

SUMMER '98

The Canadian Masters Windsurfing Association Newsletter

MASTERS Matters

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NINETEEN EIGHTY-EIGHT **NEILPRYDE** **CANADIAN MASTERS** **WINDSURFING** **CHAMPIONSHIPS**



**PRINCE EDWARD ISLAND HOSTS
MASTERS' SUMMERFEST**
See details inside!



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

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EDITORS

John Darling, Susan Thomas

DESIGN & PRODUCTION

André Jubinville

EDITORIAL CONTRIBUTIONS

Stephanie Todd, John Darling,
Susan Thomas, Yvon Lefebvre,
Andrew Hope, Stephanie Todd,
Stewart Hall, Norm Burgess

PHOTOGRAPHY

Susan Thomas, John Darling,
Yvon Lefebvre, Stephanie Todd,
Stewart Hall, Norm Burgess

CMWA BOARD OF DIRECTORS

President:	Andrew Hope (613) 820-6783
Past-President:	Stephanie Todd (905) 953-8302
Vice-President:	Norm Burgess (905) 274-0047
Secretary:	Ling-Yue Hung (613) 274-6423
Treasurer:	Suzanne Roberge (613) 820-0404
Public Relations:	Stewart Hall (905) 278-7557
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Clinics Director:	Bernie Samouloski (905) 564-7608
Social Events:	Stephanie Todd (905) 953-8302
Newsletter Editor:	John Darling (416) 928-3086
Newsletter:	André Jubinville (416) 323-9661
Membership:	Sue Thomas (416) 323-9661
Director Maritimes:	Dick Vine (902) 434-1573
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- Have a windy summer and see you at the Nationals!

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SUMMERSIDE OR BUST!

Work, taxes and domestic responsibilities.... where does one get relief these days? Well, I can think of a few ideas. How about Summerside, PEI for the 1998 CMWA Championship Regatta and Can-Am Challenge?

Norm Burgess and Ron Casey are doing yeomen service in promoting and organizing the event and I understand that islanders are already talking up the CMWA's arrival in the local media. In fact, in a late Mar. 98 newspaper article, it was suggested that there were 25 Americans and Canadians who had expressed interest in registering! With numbers like this in March, Summerside may eclipse the terrific turn-out the CMWA had at last year's Championship Regatta in Pembroke.

For those of you who are considering going to Summerside, a word of advice....book your accommodations early as PEI is truly one of Canada's most popular vacation destinations. If you are hurting for ideas on where to stay (some ideas are listed in the Notice of Race), give Tourism PEI a call at (888) 268-6667 or your travel agent. A good place to peruse accommodation options is the 1998 PEI Visitors Guide available



from Tourism PEI at (888) 734-7529 (note that this is a different number than above).

Remember, that the CMWA Championship Regatta is not the only thing going on the east coast this year. Bill and Maggie Taylor are holding the New England Windsurfing Championship on 25 & 26 July 1998. Last year's regatta was not only well organized but legitimate fun. The bonus though had to be the rubber lobsters a few of us Canucks ran off with! If you have the time, combining the New England event with Summerside is the way to go!

Just to keep you in the loop, I am pleased to announce that next year's CMWA Championship Regatta will be held at Jericho Beach in Vancouver, British Columbia. The selection of the Jericho Beach has not been an easy one as a number of eastern CMWA members expressed concern about the cost of event participation. Your CMWA Board of Directors weighed this concern against the potential of strengthening the CMWA's presence in western Canada as well as the significant level of local interest in holding this event. I want to assure you that the

CMWA Board will strive to minimize the costs of holding and participating in the annual Championship Regatta, however, the CMWA Board is also committed to building a strong national masters windsurfing organization.

Next year's Championship Regatta will be timed such that hard core competitors can combine it with the 1999 Canadian Windsurfing Championships at Nitinat Lake on Vancouver Island. Further, there is a possibility that the longboard component of the Canadian Windsurfing Championship will be combined with the CMWA Championships! The dawn of the millennium will see the CMWA Championship Regatta back at Britannia Yacht Club in Ottawa, Ontario.

Before I sign off, I want to recognize the efforts of the CMWA's small volunteer army. You name the event/product and there is a volunteer behind it unselfishly giving up time and resources to promote windsurfing. Perhaps the next CMWA event you attend or product you enjoy you should pause to consider the work that has gone into making it happen. Also consider that if the CMWA goes to the same "volunteer well" too often even our best volunteers will burn-out. Not to put too fine a point on this matter, but I believe it is incumbent on all members to give a little of their time so that there is a more equitable sharing of the spoils of this terrific sport.

May the 98 sailing season bring you fair weather and great winds.

Andrew Hope
CAN 377

Dear friends, It is hard to think of Christmas. It is early November and I am getting ready to go to Australia for the Windsurfing World Championships in Perth.

As usual the year has just flown by and so much has happened. In January we flew to Europe for the World Masters in X-C skiing. They were held in Folgaria, Italy. Before we went to Folgaria we attended some interesting loppets. This allowed us to overcome the jet

to 20 degrees turned the snow into something very akin to porridge. Here I had three personal "worsts". My best finish was a 14th in the 30 km. That was it for racing and by now Suzie's leg had healed and we could think of ski touring.

The Donitz had arranged a family reunion in Gsiesertal. It was great fun. We skied. We ate. We drank and generally caught up and commiserated about all the grey hair. Suzie also lived through it.

had met on the Haute Route. She came to climb in the Rockies and we did some wonderful classic rock routes, most of which we had not yet done either.

After that we drove to Vancouver Island to do some windsurfing and to break in the latest addition to our "navy", a two person seakayak. We had a wonderful trip from Campbell River to Desolation Sound. On the very first day Neptune sent a rather stiff breeze our way to

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lag, get some training races in and in the process get to know some new areas and meet some new X-C skiers. Unfortunately Suzie tore a muscle on her first outing which did not allow her to race at all.

Our first loppet was in a beautiful area in the lower Tatra in Slovakia. It was as though we had moved back in time to the early 50's. The Slovaks have a lot of catching up to do as far as material things are concerned yet they are very warm and welcoming to strangers. The race was a 50 km, freestyle and it was very well organized. I had a personal best time due to extremely fast conditions.

Next were two races in Northern Italy (another personal best over 30 km.) and then we went to Folgaria. This is a beautiful place but unfortunately we had an early version of "el Nino" Temperatures close

The Haute Route is a classic ski tour between Chamonix (Argentiere) and Zermatt (Saas Fee). It is about 145 km long, crosses 23 glaciers and has a total ascent and descent of 10,000 m. It passes through some of the most stunning alpine scenery in the world. It has been on our list for some time. So this year we did it on our trusty tele skis (which are starting to look more and more like alpine skis!). We had beautiful weather, good snow and we'll have many wonderful memories.

In May we went to Aruba to windsurf. I had won this trip for two at the last Canadian Master's Windsurfing Championships. For the first time in my life I sailed for two weeks in my bathing suit only. It was great! Suzie worked on her waterstart with some success.

In July we had a visitor from Scotland, a young lady whom we

let us know who is boss, I suppose, but after that we had beautiful weather, almost too hot for paddling. The scenery up there is breathtaking, snow capped mountains surrounding the beautiful coastal islands, which are seemingly afloat in a turquoise ocean. It always amazes me how the landscapes improve when one gets away from highways, cars and all the attending man made mess.

At the end of August we attempted another trip up to Cape Scott at the northern end of Vancouver Island but bad weather caught up with us and we went home instead.

We had a beautiful fall. The larches and poplars seemed to compete for the most glowing colour. If we did not live here we would have to come here for holidays!

We did a lot of training for X-C skiing. Suzie has to make up for last season plus she is the youngest in her age class this season. That is why she will stay home and train, whereas I will probably end up nicely sun-tanned but slow this year. I am also at the upper end of the age class. We both plan to attend the World Masters X-C in Lake Placid in March '98.

Well folks, that's it for this year. I realize how fortunate we are to have health and freedom to do the things we enjoy doing.

We hope this finds you in good health. We wish you all the happiness and good fortune for the festive season and the year beyond.

Peter and Suzel Donitz



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Hi you crazy windsuckers! Well we've been back about a week now from our sailing trip and now that we are finished peeling, we are going to Whistler for 2 weeks. The trip to Venezuela was a real learning experience in big wind sailing. I have never gone on a 2 week sailing trip and used a 4.5 sail 12 days out of 14. The water was like the roughest mogul hill at Tremblant.

If you have never been to Marguerita, it's quite a place. The

Greetings from Sunny and Windy Syria. Penny has just left after a month long tour that took us to some very wet and windy locations (Eilat, Haifa, Nahariya (Israel), Larnaca (Cyprus), and Latakia (Syria)). My attention now turns to planning my life upon return to Canada.

