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ICESURFING on Hamilton harbour



by Bert Rufenach

Your 4.0 m² sail has seen the light of day only twice in the last three years.

This would be the perfect day if this was mid-January and you were hard-water windsurfing (more commonly known as icesurfing) on the Burlington Bay or Cootes Paradise in Hamilton (the hotspot for icesurfing in Canada.)

Do I have your interest yet?

Hardwater windsurfing is a subject that should not be talked about during these hot summer days of softwater windsurfing. But by the time you read this, it will be hot and sticky, and the wind has blown no more than 5 knots in almost three weeks.

To sail the ice you need an icesurfer. The most efficient and easy design to sail consists of a wood or foam-cured epoxy deck with an aluminum frame underneath it, holding three steel blades 18 inches long, sharpened to 90-70 degrees

(somewhat resembling a knife edge.) Two blades are at the rear approximately 42 inches apart, pivoting up and down. The front blade is 4-5 feet forward. It pivots and rotates on a caster. It is steered by two cables connected to a small steering platform at the centre of the deck. Blade shape is very important on ice, much as skeg shape is in water.

Black ice is the best (you get it once every two or three years). It is formed on a windless night after thickening up to approximately 4-5 inches. It is safe and smooth and transparent as glass. Sailing it is almost surreal. You glide across thousands of feet in seconds but you have absolutely no sensation of speed under your feet.

An ice surfer in 4-5 knots of wind with a 6.6m²-7.5m² sail will give you speeds up to 30 mph. In 30-40 knot wind, I have sailed with a 4.0m² speed trial sail, overpowered, with speeds greater than 70 mph. (cont'd)



**Canadian Masters
Windsurfing Association**

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

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

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

Original and previously unpublished material is welcome and will become the property of the CMWA for the sole purpose of consideration as contributing material for publication in the Newsletter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

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

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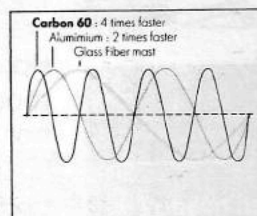
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Comparison of reflex time for mast materials

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Slowing down is simple. You can luff the sail, or you can backwind it, allowing you to slow down to wind speed, then stopping by steering yourself to bring your rig around into the wind.

An efficient gybe while sailing at 40-50 mph can change your direction in a 40-foot radius. It is a very dynamic gybe especially during slalom racing. Monkey gybes are easy – it looks like you are tacking, but the board is going through a gybe.

Racing is mostly done on a North America or World level due to the small number of

people accomplished enough to race at these speeds. It's an absolute blast!

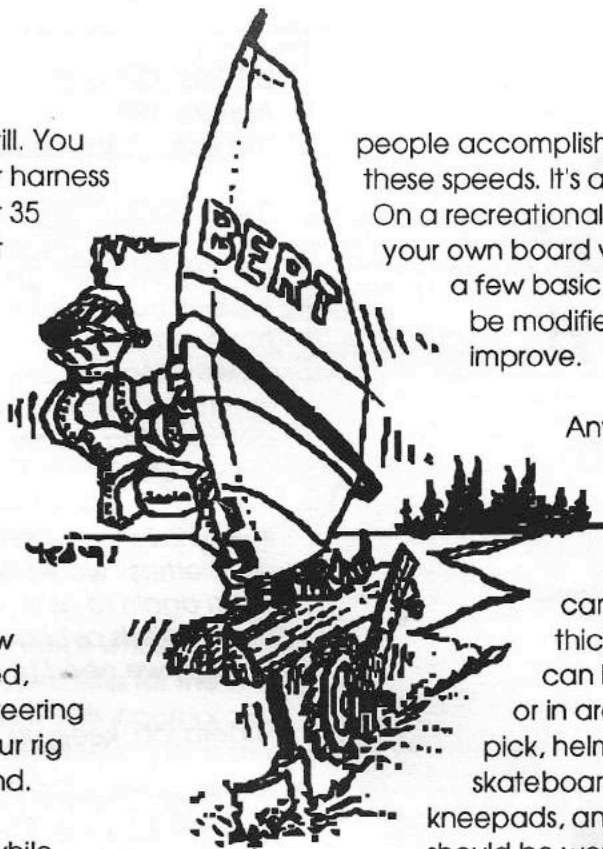
On a recreational level, you can build your own board with minimal costs and a few basic plans. The board can be modified as your skills improve.

