits of bleary-eyed sailors.

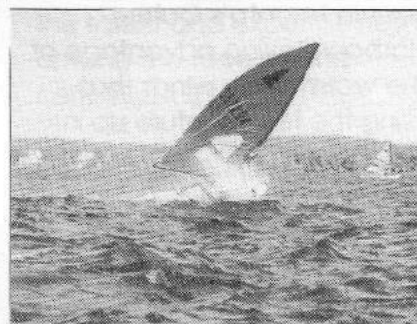
Lunch will be served after the morning's racing is completed. On Saturday and Sunday evenings we will dine in elegance while watching the sunset on Lake Ramsey.



Yacht Club facilities include ample parking for 50 vehicles, grassed rigging areas, launching sites on both the east and west sides of the club, a wading pool, and a main building which houses changerooms, toilets, and a sauna.

Accommodations are plentiful and nearby. For example, a Travelway Inn (1200 Paris St.: 800-461-4883) and a Relax Hotel (1401 Paris St.: 800-661-9563) are within walking distance. These two

inns are very popular so book now. A Venture Inn and a Journey's End Hotel are within 10 minutes by car. Carol's Campsite (705- 522-5570) is but 15 minutes away on



Highway 69 South. The average hotel rate is \$50 to \$60 per night - Single, and the nominal campsite rate is \$10 per night.

Requirements for additional food or refreshments can be quickly satisfied with a five minute drive along Paris Street.

Preparations are underway! So plan to come to Sudbury for 1991 Canadian Masters Windsurfing Championship Regatta.



From the President,

by ANDRE JUBINVILLE

Welcome to the 1991 windsurfing season. May the wind Gods descend upon you with 40 knots strength.



In Eastern Canada it has been a mild winter and some hardy types - the likes of our Vice-President John Darling -

dodged floating ice floes in Toronto's Outer Harbour, taking advantage of the warm south winds that bring the temperature up into the teens.

Meanwhile, your executive was busy affecting important changes to the 1991 racing rules and planning for the National Championship this August in Sudbury, Ontario. For additional information on these subjects, please refer to the specific articles in this newsletter. Other developments, are the appointment of Grant Carter (CMWA past president) as Chairman of the newly formed Canadian Open Funboard Association and Dave Johnson as the Chairman of the Ontario Sailing Association Competition Committee.

Grant is the forum through which Open Funboard rules and regulations will be formulated and established. His close relationship with the Masters Association will undoubtedly facilitate the implementation of your ideas on Open Funboard racing. Dave's new role will involve him directly with youth programme development for the Olympics. Dave competes actively on a D2 and currently acts as official measurer.

I would like to thank the Board of Directors for their support in planning the 1991 racing season. In particular to Stephanie Todd and Lauri Gregg for organizing and hosting this summer's National Championships, to John Furber for his outstanding contributions as advertising manager, to Tony Burns for organizing another Race Training Camp, to John Darling for his great humour and help with the newsletter and also to Sandy Gow for his watchful eyes over our finances.

Additionally thanks to Ian Stewart (Saskatchewan Director) for developing Masters awareness in the West and to Yvon Levebvre (Quebec Director) for his involvement in affecting rules changes. Both Ian and Yvon have shown a keen interest in hosting the 1992 Canadian

Championships. And finally, many thanks to Steve Jarrett, who's guidance, wisdom and hindsight are direct contributions to the effectiveness and success of this organization.

In closing, your membership helps keep the windsurfing sport alive and healthy in your community. Your organization may help fight to keep your favorite launching spot from being closed. It provides camaraderie and mutual support at regattas. It is a forum for affecting changes and implementing windsurfing policies. In other words, this organization is a reflection of your involvement. Remember, without you..... there is no Masters Association.

Fair Winds!

Andre Jubinville

Editor's chop hop

by JOHN DARLING

Scene: the plush Novotel North York, OSA Annual General Meeting, waiters in tails pushing pink champagne on you... Not true, actually, we had our beer in coffee mugs at the Windsurfing Reception, hosted by the younger Jenkins and his side-kick Jill Lott, and presided over by that scholarly measurer of sails, Dave Johnson (attired in his true blue IBM uniform).

Among those present was our CMWA President Andre Jubinville and his side-kick Sue Thomas (ouch, I just lost a toenail).

Enthusiasm was the spirit of the gathering, in its appraisal of the 1990 Circuit, and optimism was the tone for the 1991 season. For while retailing in the sport is suffering along with the rest of the capitalist and socialist economies of the world, the Circuit continues to draw both veteran and freshman boardsailors to its events.

In fact, the board-size pendulum may be swinging back to longboards, as the pedigree develops into a species of thoroughbreds which are lighter, more voluminous, and fine performers in heavy winds as well.

Talk was how to bring our regattas into public view -- like the favorite location at Minet's Point in Barrie -- onto beaches where a lot of folks could see the sails and action, especially should it blow. This would be the key to attracting sponsors, we were advised, along with shore activities for landlubbers, and land-lubbered sailors sans wind.

Us masters and our beloved organization, the CMWA, are of course a key part of the Circuit, and the Circuit is our raison d'être as the French so aptly coined the phrase. If it didn't exist, we'd have to invent it.

What makes our sport and social life so interesting is the Circuit, competing against one another, and of course the pleasure of the young people's company. And the professionalism of the OSA team that sets the courses and calls the starts is what makes it truly worthwhile, and a stepping-stone to world-class competition.

As a sport matures, its organization firms up. What we seemed to be moving toward

at the Circuit reception, was a kind of Organizing Committee in which sailors would team up with industry reps and sponsors, to lend some support to

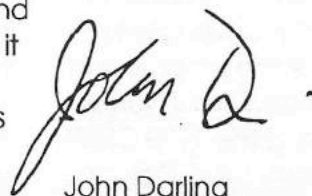
the OSA technical staff. The reality is, we realized, that the OSA staff cannot take on additional promotion chores, on top of organizing the schedule and Race Committee.

We would have to find the talent and expertise from among the racers. And certainly, it is there.

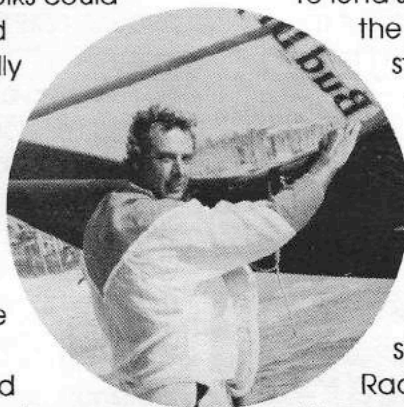
Hopefully, we can play a role in expanding the Circuit in Quebec, and promoting a series on the prairies, in B.C. and the Maritimes.

We masters, probably the backbone of the racing crew, have a role to play, and duty to invest something in the sport that has paid out dividends so well.

Amen, mes ami(e)s.



