

MASTERS MATTERS



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President's report

by Grant Carter



Welcome to the summer of 1990 and another season of loading cars and trailers with boards, bags, sails, masts, children, dogs and cats, food and beer and then fervently hoping that you didn't leave your centreboard at home.

It seems just short time ago that we

decided to form the Canadian Masters Boardsailing Association at an Orillia regatta. I clearly remember the meeting when the executive and directors were appointed. I was sitting in my car studiously reading the Saturday Globe during another no-wind morning when I heard my name called. I looked up and Andre' Jubinville waved at me. I waved back. There was some laughter. A few minutes later I wandered over to visit with the Masters to whom Andre' was talking. I was immediately congratulated upon becoming the first President. Evidently my wave had signalled my agreement!

As an association we should take considerable pride in our accomplishments during the past two years:

- A thoroughly professional newsletter -- 4 issues to date -- with excellent contributions to the newsletter from Anne Maunder, Sue Thomas, Peter Fodor, John Darling, Stephanie Todd, Sandy Gow and Tony Burn.

- A computerized membership telephone and mailing list including all national and provincial sailing associations, wind-surfing clubs in Canada and the United States, key industry representatives etc.

- A membership which has grown from 20 the first year to 35 this year to date with more members to join at our Canadians

- Two highly successful Masters Training Camps with guest coach/Technical Advisor Steve Jarrett. Hats off to Tony Burns for an outstanding job this year.

- Two well organized Canadian Masters Championships under the direction of Bob and Lucille Legault and Andre' Jubinville

- Participation in shaping the future of the sport through Provincial and National Sailing Associations. In particular, Sandy Gow, John Darling and Yvon Lefebvre have well represented our interests in the Ontario and Quebec. Steve Jarrett through Windsurfing Canada has provided us the opportunity to add our contribution to important national decisions.

- The important contributions by interested Masters like Ann Carter, Masao Abe, Derek Maunder, Jim Anderson, Bert Rufenach, Hardy Kaiser, Gary Miller, Gil McIlroy and many others.

I could go on in considerable detail about our accomplishments but the essential point is that our progress is a reflection of the very valuable contributions made by every Master. Your interest, time and membership fees have provided the

necessary support to become the best organized, most respected sailboard association in Canada.

After two years I'll be stepping down to encourage new leadership and ideas to come forward. I join you in looking forward to helping our new President continue our tradition of excellence.

On a final note, I want to acknowledge the outstanding support by two members of our executive during the past two years. John Darling is Mr. Enthusiasm. His support of sailing and our association is legendary and he is truly one of the sports nice guys.

In addition to his responsibilities as Editor of the newsletter, Andre' Jubinville has performed a vital role in shaping the Association's development. Andre's ongoing support, rolling up his sleeves to get things done and patience with many of my off the wall ideas during our frequent telephone calls is greatly appreciated. Thanks Andre' for your strong commitment to our sport.

Fair sailing,



The Editor's corner

by Andre Jubinville

The 1990 Summer edition of the Canadian Masters Boardsailing Association newsletter is representative of the many changes taking place within the organization. You may have notice our new look.

Another important change is the decision of President Grant Carter of Ottawa, to retire from office. Grant is a founding member of the Masters Association, and much of the success and prestige the organization is enjoying, is directly attributed to his strong leadership. I look upon this decision as a personal loss. Grant's example and counsel set the standard for us all on the Board of Directors.

Grant is currently assembling documentation that will form the basis for the organization's constitution. This charter is expected to be ratified by the membership at the AGM in Kingston this August.

Another critical change affecting racing this year, is the move to Open Funboard racing from one-design class (Mistral SSTs), thus forming a Gold Fleet for the elite racers and a Silver Fleet for individuals who do not wish to make this transition immediately.

In closing, Ontario Circuit racers were shocked to learn of the drowning of one of their number at the Collingwood regatta on the afternoon of the second day of racing.

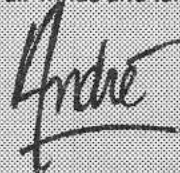
Masters sailor John Griffin was reported overdue by his wife following a second race before lunch, as the wind was increasing over already unseasonably cold Georgian Bay waters.

His body was found an hour later floating in his PFD by Race Chairman John Jenkins during a search downwind of the starting line. A tribute to John was held at the following Circuit regatta at Oshawa on June 23.

He will be missed greatly by all of us masters sailors of Ontario, especially his closest friends at the Waterloo Regional Boardsailing Club. The Canadian Masters Boardsailing Association offers its condolences and sympathy to John's family and shares in their great loss.

May your summer sailing activities to be truly exhausting.

Fair winds and fair sailing.



Ontario Report

by Sandy Gow, Ontario Director

The 1990 season is in full swing. Six regattas are being held by the Ontario Sailing Association plus one interlocking regatta in Quebec and, of course, CORK.

This gives all of us lots of opportunities to test ourselves against other masters. Masters categories for the OSA circuit are women, 30 and over and men, 35 and over, both as of the first day of each regatta.

Three of the OSA regattas have already been held - May 19/20 at Lake Simcoe (Maui North), June 9/10 at Collingwood (New WaveSports) and June 23/24 at Oshawa (Never Enough Wind). Lake Simcoe produced lots of wind Saturday morning, very light winds Saturday afternoon followed by rain, cold and wind on Sunday. Two course races plus slalom were run Saturday and three course races on Sunday.

Collingwood started with a course race Saturday morning which was postponed 20 seconds before the open funboard start as a line squall went through. The afternoon brought good racing conditions - winds of 12-15 knots with gusts, shifts and chop. Sunday saw two more course races in a bit less wind.

Oshawa produced reasonable winds Saturday morning and one race was completed. Saturday afternoon the wind completely died necessitating tow-ins. Sunday produced 7-8 knots (25 forecast!) and three races were completed.

All in all, the winds have been better than previous years and the strategy of moving the OSA dates to earlier and later in the season to increase the chances of good wind so far has been a good one.

