

SPRING '93

The Canadian Masters Windsurfing Association Newsletter

MASTERS/MATTERS

Calling all Masters sailors...

Plan now to attend the 1993 CANADIAN MASTERS NATIONAL CHAMPIONSHIPS

to be held at the Lobster Capital of the world,
SHEDIAC, N.B. Sat & Sun. Aug 28-29, 1993



Highlights

- CHAMPIONSHIPS '93
- RAINBOW RACING
- NITINAT B.C.
- SNOWBOARDING
- HATTERAS SPRING '93
- FIT TIPS FOR SAILORS
- CORK '92
- GORGE DREAMING
- TUDOR AWARDS
- IN THE NEWS
- ONT/QUE CHALLENGE
- PROAM DES ILES '93

Includes lobster dinner/Annual General Meeting
& Party on Saturday Night, lunches,
trophies and prizes



**Canadian Masters
Windsurfing Association**
568 Ontario Street Toronto,
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To foster camaraderie and
mutual support at regattas,
to affect changes
and improve Masters
Windsurfing everywhere.

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

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EDITOR
John Darling

DESIGN & PRODUCTION
André Jubinville

**CONTRIBUTIONS
THIS ISSUE**

John Darling
Stephanie Todd
Emerson Mills
Dave Blake-Knox
Peter Coy
Stuart Hall
Susan Thomas
Dave Johnson

**CMWA
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MASTERS GATHER AT SHEDIAC

BY JOHN DARLING KC 130

The lobsters will be snappin' at the Masters heels in '93

Visiting Masters sailors from across Canada won't have to worry about sharks at Shediac, near Parlee Beach, the most popular swimming and ocean sailing spot in the Maritimes!

But, as "Lobster Capital of the World," we may be a little concerned about our toes or holes in our booties. However, the sea water is the warmest north of Florida, and the wind is very good at this time of year!

Shediac is in South-east New Brunswick 25 km from Moncton, and easily accessible from the Trans-Canada Highway. The launch site will be at the Shediac Bay Marina, with plenty of spectator room on the breakwater and lots of grass for rigging.

Reservations are advised because this is the vacation season and the height of lobster feast time. The Hotel Shediac, adjacent to the Marina, will be the main gathering site and venue for the Masters' AGM. It boasts quaint but clean rooms, a great kitchen and a cool and relaxing atmosphere (for reservations call 506-532-4405).

Or, try Seely's Motel (506) 532-6193, the Neptune Motel 532-

4299, or the Four Seas Restaurant-Motel 532-2585.

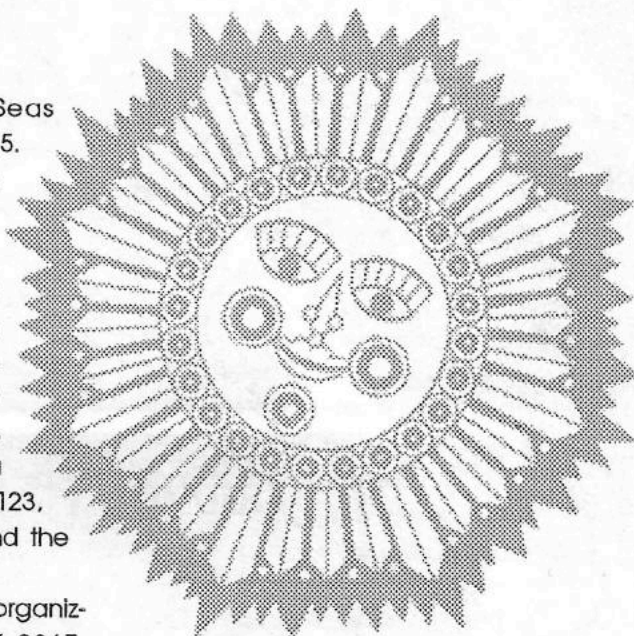
For a "B & B", try the Auberge Belcourt 532-6098 or the Auberge Seaside Haven Inn at 532-9025 (or you tough types, camping chez Chedik, 532-6713.) A good number to note is the N.B. Tourist Association as a dépanneur at 1-800-561-0123, toll free from Canada and the U.S.

For more info, call organizer Emerson Mills, 386-2967. Registration includes 2 on-site lunches and a Lobster Feast AGM dinner, and prizes and trophies as well as non-stop racing for all levels! And don't forget that Friday night August 27, an additional Bar-B-Que can be enjoyed for \$15 should you arrive early enough to tune up your rig before everybody else does!

See you there -- don't miss it! Lets give those local salts a run for their money and their lobsters.

New Brunswick: a windsurfer's paradise!

Shediac is merely the epicentre of a host of hot New Brunswick sailing sites, from the radical conditions at Miscou Island and Miramichi River on the Northeast coast, to awesome



ocean waves at Red Head on the Bay of Fundy, or Saint John's Kennebecasis River, where strong thermal winds channel up the mountainous shoreline (Duncan O'Brien writes about all this in the Summer '89 Windsport Magazine).

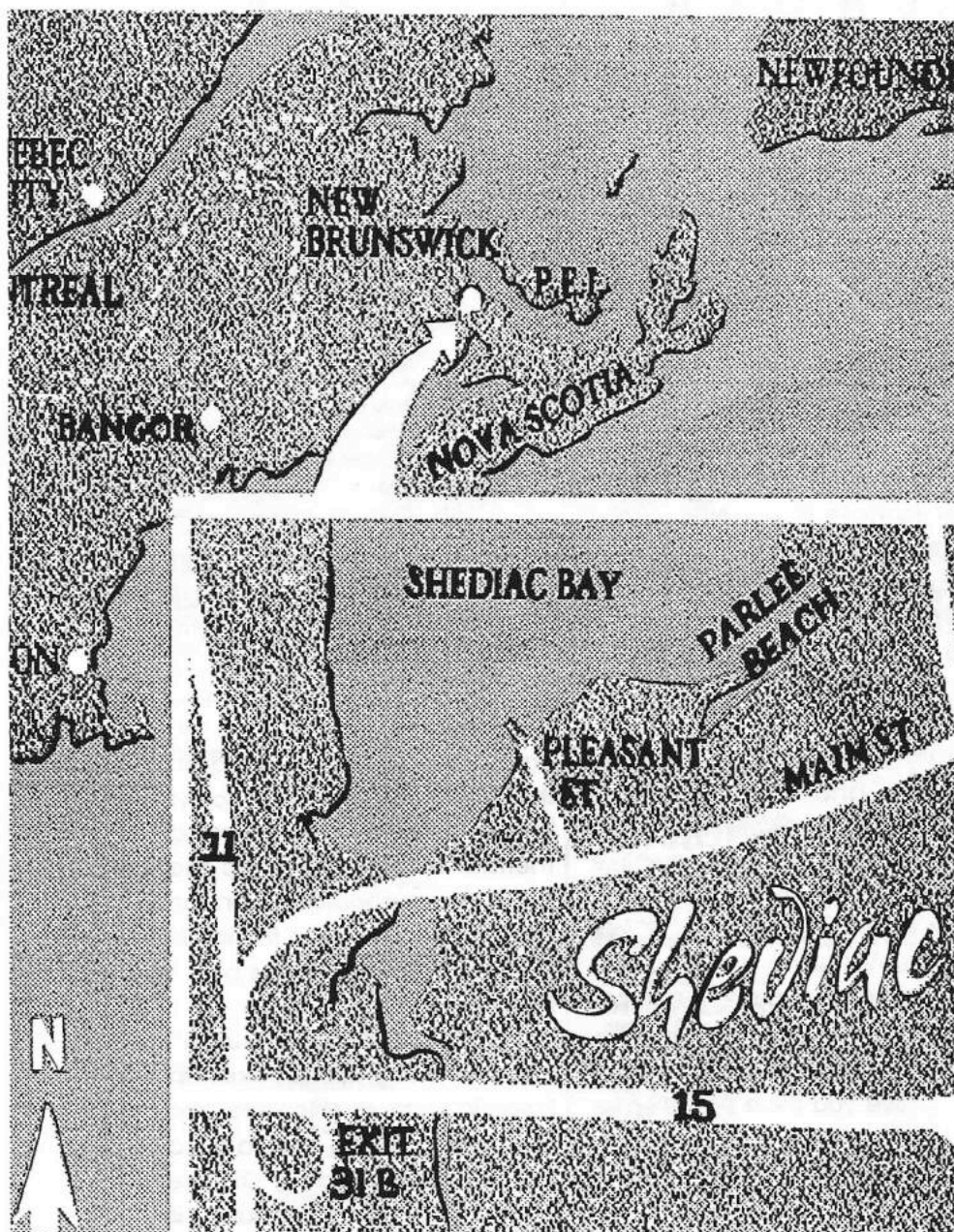
"Down Home surfin'" includes many inland lakes up Fredericton way which are also fine sailing spots: Mactaquac Lake or Grand Lake. On the mighty Saint John River, sailing is great at Woolastook and the Fredericton Aquatic Centre, according to O'Brien.

In the April '87 Windsport, Mike Fabbro reported: "when driving on the Trans-Canada from Quebec, Lac Baker is a pleasant side-trip" (near Edmundston).

Travelling on, you find a

hot wave spot and perhaps the windiest place in N.B. --the Charlo region -- at the Bay des Chaleurs Provincial Park (hot local master wavesailor Gerard

winds are common in this place of rustic beauty. On the western shore of Northumberland Strait lies Kouchibouguac National Park, a popular tidal bay near



Roy, a competitor at the '92 Madeliville on the Magdalen Islands, can tell you all about it).

Fabbro, always an informative, colourful ra- conteur, writes about the high excitement of reaching Miscou Island, via Caraquet and Shippigan. Strong

Richibucto (where you need a board caddy to get from the parking lot to water).

Mike's detailed story covers all the rest of the sailing delights in the province, too (If you want copies of these articles, just write to Editor André or Pres. John.)

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GYBE MARK COMING UP!