I note in the newsletter the proposal for a trip 17-24 October trip to Hatteras. I would be very interested in finding out more about this trip. If I went and Penny was available,

LETTERSLETTERSLETTE

island is pretty with all its beaches but a bit dirty and definitely 3rd world. The driving is nuts, prices are not as cheap as they used to be, and the food was just ok. On the good side, the El Yaque community which is situated right behind the airport has been transformed into a neat windsurfing mecca. The hotels, restaurants and rental outfits all cater to the holidaying boardheads. There are 8 rental places and they all have good quality stuff.

It is still cheaper than Aruba, the wind is better because it's not off-shore and quite steady.

Hope everyone is well and we'll be thinking of you while snowboarding down those 4 mile runs at Whistler and Blackcomb! Take care, see you soon, and keep on polishing your skegs.

Bob and Lucille Legault

she might come along for the trip (non-sailing). We would probably come down the week before and stay in Nag's Head, taking advantage of the Thanksgiving holiday.

It does not look like it will be possible to be reunited with my gear in time to go to PEI. Too bad it is not scheduled for the Labour Day weekend!

Please send me any info on the Hatteras October trip as it becomes available. INTERNET is quickest, but you can still mail things (until the end of June) to me c/o UNDOF HQ, Camp Faouar, PO Box 5002 - Stn Forces, Belleville, Ontario, K8N 5W6.

Cheers!
Dave Blake-Knox

Email: "BK DOF" <dof@un.org>



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SUMMERSIDE TO HOST MAJOR INTERNATIONAL WINDSURFING EVENT THIS SUMMER

The Journal-Pioneer

HOST COMMITTEE CHAIRMAN Ron Casey (right), and committee member Armand Arsenault (left), help Erroll Thompson display a sign of one of the major sponsors for the Canadian Masters Windsurfing Championships and the Can-Am Masters Challenge event, scheduled to be held in the Summerside Harbour July 31- August 3. Thompson territory manager for Labatt Breweries, confirmed Labatt's support for the windsurfing championships during the news conference held Wednesday afternoon at the Silver Fox Curling and Yacht Club.

A major international windsurfing competition is coming to Summerside this summer. The eleventh annual Neil Pryde Canadian Masters Windsurfing Championships,

and the second annual Can-Am Challenge (won by the U.S. last year at Lake Sebago, Maine) will take place in the waters of Summerside Harbour from Friday July 31 to August 3.

The Silver Fox Curling and Yacht Club will be the host facility. The announcement was made by host committee chairman, Ron Casey, at a news conference held at the Silver Fox Curling and Yacht Club Wednesday afternoon. The event will bring together many top windsurfing athletes from across North America, along with family, friends, and fans. The competition is open to men 35 years of age and older, and women 30 years of age and over. Several Canadian and American competitors have already registered for the 1998 championships.

Some of the top Canadian windsurfers coming to Summerside will be John Darling of Toronto, Yvon Lefebvre of Quebec, Dick Vine of Nova Scotia, and Norrn Burgess and

Andrew Hope of Ontario. A popular 75-year-old American competitor, Bill Taylor, is also expected to be here.

Event sponsors include Neil Pryde (Canadian supplier of windsurfing equipment), Sailboard Vacations, Labatt Breweries, North Sails and the Silver Fox Curling and Yacht Club. Other provincial supporters include P.E.I. Windsurfing Association, Sign MAgic, and Sport P.E.I. (represented Wednesday by Elizabeth Toombs).

BID FINALLY ACCEPTED

Casey revealed that he and Carl Delaney, manager of the Silver Fox Curling and Yacht Club, have been attempting to bring the event to Summerside since 1992. Their bid was finally accepted last fall (1997). The 1999 Canadian Masters Windsurfing Championships will be held in Vancouver. "This is a family event for young and old," said Casey, "and — no admission will be charged for spectators".

The course will be located in virtually the same area that the hydroplane (thunderboat) races were held, but in more of a north-south alignment (towards Homan's Island) instead of east-west. "We hope to have the course finish near the Silver Fox complex", said Casey, "but, naturally, prevailing winds will ultimately determine where the finish will be." Other members of the host committee include Armand Arsenault, Aurele Arsenault, and Greg Bowles.

Weekend dryland activities at the Fox include: Friday July 31 - A 'Meet and Greet Night'; 'Poker Run' event using windsurfers; relay event that involves two boards and two teams. August 1 - Saturday night 'Sing Along and Talent Show'; clinic will be held to help improve skills, rigging and fun. August 2 - Sunday night dinner and awards presentations. NOTE: Saturday and Sunday will be race days.

Registrations can be forwarded with appropriate fee (payable to CMWA), to Ron Casey, 368 Willow Avenue, Summerside C1N 2B3, telephone 902 855 2418. Registrations can also be FAXED to 902 368 4548.

USA READY TO DEFEND TITLE AT SUMMERSIDE

By MIKE CARSON, *The Guardian*

The Summerside waterfront will be the site of another international water competition this year when the city hosts the Neil Pryde Canadian Masters Windsurfing Championship and the U.S. Canadian Challenge.

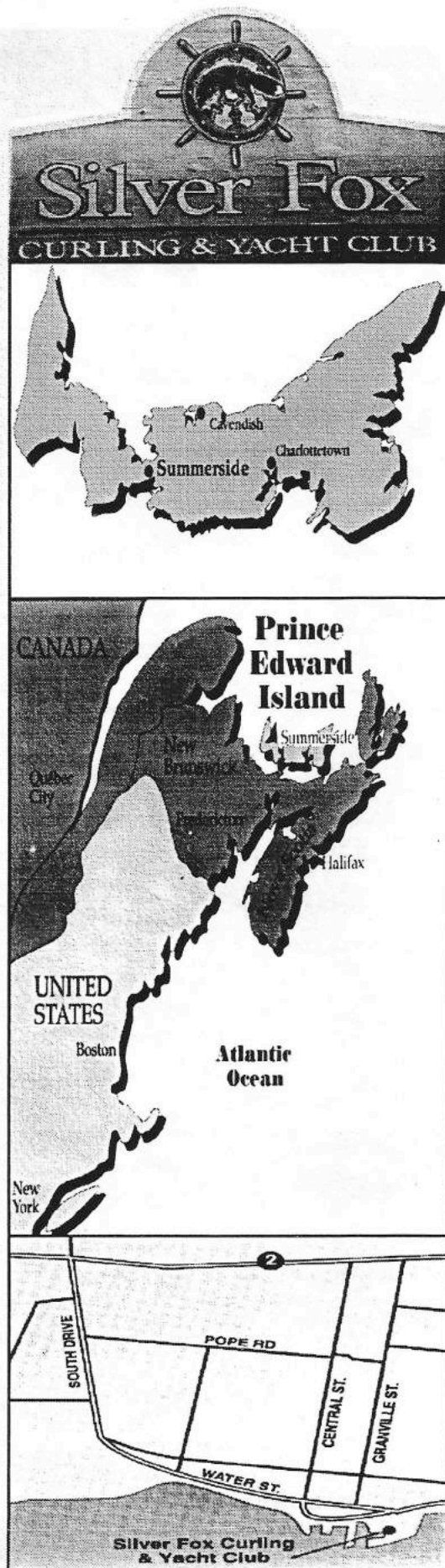
Ron Casey, general manager of RC Events Management, organizers of the event, said this is the 11th Annual Canadian Masters Windsurfing Championship and the second annual Can-Am Challenge. He said the U.S. took the challenge last year, so Canadian windsurfers are looking for Summerside as an opportunity to regain the title. Both events will take place from Friday, July 31, to Monday, Aug. 3, with the Silver Fox Curling and Yacht Club as the host venue.

The Can-Am Challenge is made up of six top finishers from each country and they will square off on Sunday (Aug. 2)," Casey said. "This was won last year by the U.S. down in the United States, so we are looking forward to winning it back this year in Canada. The last time the Canadian Masters Windsurfing Championship event was held this close to the Island was in 1993 in Shediac, New Brunswick." Casey said the event is open to men 35 years of age and older and women sailors 30 years of age and over. This competition will bring

together many of the top windsurfing athletes from across North America.

An entire weekend of events is scheduled around the windsurfing championship. Casey said there will be a Friday meet and greet night; a poker event using windsurfers, a relay race involving two boards and two teams, a Saturday night sing-a-long and talent show; a clinic to improve skills, rigging and fun; a Sunday night banquet and awards presentation. "There's good response from the United States," he said. "They won it last year and they're quite keen. The United States (windsurfing) championship is the week before (Summerside) in New England so they'll come up the coast to P.E.I. so it happened to work out great for this year."