Race results

• Lake Simcoe

First:: Craig Henry
Second: John Darling
Third: Andre Jubinville

• Collingwood

First:: Peter Fodor
Second: Masao Abe
Third: Bert Rufenach

• Oshawa

First:: Peter Fodor
Second: John Furber
Third: Masao Abe

Following are the future OSA dates, locations and hosts

- July 28/29 - Kingston
Kingston Yacht Club
- Aug. 24/26 - Kingston
Kingston Boardsailing Association
- Sep. 15/16 - Barrie
Barrie Windriders

The August 24 to 26 dates are especially important as the Canadian Masters Championships will be held in conjunction with the Eastern Canadian Windsurfing Championships. This year the Championships will be held on open class boards with a maximum sail size of 7.5 sq. metres. Racing will be held all three days, Friday, Saturday and Sunday. Masters classes are: women, 30 and over; masters men, 35 and over and grandmasters men, 45 and over. All ages are as of August 24, 1990.

A new feature for the series this year is an overall season winner in each class. All six Ontario regattas and the interlocking Quebec race are eligible with two drops being allowed, in other words, your best 5 out of 7 possible scores.

Low point scoring will be used with each regatta counting as if it is one race. In addition to these dates, please note the following:

- Aug. 11/12 - Lake of Two Mountains Federation de Voile (exact location to be confirmed)
- Aug. 18/23 - CORK -- Kingston

August 11 & 12 is an interlocking regatta with our fellow sailors in Quebec. Participation will count in the season's overall OSA scoring so plan to attend! It should be a lot of fun.

CORK will have Division II (Olympic Class) and Raceboard classes with Masters Awards. This is a great week leading up to the Canadian Masters Championships and can be an inexpensive holiday. Sailboard events will be sailed from Lake Ontario Park, 1.5km. west of Portsmouth Olympic Harbour with registration at Portsmouth. Racing begins on Saturday, Aug. 18 with a practice race and continues until Thursday, Aug. 23.

Call CORK at (613 - 545 - 1322) for specific details.

If this is not enough racing, don't forget the U.S. National Seniors Boardsailing Championships at Hilton Head Island, South Carolina. These will be held Sept. 6th thru 9th. This is always a great regatta for masters only and Canadians have always done well. Bob Legault of Pembroke (613 - 735 - 5779) is definitely planning to go. Apparently they will have two board classes this year, a Mistral Superlight class and an open class.

Call Mike Overton at Windsurfing Hilton Head (803 - 686 - 6996) for all the details.

A Great Idea !

by Grant Carter

Current Canadian racing rules do not permit more than one sailor to use the same sail number during a regatta. In effect, this means that a couple must have a complete quiver of sails for each competitor (eg. 7.3, 6.6, 6.0 x 2) and extra booms, masts and mast extensions or somehow peel off and change sail numbers between races.

The first option is costly (\$500 ++ for an extra rig) and the general result is that one of the couple does not have the right sail for the conditions. The second option is simply impractical.

Peter reports that at regattas in the United States this past winter and spring, a couple was allowed to use the same sail number provided that the lady racer attached a streamer to her sail.

The benefit is that a racing couple would require only one sail of each size. Should this same sail number/streamers proposal be accepted by regatta organizers and if the Lady Masters

Peter Fodor has a great idea to save racing couples money!

approve the change to a 6.6 M maximum sail size at our 1990 Annual Meeting, this means that the husband/boyfriend would race with a 7.3 M and the wife/ladyfriend with a 6.6 M with a streamer attached. Should the wind come up the husband could use the 6.6 M without the streamer

and the wife a smaller size (eg 6.0 M) with the streamer.

Of course, this proposal would not impact on any couple with duplicate sail quivers and individual numbers - - they would simply continue competing with their current equipment and numbers.

I think this is a terrific suggestion. At a minimum it would save a couple the cost of a sail and promote fairer competition by minimizing the equipment wars.

We shall present this proposal to the Canadian Yachting Association and attempt to include this at CORK and the 1990 Canadian Masters Championships.



MENS LECHNER RESULTS '90

Miami Can-Am Regatta - 1
Midwinters - 1,2,3
ABYC Can-Am Regatta - 1 thru 10

WOMENS LECHNER RESULTS '90

Miami Can-Am Regatta - 2,3,4,5
Midwinters - 1,2,3,5
ABYC Can-Am Regatta - 1 thru 10
Cannes, France - 1
Princess Sofia, Spain - 1
Hyeres Olympic Regatta, France - 1

Aeroforce Lechner sails have dominated this years circuit. Aeroforce Lechner sails are not only fast but easy to handle in all conditions. Designed by Olympic medalist Mark Reynolds, they are representative of all the sails that come from the Aeroforce sail loft. For information on Aeroforce sails call Peter (416) 694-0465

We need YOU!

by Grant Carter

The vitality of an Association is directly dependant upon the enthusiasm and contributions of its members.

The CMBA is no different. We need contributions to the newsletter, membership on our Executive or as a Regional Director, membership on the 1991 Canadian Championship Organizing Committee and an organizer of the 1991 3rd Annual Masters Training Camp.

Remember, without you there is no Association.

1990 Canadian Masters Championship Regatta

by Grant Carter

The 1990 Canadian Masters Championship regatta will be held August 23-26 at Kingston, Ontario.

The regatta will be a part of the 1990 Eastern Canadian Windsurfing Championships and will be hosted and organized by the Kingston Boardsailing

Association and the Ontario Sailing Association.

Social activities are planned as part of the Eastern Canadian Championship. Your organizing committee -- Bob Legault, Denise Wood and Nicole Alie -- has also arranged a

Masters only evening at the Kingston Yacht Club on Friday night. See the Notice of Race included in this newsletter for details.

One point of clarification: competitors racing a board "no longer in production" (eg. Mistral SST) can compete in the Gold Fleet with a 7.5 M sail but a competitor with a new board (eg. 1989-90 Mistral Equipe) cannot compete in the Silver fleet.