BY PETER COY KC 9

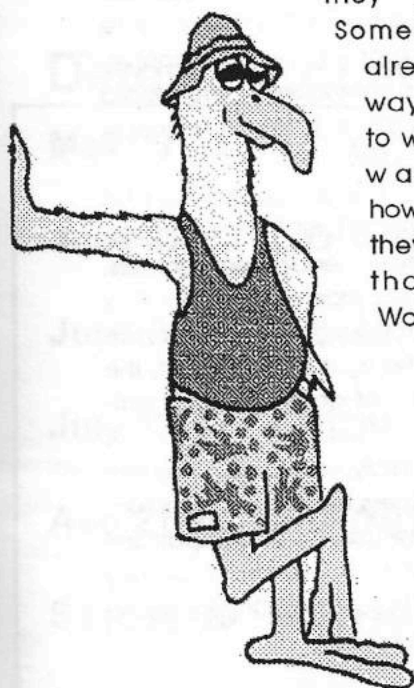
Ten seconds to go. Nine, eight, start pumping for the line, three, two, Bang! Thirty five boards up and planing, inches apart, bearing off and edging up trying to find clean air.

Fifteen seconds into the start and already the fleet is breaking into groups of boards, old rivals covering each other, hotshots pursued by wannabees, port side, starboard side, guessing the shifts and gusts, judging the wave action.

Which way to the windward mark? Who's crossing ahead, who behind,

which way did they go?

Someone already way up to windward, how did they do that??
Wow.



Windward mark, lay it without pinching up or oversailing the lay line. It looks tight, but hey, here's a lift, I'm going to make it! Whew. Okay. Around the mark, bear off, maybe enough speed to get the centreboard up, try it... Hmm, marginal, leave the mast forward, see if anyone looks like passing. Here comes Tony. Okay, let's take him up. He's got his centreboard down and seems to be going faster. Drop the board.

Edging up, catch a wave and pump onto a fast plane. Board's trying to rail, kick the centreboard back fast to half, that's better!


Gybe mark coming up — who's around? Is it clear on the other side? Tony is coming around the outside, better do a fast flare gybe, swing the bow fast, quick jump forward, flip the sail and snap, off we go on the next reach, screaming along in a big gust. Here's the next mark, someone's fallen on the other side. Bear up and gybe inside. Great, really moving now.

After two laps and six gybes, here we come to the finish line, neck and neck. Pump the final reach, edge to windward to hold that trailing board back, and here's the line. Honk goes the horn as you pass! Let's see who's here already. Hotshot lightweights, some of the heavyweights...

Let's see — one, two, three — hey, I'm fourth heavy-weight! Not bad. Sit on your board, wait for the next race, chat with your buddies. Compare notes, Wow — that race was tough! I can lost five pounds on a race day from the exercise and sweating. At least the wetsuit isn't tight now like at the beginning of the season.

Racing your board is the ultimate challenge. Course racing, slalom, long distance. You get together with a bunch of avid sailors at some really pretty sailing spots and try your hardest to improve. Everyone helps. There is so much to learn it's almost daunting, but give it a year or so and it's amazing how much you'll learn. Where to sail, what to sail, how to sail, when to sail and how to go faster.

If you want to race, come along to the Wednesday Night sessions at Cherry Beach, and plan on attending the OSA Circuit races. It's a learning experience — and only when you start to learn do you realize how much there is to know, in fact the learning process never really ends.

Racing experience comes back in spades, to give you expertise that will double your fun sailing on longboards as well as shortboards. 

RAINBOW RACING

BY PETER COY KC 9

Let's revitalize competition with the Rainbow Racing!

Imagine racing in a fleet of two hundred boards, with great prizes, lots of recognition, international competition, ongoing development and improvement of equipment, choice of format (slalom, course slalom, race board), choice of venue, informed TV coverage and prestige.

Alternatively, how would you would feel if windsurfing racing continues to dwindle into insignificance. Imagine the last board shops closing... and just racing your old equipment in informal races amongst the same old people again and again?

I think our current race format is taking us inevitably toward the second scenario. In order to address the problem, I have proposed a number of changes to our current racing format which could make windsurfing racing more attractive to a larger number of participants, and build a base of new racers.

People are attracted to the idea of competing for a variety of reasons. Here are the questions that I ask myself from my perspective as a relatively

new racer: Am I enjoying competing, is the racing well organized; what am I doing wrong, how can I improve; can I win, am I competitive?

Am I using the right equipment, is it set up correctly; does competing hard in every race

eventually give up a competitive sport if they find they cannot achieve a measure of success and acknowledgement.

Our racing divisions appear to be arbitrary and elitist. Some divisions get very little support, meaning that you can race all weekend to come first in a division of three racers! There seem to be three major factors that affect your finishing position: first of all your skill and experience play a huge part in winning. Driving a board fast on all points of sail calls for knowledge and sensitivity in reading the wind and waves and knowing the fastest route around the race course.

Tactics in positioning your board in relation to opponents boards are also key.

Secondly, equipment and equipment tuning is very important: overall equipment lightness, the best shape of board for your weight, the right stiffness of battens, the right boom height, the amount of downhaul and out-haul.

Thirdly, your weight, strength and fitness level are critical factors, particularly in the "pumpathon" sub-10 knot weather typically found in Southern Ontario during the summer.

“ I find it hard to compete in a sport where I have very little chance of winning, at least occasionally. ”

make a difference?

Does it really matter if I show-up for each regatta or not; what can I do to progress to the next level of competition; do I like the venues for the regattas; how about my family, is it fun for them too; are the other competitors friendly and fun to be with?

A better way to reach our potential

I find it hard to compete in a sport where I have very little chance of winning, at least occasionally. Many people

Come Course and Slalom Racing

IN '93: FEATURING SLALOM★ & THE NORTH ONE-HOUR CLASSIC — JUNE 12/13★★



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AT THE STARTING GUN, it's Andrée Gauthier (KC1117) neck and neck with Ron McKay (KC19), Galen Fecht (KC711) and the boys!

Dates: Locations:

May 29-30 Toronto

Outer Harbour, Host: Toronto Boardsailing Club (416) 596-8015
Including the Annual Student Regatta

June 12-13 Collingwood

Sunset Point Park, Fathom Custom Composites (705) 444-6606
★★ *Featuring the NORTH One-Hour Classic slalom*

June 26-27 Goderich★

St. Christopher's (Town) Beach, Host: Blue Water Boardsailing
(519) 482-3978

July 17-18 Ottawa

Lake Des Chenes, Britannia Road, Host: Britannia Yacht Club,
Contact: Dave Blake-Knox (613) 820-3471 *Ontario/Quebec Challenge.*

Aug 21-25 Kingston

MacDonald Park, King St. W. Host: CORK (613) 545-1322
Mistral One-Design only. North American Championships.

Sept 18-19 Barrie★

Minet's Point Park, Kempenfelt Bay, Host: Barrie Windriders
(705) 424-0343 *Ontario Windsurfing Championships.*

So looking at the factors, there really aren't many that money, time on the board, dedication, heavy dieting, careful equipment research, (did I mention money?) can't fix eventually... hard to find if you are a regularly employed person

we assume that women are not competitive with men? —that someone 34 years old is faster than a 36 year old? —that someone who is 160lbs is faster than someone who is 170 lbs? It might make sense for an initial grouping system but surely the actual result placing history of each individual is a better system for grouping or handicapping the competitors appropriately.

In other progressive competitive sports, there are forms of divisions that provide competition at many levels of over-all skill. In Squash and Tennis we have competitive leagues. Judo and Karate use the belt system to identify the progress you are making and the level at which you should compete to expect a fairly equal competition. These sports can grow because they provide a competitive structure which allows you to succeed at one level of competition then move up to the challenge of the next level.

In windsurfing, you jump straight out of the family car to drive a formula one racing car. You compete with the top people in the Province, or Canada, Olympic level athletes who are sponsored by the manufacturers. It is great to see these people sail, I have learned a lot from each one of them, but I feel that I never will beat them unless I turn pro (plus grow 5" taller, lose another twenty pounds, shed at least ten years of age, get a lot fitter and even then it seems a long shot). I must add that competing with the best is a thrill, and I wouldn't want to stop. I just think it would be helpful for the growth of the sport and it's over-all

health if we made things as interesting for the lower levels of competitors as it is for the top competitors. It is imperative to support and build the sport from the bottom up.

The "Rainbow fleet" concept combines the progressive ideas from Squash and Judo. From squash we borrow the concept of grouping competitors according to their skill level and results, and providing acknowledgement for achievement within the peer group of similar level competitors. From Judo we borrow the idea of visible recognition, firstly to make it easier to see who you are competing against directly, and secondly to provide recognition of your achievements. "Here is the coveted golden pendant, fly it with pride".

I hope that we can test out Rainbow Racing during 1993. There is no doubt that the system will need tuning and adaptation to work smoothly and well. Even under Rainbow Racing rules, we could still acknowledge the fastest junior, the highest placing women, the old salt who leads the parade of semi-octogenarians we call masters. But most of all we acknowledge a first, second and third among the several groups of ten similar skill level racers, who can fight it out to the last leg of the last race, knowing it all counts. Let's build enthusiasm, participation and increase our own enjoyment in what is after all a really terrific sport.

Interested in obtaining details of Peter's proposal? Write to the Editors, or to Peter Coy on his ranked-fleets set-up, and scoring system: 271 Brookdale Ave., Toronto, Ont. M5M 1P6. Tel/Fax: (416) 488-0322.