Any ice or lightly snow-covered pond can be sailed. You or someone who has knowledge of ice can measure 4-5 inches of thickness for safety. Ice can be thinner near shore or in areas of current. Ice pick, helmet, goggles, skateboard elbow and

kneepads, and even hockey pants should be worn. That way you won't get bruised up if you should fall.

Our season in Hamilton starts mid-December and lasts until mid-March.

We sail every Saturday and Sunday, and even some evenings after work. Our most often used sail is the 4.0m². You don't need much wind on a frictionless surface, and best of all, you can windsurf year round!



Home-made boards can still be seen on the ice occasionally!



Craig Henry blasting around on his IceHawk.

PHOTOS: BERT RUFENACH



Funding for the Canadian Masters Windsurfing Championships '91 has been assisted by Wintario Sports through the Ontario Sailing Association, the provincial government body for sailing.



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English Windsurfing Holiday!

By Sally Pratt

Sally shredding on 8'6" waveboard with 4.2m² sail at East Wittering! Photo CMWA NEWS Exclusive! (Get your hands off that print, Steve Jarrett.)

What ho, chaps, we've just got word of a jolly good surfing holiday site out 'ome! No joke, mates, news of this hotspot comes to us from Sally Pratt, who has a cosy little apartment for rent with rad sailing twixt East and West Wittering, and photos to prove it!

For \$250/week one gets a charming view of a "10-mile long beach" (no mucking about with kilometers and kilopascals 'ere!), with top quality gear rental featuring wave boards as well as longboards. Being it's Britain were talking about, there's an old nearby fishing village, and really ancient Roman history close at hand. Not so old, however, is the beer in the local pubs, the finest remaining

PHOTO: SALLY PRATT

LETTERS TO THE EDITOR
April 26, 1991
The Editor, MastersMatters

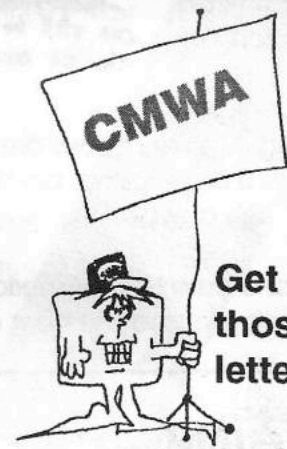
Dear John:

I would like to congratulate you on a super issue of the Masters Newsletter. I have distributed it to about 20 past and present Master sailors. With any luck we might get them interested in participating locally or even at the CANADIANS.

If you have any more of these newsletters I would like to distribute them again to as many other boardheads as I can. This may be the catalyst we need to get them going.

Superb job, keep up the good work.

Sincerely, Charles D. Burns, Executive Director, Manitoba Sailing Association



Get
those jibes
letters in !!

artifacts of the Empire. Windsurfers are "guaranteed 20-25 knots on 3 to 4 days per week -- high season May-July and Sept.-Nov." Proof that this young lady master knows whereof she speaks is the accompanying front page story from the Bognor & Chichester Guardian, Wed.

15th October 1986. Under a photo story titled "Big Day at West Wittering," it reports the British Funboard Ass. championships results, in which many local sailors placed well, including one "Sally John (E. Wittering) in fourth (ladies' final)."

(If you go, chaps, contact Sally at (416) 487-0032 --reservations subject to availability).

notice to racers

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

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

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

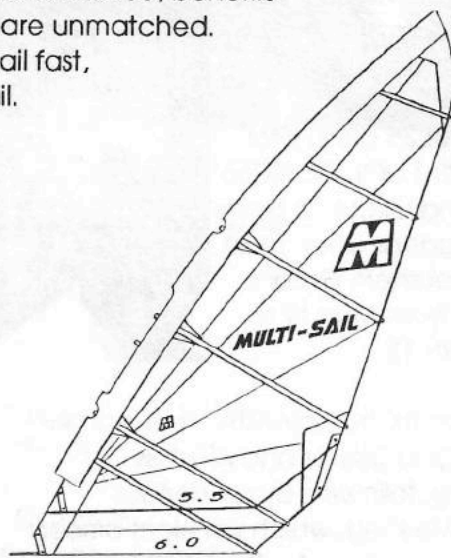
1. The zipper is warrantied for life.
2. In the seven years since the zipper concept was introduced, one has never failed.
3. The zipper only adds 4 1/2 ounces to the weight of these extremely light monofilm sails.