John Darling



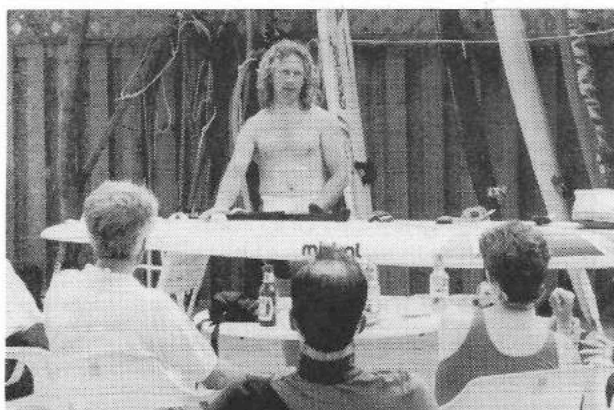


Training camp, 1991

by TONY BURNS



As I sit down to write this article it is snowing and although I have taken up skiing this winter to avoid being a prisoner of the Great White North I find myself thinking about the summer. Why am I thinking about summer?



It may have something to do with the fact that I just got off the phone with Dan Carson. For those of you who don't know, Dan is the proprietor of Maui North and Maui North was the site of the 1990 CMWA Training Camp. Yes, Dan and I were discussing the 1991 camp.

The camp this year will again be at Maui North and will be held June 7th, 8th and 9th. The camp begins Friday evening and continues through until Sunday afternoon. Steve Jarrett has once again accepted the position of coach! What more could you ask for?

Well, I know that John Furber would ask for massage therapy. It's ok John the massage folks will be back this year.

Since we were last at Maui North Dan and Brenda have opened a second building with sleeping accommodations. This year we will all be able to stay on-site.

Let me take a few lines to tell those who have not attended one of our camps what they can expect. The CMWA Training Camp is a place to improve your windsurfing. You can find out how to be more efficient in your jibing and tacking; learn to get that little bit more speed out of your board by tuning your style and/or your equipment; and discuss racing tactics with the top CMWA racers and Steve.

After a full day of practice and drills spend the evening in Maui North reviewing your performance on video tape.

All that plus great company, terrific atmosphere, fantastic meals (lunch and dinner Saturday and lunch Sunday), a weekend away from it all and a massage for \$80.00!

As in the past we will have to limit attendance to a maximum of 17 sailors. All participants must be members in good standing of the Canadian Masters Windsurfing Association.

To reserve your spot complete the registration form and mail it, along with your cheque or money order. Registration is on a first come, first served basis. No post-dated cheques please.

We advise and encourage you to stay at Maui North. The rates again this year are \$65.00 per room per night based on double occupancy. This price includes breakfast. To reserve your room call Dan or Brenda at Maui North (416) 722-9229.

**If you are
a Master...
We need you.
Get involved
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**The Canadian Masters
Windsurfing
Association**

notice to racers

Master sailors who participate in regatta racing on a regular basis qualify for direct sponsorship from Multi-Sail!

Multi-Sail is a concept whose time has come, **two sails for the price of one.** Multi-Sails incorporate a world wide patented zipper system which allows the bottom foot panel of the sail to be removed. Simply lower your sail down to the mast, (using the adjustable head cap), slide your booms up, retie your outhaul and zip off the foot panel. Voila! In only 4-5 minutes you can execute a sail size change. **Benefit:** More time on the water with the right size sail.

Skeptical about the use of a zipper? Well here are the facts:

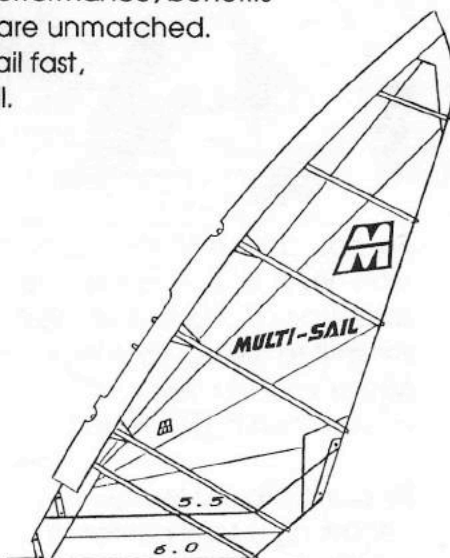
1. The zipper is warrantied for life.
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What about performance? All sailboard magazines (Windsurf, Wind Rider, New England Sailboard Journal and our beloved WindSport Magazine) have all endorsed Multi-Sails as bonafide, high performance equipment.

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1990 best Sailor of the Year award

by JOHN DARLING

Winner of the CMWA 1990 Best Sailor of the Year award was Peter Fodor, on the strength of his performance in the 1990 Ontario Circuit, CORK, and participation in various international events.

after his first race, a Mistral event at Pickering (remember it? -- one of the best, stiff north west winds with our first-ever Slalom races -- the day Sandy Gow's skeg sliced clean through someone's mast!)

Peter raced that season, the Orillia Mistral Canadian Championships being his first big regatta. The next summer he travelled to Denmark to take part in the Masters Worlds, where he says he "discovered how poor he was in high winds." The event was blessed with 25 to 35-knot plus winds for a whole week, survival sailing on a leased Fanatic Cat equipped with a recreational sail.

The year 1988 was capped off by another learning experience at the Mistral Worlds in October, in Corpus Christi.

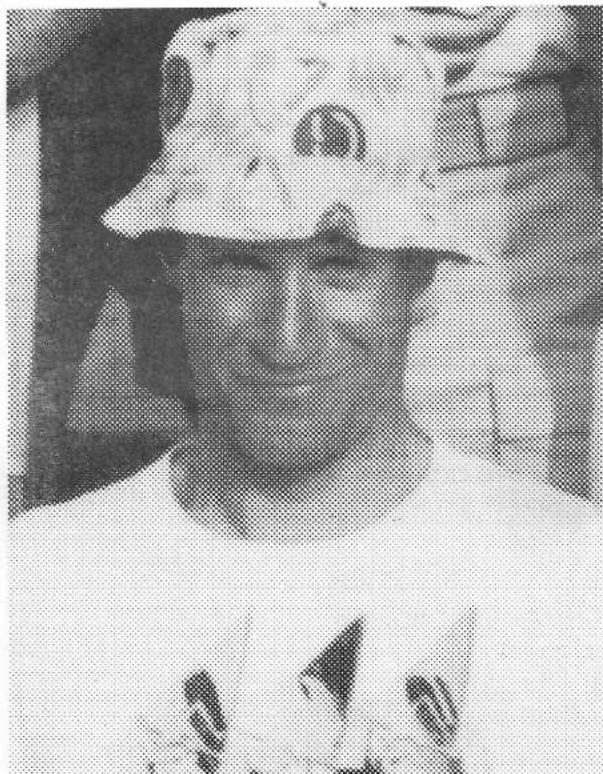
Peter got serious the next spring. He trained and entered the Miami Can-Am Series on a D-2 -- "a wonderful learning experience." He came in 2nd or 3rd in Masters, despite being rammed at the start by someone on port tack -- the board holding out through the race, but sinking at the end despite two persons' attempts to haul it out of the water.