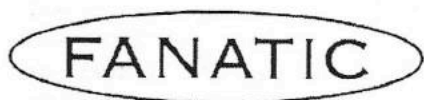
Casey said he didn't have any hard, fast figures on the possible economic spinoffs associated with hosting the international event but organizing committee member, Armand Arsenault said the event does attract a lot of competitors, families, and windsurfing enthusiasts. "Last year at the Canadian windsurfing championship, they were held at Stan Hope, there was a lot of traffic," Arsenault said. "It's a family event, and with this age group coming here this summer, 35 years and older, we're looking at spouses families, friends, and spinoffs will certainly have an impact."





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HIGH WINDS BLOW MASTERS OFF THE WATER

by JOHN DARLING CAN 130

Canadian masters Norm Burgess and I met our match in El Nino and fast American seniors at Merritt Island this past March, as winds of 30 knots plus severely tested our survival techniques during racing at the large annual Calema Mid-Winters event.

These winds were the high point of our trip, which began with a nice 2-day drive down I-79 in Spring blossoms, finishing up 'neath sun and palms and rendering homage to the Atlantic by wetting our white white feet in the broad surf alongside fasttrotting sandpipers with pelicans in bomber formation skimming the breakers for lunch.

The first of two regattas was the North American Mistral Masters/Seniors at Cocoa Beach, with 69 of us between 30 and 75 years of age greeting each other. The 41 entrants in the "Open Limited" were evenly divided into 35-plus, 45-plus and 55-plus divisions, with five 65-plus and six 75-plus sailors! Those 75+ warriors sailed with 12 "Superlight II" racers using 6.4m² sails and six "Novice" sailors in the Sport Fleet on a shortened course. The ten IMCOs sailed on a lengthened course, longer than the "Open" fleet (a sort of Masters' Olympic fleet.)

Registration day winds on Friday built to 18 knots SE as we practiced starts. The first day of racing was 10-15 knots SE, with two races in gusting, widely shifting winds to test our mettle. Then a rain squall hit us at 65

knots over lunchtime (sparing us threatened twisters like those which had killed 40 persons inland the week before). On Sunday we waited 'til afternoon amid tornado warnings for 10 knots to complete two more races, steadier winds and excellent contests.

Open Class was won by Calema Boardsailing owner Tinho Dornellas (35+), with Susan Simmons winning the 45+ (2nd overall) and yours truly taking the 55+ (3rd overall). Al Simmons, a new USWA director and fresh from winning the '97 Hatteras Island Champs, was 4th overall; Pat Nugent from Tampa won the 65+ as 5th overall. Tampa's Jack Sevier (last year's winner) sorely missed planing conditions finishing 2nd in 65+. Norm Burgess, all healed from sore shoulders and knees, improved his results significantly.



Race organizer and 2nd place finisher in '97 Dick Tillman raced Superlight II in preparation for the Nike Games at the Gorge this August. In the expert IMCO fleet, Banana River resort manager Beth Powell was top Master, edging out hubby Greg Winkler and Skip White, the US Olympic coach.

In the Seniors/Novice fleet, Bill Taylor won the 75+ division (while Maggie Taylor is recovering from another land injury, this time a broken ankle.) Gene Benner of Florida was top Novice.

Time for some hotdoggin' 'tween regattas! A nice 25 knots NW barrelled into Beth's Banana River resort right on the river on Monday, and increased to 30 knots most of Tuesday, calling for Gorge-type gear and small sails in small river chop! When we'd recovered from this, there were racing clinics to attend all week with Randy Somnitz (US Olympic team) or technique clinics with Tinho at Calema.

Sail every day 'til you collapse, read and snooze on your day off, and do it again!

What greeted the Calema Mid-winters but a South-wind front building all weekend! While Jurralsic-dynasty horseshoe crabs had unbridled sex on the beach (a billion-year habit we neophyte humans gingerly stepped over), gusts between 20 and 30 knots made for some fast back-strap racing on Saturday. But on Sunday with winds approaching 35 knots (or more?) the last, Sport Fleet start was cancelled (nobody could have made the start line anyway.)

Earlier races had been survival-at-all-costs endurance tests (I had a foot planted solidly on the bow of my Megacat to keep it from flying).

Results: the 49-strong "Sport Fleet" on its shortened course included Open 7.5m2 men (4), Masters 35+ (7), Seniors 50+ (7), 60+ (7), 65+ (3), Women (4); "9.0m2 Limited" (7); then "Juniors 6.5m2 (4) and "Superlight II" 6.4m2 (6). Pat Pinchera (35+) was 1st Master, 1st Overall; Chris Barry very strong in taking 1st Seniors 50+ (2nd Overall); George Muller (in Men's) was 3rd Overall, myself as 1st 60+ (4th Overall), Big (huge) Mike Adair 3rd Senior and 5th Overall.

Steve Wode took 1st in Superlite II class (6). Norm Burgess, largely recovered, finished every high wind race no problem.

Among 22 IMCO sailors racing on the full-length "A" Course, Ertugrul Icingir won 1st place, Randy Somnitz 2nd. Beth Powell finished 8th in Sunday's racing as 1st Master, 3rd Woman and 14th Overall for a fine performance.

At least 3 shortboards won the Overall in the "A" fleet field of 33 comprised of "Open Unlimited" (8 Men, 10 Masters), and "Open Limited" (6 Men, 7 Masters and 2 Women). Alf Imperato took the Fleet

Championship riding two custom Hilferding AVSs 24" and 26" wide with a 7.5m2 sail in the 30+ knot race; Olympian Mike Gebhardt took 2nd, and Stephen Shank 3rd Overall. First Master was David Kashy, (4th Overall). Ex-Canadian Dave Stanger won the "Limited"; Al Simmons was 2nd (1st Master). Master Susan Simmons finished well in this fleet, even with a DNF in the final race.

It took a large and enthusiastic volunteer crew to make this "classic" a success with its prizes, lunches and banquet, but as the acknowledged brains behind the event, Suzie Dornellas with her resilient good cheer, and Tinho as RC chair, it was guaranteed.

IF YOU GO IN '99: Mistral N.A. Masters/Seniors Champs VIII; Feb. 26-28/99:

\$ 55 (US) includes 2 lunches and sumptuous banquet, much camaraderie. Charter Boards available (come by air). Dick Tillman: 407-773-4711 <75358@aol.com>

Calema Mid-Winters, March 5-7/99; \$60(US); lunches and outdoor banquet, many fleets and new friends. Charter boards available (Fly to Orlando). Tinho and Suzie Dornellas 407-453-3223 Email: <www.calema.com>

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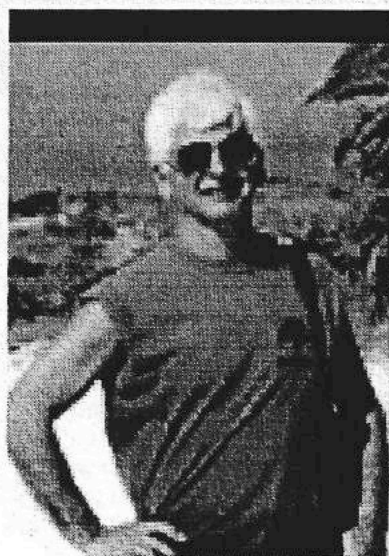
MARGARITA AVEC 600 METRES DE VOILURE

par YVON LEFEBVRE CAN 73

Samedi le 20 décembre 1997, c'est une vol direct de Québec pour Margarita, une île dans la mer des Caraïbes. Arrivée à l'aéroport de Portamar Venezuela à 02h00 du matin (01h00 à l'heure de Québec), pour un vol d'une durée de cinq heures, sans escale. J'ai fait du ski de fond (patin) le matin même et me voilà en compagnie d'Edwina dans le climat tropical de Margarita.

A l'aéroport, quelqu'un semble nous reconnaître. Et voilà nous sommes en Jeep à toit ouvert en route avec un québécois qui s'est établi sur place depuis quelques années et une autre passagère. 02h30 du matin et nous sommes dans la Baie de Juan Griego. La plage est déserte. Plusieurs bateaux sont à l'ancre. Après les signaux lumineux convenus, un petit dinghy à moteur se détache d'un voilier pour nous prendre à son bord. Ce sera notre charter pour la semaine.