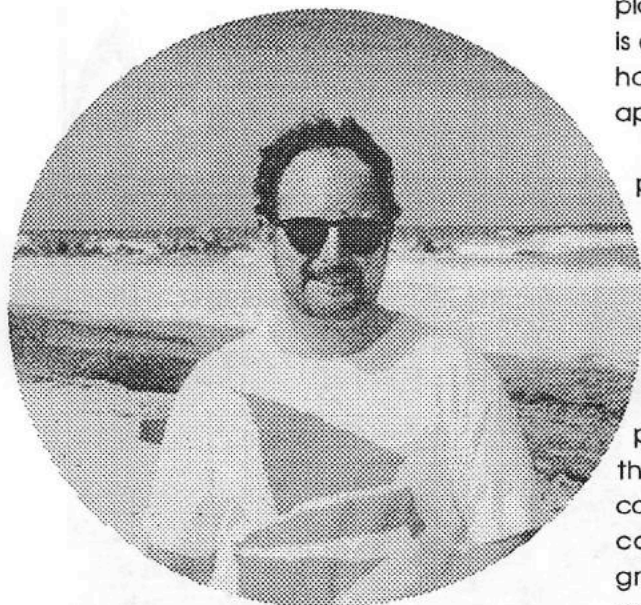


Photo:
Peter Coy
KC 9

with a mortgage. None of the factors have anything directly to do with your age or sex, which currently are the major divisional streams for competitive grouping, followed by weight, the only subcomponent of the three factors that is used in dividing fleets and awarding prizes. I often find myself in direct competition with a master, a heavyweight, a women and a lightweight, who each have found the combination of the three factors to travel at roughly the same speed. We have our competition-within-a-competition, but wouldn't it be nice if we were in the same division!

I believe that we should adopt a system that groups sailors according to their individual skill, actual results and accomplishment level — why do

WORTH THE TRIP TO THE PACIFIC!

BY JOHN DARLING KC 130

Picture this: 26 km of gravel road, deep into dense dark stands of tall firs, the last leg of a trip south of Nanaimo, west past long Lake Cowichan. Careful on that curve - the gravels' like snow on the tires, you can spin out on a corner that never ends - or you can meet a behemoth of a loggin truck churning up a wide cloud of thick dust, not about to give an inch to pass.

Just when you think you're lost in an evergreen maze, suddenly a sign: "Nitinat General Store, 5 km". You notice the first breezes rustling bushes beside the road. Then, up ahead, a red sail perched by the road, and a boardhead shop in the middle of pristine wilderness. Glen MacNab, proprietor and local shortboard wizard, appears on the porch to welcome you.

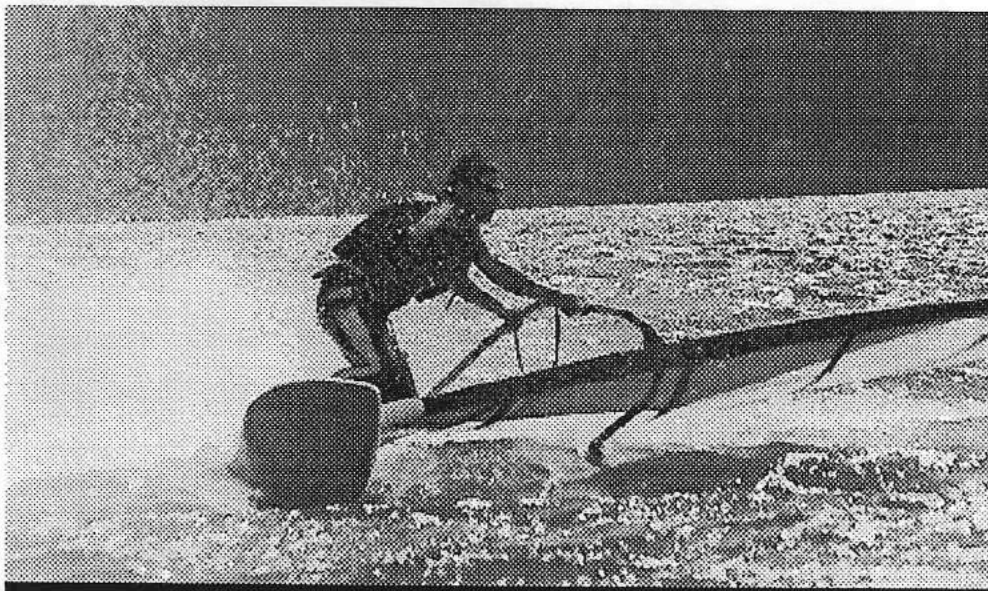
"I don't believe it," I said, entering his tiny shop of canned soup, chocolate bars, windsurfing accessories and wetsuits.

Further up the road, Nitinat Lake itself appears, solid white-caps blowing toward you under bright sun, and distant sails scudding across the inlet beneath the shadow of rugged mountains. In a word we sailors have given new meaning: awesome.

Rigging up is done on a small gravel beach. Booties are needed to launch as the granite chunks are sharp, but soon you're riding the lukewarm, slightly salty chop. Much like a Gorge launch! And, the winds are "rock steady" by Ontario standards (the local brats complain of gusts!!)

6.0m2 sailing, with lots of jibe practice around the 6 marker buoys permanently set up just off-shore. Slalom City!

Glen's store was closed (of course) 1-5 pm during the wind. He rents some boards as well as selling camping supplies Friday to Monday only (sustenance can

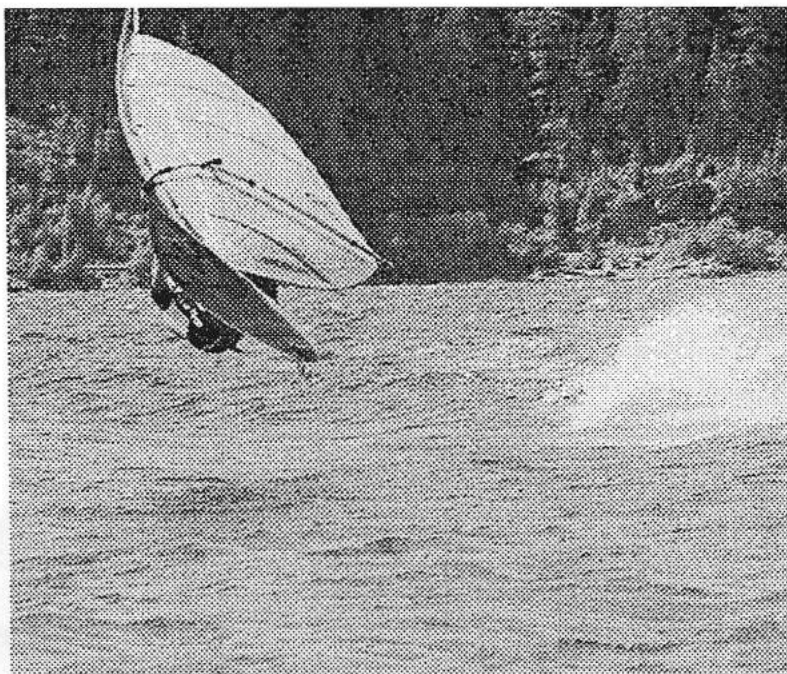


Victoria B.C. hotshot Glen MacNab was captured in live action by our photographer/reporter John Darling. Glen is laying it right down! Don't ask us how this is done, but it looks like fun (you gotta try it!)

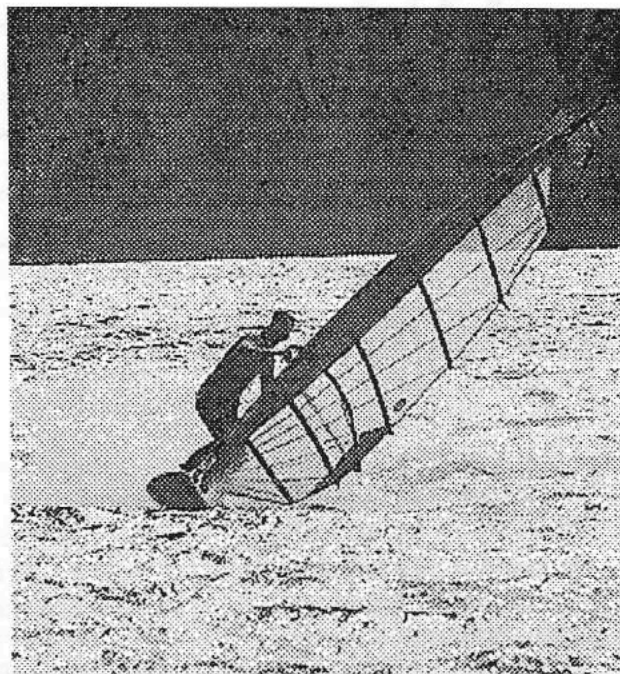
That classic day I sailed with a 4.7m2, and later a 5.2m2, all the time powered up with an oversized 9.0 Prior board (chop-hopping through jibes!) The two following days saw marginal wind due to wet weather inland but we did get a few hours of

be purchased on the local Indian Reserve however).

If you go, plan to camp (only 12 sites on the beach, unless you bring a machete and hack another site out of dense underbrush). The nearest motel is in Youbou (pronounced "You-



Cleared for take-off: a longjump on Nitinat Lake, soaring with a 4.5m² sail on your standard 8'3" Gorge slalom board.



Leaning well into the start of a carved jibe: note the high speed required as the rails are set (Nitinat Lake B.C.)

boh") with kitchenette, but it's a half-hour drive over gravel. A little further on smooth highway, in Lake Cowichan, is one hotel and a couple of small restaurants.


Sailing at Nitinat is a real wilderness experience, more like "Baha north" but worth a week's stay for the most reliable winds anywhere.

SQUAMISH! Already famous in the boardhead lexicon, this place is not for the squeamish. Getting there is half the fun, over the roller-coaster, vertiginous Highway 99 (which locals drive as a blood sport), plus a mile of rough gravel

access road to the jetty sticking out into the inlet, alongside a glacier-fed river. Though the outer inlet is calm, never fear — a the port of Squamish the winds

All it takes is sunny weather for the old wind-tunnel to kick in. On my way back from Nitinat, I scored 2 for 2. My first day was sunny and 5.5-6.0 weather, the Priors and Roberts boards racing each other for top spot. Prior himself was there, shamelessly showing off. Next day, 5.0-5.2 wind, a low tide, smooth jibing on the fast-moving outflow from the river, and a bumpy ride across the inlet on tide inflow plus chop.