That was January. In February, he raced in the Melbourne Mid-Winters, feeling a big improvement in his sailing but against much stiffer competition. Equipment-wise, this time he sailed a 25-knot race on a funboard with a broken mast-track, which zipped back and forth on downwind reaches and jibes, making for truly interesting racing. He continued sailing in Florida in March, trying out shortboards as well.

April, not much sailing. But in May, back at the OSA Team camp, on funboard and D-2, training seriously.

Then came entry in the Masters category at the US Open at Corpus Christi, Texas, a truly mind-blowing event for the half dozen Canadians there. The pros, and many amateurs, with their massive rigged quivers and custom course slalom boards, and concomitant dazzling sailing skills, were an education in themselves. "It was a different kind of racing," said Peter, "the whole concept of seeing a short board pass me upwind made it like seem like new sport."

While in Corpus, Peter tried out and bought new high performance fins, a Westwind board or two, and masts.



So, how does a Master sailor, who never laid a big toe on a mast-track pedal before 1987, make it to the big time in Masters and Circuit competition in two years?

By going pro. At least, becoming a semi-pro for 18 months or so, the way Peter did. Peter abandoned his lucrative trade (refrigeration engineer) sometime shortly

While racing in Florida, he adopted the Aeroforce sail for its awesome power and light weight, and championed them back home, until he switched to Calvert sails in August 1990. This was mainly because of Aeroforce's discriminatory pricing towards Canadians (and Europeans), but he finds he also prefers the slightly lighter Calvert with its superior cambers and same high-tech Robichaud battens. The cut of Calvert's foot is also a little trimmer, avoiding the Aeoforce's tendency to drag in the water on reaches.

He also loves the Calvert's stable profile and large luff. Peter was the first to rig an adjustable downhaul and outhaul on his funboard, a technique likely to spread. He says there's a lot of interest from other Canadians in this sail, which he is importing -- at cost -- from Florida.

Asked where he sees the future of racing going in Canada, Peter responds that funboard manufacturers will probably increase the volume of their boards to increase light and medium wind performance, and we'll see the use of course slalom shortboards for winds over 15 knots. ...But he's also keeping his D-2 for training, and that high performance feel in light winds.

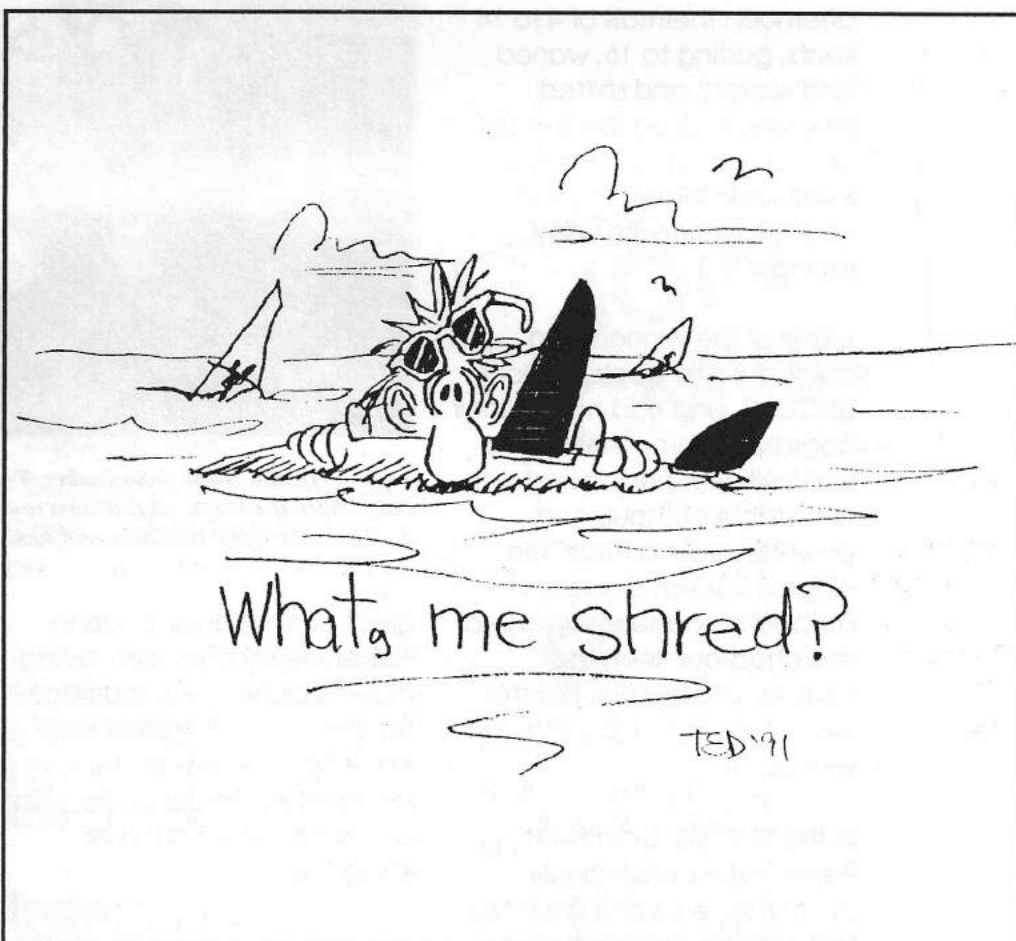
Doing well in the 1990 Circuit, Peter explained he felt more comfortable on his F2 Lightning. "I hadn't improved my technique," he modestly claimed, "I just had the lightest

board and best equipment I could possibly get. It was 25% technique, and 75% equipment." "That was the reason I beat Bert (Rufenach) this year." And, everybody else in Masters and a lot of the Men's fleet, to boot.

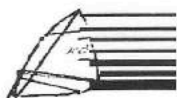
The trick, for Peter, is to win the Masters a second year, to prove it's not just luck: "anyone can win at the Canadian Fun-boards once, you've got to do it twice." Peter will be going back to work for a few months, then it's back to Corpus Christi for the US Open. Peter wants not only to see all the new equipment, but to talk to everyone to understand what they're doing, and learn how to go faster.

And, he added, study the technique at the speed trials at Bird Island, held in conjunction with this Pro-Am event. Well, good luck Peter, in Corpus! We know you are always eager to impart your knowledge to other racers; let us caution you that you are first and foremost a Master racer, and we want an exclusive interview with you for our Spring issue.

As a fellow-racer, I can't get too enthused about your second straight upcoming Masters Championship victory, but we do hope your skeg doesn't catch more than its share of weeds. Bon voyage.



ILLUSTRATIONS BY TED WILLIS



1990 Championships

by JOHN DARLING

Kingston, Ontario, is the site of an awesome display of improved technique and new equipment.

Trophy winners this year showed their mastery of light and medium winds, many sporting high-tech sails and fin designs, as they left their competition in the dust (or spray).