Nous sommes très heureux d'être enfin rendus sur "notre" voilier, un Jeanneau Sunfizz de 41 pieds, et de pouvoir rencontrer le capitaine, Denis, et sa compagne, Monique. Il s'agit de ma cousine et de mon cousin par alliance. Ils vivent sur leur bateau depuis deux ans et demi et font des arrêts dans les pays du sud



qui leur plaisent au gré des saisons. Ils sont à Margarita depuis août '97 et font du charter à l'occasion. Voir "Informations pratiques" ci-après pour les coordonnées.

Le 29 octobre précédent, nous avons reçu une carte postale nous invitant à des vacances sur leur voilier à Margarita. Nous étions justement à finaliser les démarches pour une semaine de vacances de planche à voile à El Yaque Margarita. Nous avons aussitôt établi la communication, via le téléphone et la radio à ondes courtes. C'est ainsi que nous avons ajoutée une semaine de voilier à nos vacances.

Après une visite à pied dans Juan Griego, la journée suivant notre arrivée dans la nuit, nous avons quitté Margarita. Nous avons le choix de

naviguer près des côtes de Margarita et de laisser tomber l'ancre dans différents ports, mais nous avons plutôt choisi de nous rendre à la Blanquilla. Île déserte située à environ 110 km au nord de Margarita, soit une pleine journée de voile (12 heures) pour s'y rendre.

17h30 le 22 décembre. Sensation très agréable que d'arriver à la Blanquilla. C'est une île magnifique à la végétation désertique. Sauvage, isolée des circuits de navigation, il n'y a que quelques voiliers qui s'y ancrent. Nous choisissons un ancrage en solitaire. Un couple de jeunes américains viennent nous saluer en pneumatique. Ce sont des connaissances du capitaine. Ils nous offrent de partager le poisson frais qu'ils ont pêché (au fusil harpon) dans la journée. Nous faisons cuire le souper sur un feu de bois. C'est ainsi que nous prenons notre premier souper sur la plage accompagné de rhum et de vin. Absolument délicieux.

Environ 10 km de long, des plages de sable blanc et doux comme de la farine, de l'eau turquoise et claire comme du cristal, une faune marine multicolore et très diversifiée dans les coraux. C'est un des rares endroits où il est permis de chasser avec un fusil harpon. Le temps est toujours ensoleillé avec une température d'environ 33°C le jour et agréable pour y dormir la nuit.

C'est ainsi que nous avons passé notre première semaine de vacance sur le voilier (Force 3). C'est un décors paradisiaque. Nous avons déambulé seuls sur ce sable telle-



A gauche: Yvon et Edwina avec le Capitaine Denis et Monique

ment blanc qu'il est toujours très agréable d'y marcher, même sous le soleil de midi. Nous avons fait de la plongée en apnée. Chassé et observé la faune aquatique absolument superbe et très colorée. Edwina aurait passé tout son temps avec palmes, masque et tuba pour l'observer. Un endroit enchanteur où la réalité dépasse le rêve.

A notre deuxième journée, soit le 24 décembre, qu'elle ne fut pas notre surprise de voir arriver un énorme et superbe voilier. C'est le Club Med I d'une capacité de 500 passagers. Il a fait un arrêt à l'île, ce qui ne serait pas habituel. C'est probablement parce que c'est la croisière des Fêtes, qui en fait serait aussi sa dernière, puisqu'il aurait été vendu récemment à une compagnie de croisière (Carnival Corporation). Il s'est ancré à environ 200 m de la plage. De jolies navettes d'un blanc immaculé, à fond plat avec panneau avant qui s'ouvre sur la plage, ont débarqué les passagers sur l'île. Le Force 3 s'est ancré à proximité pour voir de plus près ces vacanciers.

Débarqués à 10h, ceux-ci

sont repartis à 16h30. Ils ont fait de la plage, de la baignade, de l'observation de la faune aquatique et de la navigation diverse sur petites embarcations (dériveurs, kayaks et planches à voile). La vision des planches à voile au bon planning (6.0 ou 6.5m) à environ 500 m de la plage, me donnait un avant goût de ce que serait la semaine suivante. Mais le charme de la Blanquilla est tellement unique et extraordinaire que je voulais pleinement profiter du moment présent.

Nous avons célébré la veille de Noël avec un bon repas arrosé de mousseux et de vin sur le Force 3. Le lendemain, Edwina et moi sommes partis avec le pneumatique motorisé à la découverte d'une nouvelle plage. Après 20 minutes de navigation à vitesse réduite, nous avons découvert une plage superbe avec des rochers travaillés par les vagues, ce qui en fait une plage au rivage particulièrement attrayant. Encore une fois, palmes, masque et tuba et nous voilà au milieu d'une faune aquatique très riche en couleur dans une eau turquoise absolument transparente. Sur la plage, le sable est tellement doux qu'il permet les jeux de l'amour les plus fantaisistes!!!

Vers 15h30, comme convenu avec les occupants des trois voiliers près de notre mouillage, nous sommes réunis sur la plage pour souligner le Noël avec rhum, bière, croustilles et même un mini sapin de Noël qu'un couple d'Allemands ont fabriqué. Coucher de soleil magnifique. C'est notre dernier à la Blanquilla et un Noël spécial que nous ne sommes pas prêts d'oublier!

Tôt le 26 décembre, nous avons repris la route de retour. Après 13 heures de voile et moteur, nous sommes revenus à Juan Griego. Une dernière nuit sur le Force 3. Dans l'avant-midi, nous quittons le bateau après avoir remercié notre capitaine et son "assistante" de cette magnifique vacance à la Blanquilla. C'est une vacance de rêve, idyllique et exceptionnelle dont nous gardons un excellent souvenir.

EL YAQUE

11h30 samedi le 27 décembre, départ de Juan Griego. Après 1 heure de route, nous atteignons El Yaque en taxi. Sommes très heureux d'arriver à notre hôtel le Casa Rita. Très sympathique. De construction récente et entouré d'un jardin,

celui-ci est à cinq minutes de marche de la plage. Notre chambre est fonctionnelle, spacieuse et très propre avec balcon individuel rendu intime par l'abondante végétation qui l'entoure.

Avant le lunch, nous allons sur la plage pour explorer les lieux et vérifier mon inscription au Vela Surf Center. Réception très accueillante et professionnelle. Ce centre est très bien organisé et son matériel (F2, Neil Pryde) est très récent.

14h30, c'est ma première sortie et les conditions sont excellentes. Planche Seatrend slalom de 87 litres avec une voile de 5.0m. Soleil éclatant, vent chaud sur le corps et formidable sensation de vitesse. C'est l'extase. Il en fut ainsi toute la semaine.

Je sais par expérience qu'il faut surveiller les ampoules aux mains. Aussi, j'alterne avec et sans gants et je rentre définitivement à 16h30. C'est une sage précaution, surtout pour la première journée. C'est ainsi que je n'ai aucunement été affecté par les ampoules durant la durée de mon séjour. L'eau chaude et très salée semble favoriser la formation de celles-ci. Environ deux planchistes sur trois en sont affectés. C'est inconfortable et douloureux.

Le même soir, alors que nous revenons de notre petit hôtel pour aller souper, nous avons le plaisir de rencontrer Chris Zold (CAN 103) et sa compagne Christina de Clinton Ontario, lesquels sont également membres de l'Association canadienne des maîtres (CMWA). Nous avons fait connaissance au Championnat mondial de Gimli en 1994 et ne nous étions pas revus depuis. C'est vrai que j'ai laissé le circuit et la compétition en 1995 et 1996. Nous sommes particulièrement heureux, du fait qu'ils sont notre premier contact avec des canadiens. En effet, il n'y avait aucun planchiste canadien inscrit à notre hôtel. La clientèle étant surtout européenne (allemands, français, belges) et quelques américains. Nous avons notamment fait contact sur place avec un couple de français et d'américains sympathiques.

Chris et Christina étaient installés chez Sharks, exactement dans la chambre que nous avons occupée et bien appréciée en mars 1995. Bien que n'étant pas au même

centre de location, nous avons eu l'occasion de nous côtoyer sur l'eau à quelques reprises. J'ai vu Chris faire de beaux sauts et Christina pratiquer ses jibes avec beaucoup de ténacité. Nous avons aussi eu le plaisir d'aller visiter avec eux la ville de Portlamar ainsi que son marché aux puces. Évidemment, nous avons quitté le matin et sommes revenus tôt en après-midi pour ne pas manquer une journée de planche.

Il n'aurait pas fallu attendre de mauvaises conditions de planche pour aller visiter, puisque

l'aise, les vertèbres s'étant fusionnées d'elles-mêmes.