What with the rocky launch, it's a gnarly place to sail, but we're a gnarly lot, no? The locals have imported fine carpets to rig up on, there's a \$10 per diem charge to sail (\$75 for the season) as they have leased the jetty from B.C. Rail (and installed such luxuries as potties, and a rescue boat).

But, locals say, if you see whitecaps on Georgia Strait on your way out to Horseshoe Bay, turn around and head back to suburban Point Grey, where you can sail right off Jericho Beach on a 10-mile reach across the harbour. Howe Sound okay, Tonto? 

notice to racers



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SNOWBOARDIN' GRANDMASTERS

Interview by JOHN DARLING KC 130

*Toronto's Sandy Gow
blazes the trail... Grandmasters
wave sailing... on sinkers...
and now, snowboarding?*

SuperGrandmaster Sandy Gow (he just turned 60), carving gybes through powder snow on something that looks like a water-ski? Gad, now I've seen everything; I can chuck these bifocals out for good.

As it turns out, this chap Gow says it's entirely ergonomic, and definitely a practical pursuit for any Grandmaster sailor (and by implication, mere Masters as well).

This flashy new sport is now homing in on the ski slopes of the continent. At Craigleith Ski Club in Collingwood, where Sandy is a veteran Masters ski racer, the sport is established now that many youngsters have taken it up and prefer it to skiing. A few veterans are now trying it out, too. Sandy admits he's a rare phenomenon, but more and more masters are giving it a try.

Preposterous! Bloody well how the devil, you ask. Sandy confided that after a few sessions of dignified stumbling and falling backwards, forwards and sideways, he found how to stand two feet fixed to a board, under



Sandy clears giant slalom poles at Blackcomb, B.C. in the Ronald McDonald charity race, March 1990, finishing in top third of a highly competitive field of 200 of all ages.

some semblance of control. Over the following two weeks, he actually learned the basics of carving gracefully down powder slopes, spending a week at Blackcomb, B.C.

His "style" is left foot forward ("regular" stance) as opposed to right foot forward ("goofy foot" "boarding"). No poles, of course! So who jolly well is this Gow fellow?

We windsurfers know him as a consummate competitor: always cool, cheerful and courteous — traits of an experienced

racer who knows what he's about (not like some newcomers like yours truly, who too often get into a snit with myself, my equipment, or other nuisances who happen to be on the race-course). He's been racing Windsurfer One-Design since the early 80s, and was a mainstay of the Mistral One-Design Masters fleet in later years.

Sandy Gow won the overall World Masters Championship for his fleet (45 and over) in Toronto in 1985, and then for two years in a row (I say, chaps!) won

the same category in 1987 and 1988 at the National (U.S.) Seniors Championship at Hilton Head,

South Carolina.

Little wonder snowboarding is another easy conquest!

Sandy claims it's fun and it's easy to learn: be sure to try it out

first in fresh snow, he advises (avoid icy conditions).

You don't need knee pads, or hockey pants to protect your bum, he adds.

Be sure to take a lesson at first, to save yourself a lot of grief (like learning to sail a board, remember!) The "biggest thing" when you start is being out of control, says Sandy. At first you fall down a lot. "I even questioned whether it was worth while" he says, not being able to control the board like I do skis. But, like learning to windsurf, you have to persevere.

You'll start off on a gentle slope, learning to balance again like a baby. You'll tire fast the first time out (one hour or so). No matter, come back soon for another try. Go across small hills at first, as distinct from straight down (egad —Ed.!) to get the technique down. Then try some turns, slowly at first.

Sandy tells me he learned his first moves on gentle hills at Cralgleith (up Collingwood, Ontario way), before moving on to bigger things at Blackcomb (up Whistler, B.C. way). There, on nice wide hills with constant gradients, he began to try turning (carve jibes, in sailor parlance.) Fresh powder, and lots of it, helped too, he avers.

Now spending most of his time on snowboards, which he prefers to skis in powder, or even slush and wet snow (skis are superior for icy conditions) he usually skis in the morning and 'boards in the afternoon.

Sandy frankly revels in the excitement of mastering a new sport, and the joy of doin' it with the youngsters. Only a few areas still do not allow snowboards on the slopes, which Sandy feels is a mistake, because in most families the younger members prefer boards.

Last year Sandy even passed up the Masters (Ontario) Ski Championships (after coming in 3rd overall in '89 and 6th overall in '90 at the National Champs at Whistler in the 55 and Over category). He wanted to go snowboarding instead. This year, with an icy early season (better on skis), and as he'd just entered a new age group (60-65 years), he decided to enter the Ontario Masters once again.


And guess what! Sandy won his class, in slalom and giant slalom! Hey, what can we mature surfer codgers say?

As for racing snowboards, Sandy hasn't yet tried "bashing gates" yet — that'll take a little more time (and there is no Masters category yet.)

Like windsurfing, though, Sandy says "you have to be aggressive, commit yourself, and then you can handle any hill." He says snowboarding is safer than skiing (your feet are together, and there are no long skis to get tangled up) although statistics say it is about as dangerous as skiing.

Sure, the younger crowd learns the sport faster, hot-dogging and doing "half-pipe" jumps a la skateboarding. Most 'boarders are under 30 years of age, fewer 30-40; not many over 40 are yet engaged. But if Sandy's experience is proof, we more mature folk can get a great charge out of it, even if we've never skied before. Just takes patience (which of course we have in spades.) In the meantime, can we meet this Gow chap on the water?

Indeed, Sandy (who should be called "Silver" by the colour of his mop) will be out with us again this year on the race-board circuit, Open Class style.

Insisting he get back into racing on a regular basis are his old racing buddies — Peter (Peter, are you on the line?) Andre. (Andre, aren't you delighted?) Well, Tony... Tony? Dave? Masao? Sue, you're anxious to see him on the start line again, of course! We none of us can wait. 

MASTERFULL WEEK OF FUN

BY SUSAN THOMAS KC 195 S

Hatteras Diary April 1993 A classic Hatteras Nor'easter

The cast: 14 masters
The location: Two side by side soundfront cottages (called Elf's Roost and Windy Station) in Avon, NC 10 feet from the edge of Pamlico Sound's shallow salt water. The equipment: There's never enough but the boards filled the seawall in front of Elf's Roost and the sails covered every inch between the seawall and the cottages. Werner and Andy brought their rollerblades.

Peter and Stewart unwillingly donated their mountain bikes off the back of their car on the trip down while stopped in Buffalo. The weather: a classic Hatteras North Easterly that took two days to build (6.5 m2- 4.5 m2) and 3 days to blow itself out (a 2.5m2- 3.0 m2 day, a 3.0 m2- 4.0m2 day and a 4.5m2-5.5m2 day). Cool cloudy and sometimes rainy.

SAT APR. 3 NE 10-15 kts, died in the afternoon. After 18 hours of driving fourteen masters converge on the cottages John Darling rigs a 6.5m2 and manages some good runs on his 9'6" Prior before the wind dies. Andy and Werner also manage to get out.

The rest of us rig for a better day and move in. John Werner and Andy try Billy's Fish House and recommend the seafood platter.

SUN APR. 4 Cloudy, cool NE 10-15kts. Drysuit weather with gloves in am until water warms up in pm. Good steady breezes for most of the day. Shortboards and 6.5m2 for most of the day except in early afternoon. Wind down. Shortboards on shore. A 7.5m2 on a raceboard with the

mast track all the way back the daggerboard all the way up was just the ticket for feet in the very back set of straps screaming reaches and carved jibes.

Sandy Stewart, Peter, Sue all out. Andre uses an Equipe to tow John Darling's marks into position for figure 8 slalom jibe practice and attracts other sailors in the area just as the wind fills in again including Peter Gilbert with a 7.5 m2 North on a



Have you ever had any trouble explaining all this stuff going across the border ?? There is still never enough equipment. This is only some of what the group brought down and we can always use more !

Megacat who outsails the rest of us now on 6.0's and 6.5's more suited to the conditions. Robin Long drops by. He's staying at the Windsport site, recommends the 10 cent shrimp at the Froggy



The author enjoying a sunnier day after three days of strong breezes and cold weather from the North East.

Dog happy hour. Six of us try shrimp at the Sea Robin. Food good, service slow.

MON APR. 5 Cool
Overcast NE 20-25 kts Intermittent rain 5.5m2-4.5m2

Slow start, masters muscles warm up while rigging smaller sails. Hoods helmets and gloves due to cold weather. Marks see lots of jibe practice. Edwin reports Hi Tech jibbing nicely. Werner hangs on to 5.5m2 when others are down to 4.5m2 and that's without using footstraps. John's Prior receives a nose job and Stewart damages two sails.

Pamlico Sound is shallow, usually chest deep. It stretches 40 km from the mainland to Hatteras Island the long narrow low lying barrier island of sand dunes that separates the sound from the Atlantic Ocean. The sound is so shallow that wind strength and direction affect the depth as much or more than tides.

Two days of slightly off shore NE winds blew the water out of our end of the sound gradually lowering the water level to the point skegs were touching. Touching bottom on a screaming 4.5m2 reach leads to some spectacular hooked in catapults visible from the second floor decks of the cottages. Home made pizza for ten at Elf's Roost and chocolate cake for everyone.

Later that night. Gale warnings. Driving rain. Cottages swaying on stilts and shaking in breeze. Windward windows leaking by morning.

TUES APR. 6 Gale warning, small craft warning, rain NE 25-30 kts High 42 degrees Actually blew 35-40 kts Danger of flooding in southern end of sound Ferries between Ocracoke and Hatteras Is. cancelled. Driving rain most of the day. Solid 2.5m2-3.0 m2 day. John Darling actually takes a day off sailing. Andre and Stewart take turns with a 3.0 m2 rigged on an 8'4" waveboard. Water level is rising, waves higher, sheets of spray are being blown over the seawall and Andre talks of a zone between water and air which is neither but a foaming mixture of both. Water is blown under the windward sliding glass door at Elf's Roost and soaks carpet 3' back.