The fine weather at Ontario Park in Kingston precluded the appearance of the usual strong late summer winds, as afternoon thermals of 4 to 14 knots, gusting to 16, waned and waxed, and shifted playfully, making the 3 races on Saturday and 2 more on Sunday an interesting test of foxy and otherwise wiley racing.

Many of the winners had competed all week previous at CORK, and had honed their boardspeed impressively. As well, sails were equipped with adjustable outhauls and downhauls. As a result, the lengthy Eastern Canadian Funboard course resulted in a stretched-out fleet, the heavier and less hip, like this writer, lagging far behind the winners.

In the Masters' Gold Fleet, Peter Fodor convincingly proved his expertise and took top honours, followed by a



Top row: Denise Wood, John Furber, Yvon Lefebvre, Andre Jubinville, Gary Miller and Masao Abe. Bottom row: Grant Carter recipient of Sportsperson of the Year Award and 1990 Masters Champion Peter Fodor

great performance by John Furber, newly back into racing (having gotten over marriage and having a couple of kids). In third place, was our new President Andre Jubinville, with a very consistent series of good finishes.

In Grandmasters, the incredible Yvon Lefebvre from Quebec, P.Q. challenged winner Fodor in every race. Masao Abe demonstrated his consistent speed and determination with fast second-place win, and then came yours truly, John Darling, a more distant third.

Masters Women finished with Denise Wood in first place, Stephanie Todd in second and Sally Pratt third. All three sailed very strongly, an excellent portent of things to come in the women's fleet (as more and more admit to 30).

Masters' Silver Fleet finishers were as follows: Gerd Schneider in first place, Ian Stewart of Regina in second, and Garry Miller of Ottawa in third place.

Twenty-seven masters registered, with our own start (along with the ladies, and were such gentlemen!)

The Canadian Masters, we should note, was held in

conjunction with the Eastern Canadian Funboard Championships. The large fleet of youngsters under 35 started first. A good range of ages in the sailors was represented, with many kids apparently just out of diapers showing a lot of promise.

Winners in the Overall and Light Mens' were: first, Greg Fenton; second, Jens Knof; third, Steve Jarrett.

In Heavy Men's, Jeff Borgmeyer made a return to the winners' circle, followed by Charles Burns of Manitoba and Kuba Lapinski. In Youth, Sam Ireland placed first, followed by Witold Lapinski (yes, the brother) and third, Ian Brown.

Leanne Hutton won the Women's Division in style, followed by Andree Gauthier in another very impressive performance, with Ruth Forsythe in third. Dave Luck from Ottawa won the Fun Fleet top spot.

On the first evening of competition, Friday, the Masters' Annual General Meeting was held at Kingston Yacht Club, following an excellent dinner and much flowing wine. A couple of masters showed up in required formal wear, but the majority did not have time to change from sailing clothes, harnesses, etc. (See report elsewhere).

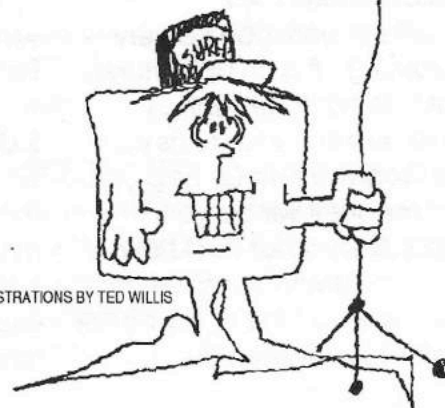
See you in Sudbury!

Next issue

Coming up in the Grandmasters Shortboard series: "Is wave sailing for Grandmasters?" -- the ultimate windsurfing experience is waves, buddy-boy. Even small ones. "Variations on shortboard jibes for Grandmasters" -- double your fun with Lay-down jibes and go for the Duck Jibe!

Grandmasters with tips and photos of their jibing exploits are invited to divulge their secrets to us all. Problems? We will enlist the aid of our Technical Director, Steve Jarrett. And some of the others will undoubtedly add their two cents, too.

Get those jibe letters in !!



ILLUSTRATIONS BY TED WILLIS



News & clues for masters women

by STEPHANIE TODD

NEW WOMENS DIRECTOR ELECTED

The Board of Directors for the CMWA has been expanded to include a Women's Director.



Stephanie Todd, past Canadian Masters Windsurfing Champion, was elected at the 1990 Masters Annual General Meeting held in Kingston.

The position was created to resolve issues that arise directly affecting women's divisions of windsurfing.

If you have any concerns, ideas for growth, or suggestions for improvements, please contact Stephanie at (705) 969-2013 or write her at 4175 Addy Crescent, Hanmer, Ontario, P0M 1Y1.

CANADIAN MASTERS WOMEN'S DIRECTORS REPORT

Volunteer work can be very rewarding. It is an opportunity that I do not take lightly. I hope during my term, as your representative, I can help you. That means it will be your responsibility to let me know what you are thinking. (Mind reading is not one of my better abilities!) I will keep you

abreast of board decisions or questions as they arise. Please contact me if there are any issues that you want me to discuss with the Board or with the other women sailors. This is your forum!

In December, I travelled to Toronto to attend the first executive meeting of the 1990/91 Board of Directors. I had the opportunity to speak and vote on your behalf.

The issue was on decreasing the maximum sail size for women to 6.6 m². Having discussed the matter with the females (both masters and youth) present at the Eastern Canadians, the consensus was to continue to allow female competitors to use the same sail size as their male counterparts.

This was relayed to the Board and it was decided that women masters maximum sail size will be 7.5 m² for the 1990/91 season. The benefits of sailing the same size sails as the male divisions are:

1. That when sailing in light winds, we will not be left behind.
2. Our mandate is to encourage females to join our ranks as they become of masters age. They will have been competing using the larger sail size to this point in time.

3. When our numbers are lacking for a fleet, we can sail competitively in a respective male division using the same equipment.

4. With the constant improvements to sail design, we are able to manage the larger sail sizes with practice.

5. If a master wishes to compete in world class competitions or in competitions that do not have a Masters division, it will provide an opportunity for equal competition.

The draw backs to the larger sail size is in heavier winds. Those who can not manage may be at a disadvantage when going down in sail size.

However, those who choose to sail the larger sail may spend more time recovering from errors. Women are reminded that there is a Silver Fleet which allows a maximum sail size of 6.3 m² on board hulls no longer in production.

**Your Association
needs you!
Get involved**

Fit tips for windsurfers

by STEPHANIE TODD, Fitness & Leisure Management Consultant

"Stay fit year 'round to improve performance."

Aerobic Fitness is a key ingredient to any fitness program. A minimum of four (4) times per week for at least 20 minutes within your target heart range is a good start. F.I.T. means increasing the frequency, intensity and time which is crucial for improvement of the cardio-vascular system.

Your personal target heart rate zone can be calculated using the following formula.

Upper Limit = $200 - \text{age} / 6$

Lower Limit = $170 - \text{age} / 6$

(Take heart rate for ten (10) seconds, using two fingers at the wrist or throat.) For maximum benefit, your heart rate should fall between your upper and lower limit and be maintained for a minimum of 20 minutes.