De décembre à juillet, El Yaque constitue une des valeurs les plus sûres pour la planche à voile. C'est d'ailleurs l'attrait principal de ce site. Le soleil est toujours présent, la température de l'air est d'environ 32-34°C, alors que la température de l'eau avoisine 84°C. C'est très venteux (vent de travers par rapport à la plage) mais prévisible parce que progressif. Plutôt faible en avant-midi et bon pour une voile de 6.5 m vers midi. Le maximum de vent est atteint



celles-ci ont été idéales pendant tous les jours de la semaine, sans exception. Le matin, c'est un soleil radieux avec une légère brise qui va en augmentant pour atteindre son maximum vers 15 heures. Ce sont des conditions de vent prévisible et régulier, à l'exception de la dernière journée samedi le 3 janvier. Il y a eu quelques nuages et de légères variations de vent en direction et en intensité cette même journée.

J'ai eu beaucoup de plaisir à utiliser des planches "bump and jump" (ex. F2 272, 97 litres et 262, 87 litres) qui m'apparaissent particulièrement bien adaptées à ce plan d'eau. Cette fois, j'ai profité pleinement de ce voyage. Ce qui n'avait pas été le cas en 1995. La douleur à la colonne vertébrale au niveau cervical, suite à une ancienne blessure de ski alpin, était alors trop vive pour me le permettre. D'ailleurs, cette même année j'ai été forcé de réduire toutes mes activités physiques. Ce n'est que vers la fin de l'été 1996 que je suis redevenu plus à

vers 15 heures. J'ai utilisé une voile de 5.0m à tous les jours.

La semaine suivant notre départ, il y aurait eu trois jours de vent léger et le vent "normal" est revenu par la suite. C'est un plan d'eau avec clapot et quelques vagues qui permet de s'initier et de pratiquer les sauts. C'est un endroit où les conditions peuvent accommoder aussi bien l'expert que le novice. Dans ce dernier cas, celui-ci bénéficie d'une distance d'environ 500 m par rapport à la plage où il aura la possibilité de mettre les pieds au fond tout en gardant la tête hors de l'eau. Cette limite est indiquée par des drapeaux sur une plate forme flottante. C'est un atout pour les planchistes moins expérimentés qui veulent pratiquer différentes manœuvres, dont les départs à l'eau (waterstart) et les jibes.

Editor's note: If you would like the English version of Yvon's story, please write to CMWA or email us directly at: <cmwa@ldirect.com>

ROBBY NAISH MEETS WITH MASTERS

by NORM BURGESS



I attended Windsport's clinic, the last week of October, where Robby Naish attended a dealer's meeting and put on Q&A at Windsurfing Hatteras one

evening, sailed in the waves Monday and Tuesday, and participated in a Naish Sail presentation promoting his no-cam sails. Since he was in the house closest

to the sound, he and his wife having the top accommodation, he was quite approachable on a casual basis. He even sailed the sound late one day and

Bruce Varsava has video coverage; as well as video coverage of some of the wave sailing.

At Windsurfing Hatteras on the Sat evening, hun-

dreds of us crowded in to see Robby. He is very down to earth and handled the many questions in a friendly manner, and very, very professionally. He said he was a little taken aback by the size of the crowd, but handled each question as though it was one on one, and of course we all got to hear the answer. He's great and a great spokesman for our sport.

the most favorable location on the ocean for waves. This coincidentally turned out to be opposite the Canadian Hole. The locals and other experts sailed with him. Later in the day when others could not get out through the shore break in the lighter winds, Robby was still discovering innocuous little waves, doing manoeuvres and neat little jumps. GREAT!

Then on Wednesday he and his wife left to fly to his next event, an indoor European competition, I believe. A VERY busy schedule, with very little time back in Hawaii.

CANADIAN WOMAN ADOPTS GORGE LIFESTYLE

by JOHN DARLING



Finally, a Lifestyles item features "The Positive Nomad: Jocelyn Hrkach" (from Amprior, ON). "It's her attitude that makes her stand out from the crowd: "I used to work, but if all you do is go windsurfing, it's hard to rational-

ize spending time going to work... I do as little as possible... I just don't feel it is worth working for. I want to enjoy my life while I'm still alive." A beautiful photo of her scorching the highest-wind bump and jump terrain in North

America (the Gorge, natch) calls her "one of the most vibrant and visible windsurfers in North America... (she's) won almost every event she entered in 1996 (including the Gorge Games)." Her philosophy we can all share: "Maybe it's the need to expend energy, the need to think and learn, the feeling of being outside in the water and sunshine with your buddies, or maybe it's part of the poetry of life, to be one with the elements.

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QUICK UPDATES

HATTERAS MAY '98 ARUBA MAY '99

by STEPHANIE TODD

A report on this year...An invitation for the next year.

Is there any time that isn't great while in Hatteras?? Ask those who have

Each year that we travel there, we find some new obscure road to travel to stay away from the busy highways. This year we found a 50's soda bar for

and view of the oceanic turtles chowing down on the special meal left by the locals.

The best part of course is arriving in Hatteras to

They windsurf, boogie board, cycle, walk, ski (when there is snow) and love life in general at the young ages of 68 & 70 respectfully. They are a model of fun and health and make our holiday the escape that we need. It is a very special each time we are able to join them.

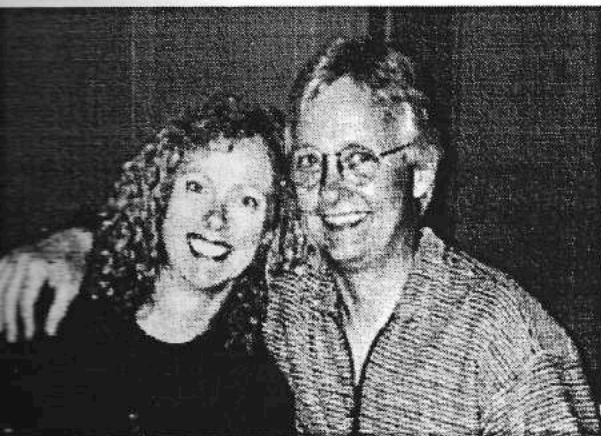
We spent most of our time on the water wind-surfing with short boards on the 7.0 m2 to 5.0 m2. I even went out one day when it was really light and practiced my freestyle. I'm sure it provided entertainment for those who were on shore waiting for the big blow! Janine and I got a couple of afternoons of Boogie boarding at Ramp 49 and at Frisco Park. One day was pretty gnarly and I lost a flipper (should have had it leashed to my ankle!!) Lucky I didn't lose more than that! I'm sure I swallowed half the Atlantic

Ocean.

There is always the great food and camaraderie after a day in the sun that makes the long trip to Hatteras well worth the drive. Next trip though is Aruba.

If you like the winds to blow consistently above 15 knots then Aruba is the windsurfing Mecca for you. There are all sorts of other things to do in Aruba besides sailing if you have a spouse who is not into the sport.

Shopping can be an experience including the fish market for fresh prawns. There are many historical places to visit and driving on the island is always an adventure. We are going back to ROGER'S WINDSURF PLACE but you can always book with Sailboard Vacations as they are almost next door. If you are interested in joining us give me a call (905) 953-8302 or email: surfit@netcom.ca



endured the battering rain and cold winds!! Alas but not us!

Our journey to Hatteras is taken very slowly enjoying some of the historical sites, ambience of quaint little restaurants and hotels along the route to Hatteras.

breakfast, the Gettysburg battle field was a delight to run through, the Gettysburg Brewhouse had local talent entertaining while you munched down on crab cakes and lets not forget RV's in Nags Head for the best seafood

beautiful sunshine and wind! This year we joined friends from Deep River in Frisco at the "Little Sand Castle" which is nestled on the point out of the wind and in the shadow of beautiful bushes. Janine and Wilf Poley are people "extraordinaire".

1998 SCHEDULE HIGHLIGHTS

July 4	CMWA Windsurfers Sibbald Point, Lake Simcoe, Ont. 416 421 3827
July 11-12	Association de planche à voile de Montréal Dave Cadoret 514-453-9142
July 18-19	OSA Circuit #3 Wasaga Beach, On (905) 513 1841
July 25-26	New England Windsurfing Champs Lake Sebago, MA 207 247 5629 Summer
July 31-Aug. 3	Nell Pryde Canadian Masters Champs, Summerside, P.E.I. (905) 274 0047
Aug. 10-14	NIKE World Masters' Hood River, OR. 1-800 984 2637
Aug. 15-16	OSA Circuit #4 Britannia Yacht Club Ottawa, On. (905) 513 1841
Sept. 12-18	Canadian Windsurfing Champs Sherkston Shores, Port Colborne, ON John Fulton (905) 688 9463 www.johnfulton.com
Sept. 19-20	CMWA Women's Clinic, Minette Point Lake Simcoe, ON (905) 953 8302
Sept. 26-28	Canadian Masters Fall Wrap-up, Port Bolster, Ont. 905 664 7608
Oct. 17-24	Canadian Masters Fall trip, Cape Hatteras, Avon, N.C. 416 265 1683



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MARGARITA - A MASTERFUL VACATION

by STEWART HALL

For a few years now, a loose group of intrepid, fun-loving masters consisting of Jerry Caplan, Peter Coy, Paul Fish, Richard Brown and Stewart Hall have been going on

filled with wind-surfers. Probably about 200 on the water at any one point in time. A favourable set of circumstances makes the wind

the restaurants and bars were populated with people you had seen on the water during the day. The isolation of El Yaque and

good or better quality rental fleet as I have ever seen.