In other words, sailors with an older board and a sail larger than 6.6 M can move up to Gold Fleet but a competitor with new equipment and a 6.6 M sail cannot move to Silver Fleet.

Our objective is to provide fair, equal racing within each fleet recognizing the greater speed potential of the new course boards.

Make certain this event is on your regatta calendar.

In Memory of John Griffin

by Hardy Kaiser

We reprint the following note about John from his friend and sailing mate Hardy Kayser, a veteran windsurfer and past president of the Waterloo Regional Windsurfing Club:

John Griffin was taken from his family and friends on Sunday, June 10th while doing what he enjoyed a lot, boardsailing. The loss of John hit the members of the Waterloo Regional Boardsailing Club very hard.

Over the years John became a master of our sport, becoming one of the guys to beat. His competitive spirit, his friendliness and his sportsmanship were always welcome and will be sorely missed.

Along with his son Tyler, John was a regular competitor in the club events, winning a number of trophies.

The tragedy of John's passing will remain with us for a long time to come, the good friend and person that he was we will never forget.

Farewell John.



1990 CMBA Annual General Meeting

by Grant Carter

Our 1990 Annual Meeting will be held Friday evening, August 24, 1990 at the Kingston Yacht Club.

The meeting will be preceded by a Masters only dinner -- spouses, and children are encouraged to attend. The dinner will be a formal affair. Gentlemen should wear jackets and ties or a tuxedo if you have one. The cost for the dinner is included in the competitor's registration fee for the 1990 Canadian Masters Championship Regatta. Separate dinner tickets may be purchased at the regatta site.

Key topics of interest which require approval of the membership include: reports by the President, Vice-President and Treasurer; election of your 1991 executive and provincial directors; adoption of a new Association constitution; changing our name to the Canadian Master's Windsurfing Association; consideration of a 6.6 maximum sail size for Woman Masters fleet and other new business.

The choice of this date reflects our hope that all members will attend the meeting to help shape the future of your association. We do encourage your attendance and participation.

CORK - Kingston

Again in 1990 CORK will feature both Division II and Raceboard (Funboard) racing.

Last year's event was a week of great sailing, well organized races, good times with the sit-down sailors -- CORK is the 2nd largest regatta in the World!! -- and terrific massages each morning and after racing courtesy of student masseuses.

CORK starts with a practice race Saturday, August 18. Actual racing begins on Sunday August 19 and continues thru Thursday August 23. Last year 9 course races were held. In all probability organizers will attempt to get up to 10 races started. Slalom racing may be included if wind conditions are co-operative.

For more information call the CORK office at 613-545-1322.

1990 Regatta Information

by Grant Carter

In addition to our Canadian Masters Championship and CORK, there are several other notable local and distant events which may become part of your racing calendar.

Ontario Sailing Association Series

- July 28 - 29, Kingston, Ontario (Funboard - Masters fleet)
- September 15 - 16, Barrie, Ontario (Funboard - Masters fleet)

Quebec Windsurfing Series

- August 11 - 12, Lac Deux - Montagnes (Montreal), Quebec (Funboard - Masters)

Canadian Championships

- August 7 - 12, Canadian Windsurfing Championships, Squamish, British Columbia (Funboard - course and slalom) Contact Canadian Yachting Association (613) 748-5687

United States

- July 28 - 29, New England Masters/Senior Regatta, Mattapoisett, MA, contact Vera Gibbons for details (508) 758-6032 or 758-2669
- August 31 - September 2, Canadian/American Mistral Championships, Old Orchard Beach, Maine, (One Design and Mistral Open) Contact Mistral Windsurfing (416) 264-3288
- September 7, 8, 9, United States National Masters/Seniors Championship, Hilton Head, South Carolina, (Mistral Superlight and Funboard - 7.4 sail max) Contact (803) 686-6996

International

- August 10 - 17, International Boardsailing Association World Youth and Masters Championships, Weymouth, England (International Raceboard Class), Contact Canadian Yachting Association (613) 748-5687

Spring training camp

by Susan Thomas

This years race training camp held at Maui North on Lake Simcoe just west of Jackson's Point had expert coaching and video analysis, warm windy weather, friendly hosts, comfortable surroundings, tasty home cooking, an enthusiastic turnout and free massages!

Maui North is a combination board shop, windsurfing club and bed and breakfast. It has direct access to Lake Simcoe, sheltered grassy rigging areas, a large deck out back for board and sail storage and a spacious antique furnished living room decorated with photos of Lake Simcoe shredding.

Tony Burns masterminded this years clinic including the visit from the massage school in Sutton. His months of work paid off in a relaxed enjoyable and informative clinic. Tony did so much we're tempted to credit him for the wind!

Steve Jarrett the editor of Windsport Magazine, certified instructor and senior member of the Canadian Olympic team directed the clinic starting Friday evening by fielding specific questions on prerace strategy (how to size up the favoured side of a course), starting line strategy (how to create a space on a crowded starting line) and finishing line tips (how to tell the closest end of the line to finish at).

Saturday morning thunderstorms and lightning bolts changed an outdoor board handling session into an in depth discussion of race strategy and video analysis of board stance. After lunch the wind filled in from the southwest for an on the water session with videotaping of

masters executing flare jibes around two marks set close to shore, then a long reaching session along the shoreline with Steve giving individual advice on stance, then several short practice races with rabbit starts a short distance offshore beating up to the inshore marks.

More races would have been held if the police boat hadn't advised all those not wearing PFD's to return to shore to get them. It seemed like a good opportunity for liquid refreshments on the back deck while Steve discussed equipment modifications (from choosing lighter footstraps, different fins and their

Some masters were so invigorated they went out for an informal reaching planing session in about 12 -15 knot winds on the long raceboards dubbed superboards because of their ability to get up on a plane early.

After a late dinner Steve analyzed the video of the mornings jibes giving each masters tips on how to improve board handling.