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

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Multi-Sails are available in to different models, the Speed Slalom, and the Performance Lite, and cover a size spread from 3.2 - 2.8 to 9.0 - 8.1. The Speed Slalom is a race sail that delivers the ultimate in power and speed. This sail features heavy duty mono-film construction, radial reinforcement patches at each corner, extended luff sleeve, six battens, three removable external camber inducers and leech line. The Performance Lite is constructed with the same materials as the Speed Slalom, but features only five battens and one external camber inducer.

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CANADIAN MASTER WINDSURFERS ANNOUNCE NATIONAL CHAMPIONSHIPS

Windsurfers over 35 (women over 30) will meet in Sudbury, Ontario over the August 3-5 weekend to compete in course racing, long distance, and slalom at the annual Canadian Masters Windsurfing Association National Championships.

Hosted by the Sudbury Yacht Club in 1991, the racing will take place on beautiful Lake Ramsey, close to the City's many hotels, museums and nightlife. The previous 1990 championship was held in Kingston following the world-famous annual CORK regatta and in conjunction with the Eastern Ontario Funboard Championships, organized by the Ontario Sailing Association.

The Masters' association also holds an annual windsurfing seminar on Lake Simcoe early in the sailing season under the instruction of Steve Jarrett, an international windsurfing competitor and editor of Windsport Magazine.

Sailors over 35 are a vital component of the Ontario Windsurfing Circuit, a series of five regattas open to all ages at southern Ontario beaches from May 19 to September 15.

The National Championship features an evening gala Dinner and Awards Ceremony, followed by an Annual General Meeting, which will elect officers and discuss policies for the coming year. The event is assisted by Wintario Sports through the OSA.

Sailors from across Canada are invited to Open Class racing, on raceboards with a



Vice-President John Darling in his regalia with Women's Director Stephanie Todd having before dinner drinks.

PHOTOS: JOHN DARLING



Dinner table guests attending 1990 AGM at the Kingston Yacht Club. From left to right-- Bob Legault, Bert Rufenach, Andree Gautier, Masao Abe, Peter Fodor, Dick Pratt & wife Sally, Lucille Legault.

maximum 7.5 sq.m. sail in the Gold fleet. Many sailors are keen international and local racers, and will assure a high level of competition.

For first-time competitors, a Silver fleet of all ages allows for a wider range of boards, with a separate start and shorter course. The CMWA expects that many local sailors will participate. Northern hospitality, here we come!



Clock wise from top -- "Don't spill a drop now Sandy" says John Furber.

Sue Thomas having a good time at the AGM.

Derek Maunder coaching John Darling on marathon beer drinking.

Stepahie Todd with husband Laurie Gregg (right) having a chat with Gary Miller.



PHOTOS: JOHN DARLING

ANNUAL GENERAL MEETING - 1991

Sunday, August 4, 1991 - 7:30 PM

Sudbury Yacht Club

AGENDA



1. Welcoming Address
Andre Jubinville, President
Presentation of Special Guests
Report of the President
2. Secretary-Treasurer's Report - Sandy Gow
3. Ontario Director's Report - Tony Burns
4. Regional Directors' Reports - Yvon Lefebvre, Quebec
other Regional representatives
5. 1991 Championships Director's Report - Laurie Gregg
6. Election of the 1992 Executive & Regional Directors
7. President's Trophy Award
8. CMWA Sportsman of the Year Award
9. Technical Report - Steve Jarrett
10. Membership Forum - New Business
Motions and discussion
11. Adjournment

For many of us who raced in the early and mid 1980's, Ottawa regattas were "must attend" events. Competition was particularly fierce with local notables such as Bill Fenton, Norm Finch, Bob Legault and Ann Carter often leading the fleet to the finish line.

1991 Ontario/Québec Masters Championships

In recent years the demise of the Windsurfer, Superlight and SST Fleets and the local RA Club Monday night races spelled an end to competitive racing in the area.

However, Andrew Hope a local veteran racer (though not yet of CMWA age) has convinced fellow members and executive at the Britannia Yacht Club to actively support windsurfing racing during the 1991 season.

The club's Thursday night races now feature a separate start for Windsurfers following the 505 and Shark fleet starts. We are pleased to report that even with a 5 minute head start Shark is no match for an Ultra Cat!