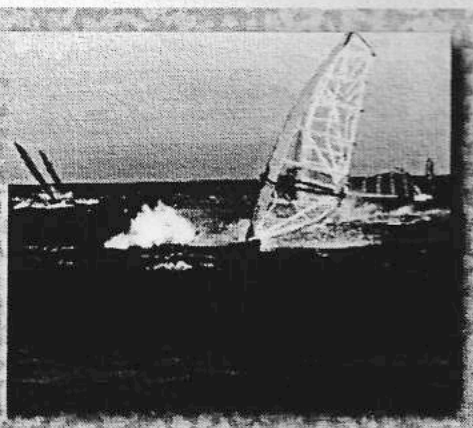
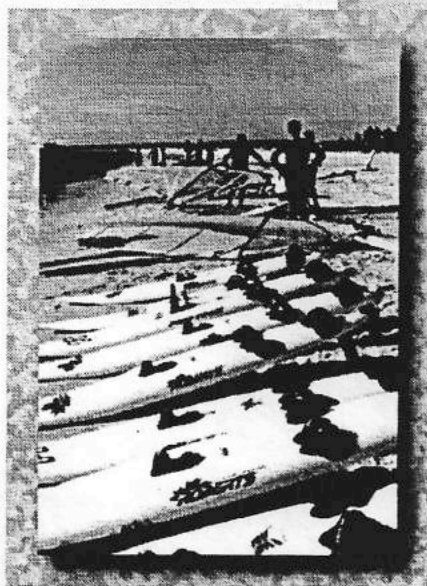
If you are looking to stay at a hotel my favourites on the beach were Sharks and Windsurfing Paradise, though they all seemed pretty good (plain, not luxurious). There's also several condos available with

kitchens; you just have to go to Parimar for groceries. The people working the hotels and rental centres were, without exception, friendly and happy to please - this really added to the enjoyment of the week.

The short, steep chop and crowds were the only downside I found to windsurfing in El Yaque but you can avoid the worst of it if you sail upwind or downwind of the crowd. You can stand in the water for about the first 300 meters from shore which was great for learning new skills. We went to Coche one day and

found the flat water and off-shore wind was a great contrast to the chop of El Yaque.

We chose Margarita, in part, to participate in a Windsport Clinic run by Jeannie McMurtry. Jeannie, as many know, is a great instructor and her enthusiasm is infectious. Dave Marshall was another instructor who impressed everyone with his knowledge and teaching ability. Conditions in El Yaque make it one of the best spots east of the Mississippi to learn high-wind short-boarding. Taking the clinic was a great way to have fun and learn some new things at the same time.



focus on windsurfing produces a unique village atmosphere.

We stayed at Killer Loop; beautiful custom built condos right on the beach. I rented from the Loft and really liked the custom Pro Techs and Roberts boards. Their Ezzy sails were a little beat up but they were in the process of receiving new Fanatic boards and Ezzy sails as we were leaving. I had a chance to look over most of the rental fleets while there and I don't think you could go wrong with any of the major centres. Bic was the most common brand with F2 next, then Mistral and Fanatic. El Yaque has as

trips together. Our credo is simple: don't rush to do anything, eat well at night and sail like a fool. Destinations have included Cape Hatteras, Aruba and the Gorge. But after a week in Margarita Island this past February, it's probably the place I would most like to return to.

The town of El Yaque is in the middle of nowhere (about 25 kms from the main town of Parimar) and is

stronger there than anywhere else on Margarita. The side-shore wind blew constantly when we were there, between 4.0 and 6.5, and built as the day wore on. There was lots of steep and confused chop close to shore (locals call it the washing machine) but as you got further out it turned into beautifully rounded ocean swell. It was very hot and sunny with warm water and a white sand beach. At night

UK BOARDHEAD - ANSWERS THIS QUERY

by JOHN DARLING

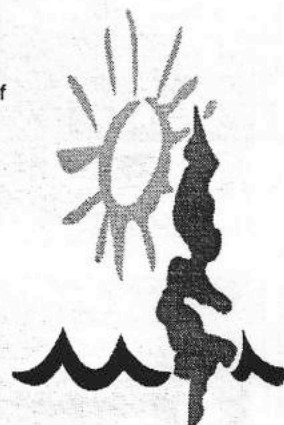
"If Mars bars, coke, chips, steak = lots of energy, aren't they great for windsurfing?"

Wrong... the article, "Food for thought," starts out with the most basic need: drinking water: "remember, if you get thirsty, it's too late - you are already dehydrated and your performance will be suffering. Remember, you can combine your fluid intake with energy intake if you use a car-

boyhydrate drink such as Isostar or Maxim."

"All the National coaches have a large bin in their coach boats, and encourage all their youngsters to put a labelled bottle of water or drink in. You often see gaggles of youngsters surrounding a boat at National events gulping down up to a litre of water between races. It's funny but the adults don't seem to do the

same thing - perhaps that's one reason they get beaten so thoroughly by the youngsters!



BALANCING YOUR FOOD AND LIFESTYLE

by STEPHANIE TODD BPHE, CFC, OFC Certified

How can you lose those extra kilograms of fat or gain the optimum strength and endurance for windsurfing?

This is not a simple question to answer since each individual is different in

enhance your health. There are many excellent resources available in the market place but which one should you follow. One which I recommend to my clients is Nancy Clark's "Sports Nutrition Guide

much of the excess weight is body fat will allow you to select an appropriate weight goal. The body has a complex and highly sophisticated system for regulating its fat stores. The "one diet fits all" approach to losing weight is not appropriate. If you are thinking about going on a diet, think again. Diet is a four letter word, of which the first three letters spell die.

Estimate your daily calorie requirement. (Nancy Clark's Sports Nutrition Guide, Human Kinetics, 1977, pg. 261)

1) Determine your resting metabolic rate (RMR), the number of calories you need to simply breathe, pump blood, grow hair and be alive. Healthy body weight (lb.) x 10 calories = calories (RMR) for example if you weight 120 lb. x 10 = 1200 Calories (RMR)

2) Determine the number of calories you need for today's purposeful exercise (see table 14.1) i.e. (Weight train for 30 min. = 114 calories + play tennis for 1 hour =

348 calories) = 462 purposeful exercise calories.

3) Determine how many calories you need for your daily activity level apart from purposeful exercise.

If you are
**Sedentary add
20-40% of RMR**

**Moderately Active add
40-60% of RMR**

**Active add
60-80% of RMR**

i.e. Very active...
so $70\% \times 1200$
calories RMR = 840
calories

4) Add the answers to steps 1-3 to determine today's total calorie requirement. i.e. 1200 calories RMR + 462 purposeful exercise + 840 daily activity calories = 2502 requirement today!

Now the key is to pyramid your food choices by using Canada's Food Guide and selecting a variety of foods that will match your caloric intake. (Guides are available from your local Health unit.) Take responsibility for what your daily requirements are and chart them to ensure that you are getting the right amount of fuel for the energy you are expending. Remember food is one of life's pleasures so do not become all consumed by counting calories. Use it as a guide to a healthier lifestyle.

their needs. Food is important for fueling your body and investing in your overall health. In our busy schedules we often managed to squeeze in the exercise required to build strength and endurance but fail to fuel the body to support these hectic schedules. Hunger depletes energy so you need to choose foods that will both support your program and

Book", 1997. This book is available from the Ontario Fitness Council and One on One Personal Training 1-888- 929-2929 or in most book stores.