Aerobic Activities include, walking, jogging, running, aerobic classes, stair climbing, swimming, x-country skiing, cycling, etc. The choice is yours!

Strength and Endurance Training is the second step in improving your performance on the water. It should be integrated with or between aerobic workouts at least three (3) to four (4) times per week. Use light weights (less than 66% of your maximum)

and high repetitions (10-30 reps.) for endurance. The opposite is true when strength training. Use higher weights (greater than 66% of your maximum) and low repetitions (less than 10 reps.). F.I.T. is also an integral part for growth in this area of your fitness program. The muscle groups specific to windsurfing that

Older individuals (that's us!!) are in need since the connective tissue becomes less elastic with age. Flexibility exercises are important when training to increase muscular strength and endurance. Stretching should be done during the warm-up and cool down stages of your program.



ILLUSTRATIONS BY TED WILLIS

Before Fitness...

should be included in your training program are: forearms, biceps & triceps, shoulder - deltoids & trapezoids, back - latissimus dorsi, abdominals and thighs - quads & hamstrings.

Flexibility is the range of motion through which the limbs are able to move. Daily stretching means the difference between enjoyment and agony.



After Fitness! Feb 91

Remember that any fitness program must be enjoyable to the participant. Be sure to select activities that will keep you coming back. You are as good as your workouts are for you!

PRECAUTION: Always have approval from your family doctor and a fitness test by a qualified fitness appraiser before embarking on a new fitness program.

FANATIC speed...

by PETER FODOR



ILLUSTRATIONS BY TED WILLIS

Too little has been mentioned about the people that support windsurfing through their eternal participation and determination. Specifically and especially Derek Maunder, who has struggled with windsurfing and its ever changing landscape.

To give a little overview, first there was the One Designs and now the Open Class Funboards or Raceboard Classes, only they're not so open with a 7.5 meter sail size restriction. What I mean is the reality of racing in a One Design Fleet of SST's with 6.3 sails in 10 knots (you're lucky if it's that windy), all factors being equal, the lightest guy is going to win, its basic physics.

Pooo on One Design for giving the lightest competitor a unbeatable advantage. Then came the Open Class Funboard Racing and I remember a happier Derek. After all he could choose a sail from his quiver that complemented a specific wind velocity, eg. he could choose a 9 meter sail to race in 6 knots and he could do well against the 100 pound flyweights on their 7 meter sails. He could overcome his weight handicap by picking a larger sail.

Always beleaguered and handicapped with his enormously solid build, this alone would have been an "unfair advantage" in say weightlifting, boxing, shotput or any other number of olympic disciplines. But in windsurfing, in Ontario, its definitely a handicap to be built like a 210 pound wrestler. And then same people

(flyweights) put a limit on the sail size of 7.5 meters, just to make sure he'll never get close to them in any normal light air regatta. Ha, so maybe Derek won't catch you in 5 or 10 knots but wait, he blew my doors off in 20 knots on several occasions and the stronger the wind the more you'll see him smiling as he passes to leeward!

In Corpus where the wind blows strong, warm and steady, thats where Derek does his best sailing (basic physics, all things are equal). Here Derek rules the waves having proven himself the 1st overall Canadian Master at the 1990 US OPEN. Not to shadow his incredible results at the Ken Winner Corpus Speed Trials, where he placed 1st in his age group, 16th overall in the complete fleet of 79 (beating some pros) with a speed of 33.5 mph., dusting Burt Roofrack and I. That makes him Canada's fastest Master Speedsailor.

P.S. in both events he was also the most mature (oldest) competitor (he is getting better as he is getting greyer). Give Derek a fair chance and he'll show you that 55 is not over the hill. I am personally looking forward to competing with Derek in Corpus in 1991,

All the Best and God Bless!

Sportsperson of the Year award

by JOHN DARLING

The 1990 Annual General Meeting of Canadian Masters sailors was a joyous event indeed. Beer and other liquids flowed freely, the food was excellent, the sixty Masters and guests happy to be there (though only one or two were dressed properly -- the event *had* been advertised as formal).

A highlight indeed was the election of past president Grant Carter as Sportsman of the Year. The first winner of the coveted old Mug, Bob Legault (for establishing the CMBA at its first two regattas in Pembroke, as well as being a consummate gentleman, at least on starboard tack) made the presentation to Grant. It is now a large, beautiful wood veneer trophy (plus a small keeper Mug. And, we are much indebted to the same Bob from Pembroke for donating this year's keeper Mug.)

This award recognized the invaluable role Grant had played in establishing the CMBA as a solid organization. In fact, we were all very reluctant to let him go at all. Grant had made our masters' clubhouse a fortress to be reckoned with. Grant saw to it that our athletes were recognized for 1988 Ontario Sports Achievement Awards. Several of our members attended a special dinner in Toronto, and received certificates.

Grant made sure the OSA and CYA were made aware of Masters' concerns, submitting detailed recommendations in 1988 and 1989, during the important transition period from one-design to open-class competition.

A fastidious sailor, Grant also designed personal report charts for board-sailors, such as the "Sail Rigging Chart" which enables a sailor to rig *painlessly, on the first attempt* having a record of boom and extension settings. He drew up forms that would be an olympic coach's model, probably, encouraging racers to methodically chart their progress -- "Regatta Summary Report," and an "M-Course, and Olympic Course Race Report" form, designed to detail each race with particulars of wind strength, sail setting, sailor performance, and comments for improvements. Guides to truly scientific sailing, such as the dedicated competitor of the future will be practising.

But, Grant, we wish to issue the following warning: we will be watching your performance in the next few years closely. If perchance you become more of a competitor than a gentleman in future regattas, you may lose that trophy, find yourself off the pedestal and...

President once again!



Sportsperson of the Year Grant Carter (left) and 1989 Sailor of the Year Award recipient Burt Rufenach.

For more
information
about the Masters
Association please
call 416 323 9661
evenings

Mark your calendar for these dates in the 1991 sailing season!

MAY

- 1991 OSA Ontario Circuit Series #1: May 18/19 at Maui North Lake Simcoe - Call OSA 495-4240 for information.