The big event of the season is the inaugural Ontario - Quebec Masters Championships on September 7 - 8 at Britannia Yacht Club. This is a Masters only event with a racing format consistent with OSA regattas (M courses, Raceboards, 7.5 sail maximum, Gold and Silver fleet awards). Two lunches and a dinner are planned.

This should be a well-organized event with the capable support of Andrew and his BYC team. An official Notice of Race will be available shortly. For further information contact Andrew Hope (613) 820-6783 (H) or Grant Carter (613) 828-8284 (H).

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

JULY

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

AUGUST

1991 Canadian Masters' Championships: Set for long August 3- 4-5 weekend, on Sudbury's challenging Ramsey Lake. Pre- registration \$80 for three days of northern hospitality! (\$100 registration on site).

Info: Andre Jubinville, 323-9661

Quebec Circuit Series #4: August 9/11, Quebec-Ontario Series, Lake St-Louis, Beaconsfield, (West Island Montreal)

Annual Mammoth Marathon at Toronto Boardsailing Club, Cherry Beach, Sat. Aug. 17 (long distance race for all sailors, this year its around the Toronto Islands) CORK (The internationally reknown D-2 and Funboard event) at Kingston, August 19-22. Call OSA for registration details: 495-4240.

CANADIAN FUNBOARD CHAMPIONSHIPS, OSA Circuit #5: following CORK, Aug.23/26 (Friday -- Monday). at Kingston (CORK site)

SEPTEMBER

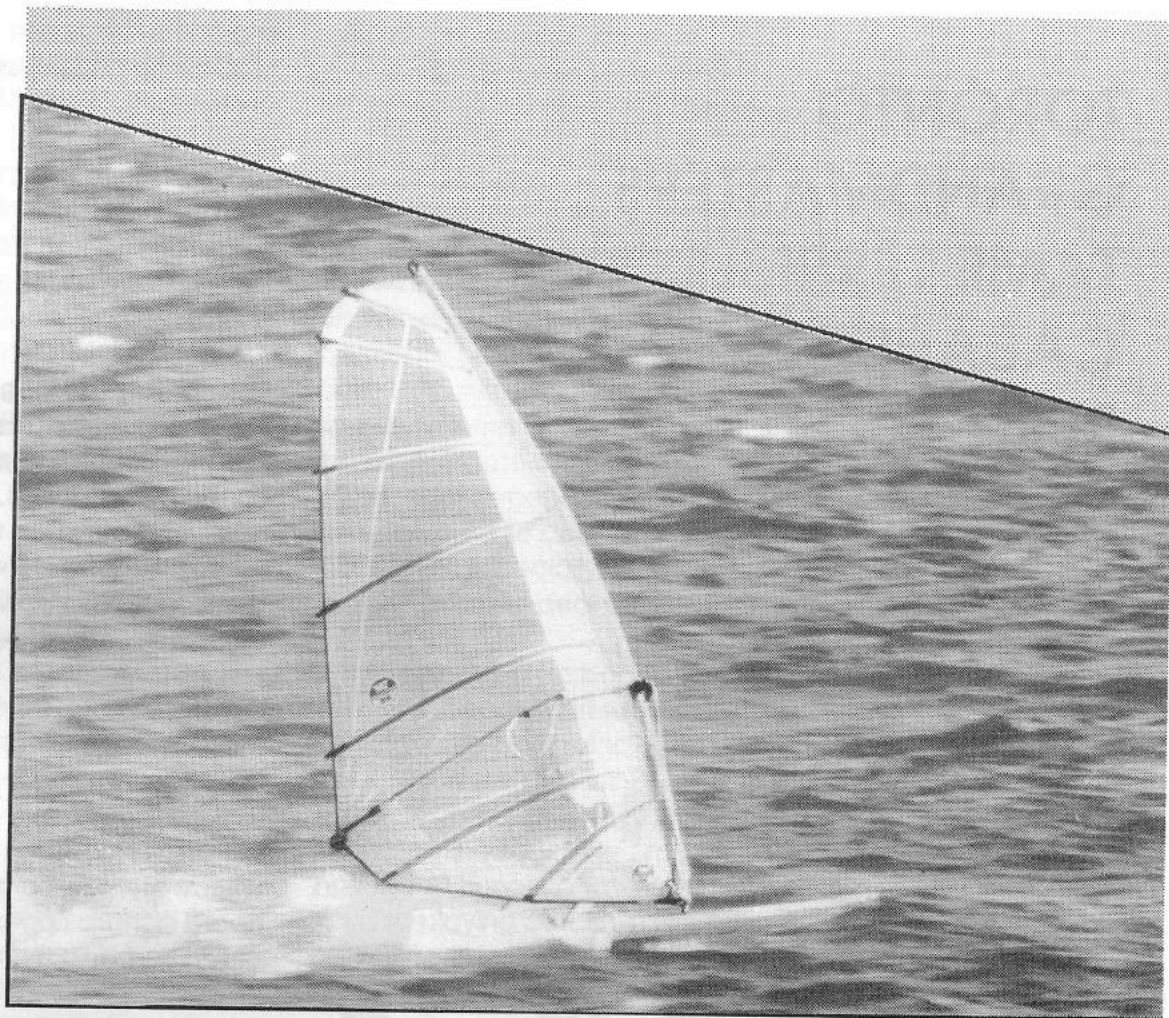
Pro-Am Des Iles, Aug. 29-Sept.7 (\$18,500 prizes in slalom, Speed, Waves) Les Iles-de-la-Madeleine. Call (418) 986-3907.