Sunday morning brought brisk south westerly to west winds and an on the water carved jibe session with after lunch video analysis, a wrap up of the clinic



characteristics, shimmying daggerboards and modifying mastrack pedals so they don't lock into position) until the arrival of the students from the massage school in Sutton who set up their tables on the deck and administered relaxing massages to tense overtaxed masters muscles with amazing results.

with thankyou's to Steve for excellent coaching, Maui North our friendly hosts and Tony Burns for making it all happen.

Tony promises to outdo himself next year but it will be hard to top this one especially with the massages and good breezes, so good in fact that some masters spent the afternoon shortboarding in 22 knot winds

at shore but gusting to 30 offshore.

Steve did some spectacular jumps on the Equipe in those winds with a 6.0, then went out on a shortboard with a 5.0 demonstrating high-speed carved jibes. The winds continued to build the rest of the afternoon.

RAINES KOBY, the well-known Toronto veteran boardsailing competitor, has joined the CMBA!



But before you bury your racing daggerboard and disappear on your funboard on a long lagoon cruise, be aware that he has nowhere near 35 years of age, and has joined in a supporting role.

However, he favours a new lower-age category for masters, which would include guys like himself over 30, who are office-bound and family bound (he has two daughters, 2 months and 2 years old), and not able to train or compete with the young hot-shots any longer. Interesting idea.

The CMBA is pleased to welcome Raines as a member and prospective competitor. Just who is that guy disappearing upwind? Windsport Magazine (March '87) reports: "A former Mistral World Champion and 1983 Pan American Games bronze medalist, Raines Koby raced as a member of Canada's National Boardsailing Team from 1982-1986..."

He is 1987 captain of the Canadian Alpha Sailboards Race Team and is the '87 Alpha World Lightweight Course Racing champ." He is presently the Volunteer Coach for the Canadian National Team, and national sales manager of Dyna-Tower Ltd., distributors of O'Brien boards and waterskis, as well as Multi-sails. Should be a big plus having a guy of this calibre showing us the way around the course.

Wanted Equipe hull

**for Canadian
Championships in
Kingston**

I have spoken with nine people in your area from various dealers and organizations, but have come up empty.

As a member of the CMBA, I would appreciate any assistance so I can avoid the hassles of crating and shipping my board from Regina.

Please contact immediately:

Ian Stewart
2414 Truesdale Drive
Regina, Saskatchewan S4V 0W2
Home: 306 789 3003
Work: 306 352 8608

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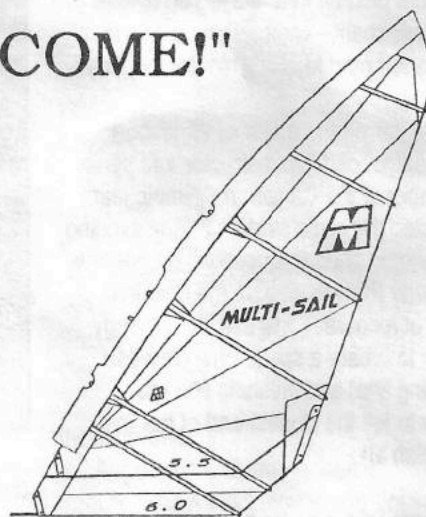
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INCO Regatta, Ramsey Lake

Mistral SST vs. Mistral Equipe

by Stephannie Todd

Is it the board or the sailor or a combination of both that gets you across the finish line first?

This was a question that was racing through our minds at the INCO Regatta held in Sudbury, June 23 and 24. Sailing for the first time in a race with our newest equipment, we thought for sure that the Equipe was going to leave the SST in its wake. Was this to be so, as the weekend progressed?

The first race at the finish line, Lauri Gregg, who was sailing the Equipe, won by a boat length. Not to be out-raced and certainly not to be left out of the weekend of competition, Stephanie Todd was determined to show that the SST with a 7.5m2 was still a competitive board (did she really believe it after telling everyone she was just going to race for fun?) The next two races proved that the SST can certainly stay with, surpass, and inevitably win.

The regatta was not over yet! Sunday, the winds blew a shifting 10 knots from

the north. This would be the true test for boards and sailors alike. Despite the fact that it was our anniversary, we knew



that the best would win (although there was still discussion as to whether best meant board or sailor!!) The day ended with the SST and

Stephanie finishing first in four out of five races held over the weekend. The Equipe, sailed valiantly by Lauri came second, after chasing Stephanie around the course and trying everything and anything to make it "go faster -- like Masao!" Stephanie was overheard commenting: "it was the most romantic way to spend an anniversary."

The Sudbury Yacht Club honoured the couple by presenting them both with awards, to help them keep their marriage together until the Northshore Regatta, August 4 and 5 at the Sudbury Yacht Club. The club invites boardsailors to join them for the weekend of competition and fun.

Registration will take place at the club on Friday, August 3 and Saturday morning before the skippers meeting at 9:30 am. Cost will be in the \$30 range, and includes a great dinner and entertainment at the Club. (This is a BYOB party!) For more information or to register contact Stephanie Todd (705) 969-2013.

Want to try out racing without the pressure of a regatta? Join the sailors of the TBC in their free racing every Tuesday night. First gun at 5:45 pm, racing continues to nightfall. Usually triangles, open class.

Rub shoulders with other beginners or hotshots like Paul Gilbert, Greg Fenton or many other promising young racers who may just show up. If Steve Jarrett appears, you can get pointers from him.

Seminars: The Club is holding a series of Thursday night seminars, at 6pm (\$7.50, \$5 members) with some of

Ontario's most expert sailors holding forth on whatever topic you desire. Starting July 12 is ...Steve Jarrett! Then, on July 19, Court Armstrong from Neil Pryde will discuss the fine points of sail rigging, design and manufacture.