Almost impossible to open lower windward doors wrestling against the wind. Not many people out by afternoon except one guy who does 6' high chop hops in the boat channel just in front of the cottages before jibbing and heading out for more. He's on a 2.6 and

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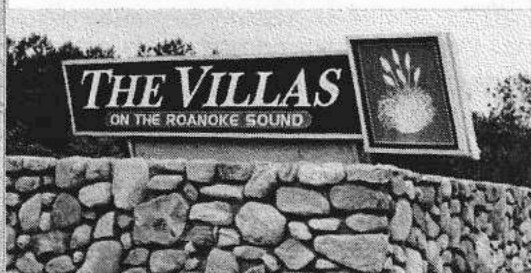
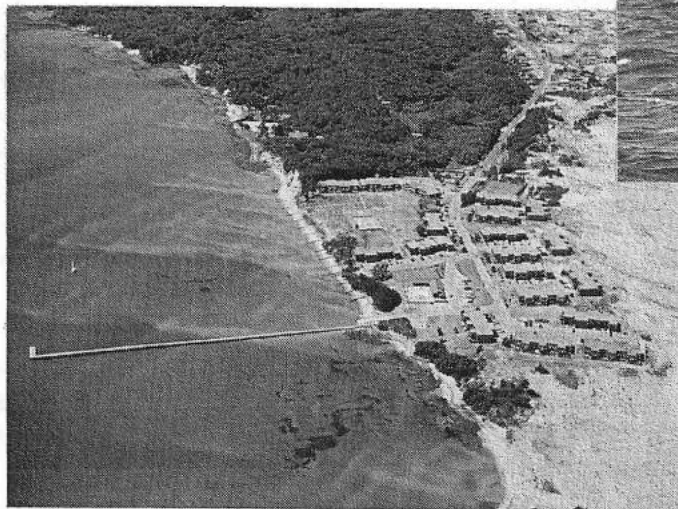
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The Village at Nags Head



he's a big guy. Ann Johnson makes 3 (count 'em) homemade desserts for group dinner. Peter Coy endorses the banana bread. Another night of rocking

across the street. Werner braves the conditions and Stewart goes up to a 4.0m2.

Sandy Gow masterminds (ably assisted by Edwin) a shrimp

frenzy, a feast of local huge fresh shrimp. We go through 9 lb. with the help of Dave Blake-Knox' group down from Nag's Head for the occasion. Windsurfing videos play on the VCR. Noel, Bill Peter catch Trip Forman's tech talk on sail design at Kitty Hawk Sports. Noel passes on some tips to the rest of us who ate so much shrimp we skip dinner.

THURS APR. 8

Cloudy clearing in p.m. N-NE 20-25 kts. 4.5m2-5.5m2 One sweet day. Everyone out. Norm Burgess suited up first thing and out on a 4.5m2 reaching back and forth between shal-

low spots. Water still cold and deep enough to require water-starts until winds subside slightly in the afternoon and sound level goes down enough to stand on bottom. The sound fills with sails as everyone who's been sidelined for the last two days heads out for some serious shredding.

By afternoon most people are maxed out and some of the equipment is lined up in front of Elf's Roost for a group shot. John Darling then heads out for another 20 jibes around the marks still out in front of the cottages. Sandy and Edwin outdo


themselves this time with deveined broiled shrimp and short notice for dessert but no icing. Norm comes through with walnuts for the top of the cake and since there's no nut-cracker neatly cracks them all with one well aimed tap with a brass hammer. John has been eating nuts all day and cracking them with his teeth.

FRIDAY APR. 9

Fog NE 10 kts switching to SE and increasing to 20 kts. Small craft advisory. Some sun warmer. The island in front of the cottages appears and disappears in the fog. Andy and Werner are up and out first thing enjoying the last of the nor'easter. Ann heads out for a spin. Dave Johnson is still sidelined by a nasty cold. Grant, Ann and Kelby Carter arrive after driving over night from Michigan. Grant discovers that Canadian sail numbers now start with CAN.

He has just cut out a bunch of KC's for his new sails. The wind never does fill in from the SE. The fog gradually clears. A quiet afternoon cleaning and unrigging equipment.

SAT APR. 10

A thunderstorm rolls in from the SE with high winds and some rain at 6:30 a.m. Everyone up early to get on the road. By 9 a.m. the sky's clear, the sun's out, the temperature's up, the sound's flat and everything's quiet after four days of high winds. 

Three soundfront cottages are booked for April 16-23, 1994 For information contact Sue Thomas (416) 323-9661



André chop hopping in front of the cottage on a 3.0m2 sail. Very cold weather required drysuits and gloves to stay comfortable on the water.

and rolling in our beds to the rhythm of the nor'easter still raging outside.

WED APR. 7 Small craft advisory. Ne 25-30 kts 50-55 degrees cloudy cold. Actually get the 30-40 kts forecast for the ocean. 3.0-4.0m2 John Darling on a 4.2m2 but downsizes to a 3.7m2 Water gradually deeper, crept up over the wall and half way under the cottages. Sails and boards are moved to higher ground. The water was so deep and the waves so gnarly at the seawall that Andre and Stewart launch the 8'4" in the canal

low spots. Water still cold and deep enough to require water-starts until winds subside slightly in the afternoon and sound level goes down enough to stand on bottom. The sound fills with sails as everyone who's been sidelined for the last two days heads out for some serious shredding.


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FIT TIPS FOR WINDSURFERS

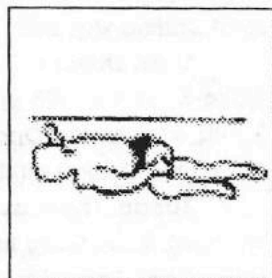
by **STEPHANIE TODD, H.B.P.H.E.,**
Fitness Management Consultant
KC 257

Making healthy choices isn't always easy. There is so much to choose from and so many different messages influencing the choices you make. The amount of food you need every day from the 4 food groups and other foods depends on your age, body size, activity level, whether you are male or female and if you are pregnant or breast-feeding. Windsurfing requires that you train both aerobically and anaerobically. The energy required to sustain daily activity is much

higher than some one who is not active. The Canada's New Food Guide to Healthy Eating is designed to allow for both the less active and the more active person without sacrificing taste and enjoyment. The Canadian diet should include no more than 30% of energy as fat (33g/1000kcal) and no more than 10% as saturated fat (11g/1000kcal), as well as, 55% of the daily energy requirements from various sources of carbohydrates (138g/1000kcal). **For those who like to celebrate their victory after the race the recommendation is that no more than 5% of total energy come from alcohol or two drinks daily**

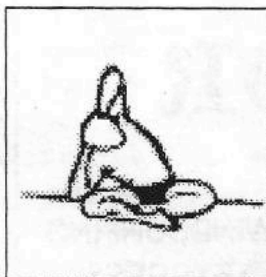
which ever is less. Enjoy a variety of foods from each group every day and choose lower fat foods more often. Carbohydrates are stored by the body as glycogen and need water for storage. Glycogen is an important source of energy required by the working muscles. It is important to replenish these stores, therefore you should eat carbohydrates and drink liquids within an hour after exercising. Having full glycogen stores before the race will increase the time before exhaustion sets in. It also is equally important to maintain the glycogen stores in the muscles throughout your training period to prevent muscle injury. 

BUTTOCKS & HIPS



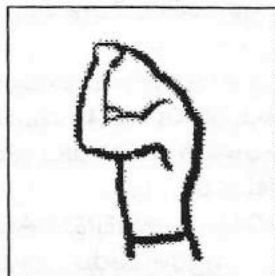
Lying flat on your back with your legs extended, flex one knee and raise it to your chest. Grasp your knee with the opposite hand and pull across your body to the floor while keeping your head and shoulders flat on the floor.

LATERAL TRUNK



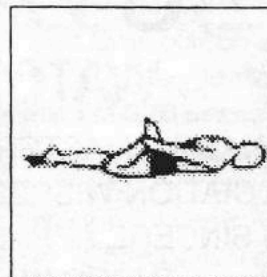
Sitting upright with your legs crossed, interlock your hands behind your head, bring your right elbow to your right knee, hold. Repeat the other side.

POSTERIOR NECK



Stand or sit upright, interlock hands on the crown of your head. Gently pull your head forward and allow your chin to rest on your chest. Keep the shoulders rounded. Do not bounce.

QUADRICEPS



Lying face down, flex one leg, grasp on to the ankle and pull the heel toward the buttock. Hold stretch. Repeat the other side.

CORK 1992

TUDOR WATCH

CMWA PRESIDENT PLACES FIRST IN MASTERS AT CANADIAN RACEBOARD CHAMPS, CORK, 1992
Phenomenal Quebec Grandmaster Lefebvre sweeps One-Design class!

CORK, one of the world's largest and best-run regattas, hosted this year's Canadian Raceboard Championships (including a One-Design fleet,) August 21 to 24 in Kingston, Ontario.

The first day, Friday, saw high winds for the first few course races, with an attempt to hold slalom as winds died in late afternoon. No racing occurred on Saturday. A total of 9 Course race battles in light winds were completed on Friday, Sunday and Monday.

Phenomenal, Olympic-level (long, Bubba) courses were set, with 6-8 volunteers in the Race Committee's yacht, and another 10-12 volunteers in three dinghies setting courses, rescue and course judges. A Cadillac regatta. You spoil us, CORK!

Results (Final): RACEBOARD OVERALL: 1-Greg Fenton, 2-Steve Jarrett, 3-Paul Gilbert, 4-Alain Bolduc. Edith Trepanier finished 8th, and phenomenal Andrée Gauthier was 11th (2nd female). Sherry Burgess, 3rd female finished 16th.


Past Pres Andre Jubinville was the best Master (now a Grandmaster, to boot!) with 18th place, and baby Master (he'll start shaving soon, we hope) Nick Cox, close on his heels, 19th!