Ontario Circuit Series #6 (Final): Sept. 14/15 at Barrie. (Ontario Championships)

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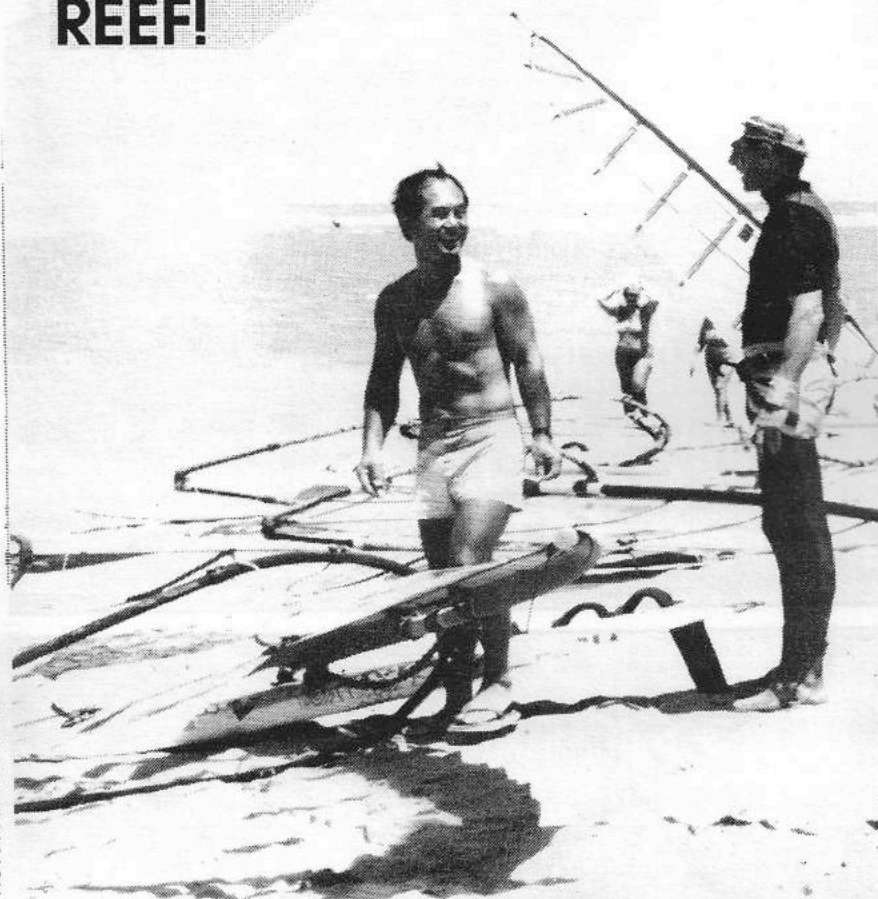


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TORONTO GRANDMASTERS TAME TERRIBLE CABARETE REEF!

PHOTO: JOHN DARLING



Masao Abe and Dave Johnson on the beach at Cabarete. How many mast did you break in the surf Dave? John Darling's old record was 3 a year ago!

(CP) Cabarete, Dominican Republic, 6:45pm (EST), March 21

As Ontario grandmaster sailboarders Masao Abe and John Darling planed back to shore over the choppy surf, exhausted and drenched, but happy as rum punch, they had tales to tell of their daring exploits on the local reef this afternoon. Discussion was lively over the two-beer special at Las Brisas Bar, just under the wire for happy hour, snug under silhouetted palm trees bordering the wide golden beach at sunset.