Before attempting a weight loss program, you might want to get your body fat measured. (Be sure the person is a Certified Fitness Consultant (CFC by OASES)) By knowing how



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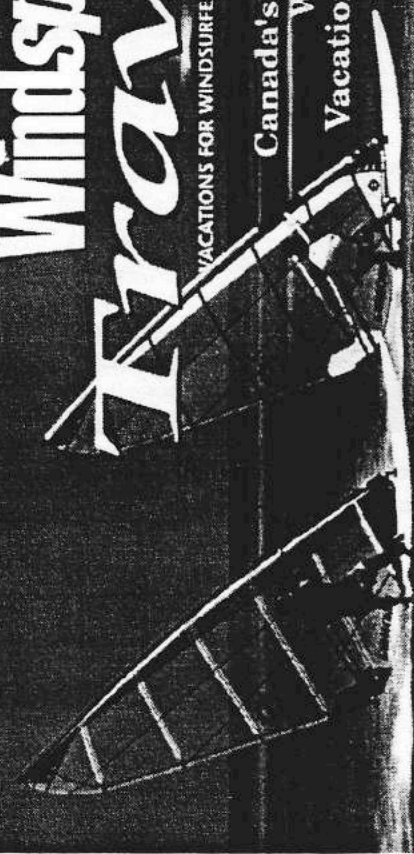
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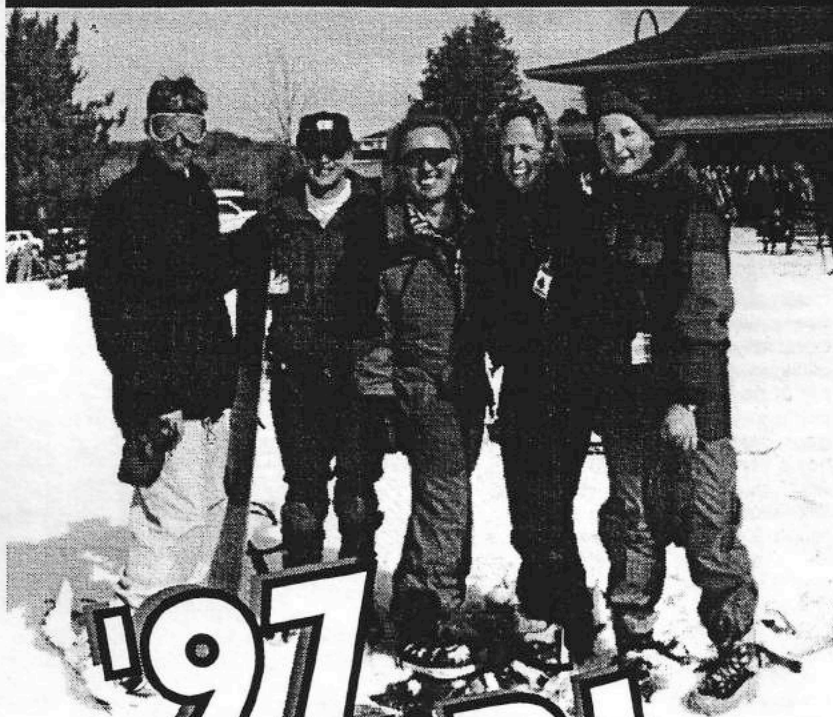
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'97 SKIFARI

by STEPHANIE TODD - SOCIAL DIRECTOR

From left:
Instructor Alex,
Dan Les, Bob
Shuttleworth,
Stephanie Todd
and Isa Les.

This year's Skifari should be renamed to "Snowboarding Fest". Many of us have been told there is a cross over between skiing and windsurfing but how could that be when the boards on your feet could often go in two differing directions?? Alas, there is the snowboard. It is a single board turned up at the nose and looks like a miniaturized Windsurfer.

On February 28th, a group of brave masters opted to try this new sport called snowboarding at Horseshoe Valley Ski Resort, north east of Barrie.

The day was warm and filled with sunshine and laughter. Why were we laughing?? Well as beginners to the sport we opted in our wisdom to wear as many layers of protective gear as possible. This was in the

expectation that we might be spending a lot of time on our butts, knees or worse face first in the snow. So who were these brave souls? Dan and Isa Les, Bob Shuttleworth and myself. It was a perfect size group for our instructor, Alex (Level 2 certified in snowboarding). So did we really need all this padding?? Well, there were the normal falls as we struggled initially to get this feel of not being able to move the feet around the board as we attempted to traverse the hill versus doing a broad reach or running getting up a full head of steam before jibing I mean carving the board into a new direction. So where does the transference come in?

Well for starters you fall just like in windsurfing. Your knees have to be kept bent (not always something we masters like to do!!). You have to twist the upper body to face the direction you are traveling (this helps you see where you are going) but

keep the hips square to the board. The knee angulation to carve the board is very much like the jibe only you don't have to worry about moving your feet or flipping the sail. Wow!! What a learning curve when you only have to think about where your body is in relation to the board and the snow!! So how did we do?? (The author had cheated and had taken two previous lessons so I was able to capture the progress of the others on camera.)

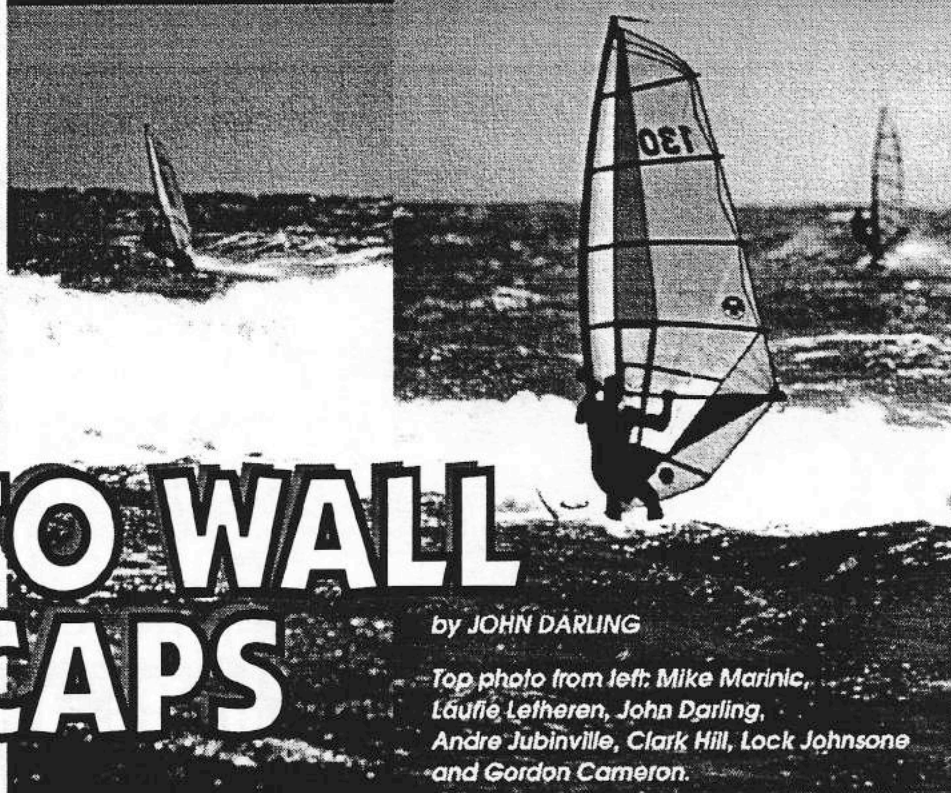
First, we had to find out if we were the regular or goofy I That should have been easy to determine just by the pre lesson antics. Dan was dressed in hockey gear for maximum protection and Isa kept on smiling nervously, Bob of course was raring to get going at this new challenge and I was chuckling wondering if I would remember what I had learned from my previous sessions. Coach Alex put us at ease and showed us how to put our equipment on the right or left foot. Then we practiced riding and stopping before we side slid the boards to the tow. It was then that the group began to realized this is for real and we were headed to the top of the hill (not the bunny hill!!). We survived the first time off the tow with the three stooges type fall getting off. We attached our boards to our feet and Alex began the top to bottom lesson. Side slipping the steeps to learn how to angulate the board to stop which would help later to control our speed!! Next came the traverse and finally the carve turn! Wow all that in one run! Told you the learning curve was fast! I don't remember learning this quickly in windsurfing, course there were no certified coaches back in those days!!

After a hardy lunch, the band went back out, with Dan and Isa heading to the smaller run to practice on a less steep incline. Bob and myself opted to try Alex's suggestion of another run where there were no racing gates set up for us to run into. By the end of the day we felt that there was serious fun to this sport. The biggest cross over was going back to the social director's home in Holland Landing armed with beer and pizza. So the sport goes on! Don't miss next years "Snow Fest"!

As usual, the 16-hour drive to Avon was rewarded with fluffy white objects on the water!