Phenomenal Grandmaster from Quebec City Yvon Lefebvre came in 20th on a One-Design! (winning the class in style); Masters Champion Claude Leduc 23rd (third Open Raceboard, racing half the regatta); Peter Fodor was 28th, 2nd One-Design; John Darling was 29th (4th Open).

Colin Duncan finished 32th (5th Open); David Blake-Knox was 6th in Open (36th); Alberta's Peter Donitz was third in One-Design (38th); Dave Johnson 4th in One-Design (40th).

Susan Thomas was 41st, (8th Raceboard Women); Lauri Greg finished 7th Open (42nd), Ohio sailor Chris Barry 5th One-Design (44th) and Peter Coy (47th, 2 days only,) fleet of 54.

Re-capping: RACEBOARD MASTERS: 1-Andre Jubinville, 2-Nick Cox, 3-Claude Leduc (5 bullets, 4 DNS), 4-John Darling, 5-Colin Duncan, 6-David Blake-Knox, 7-Lauri Gregg, 8-Kearon Bennett.

ONE-DESIGN MASTERS: 1-Yvon Lefebvre, 2-Peter Fodor, 3-Peter Donitz, 4-David Johnson, 5-Chris Barry. (Ed. Note: we are not even mentioning the performance of one Master Sailor — Steve Jarrett — because he was OUTTA SIGHT in the Men's Lightweight class, coming in 2nd overall!) 



TUDOR WATCH

THE CANADIAN MASTERS WINDSURFING
 ASSOCIATION WISHES TO EXPRESS
 ITS SINCERE APPRECIATION TO
 TUDOR WATCH
 FOR ITS SUPPORT
 DURING THE 1992 SEASON

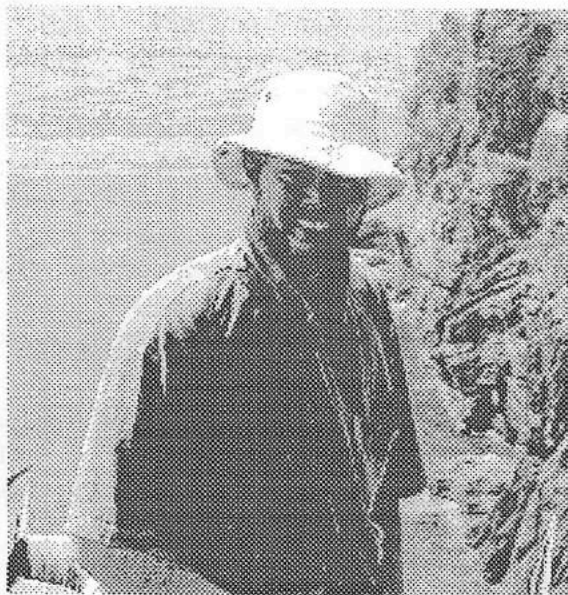
GORGE DREAMIN'

OK, I admit it; it's an obsession. Like waking up at 3:00 in the morning, after a 17 hour drive to Hatteras.

The wind had begun to rattle the open window and I lay there, wide awake, anticipating sunrise when I could rig and hit the sound.

Or in a business meeting. People depend on my ability to make effective presentations and woo new customers. Yet, there I am, dreaming about doing jibes and wouldn't they be dazzling if I only had more time on the water. Worse still, at an intimate moment with the person I love above all else, I'm thinking about getting a new sail and should it be a 6.0 race or a 5.8 slalom and will I get a carbon boom or are my old ones good enough and what about those new fins...

Which brings us to the Columbia River Gorge, a utopia that caters to obsession like no other. Forming the border between Oregon and Washington, the Gorge is one of the most scenic areas in the Pacific Northwest. It was carved out of the earth by a single rush of water, released by an ancient glacial lake many years ago.



by STUART HALL KC 111

happen every day but enough to make the Gorge an exceptional place to sail in the summer. But that's not all. The Columbia River flows to the west, opposite the direction of the prevailing wind. This means you can shred to your hearts content on screaming broad reaches and don't have to worry about sailing upwind to get back; the current brings you home!

The snow capped mountains on either side of the river make for an inspiring sight as you get catapulted through the air by the waves and consistently strong wind.

Gorge conditions are a windsurfer's dream through much of the year but it is the summer months for which the Gorge is most famous. The summer wind, an unusual phenomenon on this continent, is caused by a wonderful gift from nature. To the west of the Gorge are the cool, moist forests of the Oregon coast. To the east is the dry, desert heat of Idaho and Montana.

As the eastern air masses are heated and rise above the desert, cooler coastal air is drawn up through the Gorge to fill the void, creating wind speeds of 15 to 30 knots. This effect does not

Often business takes me to Vancouver and for the last three years I have been able to make side trips to the Gorge. It's about a six hour drive from Vancouver, one hour east of Portland, Oregon. Many people fly to Portland and rent a car for the picturesque, 120 km trip.

The centre of the Gorge is the town of Hood River, built on a hill overlooking the water. Rustic with a population of 5000 permanent residents, Hood River has everything you could want: brew pub, grocery store, hospital, restaurants, and 20 shops selling every type of windsurfing gear imaginable.

Rental equipment in the Gorge is as good or better than most of us have at home and probably more suited to the conditions.

On my first visit to the Gorge I rented a Mistral Screamer from Big Winds. It was somewhat disconcerting when the guy behind the counter shouted to the back "Hey Mikey, do we have any long boards?" By my third visit I was confident on a 250 cm wave board.

Across the bridge from Hood River is Bingen, Washington and access to well known sailing areas such as Swell City, The Hatchery, Doug's Beach, and Maryhill. On the Oregon side is Mosier, Rowena, The Dalles, and Rufus. The Hood River Sail Park is home to most of the schools in the area offering a large, shallow water entry with protection from wind and waves.

Gorge launch sites bear little resemblance to anything I had seen before. Seldom is there a grassy area to rig on. Most of the time you are loaded down with gear, scrambling over rocks and train tracks to get to the water. This obstacle course is the same for everyone and a certain camaraderie develops amongst those who make it to the river with their equipment intact.

Choosing a sailing site is a science in itself. There is a wind line you can access by phone or computer with reports on conditions along the river. Wind speeds can vary 5 to 15 knots from location to location. The first hour of every day is spent in deep debate over the merits of various sites. Anxiety runs high with the fear you may choose the wrong spot and miss a killer wind.

Some sites, such as Doug's Beach or the Hatchery, are like black diamond runs at a ski

resort: lots of swells and extreme conditions when the wind is strong. Others, like Hood River or Mosier, are more intermediate in nature. The Gorge does command, however, the ability (or willingness to learn) to water start and sail a short board.

Accommodations in the Gorge range from luxury resorts to scruffy motels populated by Boardheads from around the world. Twice I stayed at the State Street Bed & Breakfast in Hood River. The proprietors are a couple from California who escaped to leave the stress and pollution behind. Their rooms are clean and cheerful with wonderful breakfasts and an expansive view of the river.

On my last visit I discovered a place called Heavy Air Gorge run by Joe and Lucy Field in Rowena. Joe, one time Wall Street Broker, and Lucy, a British expatriate, settled in the Gorge five years ago. Joe is well known in the area as an accomplished sailor and organizes the annual Gorge Rodeo (that's busting waves not broncos).

They live in an attractive, white frame house surrounded by 2 acres of beautifully landscaped gardens and grass. River front property is a rarity in the Gorge and the Field's have about 150 feet of it. This has allowed them to put together a package that includes new, well maintained equipment and a sensational launch site. All you need to bring is a wetsuit and harness.


Housed in a large shed by the water are Tiga, Seatrend, and Watson (gorge custom) boards complete with appropriate fins. Next to the shed is a rack of 50 fully rigged Neil Pryde

wave/slalom sails, tuned and ready to go. What a sight to wake up to! If the wind is blowing elsewhere there are additional rigs available for travelling to other areas.

Launching is done from a small, sandy cove with plenty of shallow water. The river, at this point, is about a kilometre wide with moderate chop in a strong wind. To the east is the Klickitat speed course where the U.S. record was set and west is the gnarly wave sailing of Doug's Beach. When you need a break there is a large lawn to relax on with plenty of trees to provide shade from the hot sun.

Accommodations are modest and composed of a guest house in the back of the property that can sleep 15. There is a communal kitchen with fridge and stove, an outdoor hot tub, and a common area for eating, watching videos, and getting to know the other guests. The rooms are well kept, but plain and you may have to share if you are alone.

There are days when the wind doesn't blow and that's when you can take advantage of the other activities popular in the Gorge. Mountain biking, river rafting, hiking, kayaking, rock climbing, and even summer skiing on Mount Hood are all possibilities. Joe is a great camp councillor and will lead some of the wildest white water rafting expeditions imaginable.

If you are going to the Gorge and plan to rent equipment, Heavy Air Gorge gets my vote as the place to stay. The Field's can be reached at (503) 298-1513. The number for State Street Bed & Breakfast is (503) 386-1899. 

IN THE NEWS

1992 TUDOR WINDSURFER AWARDS

Female Windsurfer of the year: Caroll-Ann Alie

Caroll-Ann has clearly established herself as a top Olympic class competitor internationally, a standard which all up and coming Canadian women will be inspired to attain. Caroll-Ann dominated Canada's three event Olympic trials series which culminated in Miami in January 1992. Caroll-Ann's other outstanding performances in 1992 were: Miami Olympic Classes Regatta - 1; Hyeres Week - 12; IYRU World Ranking - 4.

Male Windsurfer of the Year: Murray McCaig

Despite his failure to actually compete in the Olympics due to

a tragic accident which resulted in a broken leg the day before racing, Murray's performance in events leading up to the Olympics established him as a top percentile competitor in Olympic class racing in 1992. Murray won the right to represent Canada at the Olympics by winning a grueling hard fought three event trials series. He clinched the series by dominating the last Olympic trials in Miami, January 1992. Murray's other outstanding performances in 1992 were Miami Olympic Classes Regatta - 3; Hyeres Week - 4; IYRU World Ranking - 6.