The pair had bravely traversed the angry reef many times in their exciting "expression session." A half kilometer off-

shore, the Cabarete reef is in reality a safe reef, being never less than 4 feet underwater.

Today, its seven sets of breakers ranged from 4-5 feet to 12-13 feet. Sporting 5.7m² sails, Abe rode an F2 Sunset Slalom while Darling preferred the sleek new 9'2" F2 Sputnik 280.

Repeatedly the intrepid pair rode over the cresting waves or narrowly skooted around mountainous breakers. Sailing out on the ocean swells, they searched for a relatively flat patch to jibe on, and then, the highlight --the thrilling ride back in. The smooth marbly water on the reef was much easier for the pair to jibe on.

On one trip out, Darling was faced with a massive wave breaking in from two sides upon his tiny craft. Vainly he attempted to skoot between the upsurges but was instead deluged with descending whitewater. As he swam toward his rig he heard a sharp ripping "snap", the breaking of his mast and shredding of his sail.

A half hour later he was rescued by the Spinout pickup boat and his Visa card. (On the way back in, local hotshot schoolboy Leon Belanger pulled off a forward loop off their bow). Never mind, as soon as he could pull another rigged sail off the racks, he was back out in "windsurfer heaven."

...such was the story that clattered over the wires the day after Abe, Darling and shortboarder Dave Johnson returned to chilly Ontario. (You probably missed it in the Gulf War fog at the time.)

Grandmaster Johnson was also out 10 hours per day, perfecting his water-starts and doing nicely working on shortboard speed and jibes. The trio became known as "Les trois mousketeers" by the local Quebecois (Quebec boardsailors discovered this charming bay in the mid-80's). They sailed 5 out of 7 days, and almost 10 hours during 3 of them.

They chose to rent rigs from Spinout, one of eleven rental outfits along the bay,

each paying \$185 US for unlimited use of boards and sails. Johnson, a longboard expert, had the voluminous F2 Lightning out in the chop more than once, skirting 5-foot breakers on the reef.

The trio found many excellent restaurants along the beach and the tiny village's main street, and was lucky enough to bag a spacious 2-bedroom suite at l'Hotel Abatross for \$80 US/night. At the edge of town, it was a quiet place, ensuring a good night's grandmasters' snooze (not to say gentle snore).

Drinking water is "no problem!" now. Masao alone was a little sick for one day, probably due to a bad beach water shower, or too much Chivas (or both).

While he recuperated, Johnson and Darling were off galloping across the countryside on spirited ponies, and swimming in underground water caves. The troupe of horses were "guided" by three young sunburnt locals, whose main contribution was switching the animals with a stick and whistling "giddiup." Haven't galloped as much in 40 years.

Local "natives" like Mike Braden, owner of a handsome beach-front condo, and a well-respected resident sailor, will invite you in for dinner and show you the ropes. If you know any Spanish or French, it goes a long way. Spreken ze Deutsch? -- there's large number of German sailors in attendance now, so this friendly beach has a more international flavour than ever.

As the Cabarete-Quebecois slogan goes, it's "no problem!" mate. As long as you apply gobs of sunblock!

We recommend Spin Out for a good selection of boards and sails: call Udo Jansen (809) 571-0805 -- PO Box 16, Sosua, Puerto Plata, D.R.



A good general sailing rule -- keep upwind -- is even more important when sailing a shortboard, especially in waves.

In many instances, you are sailing into considerable white-water with the wind too parallel to the waves, and too on-shore. To negotiate breakers you must bear off constantly to get up speed, to jump or circumnavigate the washer cycle. You depend therefore on using gusts to bear upwind constantly, especially if there is also a current to deal with.

At Silver Sands in Barbados, for instance, one must beach-start where there is a considerable downwind current, but in the inside flat water, the wind is good and propels you easily upwind toward the reef. However, should you get munched by a half dozen hungry breakers, you will find yourself playing catch-up downwind, facing nearby shore rocks, and often unreliable wind with which to waterstart or rescue yourself.

At other sites, you often find yourself immersed in downwind whitewater if you don't succeed in sailing upwind from your launching point. Use wind lulls to sail upwind, bearing off to plane as the wind increases to continue carving upwind.