JUNE

- Ontario Circuit Series #2 June 1-2, Collingwood
- Masters' '91 Clinic: with Steve Jarrett instructing, is on again at Maui North, slated for June 7-8-9. Book early for this popular event, so you won't be caught fishin'.
- Ontario Circuit Series #3: June 15/16 - Oshawa (Ontario 18 and Under Championships)
- Quebec Circuit Series #1: June 15/16 at Trois Rivières
- Quebec Circuit Series #2: June 22/23, at Nominangue

JULY

- Quebec Circuit Series #3: July 6/7 - Quebec City
- Ontario Circuit Series #4: July 20/21 Kingston (Ontario-Quebec Series and International Challenge)

AUGUST

- 1991 Canadian Masters' Championships: Set for long August 3-4-5 weekend, on Sudbury's Ramsey Lake. Pre-registration \$75 for three days of northern hospitality! (\$95 registration on site). Info: Andre Jubinville, 323-9661
- Quebec Circuit Series #4: August 9/11, Quebec-Ontario Series, Lake St-Louis, Beaconsfield, (West Island Montreal)
- Annual Mammoth Marathon at Toronto Boardsailing Club, Cherry Beach, Sat. Aug. 17 (long distance race for all sailors, this year its around the Toronto Islands)
- CORK (The internationally reknown D-2 and Funboard event) at Kingston, August 19-22. Call OSA for registration details: 495-4240.
- CANADIAN FUNBOARD CHAMPIONSHIPS, OSA Circuit #5: following CORK, Aug. 23/26 (Friday -- Monday). at Kingston (CORK site)

SEPTEMBER

- Pro-Am Des Iles, Aug. 29-Sept. 7 (\$18,500 prizes in slalom, Speed, Waves) Les Iles-de-la-Madeleine. Call (418) 986-3907.
- Ontario Circuit Series #6 (Final): Sept. 14/15 at Barrie. (Ontario Championships)

Les résultats du Québec!

by YVON LEFEBVRE

Open Funboard: En première place, Martin Vézina suivi par C. Leduc en deuxième et F. Morin en troisième. Yvon Lefebvre 6ième place (premier chez les Maîtres), N. Lalonde 10ième, R. Viau 21ième, René Therrien 22ième et D. Vérité 26ième place.

Résultats cumulatif de la saison, Coupe du Québec 1990, chez les Maîtres. En tête, Yvon Lefebvre de Québec avec quatres premières places (2,25 points), suivi de N. Lalonde en deuxième place (7,0 points). Troisième place, R. Viau (11,0 points), 4ième Peter Fodor de Toronto (12,0 points), ensemble en 5ième place Messieurs D. Berryman et R. Therrien (13,0 points), et D. Vérité en 7ième place.

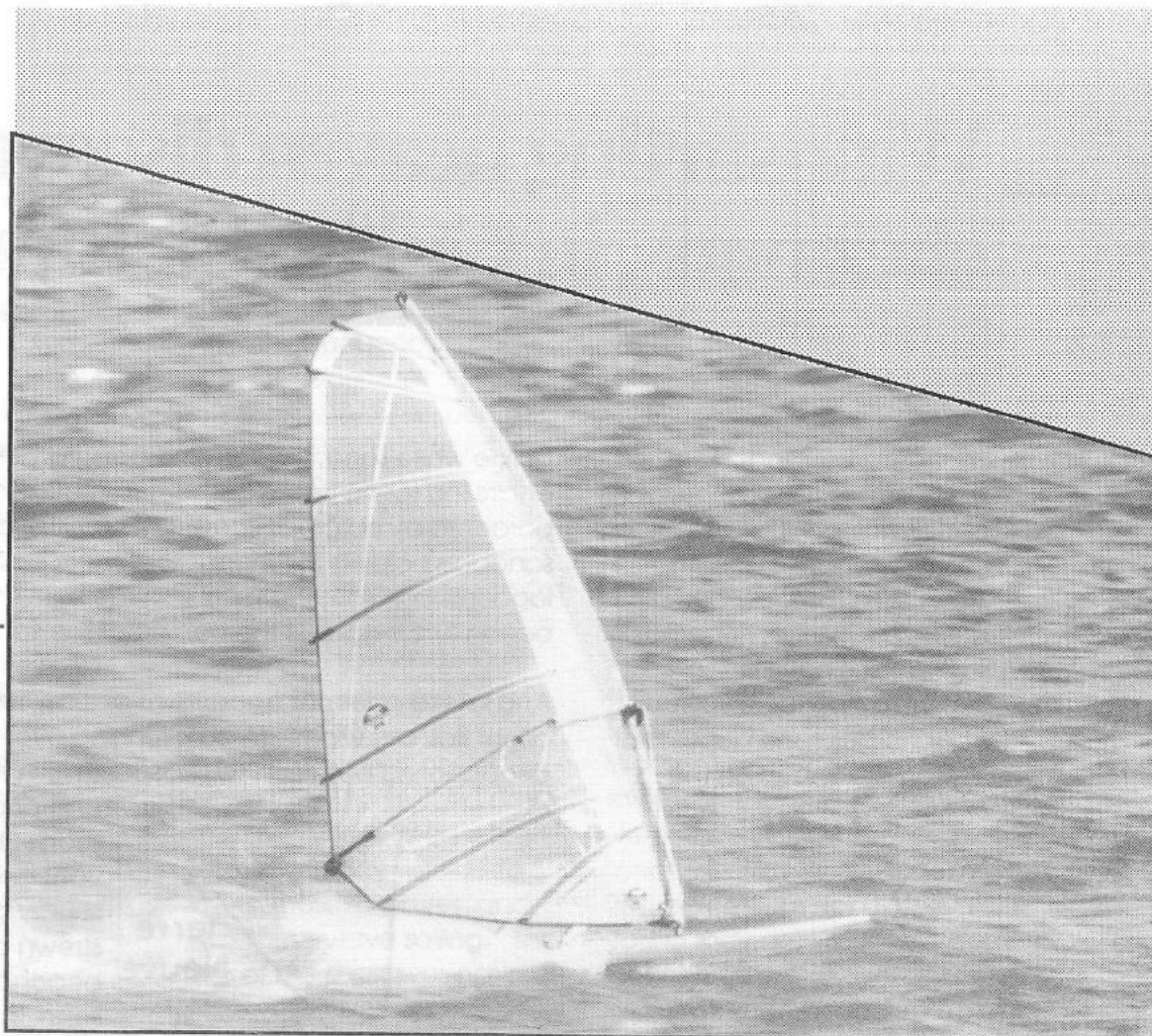
(Editor's note: see the 1991 Quebec Circuit schedule. Ontario Masters are invited to compete in the Quebec-Ontario Challenge regatta to be held at Pointe Claire (west end of Montreal Island) on August 10/11.

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Windsurfing heaven discovered chez nous, in Gulf of St. Lawrence

by JOHN DARLING

For centuries, mankind ignored Les Iles de la Madeleine, at his peril. Smack dab in the middle of shipping lanes from the Atlantic to the busy ports of the St. Lawrence, hundreds of sailing ships have been wrecked on the beautiful, treacherous sand dunes that stretch like sinews on the

of fine white sand, tufted with coarse green blades of grass, encircling rolling green hills with stunted miniature forests, bordered by outcrops of rust red cliffs. Inside long sinews of sandbars holding the islands together are warm, shallow lagoons, constantly rippled with the high winds that sweep the ocean swells against the outside of the same sandbars.

And lo! like aberrant apparitions of long-sunk schooners, we spy bright flashing windsurfer sails running over the waves and half disappearing between swells, sparkling in the sun as they jibe

and change direction suddenly. Then you see the vans and cars, and the sundry boards and sails strewn on the wide smooth beaches cast with drifting sand. You've arrived, boardhead. The windiest place in Canada.