It is with great pleasure that Tudor and Windsurfing Canada/CYA award these windsurfers the Tudor Watch Awards. Congratulations.



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**TUDOR
WATCH**

1992 TUDOR MASTERS WINDSURFER AWARDS

Most valued Contributor; Volunteer Claude Leduc

Claude played a key role in organizing the 1992 Quebec Windsurfing Circuit as well as the 1992 Canadian Masters National Championship held in Vaudreuil Quebec. Claude has been involved in regatta organisation for many years, has been the FVQ Windsurfing Vice President since 1991. Claude one of the top masters racers has competed in the World Masters regattas in Italy and Spain.

Masters Windsurfer of the Year; John Darling

John was recognized for his outstanding contributions to windsurfing in Canada, in particular Masters windsurfing. John is a founding board member of the CMWA and has served on the Board of Directors as VP, Secretary and Treasurer. He is a regular contributor to the CMWA Newsletter.

As well John has been one of the most active Masters in the sport, promoting the growth of windsurfing at both the grass roots and competitive levels. He has been the President of the Toronto Boardsailing Club, Canada's largest for many years. He is chief organizer of Ontario's annual Ontario High School Championships and sits on the Windsurfing Canada executive as Chairperson of the Safety, Clubs and Access Committee.

In addition to John's active work as an enthusiastic volunteer and ambassador for the sport John somehow finds time to compete as one of Canada's top Masters racers in both course racing and slalom.

It is with great pleasure that Tudor and Windsurfing Canada/CYA award these Masters Windsurfers the Tudor Watch Awards. Congratulations.

IN THE NEWS

A Special Welcome

Caroll-Ann Alie, Canada's woman representative at the 1992 Olympics in Barcelona last August, recently joined the CMWA.

Not only is this proof that the fabulous generation of the early 80's which won or placed in so many international events for Canada is slowly but surely maturing, but also that we "Masters" are going to become a focus point of some of the best competitive talent in the country over the next few years.

Caroll-Ann joins Steve Jarrett, Canada's premier 'surfer and spokesman for the sport (CYA V-P, Windsurfing Canada, and publisher of Windsport Magazine), who recently "became of age" as well. (Others, like Raines Koby, the Canadian Olympic coach, are waiting in the wings, working on their 30's).

It also means that all we Masters sailors who are relative newcomers to racing will more and more have the benefit of top expertise to motivate us (like, how can I catch that guy?) Even strictly recreational sailing buffs will be inspired by these accomplished all-round pros!

I extend a warm welcome to Caroll-Ann — and hope she will

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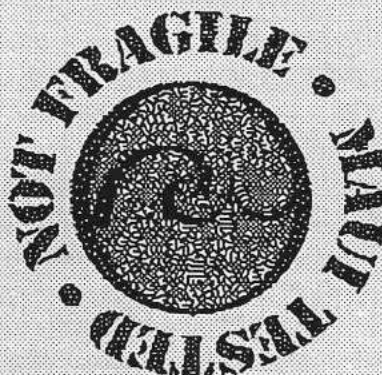
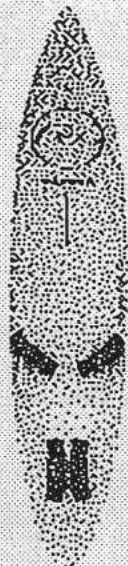
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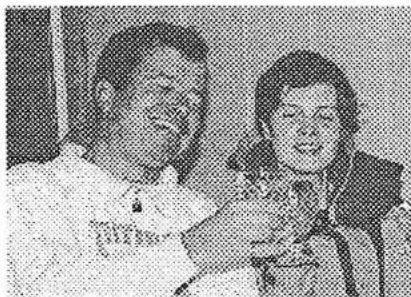
Join us at our National Championships at Shediac, N.B. in late August.

We are compiling an impressive "file" on Caroll-Ann from the pages of Windsport Magazine, from the "Olympic Countdown" (Spring '92) and her Olympic report in the current Spring '93 Issue, right back to a report that "Canadian Women (are) tops" in the March 1984 issue. A photo of Caroll-Ann with Anick Graveline and Karen Morch graces this page (as they have many other times since then), above a report of their

strong finishes in the MYRU Women's World Championships in Auckland, New Zealand (and none of 'em look a day older today.)

Québécois (Grandmasters) phenom hangs on to win in "Storm of the Century":

Quebec City's Yvon Lefebvre, the only Canadian among fifty registered in the Tudor Mistral North American Masters Championships at Melbourne, Florida, hung on to win his 45 year and over division, and come 3rd Overall!



HAPPY FORTY SHADES, DAVE & BEST WISHES ON YOUR WEDDING!

Word has it that Ottawa master David Blake-Knox will be seeing forty shades of green and hearing bells at the same time this summer; the occasion is his wedding to Penny Hatch at Kinsale, Ireland.

It just so happens that this neat little spot 'o green, near Oysterhaven, is also close to a great launch site for windsurfing. We all of us wish the happy couple good winds for this happy event.

This event, run on Mistral One Designs with 6.6m² sails, was held in very chilly conditions during the big storm of March 13-14. The first day was cancelled due to high winds and cold temperatures; on the second day 3 course races were sailed wearing gloves and hoods, as well as full suits, to survive the chilly Northeast winds. Yvon swears he never sailed in such cold conditions, even in Quebec. Congratulations, anmall!

Yvon also raced in the Bahamas Tudor Mistral event, having won the trip (and all expens-

es) by winning the Canadian Masters One-Design championship at Kingston in 1992. Plagued by flu, the antibiotics ruined his balance, and he fell often and did not place.

Grandmaster Lefebvre however won the Quebec Circuit overall championship in '92, missing only one race and doing well in all the regattas he entered.

Congratulations, Yvon, for your showing in '92. We all sincerely hope your skeg doesn't catch very many weeds in '93!

The World Masters Games:

We received notice of games to be held in Brisbane, Australia Sept. 26-Oct. 8, 1994 the other day, and could not believe our eyes: no windsurfing events, and no sailing events of any kind are scheduled!

A call to the Canadian Master Athlete Federation in Scarborough confirmed that this was not an omission: the organizers evidently did not know anything about windsurfing, and did not consider this sport important!

Maybe they don't realize that Australia is an island, either!

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IN THE NEWS

Carter family exposed in Windsport archive search...

While plumbing the depths of our archives, following the trail of Carroll-Ann Alle's impressive sailing career, we happened to notice some interesting race results from the past...

Who did we see listed as finishers in the Mistral Mid-Winter

Championships in Sarasota, Florida, on the afternoon of February 25th, 1984? None other than Grant Carter in 12th in Men's Heavyweight (won by Johan Dolven of France, with Canadians Jeff Borgmeyer 2nd and Dave Stanger 3rd.)

In the Women's fleet, wife Ann Carter finished 4th (Kathy Steel of the USA was first). (Scott Steel won the Men's Lightweight in this regatta.)


No we know the genesis of Grant's becoming a major menace in the Men's Masters. Of course, he also became one of our first and most impressive CMWA presidents (all the while winter training off Palm Springs, we suspect.)

(Also this year, at the Pan Am/Bahamas regatta, we note a certain Alex Aguera winning the Pro fleet, and a certain Nevin

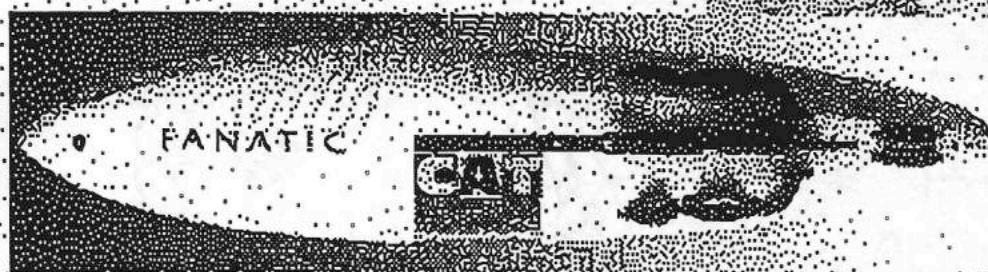
Sayre coming in 2nd — Greg Aguera was 3rd. Then two names we only associate with waves today appeared: Craig Yester in 4th and Richard Whyte 5th).

We noted too that Steve Jarrett won the WOQR Men's fleet in Malmi this same February '84 at the Myer's Rum Windsurfer Mid-Winter Championships. In an apparent triple 2nd-place finish, Canada's Ken Stanger tied with the U.S.'s Ken Klein AND Puerto Rico's famous Dicky Villaneuva!

All sorts of other famous names pop up in these stats, and among the women one catches sight of —Carroll-Ann Alle in 6th and Barb Gregory in 15th.

The fleet was probably huge, back in those days. Well (alors!) —a belated and repeat congratulations to these pioneering Canadian competitors! 

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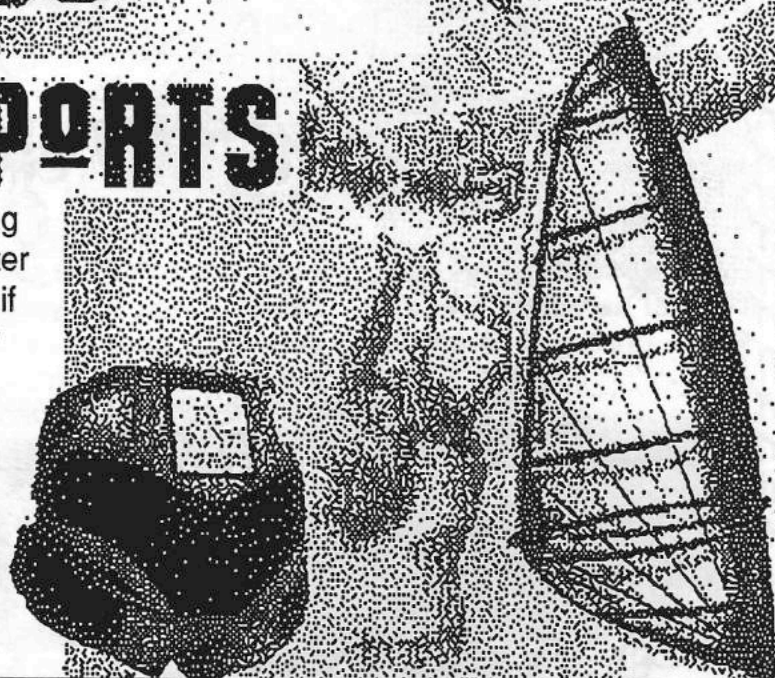


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OTTAWA AWAITS MASTERS

by captain DAVE BLAKE-KNOX KC 2001

Ottawa Eagerly Awaits Onslaught of Masters

The National Defence Headquarters (NDHQ) Windsurfing Club and the Britannia Yacht Club are jointly hosting the Ontario/Quebec Challenge Race 17-18 July 1993. Because not all masters will be able to make it to the Canadian Championships being held in New Brunswick in August, a large turn-out is expected for the Ottawa event.