An invitation to Masters Sailors from the Toronto Boardsailing Club

July 26 features one of the most popular speakers in a seminar mainly for women, with Karen Morch. The first two Thursday nights in August will

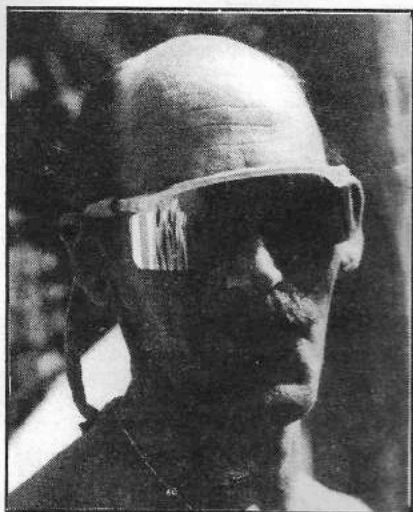
present one of the following experts:

Peter Gilbert, from North Sails; Raines Koby, past international champion, who will introduce the charms of the Multi-Sail; Derek Wulff, the granddaddy of Canadian freestyle, and expert on racing rules (his illustrated book is available at the Club); or such experts as Jens Knof, and a young sailor gaining prominence nationally, Greg Fenton.

Lots of talent to help you out with your sailing problems and questions! Looking forward to welcoming you at the Club.

The Dome says "I Do"!

by Grant Carter

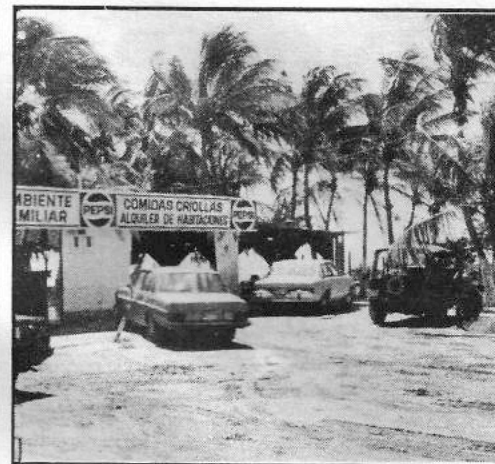


Strange things can happen in the Caribbean if you leave your board at home.

Leading Canadian Masters racer Jim Anderson -- known to his friends and rivals as the "Original Dome" for obvious reasons -- chartered a sailboat with lady friend Mona and cruised the Islands in May. "No real plans" he said when he left.

Strangely, Jim did not sail a board the entire time. But what he did do was walk down the aisle on the island of Bequia with Mona and say "I do". Mona did also. They are now Mr. and Mrs. James Anderson.

Congratulations to you both.



The little Fiat Toucan had lots of personality. Most times it would refuse to get into first gear and then when I most needed reverse, it would grind its teeth in the worst way.

Dos cervezas por favor!

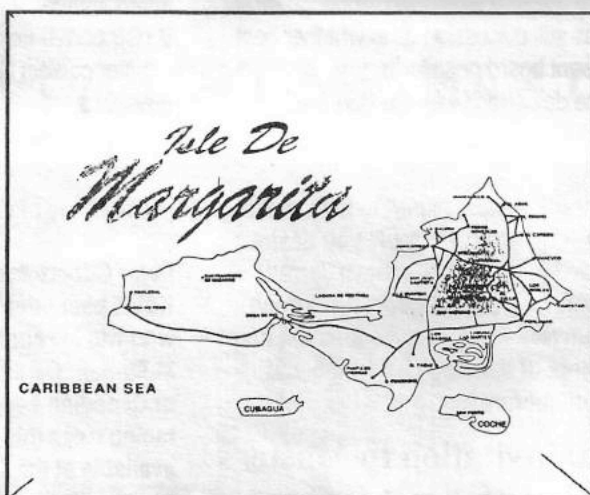
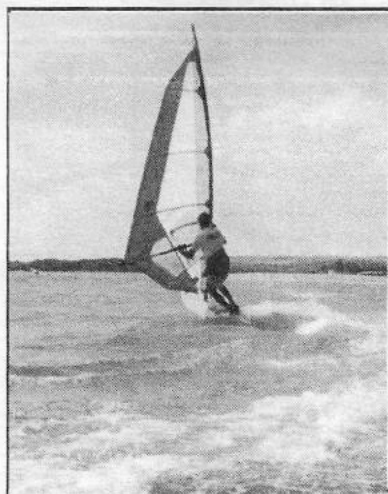
Margarita Island, Venezuela

by Andre Jubinville

Fourteen beautiful straight days of high speed sailing on 4.5s & 5.5s and the wind gets stronger from February until April!! Margarita has some of the

For (guaranteed) winds, although my good friend John Darling got skunked two weeks later, South American culture, sun and safe sailing -- head down for

Past 80 kpm, the whole thing would start to shake violently, but then again the potholes could shake the hell out of any vehicle anyway. At night the low beams would be aimed directly at the oncoming cars in the opposite lane and the high beams seemed to point in the general vicinity of Venus. There was a ritual to be performed when locking up the car that would make a Chinese fire drill look like organized chaos.



The first two kilometers of road going to El Yaque used to put my steering skills to the test. After a while though, I was enjoying the daily challenge. The best place to park your car at El Yaque, is on the beach where you can keep a vigilant eye on it and your worldly possessions. The local riff raff is always looking for a good donation to their cause on your behalf. Sue and I obliged, by contributing our cameras, Sony Walkman and a few other precious belongings we would never think of parting with otherwise.

craziest driving habits and road conditions I have ever seen. On the other hand one can get a big pizza with all the toppings, plenty of Polar beer and Italian helado (ice cream) afterwards for under 10 \$ Canadian a person. Hard to beat the price!

El Yaque Restaurante at Playa El Yaque, Margarita Island. Don't forget to brush up on your Spanish. Take your small sails along with your 8'6" wave-slam board.

We got our first culture shock -- renting a vehicle in a Spanish speaking country.