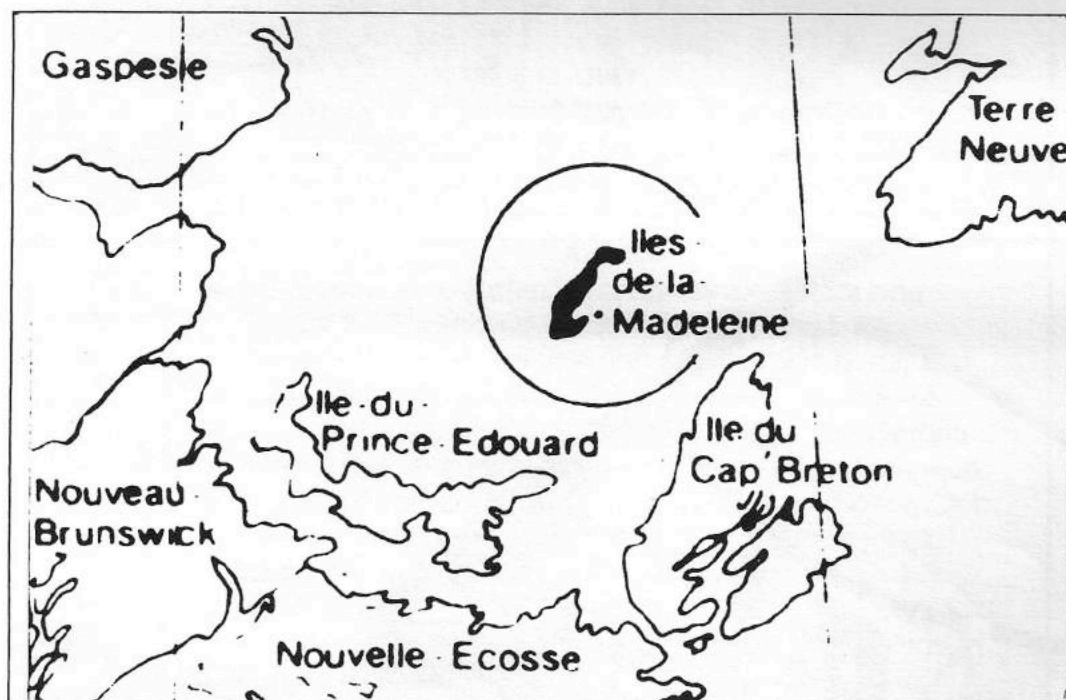
The only place in our fair Dominion where you can sail flat water, or a choice of two or more wave-sites on most days, as constantly shifting fronts sweep across the ocean from south, north, or south-east, their winds quickening as they sweep over the low horizons and lagoons of the Islands. Such was the site of the first

Madelivoile Pro-Am Championships held over the 1990 Labour Day weekend -- on the warm, shallow lagoon known as la Baie du Havre aux Basques, where the slalom and speed events were held. Tho' winds did not honk as steadily as they have been recorded in previous years, in the 10 day period we used 4.7m² and 5.2m² sails for 5 days, a 6.0m² for 1 day, and had three calm days.

During the 3-week period including the regatta, wavesailor and Ontario board-builder Roger Klein reported using a 4.5m² sail for

bones of a dried skeleton between three small verdant islands. Where are they? One hundred km. north of P.E.I., somewhere west of Cape Breton, and south of nowhere in particular.

The warm, barely salty seas crash in upon miles upon miles



8 days, a 4.0 sail 1 day, and a 5.0 to .5m2 sail all other days, being becalmed for only 4 days. Most of the time was sunny and warm, wetsuit or steamer weather. The walruses don't clamber ashore to bask in the sun on the Plage de la Grande Echouerie for nothing.

Friendly, nay overjoyed to see us, were the Quebecois-Acadien organizers, headed by the Arsenault twins, Leonce and Leon. The regatta was run by a sort of consensus, with the expert and pro racers offering advice on how to run events, and what events to run ("hey, it's time to run wave jumps, guys, see you there" --vroom, the vans take off to Corfu beach, followed by judges and officials.) But the events were well run and equipped, and the wind and waves were there! One of the first genuine wave events in Canada with the crowds of spectators on the beach, applauding and cheering the high jumps and loops!

Two big wave days occurred, the first in South winds at Corfu, with winds dying in the late afternoon, in rain. The second day was three days later, a big North wind day with up to 35 knots, massive waves, and awesome wave sailing. The star of the show was not pro Mike Gebhardt nor even some of our own accomplished wave sailors (Barney Huyck, Steve Jarrett and others), but a 16-year old who could very well be the next Bjorn Dunkerbeck -- Leon Belanger, citizen of the Dominican Republic, daily sailor on the waves of Cabarete after school hours, week in, week out.



Two hundred of us witnessed this kid perform four complete forward loops

during his 10-minute semi-final; followed by two more in the final heat (he took home \$2000 cash for the highest jump and highest acrobatics). There were hundreds of spectacular high and long jumps during those two days. Gebhardt put on a smooth display of wavesailing, and Ontario and Quebec sailors were equally as impressive, wowing the crowd.

Even a master or two ventured out in the waves and had a ball -- a real challenge that paid off in some memorable rides over waves, into incredible wave-troughs and over huge 7-foot

ocean swells on the outside. (Just to get out in those awesome conditions was a thrill! -- I rigged slowly and methodically, took it one step at a time, making sure all was secure, and convincing myself it would be a piece of cake).

A very competitive slalom series saw Mike Gebhardt take first place, followed by Leon Belanger and our own Barney Huyck in 3rd (yea!), and Windsport editor Steve Jarrett in 4th (congrats!) followed by a host of Quebec hotshots. Edith Trepanier won the Women's slalom. In the speed event, Steve Jarrett was the fastest, with Toronto's wave fanatic Dave Nunn just stealing 2nd place from Rob Sistie. A young lady called Valerie from Collingwood, Ont. won the Women's speed event.

There was no masters' category, with few masters registered. But who knows; that may change, with this event catching on in popularity as a truly unique Canadian slalom and wavesailing venue. And, fellow masters, it's great to sail with the pros -- their smooth, assured sailing style is bound to rub off a little on your own, at least in your imagination!

See you there in '91.
Alors, on y va, certain!

For information on the 1991 Madelivoile Pro-Am, contact Leonce Deraspe, C.P. 89, Etang du Nord, Iles-de-la-Madeleine, P.Q. G0B 1E0, tel: (418) 986-3907 (bus.) 986-4528 (res.)



Sinkers for GrandMasters?

by JOHN DARLING

Should a Grandmaster be caught scooting across waves and rough chop on an 8'6" shortboard? Shouldn't we be sticking to our Malibus and raceboards --the yachts of windsurfing, nice and floaty, so stable and smooth? Why should we be risking life and delicate limb on a chip of polyester?