Sailing upwind puts you into cleaner wind, newer waves, and freedom to reach on the outside ocean. Coming back up high, you then have a choice of waves to ride sailing downwind, and you can power yourself over the breakers and into the troughs, jibe and still be upwind of where you started from.

So avoid that tough slog upwind through angry breakers, and spend more time screamin' over them, by sailing high.

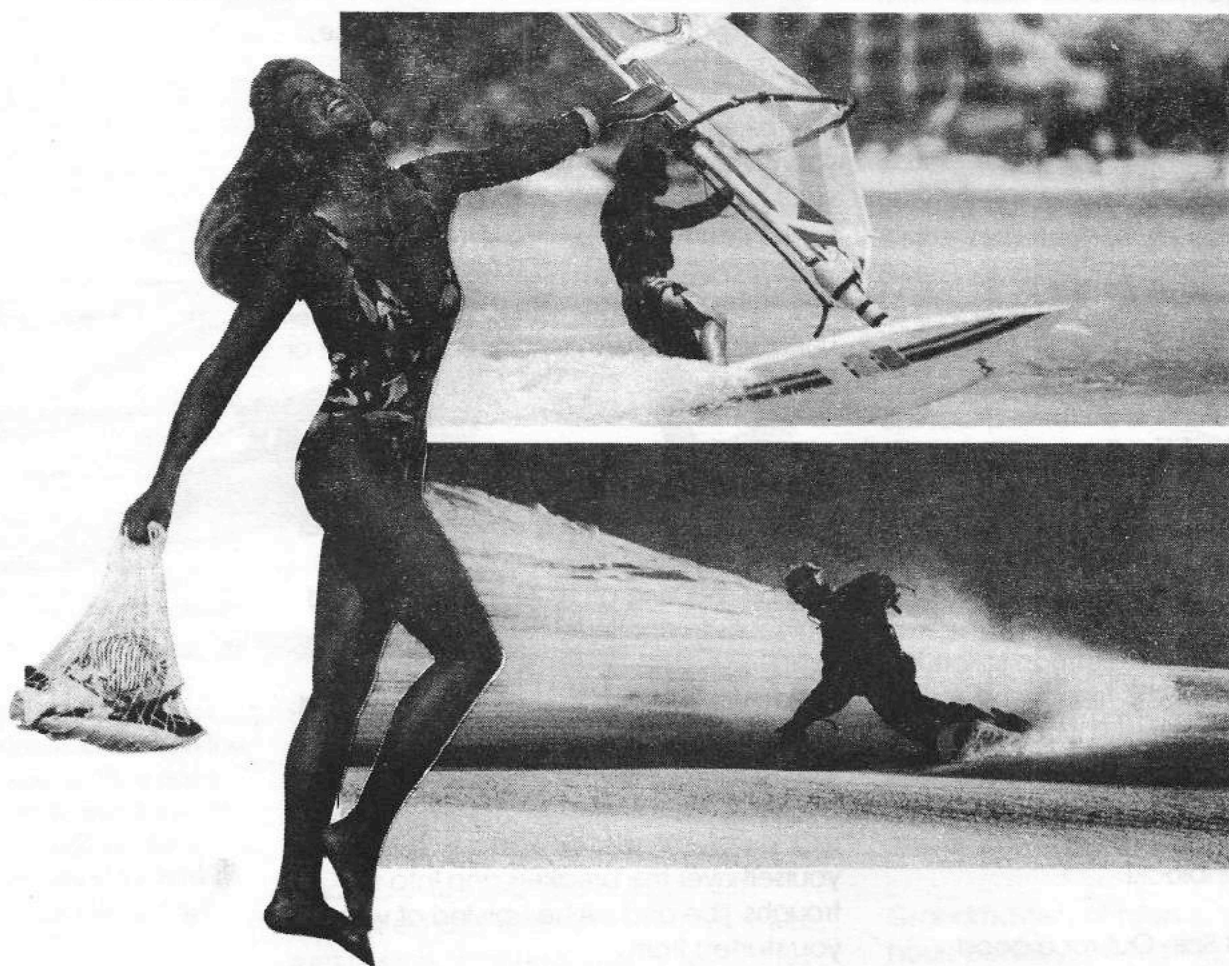
NEXT ISSUE: Variations on shortboard jibes for grandmasters (All you masters --any age-- get those tips and tribulations in --our technical advisor Steve Jarrett is waiting eagerly for your questions).

TIPS - Sailing upwind

by John Darling

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