The winds are incredibly consistent at El Yaque. Makes going to Cape Hatteras feel like taking a shot in the dark. While we were there in January, the locals slide down to the beach at about 2:00 pm, as the thermal on the western part of Margarita reaches its maximum funneling the cool sea breeze between Coche island and El Yaque. The winds

are consistently sideshore-onshore. The sea is warm, no need for wet suits or life jackets.... total freedom.

There is no coral either to cut you skin--or sharks like Hatteras for that matter. Footwear protection against sea urchins is highly recommended. There is a sand bar some distance from shore, making it ideal for beginners to practice short boards and more advance sailors to practice perfecting that evasive duck jibe. Falling in, means being in waist deep water. Towards the end of the day there are usually good launching ramps close to shore for port tack jumps.

Jean Prescott and Marie-Carole Leduc run a highly efficient rental agency right off the beach. They carry boards from 8'2" to 9'6" in length and a complementary quiver of 1989-90 Gaastra sails ranging from 2.9 to 5.8. Rental fees for boards and sails is 160 \$ US a week.

If you prefer to bring your own equipment, and leave everything rigged and ready for the next day, the charge is approximately 40 \$ US a week. If you are planning a trip to Margarita and have access to a fax machine, contact Marie-Carole at c/o Sharks Hotel Bella Vista 011-58-095- 612557, to confirm board rental.

El Yaque is the best place to sail because of the venturi effect of the land. The island is mostly arid, except for the interior near Porlamar, where it rains everyday like Hawaii. If you're thinking of renting a Jeep, it will make it easier to go off the beaten track and go exploring, but don't leave anything unattended in the vehicle.

At the end of February the Johnny Walker World Cup event is held in Margarita at El Yake. It normally attracts about 80 pros and 120 amateurs.

About accommodations, my best bet for comfort and reasonable prices is Cabana Touristica Margarita, half way between Porlamar and El Yake. Rent a Toucan and have some fun exploring in the morning before sailing.

News from the 1990 North American Masters Championships March 16-18, Melbourne, Florida

by Bob Legault

The site of the regatta was the US Boardsailing Team training facilities located on the shores of the Intracoastal Waterway near Melbourne, Florida. Forty-five Masters sailors from nineteen different States in the US plus this lone Canadian competitor, battled for the three days on the racing course.

The winds ranged in velocity from 15 to 30 knots. One thing is for sure though, racing a Superlight in 25 knots winds isn't much fun compared to the new course racing boards.

Most racers showed signs of fatigue towards the end of the regatta; constantly battling high winds and sea swells and the rigging exercises on shore just to

compensate for the changing wind conditions on the water.

However, this competitor being the only Canadian in the contingent, managed non-the-less to keep the US competition at bay by capturing a very respectable second place in the Open Class lightweight division.

The American camaraderie was excellent. Our US cousins lived-up once again to their friendly southern reputation and many a tall story was exchanged. The American Masters showed great interest in the up-coming Canadian Masters Championships event to be held late August in Kingston Ontario. I hope this will remain a standing invitation.



- Wave Masts
- Race/Speed Masts
- 2 piece Masts
- Booms
- Bases

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CMBA Equipment Discount at Kitty Hawk Sports -- Cape Hatteras

If you are planning a trip to the Outer Banks/Cape Hatteras this Fall, you may want to take advantage of a 10% discount on all boardsailing equipment (except boards) at the Kitty Hawk Sports stores in Avon and Nags Head.

This discount is available to 1990 members of the CMBA who present their membership card at the time of purchase. Both stores have a complete range of equipment and accessories. If you wish to call ahead to determine availability, ask for Keith Wood at the Nag's Head store (919) 441-6800 or Gary Cooper at the Avon store (919) 995-5000.

Big winds in the big bay at Corpus Christi

by John Darling

Here's a secret I want to share with my fellow masters sailors: the unappreciated charms of the warm water, high wind chop sailing in the world's biggest bay. Seems Podner, that Corpus sits on the edge of a big high pressure zone from March thru June, which assures almost steady blockbuster wind every day.

At times in April, according to hot-shot

2PM: starts to kick in 12-20 knots; 5-6PM: 15-25 knots. Some days 5 knots weaker, some days 5-10 knots stronger. The odd flat day 10 knots max.-- designed to salvage the sailor's pain-wracked body and bleeding blisters.

Then, in July, the crops get cut in Texas and the land heats up again, generating higher winds into August. Temperature

probably the best on the bay. The big bay is all yours, very few sailors to watch out for, unlike the Gorge(!) or Canadian Hole(!!).

Nice chop and ramps (jump with the porpoises), with flat water at nearby Bird Island. Not to mention absolutely awesome wave sailing on the Gulf itself off Mustang Island. Three local shops in town, and makers of fine equipment (test drive a Westwind and try some of the local skegs).

A great time to visit is during the '91 World Cup event (late May), when you can race with the best and get a look at how the super-humans like Nevin Sayre sail a board. How local masters fared: well, to begin with, the Corpus police were apparently asleep the night they were out with Nick, Andree, Phil,

Kuba and Tom, spraying local traffic with their waterguns and (can you believe it?) hanging moons over the back of their pickup truck, later dampening up some tolerant locals in a restaurant.

Ahem -- the World Cup. "A real learning experience" as they put it, seeing the pros sail with their six rigs and state-of-the-art boards (the Hypertechs, the Gems, the Preisters), all super-light racing machines, and the racers perfectly tuned on them. This was a first for many of the Canadians, although Derek Maunder of Hamilton was back for the second year, where he clocked



local master Richard Bradshaw, there's just too much durn tootin' wind to sail.

In May, masters Derek Maunder, Peter Fodor and Bert Rufenach sailed in the Caller-Times World Cup event -- (along with junior shredder Nick Gobel, see results below), in the company of Ms Andree Gauthier and young Polish sailors Kuba Lapinsky and Tom Brodinski, as well as Phil Ng and yours truly -- we experienced three days in a row of 4.6m2 plus wind.

Almost three weeks of this kind of pattern: AM: 6-12 knots nice and steady;

in May: a pleasant 80 degrees on the old scale, but beware of the sun (SPF 40 twice a day a must, lots of rest and bananas to replace body phosphorous).