Well, many of us have tried out short boards over the past few years, and discovered that there is almost a new sport out there. We've started out on a "floaters" shortboard, and had to learn new skills, such as the water-start. We're making a career out of learning the carved jibe, but it's a fine, elusive skill which will pay off richly when we've finally got it wired.

Perhaps the best way to start is in a windy spot like the Caribbean, or Cape Hatteras (especially at a Windsport seminar). A week or two on the flat warm water of Aruba or Corpus Christie can make fast converts of us. Once ensconced

in the footstraps and harness line, and tuned in on that transitional "floaters", you will have acquired the technique to take advantage of the many short windy hours Ontario has to offer.

The sinker shortboard can provide the smoothest, most effortless and ecstatic sailing experience of all (la creme de la surf creme). It is a natural extension of sailing on a "floaters", allowing you control in high winds over 25 knots.

You should of course first be proficient on your floaters or transitional board, with water-starts down well and 50% of your jibes (by whatever means) succeeding. You should have gotten fast, and been to the point of being overpowered in 25-35 knots a few times, your big shortboard jumping out of the water. Now, you are ready for trying out a high-wind sinker. All you really need to motor your 8'6" is a steady 20 knots or more, and sharp attention to your balance in getting underway on this little beauty. Wait 'till the whitecaps are solid (and onshore. If side-onshore, check there is a nearby lee shore you can conveniently wash up on.)

Beach-starting, place your forward foot near the back of the mast, in the centre of the board. Once up, get hooked in and get the front foot into its strap as soon as possible, to



When you get that
old sinking feeling!

Ted 190

ILLUSTRATIONS BY TED WILLIS

get planing quickly (remember, on a sinker you cannot slog like you did on the burger-basher). Then, get the back foot in its strap as quickly as possible. You're off! You'll find you'll plane as fast as you did on a "floater", and once that back foot is in the strap, you'll feel that old sensation of speed and control, but more, and better, than before. (Like a kid on a skateboard again). Your jibes will be as easy as on a floater because your board is lighter and more maneuverable. To carve a jibe, get up to maximum speed, stretching those harness lines, hangin' out to the max. Your heart is beating with excitement as you search for a flat spot in the chop, or a smooth, gentle (masterly) wave face to jibe off.

Now, bear off on a broad reach for a second to go even faster, then, when you decide to carve your turn, unhook your harness first, then as you take your back foot out of the strap and place it forward of the front footstrap on the leeward rail, aggressively stand up on the board at the same time. Lean forward and slightly into the turn as you swing your weight up onto the top of the board, (bend your legs, but don't lean back, lean into the turn). With your body weight swung well forward and the board flat and cutting through the chop, press down with the foot on the leeward rail. You'll find yourself on a full turning plane, and have lots of time to jibe the sail. No problem with a sinker! (A mental picture of Alan Cadiz aggressively goin' for it helps).

You'll have to re-learn the waterstart, as weight distribution is very critical on a sinker -- just be patient. Use your forward foot as a step up behind the mast, and use your back foot for steering and balance on the board as you lift out of the water.

In any case, as all those chubby-cheeked "baby masters" graduate to Grandmaster status, all manner of tiny boards will be littering our beaches. Fact is, these mature kids are already sailing these boards like the adolescents they recently were. Why should we wait for the revolution? Gad, old man, surf's up -- where's my pink spotted assymetrical?

NEXT ISSUE
Is Wave Sailing
for Grandmasters?



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Sportsperson of the Year Award TED WILLIS

is designed to reward those Masters sailors who are eager, involved and committed to the sport of windsurfing. But what is a "sportsperson"? According to Lucile Legault (the well-known hostess of many a Masters Regatta at Pembroke, Ont. and companion of well-known husband Bob), it is a person who "...wins humbly, loses gracefully and is out there no matter how its blowing!"

Lucille and Bob Legault generously donated the Trophy at last year's Championships in Kingston, Ont. Bob selected the elements for the design on the Trophy, and had them assembled by a local company in Pembroke. Hopefully, the Award will encourage present and soon-to-be Masters sailors to both promote the sport and be "good sports" while they are at it.

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Tips for Grandmasters

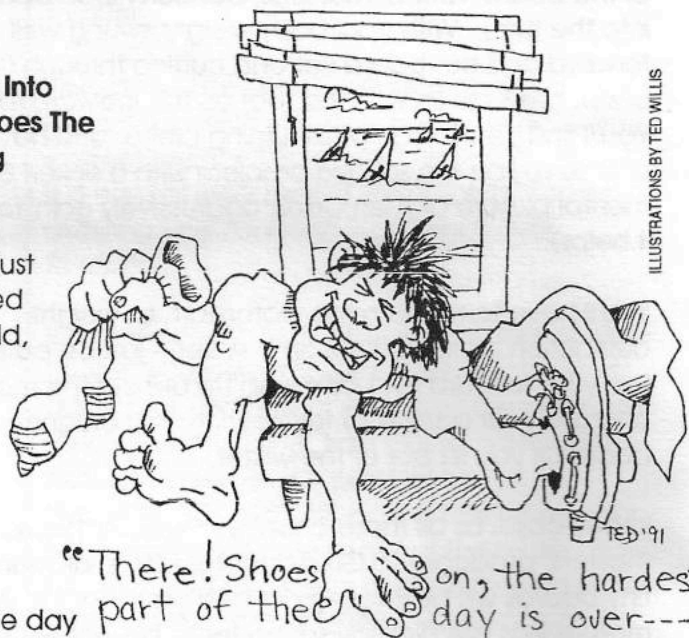
by JOHN DARLING

Getting Into Your Shoes The Morning After

You've just shredded the world, exploiting the winds with 2 or 3 sails, or you've spent the day racing in high

winds, keeping those young fellers and baby masters honest. You've stretched those back muscles like the Roadrunner accelerating from 0 to 90 mph in 3 seconds, but you've gotten a good night's sleep, eschewing the wastrel ways of younger sailors who party all night. It's gonna blow again tomorrow.

Now you're up, but your back is ramrod stiff and not about to give an inch. And alas, the first item of the day requires the agility of Spiderman -- getting your shoes on.



ILLUSTRATIONS BY TED WILLIS

Having researched this problem, let me tell you how to achieve this feat (no pun intended).

Placing your socks and shoes within range of a low chair or bed, simply kneel first with one foot up, draping your sock onto the tip of your toes. Gently, lean back as you cajole the sock onto the rest of the foot. Now repeat this delicate operation with the other foot. Voila, stage one completed.

Then, get up and sit on the low chair or bed (a great morning exercise in itself), and, dangling the shoe by the tongue, negotiate your toes into the open shoe. A gentle wiggle should ease the heel into place. Dangling a shoe by the tongue with only one hand allows you to steady yourself with the other, avoiding sudden pangs of pain from the nether region. To tie the shoelaces, the most demanding contortion of the morning, kneel with one leg up, again. Carefully, point one shoe toe in, or out, depending on which strains less. It helps if the shoelaces are the 28-inch long variety.

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