As with all Ontario Sailing Association '93 Windsurfing Circuit races, there will be a separate Masters prize category. The entrance fee is \$35.00 and registration is at 9:00 am Saturday morning. Although still in the planning stages, we hope to have an informal "Meet and Greet" for competitors (and companions) on the Friday evening in the Lower Bar of the Britannia Yacht Club. For lunch meals there will be a BBQ set up, and we hope to have a special meal that evening.

For those of you that have not sailed Britannia Bay (en français, Lac Deschenes) before, you should be in for a pleasant surprise. The prevailing wind directions give good clean wind (easterly directions don't work that well), and there is only one shoal

to be concerned about (located well outside the race area). If we have luck, the thermal funnelling effect produced by the Ottawa Valley should stand us in good stead for good racing conditions.

Launching for this event is either from the floating docks in front of the Yacht Club, or from the sandy beach across the cove at Lakeside Gardens (City of Ottawa Park). The BYC does permit camping on its grounds, and the washrooms are open all night for this event. For further information, contact the event local coordinator, Capt Andrew Cruikshank, at 995-4859 (work) or 830-6166.

In other news, the NDHQ Windsurfing Club has had a good start to the season. Early in February an entire new fleet of F2 equipment arrived. Those involved in the unloading and storage could hardly believe the lightness of the boards, quality of workmanship, and the advances in engineering since we last bought new equipment. A month later the gear was going through its paces as the Spring Training Camp was conducted at Nag's Head, North Carolina.

A resounding success, the Spring Training Camp was favoured with all combinations of wind and weather (except snow). The first week was in the

seventies, with light to medium wind conditions. The second week the temperature dropped to the fifties and sixties, but the wind howled for days on end. You know it is windy when this super-heavyweight gets blown off his 3.8m sail three days in a row! The varying conditions were good though, as the range in experience of the thirteen participants was everything from absolute beginner to quite advanced. Of course one of the highlights of the trip was a trip down south to experience Sandy's "CMWA Shrimp Frenzy." The drive back later that evening proved another experience - the road north of Roadanthe was completely submerged by tidal overwash!

In addition to co-hosting the OSA race, the NDHQ Windsurfing Club is looking forward to joining with the Britannia Club for a good summer of evening racing. We will also be conducting lessons at all levels, and plan for our members to participate in OSA Circuit races. We look forward to the coming summer and completing our settling-in at the Britannia Yacht Club. For further club information, feel free to call me at home (613)-820-3471 or E-mail "blakekno@dlaeem.dnd.ca". Happy Sailing! 

Re: Lechner Class fun racing.

Dear Marie, John and André:

Now that the Lechner is not the Olympic class it can offer Canadian windsurfers a great opportunity. For course racing in normal Canadian summer wind conditions (medium to light) the Lechner can offer inexpensive and fun one-design racing. There are lots of good used boards available. All we need to do is get the word out. Could you run the following article in your new issue.

Want to have some fun, racing an inexpensive One-Design board? Want to windsurf while everyone else is waiting for

more wind? Try the Lechner.

The Lechner Class is out of the Olympics. That's good news for windsurfers looking for a board that can provide inexpensive, fun, one-design racing. With the pressure of the Olympic competition gone, the Lechner has become a great board for low-key club racing.

The Lechner is known as the fastest, liveliest, and most tactical windsurfer for course racing in moderate winds. And moderate winds is what most of Canada gets in the summer. It is a great board to complement your collection of short boards.

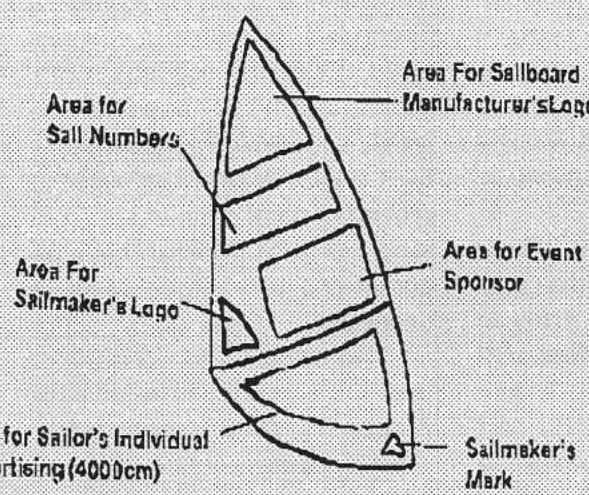
It has a light high tech 7.5 sq. m. rig on a carbon fiber mast, a high volume 320 liter hull that

provides close racing for racers of all weights, and its all up weight is close to the Mistral O-D (around 18 kg ready to go into the water).

Prices for complete hull and rigs are available from \$1,000.00. Call the CYA office at (613) 748-5687 for a list of National Team Member's boards available in your area, or call Dave Johnson at (416) 486-8712. If you live close to Toronto come race with a small but enthusiastic bunch of 'Round Boarders' at the Toronto Boardsailing Club.

Sincerely,

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IT'S OFFICIAL!

As of April 1, 1993 Canadian sail numbers will start with CAN (used at the Olympics in Barcelona for the TV viewers) not KC. If you've just bought a new sail you've got an extra letter to cut out and squeeze on to your sail. Old sails with KC numbers are acceptable for 1993.

Sail numbers are assigned by Windsurfing Canada (WC). Cost is \$15.00 per year if you are a member of a Canadian Yachting Association (CYA) Club or your provincial sailing association, \$25, if not. Yearly membership covers registration of your sail number, the right to race under CYA rules and a Windsurfing Canada newsletter. All it takes is a magic marker and a template on monofilm sails though traditionalists are still cutting numbers in front of the TV on winter nights anticipating spring breezes.

Even if you don't race supporting Windsurfing Canada promotes the sport, the numbers look "Oh so cool" on a screaming reach at Hatteras, at the Gorge, in the Magdalens or your neighbourhood beach and if you do decide to enter a local race for fun you're all set. Contact Windsurfing Canada through the Canadian Yachting Association 504-1600 James Naismith Dr., Gloucester, Ont. K1B 5N4.

PRO DES ILES 1993 RAM

Canadian boardheads — masters as well as pups — hold Maui rightly in awe as the world's best windsurfing site: waves, smooth ocean swells, warm water and constant winds!

Trouble is... it means travelling half way 'round the world. Meanwhile... Lo! and behold! A Canadian alternative is at hand (a Qubébécois alternative, actually) — waves (the real McCoy, but also in medium and small sizes at various ocean launch sites), smooth ocean swells, luke-warm water on the ocean (and even luker in the lagoons), and constant (ok, shifting) winds (some of which are warm and some of which are fresher, and very strong). Where there is even more sand than Maui (no reefs, no rocks where you sail). Nice shallow sandy-bottom lagoons (to beat Hatteras—hey we got 'em all beat).

Where is this Canuck boardhead nirvana? One hundred miles due North of P.E.I. in the Gulf of St. Lawrence, on an improbable group of islands strung together by sand-dunes known as Les Iles-de-la-Madeleine.


Life on the islands includes: a clutch of top local wave and slalom sailors to sail with; a dozen gourmet restaurants to eat at; a wide range of cottages, motels, rooms and camping sites to sleep and cook in; and three or four all-night disco\night spots to waste away your remaining youth at. (Last year Master sailor Jean Gagnon closed the Barachois doing the rhumba 'till 5 am, showed up for racing at 8am the next morning and won 3rd place). Great for

vacationing from June to September, with best winds in June and mid-August to September. Or you can sail with friends at the 1993 "Windsurfing Festival," Aug. 30-Sept. 6.

At the "Festival" you may compete in, or spectate, three national windsurfing events: the 4th Pro-Am des Iles (Waves for pups, and slalom including Masters); the Canadian Raceboard Championships (course and slalom including masters); and the Tudor Mistral National Champs as well.

Many a Master has raced his very first slalom event here (and cherished the experience. Slalom starts in the lagoon are knee-high "beach-starts," making it possible for anyone to participate, including short-board novices. They say slalom begins at 40.

On the odd calm day, one can tour the 60km of the beautiful archipelago —viewing the green hills and miniature forests— or wandering along endless stretches of deserted beaches, alone and lost among tall tufts of grass clumped atop sandy slopes.

With your buddies you can find a deserted beach at the end of a long sandy road where the waves are good, and where you few alone can savour the wind...See you there, Master sailor, after the Masters' Champs at Shediac, New Brunswick (August 28-29). For information call or write the CMWA. Booking for accommodation is possible for Les Iles, likewise a Tourist Guidebook is available by calling l'Association Touristique, (418) 986-2245. 

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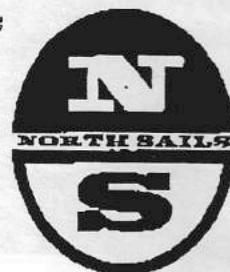
i.e.: NORTH/GORGE-TECH extension and base \$69, reg. \$149

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