The locals are very friendly, with a bevy of women admiring them handsome northern cowpokes every day on the beach. (They'll take you out on the town, sure.) The town has lots of good shopping and several nightclubs and discos. Recommended is the Cantina Santa Fe for Texas rhythm and blues. Food and lodging is cheap. At the Casa del Sol you can rig on the front lawn and launch from the north shore beach,

something like 30 knots in the speed-check at Bird Island. Derek placed 20th in the gruelling 8 course races (in winds averaging close to 25 knots) and 19th overall for the best Canadian performance, in a field of 36.

Peter Fodor placed 19th in course racing, and Bert Rufenach placed 24th, but both missed the slalom event, and finished 22nd and 24th overall --the other Canadian amateur competitor, Nick Gobel, in the men's fleet --which included some pretty "pro" racers -- placed 36th racing 7 of 8 course races, hanging on to a 7.2m2, the biggest in the fleet of 79 men. He got one 18th place finish for his troubles.

Nick missed a buoy in slalom and



finished 47th overall). Nevin Sayre won the Pro men's classification, with Canada's Bruce Peterson placing 7th overall and a fleet of 37. Quebec Pro woman Edith Trepanier came in 8th in a field of 9.

In 1991, the Caller-Times event will promote masters racers in a big way, doubling the allowed size of the fleet. How about it guys, shall we make it a surfari -- give Derek a run for his money? (Contact the writer for info -- John Darling).

Warning

John Darling, an unwilling visitor to a Corpus Christi intravenous antibiotic unit.

Hospital Insurance -- masters sailors should never leave home without it! Blue Cross or some other plan is cheap and most convenient when you slash that ankle on coral or a fin, or sprain that muscle attempting your first duck gybe, or scrape your shin riding a rental motocross bike! Wearing booties is a pain when all you want is the delicious feel of your bare feet in the footstraps, but they can save your holiday.

Tropical seas, being warm, also harbour vicious virulent bacteria which can lay you low. We older sailors are more vulnerable to infection and should get immediate medical attention. A cut should be disinfected and bandaged right away, before those bugs get into your meat. Penicillin or other medicine should be taken if in doubt. And renew your tetanus shot before leaving town.

F O R S A L E

- Mistral Equipe 1989, excellent condition, \$1350.00.
- Rogue Wave, 9' 0" slalom/wave shape, good condition, \$700.00.
- Alpha Speed Needle, excellent condition, \$700.00 (too fast).
- Division II, Windglider, hollow design, good condition -- make an offer!
- Wanted: experienced racer with solid tactical knowledge, able to explain racing rules, find a washroom in a hurry to provide company to an active 3 year old during CORK and the Canadian Masters Championships. (Innon-sailing terms, we need a babysitter for Kelby)
- Contact Grant Carter (613) 828 - 8284.

Complete package

- 9'6" -- 1985 Mistral Diamond Head shortboard with adjustable mast-track, custom Chinook fin box and woodies including 12 1/2" Simmer fibreglass fin.
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- FM booms with Chinook adjustable front-end.
- Full cambers 5.0 m sail-- 1985 Dave Ezzy North Slalom Spider.

Price 975 \$

- Contact Andre Jubinville (416) 323-9661 or (416) 968-4383

Winter getaway

by John Darling

Warm seawater winter sailing --sound like a party? It can be a valuable learning experience too, as well as a break from the joys of Canadian winter.

Especially vital to us older sailors, who find it hard or downright impossible to pick up shortboard skills in all the fickle, infrequent 20k plus winds you can corner in the Canadian summertime. Yours truly, for instance, rode his first custom in Ontario like a cowboy on a greased pig, until four days of nukin' wind at a Windsport clinic at Cape Hatteras taught me how to ride in the footstraps and harness, sail upwind, and otherwise have a ball at top speed.

Those 4 days in steady winds were also an introduction to the carved gybe, and several dozen spectacular dunks. In retrospect, it's hard to say what was more fun -- learning how to gybe, or gybing.

And there's nothing like a few consecutive hours of steady max wind to get those waterstarts down, as you experiment with the best ways of getting the sail out of the water, what the wind does with it when you do, and getting the feel for the windforce you need to commence lifting the boom and raising yourself from the water. After a while, it's a piece of cake!

If you can't make time for a clinic, a Caribbean vacation is the next best bet, allowing you to splash around and get real soggy for hours without getting cold or especially tired (you'll sleep well, tho'). Avoid too much sun, use sunblock liberally and often during the day, go easy on booze and partying-- assuming its sailing you getting your kicks at.

Elsewhere in this Newsletter, Andre Jubinville described perfect flat water and chop sailing conditions on Margarita

Island. My chore is to describe a little about wave conditions for the first time.

I could start with Cabarete, the hot Dominican Republic bay with the great little reef, and good accommodation and equipment. But this spot is best in spring and early summer; for winter peregrinations your best destination is probably Silver Sands, Barbados, with its steadier trade winds.

water inside the reef. The site is rated expert, but waterstarting and gybing can be practiced inside the reef if you are a competent, gutsy sailor and not afraid of a few potential rocky landings.

Likewise, for the first time in the waves, if you go out aware that its a wet, rinsing learning experience that can be very rewarding with intelligent sailing, you should go for it!



Charter packages provide reasonable rates even at Christmas (a party of us spent \$1100 each on air and hotel for a week this year). Lower rates over a longer period are available at nearby Silver Rock -- call Roger at (809) 428-2866.

Both at Silver Sands and the bay above at Round Rock are exceptional reef sites, with many long wavebreaks a half kilometer offshore and relatively flat

We live only once, right? As you approach the reef for the very first delightful time, keep an eye on the terrain ahead. No action means danger; waves can quickly form and rise to a wall that you may or may not be able to ride and/or jump over.

Cresting waves are okay -- by the time you reach them you can probably sail over the white-water by depressing the board's tail. Or, you can sail to starboard

to a less steep section of the wave, or avoid the waves altogether by clever dodging, and heading out for a stroll on the mountainous ocean swells.

Scooting along over huge ocean swells and valleys, especially if there's not too much chop, going for max speed and the odd long, low hop, is pure sport. You're out in deep space, alone, your island home glistening green in the distance.

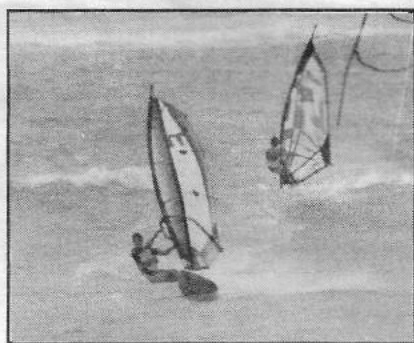
The ride back, over cresting waves and into troughs over the reef, is the part I love best.

Trick is, to pick the wave crest just as it breaks, and be chased by the angry crest on the wave-face, sliding over the

tip and hang on to it or the boom, always upwind of your rig). If your rig is swept out of your grip, no problem, swim after it (it won't go far).

The problem is that a mast downwind may well catch in the reef and break as a wave throws it forward. At Silver Sands don't try to paddle back across the current to the hotel with a broken mast, head to a handy little emergency beach downwind, nestled in the rocks. Even a broken mast can be fun, man!

Take a breather in the shade in the bar, anytime. Companionship is always there too, where you'll meet fellow shredders from your home town you never knew.



smooth trough over the reef -- a thrill hard to match. Then, you gotta try off-the-lips and bottom turns, the real meaning of the word "shredding." A sailor could spend months here just learning to play in the waves and flushing out his sinuses.

Often when starting out on the reef, you will fall on a wave or whitewater. Try to keep the mast and sail upwind (as a breaker bears down on you, depress the



And of course Barbados is unequalled for its nightlife, restaurants and hospitality. The nearby South Shore is rife with exceptional seafood restaurants, discos and reggae bands.

Derek Wulf's Boardsailor's Guide to the Caribbean is still an excellent source of info on this island, and others. It may be available in local surf shops; if not, I have a couple of copies at \$15 plus shipping.

FOR SALE

- Division II -- Cobra Lechner, (hull only) with fin, daggerboard, mast-track and breather.

600.00

- Division II -- Cobra Lechner, brand new, still in packing crate, complete with masttrack, fin and daggerboard. Excellent as a training board for olympic hopefuls, unbeatably fast in light air.

990.00

- West Wind 290 Carbon -- Custom light wind 9'5" racing short board.

1295.00

- Seatrend 9'2" custom Gorge short board

795.00

Sails

- 4.3 m2 RAF Windsurfing Hawaii **340.00**
- 6.6 m2 Camber Gaastra monofilm **595.00**
- 7.4 m2 Camber Gaastra monofilm **650.00**
- 9.0 m2 RAF Gaastra light **300.00**

Accessories

- Assorted booms and masts--TBD
- New Dry-Suit/Wet-Suit -- 3 peice combo, small **125.00**
- New Mistral Flip-Flop's -- medium **8.00**
- Neil Pryde mast foot protector **13.00**

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

Sail Rigging Chart

by Ann and Grant Carter

If you ever arrived at a regatta or at a beach with a bag full of wishbone extension tubes, short and long boom ends, different length masts, different length mast extensions and a shortage of time and patience, a Sail Rigging Chart might be helpful.

If you look at the chart we have designed (copy at back of the newsletter), the column "Sail" is where to indicate the sail size, luff and boom length.

The "Mast" column allows for 2 different masts to be used with each sail. For example, one mast may be a standard 465 cm while the other might be a 480 cm. Clearly each mast length would require a different length mast extension for that sail.

The "Mast Extension" column allows two different mast extensions to be used for the same mast. For example, we might have a fixed length extension for the 465 cm mast or use a variable extension. we would indicate the length the variable

mast extension needs to be extended to work with this mast and sail.

The "Boom" column is where you indicate the name of the Boom you are

complete boom is extended. For example, with a North boom we would indicate "4 rings showing". With a Windsurfing Hawaii boom we would indicate "LE - 18" @ 2F & 4R". This

translates into using the Long End piece with an 18" extension tube and then setting the locking pin at hole #2 in the front and at hole #4 at the rear end piece.

In the "Comments" section we generally indicate if the boom or mast extension lengths need to be changed in light or heavy air, if a hook needs to be used with the outhaul or downhaul.

We have found that it is convenient to put the charts in a clear plastic sleeve - - available at office supply stores - - and keep them in our equipment bag for easy reference.

If you have any further questions, give us a call or see us at a regatta. Hope these handy charts get you on the water sooner and in good spirits.

[illegible]

Designed by Grant and Ann Carter / Canadian Western Bookbinding Association 1999

using with this sail. Again, we have allowed enough space for two different booms (eg, North or Windsurfing Hawaii) per sail.

The "Extensions" column allows you to indicate the boom extension tube length used, the end piece (eg. short or long) and also the ring or hole to which the

Canadian Masters Boardsailing Association 1990 Annual Meeting Agenda

August 24, 1990 Kingston Yacht Club

- | | | |
|--|---|---|
| 1. President's Report | 6. Motion to adopt a Constitution | 10. Appointment of 1991 Canadian Championships Regatta Organizing Committee |
| 2. Vice - President's Report
(Membership and Newsletter) | 7. Motion to adopt a 6.6 maximum sail size for Women's Master Fleet | 11. Announcement of the 1991 "Sportsman of the Year Award" |
| 3. Treasurer's Report | 8. Election of 1991 Executive and Regional Directors | 12. Members Forum - New Business |
| 4. Regional Directors' Reports | 9. Appointment of 1991 Training Camp Co-ordinator | |
| 5. Motion to change Association name to the "Canadian Masters Windsurfing Association" | | |