Before our cottages were open we rigged up our 6.9m² sails and charged out on the semi-briny like the sailing-starved Masters from the Great White North we are, quickly having to change from large to medium-size boards as the winds picked up. By the time the cleaners had swung the door open to Windy Station and Elfs Roost, we had rigged down to medium-sized sails and were shreddin' on sinkers (them's that had 'em anyway)

Before we'd unpacked our corned beef and pork & beans we were cutting through the Northerly chop like butter, with smooth jibes (we wish!). It was only by sunset that we quit to enjoy Sue and Andre's first community gourmet dinner (what a way to beat the US dollar!) Saturday was but a warmup. Flexing our sore arms and bandaging up our clamshell-cut feet (In the case of those who eschew booties), we got ready for a really big Sunday! First, it was to challenge the ocean at the Avon Turnout: Andre and I surveyed the ominous shorebreak with no little trepida-



WALL TO WALL WHITECAPS

by JOHN DARLING

Top photo from left: Mike Marinic, Laurie Letheren, John Darling, Andre Jubinville, Clark Hill, Lock Johnstone and Gordon Cameron.

tion (while Junior Paul O'Brien blithely stepped on the board and sailed out.)

Finally we battled our way out through angry breakers in light winds on our waveboards, getting some big rides on outside boxcar waves. Waveriding for me was limited to backside scooting down huge shore breakers, angry crests nipping at the heels descending a wall of sea — what a rush! Paul O'B, ripping outside, tried to jibe on a crest, got munched and emerged minutes later with a bump on his head and his rig spit out the next wave heading to

shore. After swimming for his rig he was soon back riding outside again, in porpoise-land.

That was the AM. In the PM, we were back riding the sound, in control of the elements this time, using our buoys for jibe-marks on sinkers and 4.7 to 5.8m² sails! (Us Cherry Beach types of course sailed until sunset, with hands burned into permanent boom curves, ever fearful that the wind would disappear suddenly (forever). Only another

Left photo: John Darling coming back to the beach after a session in really big surf on the ocean.

Right photo: John Darling going out through the second bar at the North Avon turnout on a 5.3 m day.

gourmet stir-fry dinner thanks to Clark Hill, Laurie and Gordon lured us away. Also our good friend the Jug of Paul Masson red in his first of many editions was breathing.

Thank God it was calm on Monday (a chance to buy groceries and heal.) Tuesday was a light wind day, ideal for practicing shortboard skills (like tacks) and running a short course-slalom upwind racecourse. By late Thursday the high winds had returned and we waited until the red globe of the Hatteras sun had set beyond the reef, enjoying a memorable cheddar-melt pasta dinner and more Paul Masson) thanks to the expert cooking staff.

Now we were primed for another epic day. Contrary to our Canadian instincts, we waited patiently until noon before launching on big sails, racing each other out to the reef, madly jibing, exhausted by 4PM. Alas, the wind

picked up, forcing us to downsize to sinkers and small sails and start all over again! Sailing another 3 hours to sunset, we had to be helped ashore, assisted upstairs to dinner when, mellowed by our friend Paul Masson, collapsed gratefully before the culturally uplifting spectacle of a James Bond video.

The day of our departure: more wind but who cared (who could lift a finger)? The excellent week had been organized (as usual) by Sue Thomas; the personnel: "Elf's Roost": Robert St. Hilaire, (one of the youngest, a keener); Werner Becker, (eager as usual); Lionel Conacher making very good progress on his jibe carving; Ann and Dave Johnson (milking the wind with their long-

boards), the shameless boardhead Ed Sochaczewski and his wife Gabriela; "Windy Station" included Sue and Andre Jubinville, (the latter set a new speed record at a Masters surfari this year), Laurie Letheren and young hotshot Gordon Cameron, Clark Hill on his One-Design in positively everything Hatteras could throw at him, Lock Johnson learning the sport at this great learners' paradise; and young Mike Merenick, my roomie and the most energetic boardhead of the lot (he'll make a good master some day).

The conviviality was as good as the food and the sailing this year in Hatteras. Looking forward to the next visit!



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BOOM, BUST & BOARDSAILING

reviewing GUY LEROUX - SAILING WORLD MAGAZINE
by JOHN DARLING

"Once the rising star of water-sports, windsurfing fell from grace in the late '80s. What happened and will it rise again?" Veteran boardsailor and dinghy racer Guy Le Roux poses the dilemma and future of our sport.

Those were the days (the late 70s and early 80s) —of booming growth, of the charmed lifestyle, success being crowned by becoming an Olympic sport in 1984. Those days when we sailed long and often in 7- to 9 knots of wind and people would say "Gee, that looks like fun, I'd like to try that." And now, 12 years later, Le Roux notes nobody at all seems to be sailing in 7- to 9 knots, only on those rare days of 15 knots or more, and people are saying "That looks exciting, but a little scary. I don't think I could do that!"

In 1985 the (US) National Sporting Goods Association estimated there were 1.7 million active windsurfers; in 1994 that number had dropped to 700,000 (and Windsurfing Magazine editor Tom James guesses at only 150,000 hard-core enthusiasts in the US.) (Windsurfing Canada's guestimate last month to Canadian Coast Guard of just over 30,000 active (hard-core) windsurfers in Canada would seem about right —10% of the US population x 2, given our higher per capita participation rate.)

In the mid-80s there were over 30 manufacturers of molded, mass-produced sailboards in the US market; in 1996 only 10. In this period the number of windsurfing shops dropped from 1,000 to 203. In 1989 Germany produced 133,000 boards; in 1995 only 57,000, Le Roux reports.

He tells us that the Windsurfer One-Design became the world's largest international class, with over 350,000 sold. Almost as many Bic Wings were sold as well, followed by Mistral's Superlight. All were "best suited for 5 to 10 mph winds and appeared high accessible to non-windsurfers because they were seen being used in mellow, everyday conditions," says Le Roux.

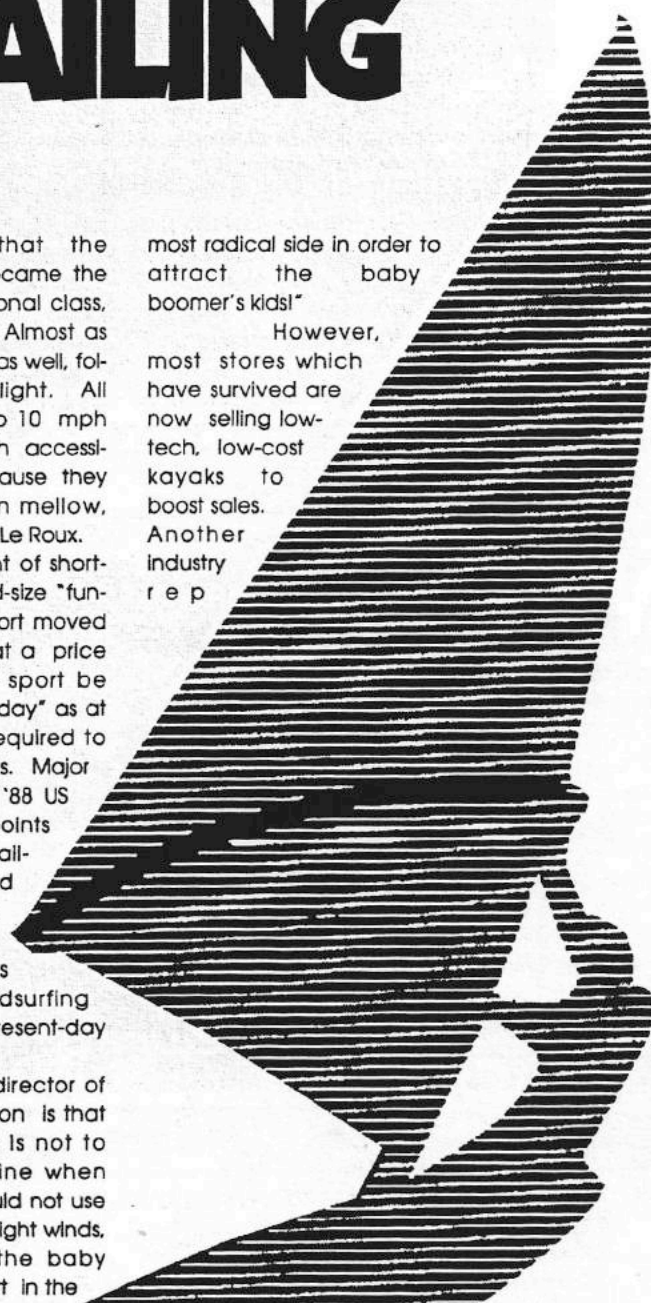
With the advent of short-boards (initially, the mid-size "fun-board" revolution), the sport moved to higher performance "at a price — no longer could the sport be enjoyed on an average day" as at least 15 knots was now required to ride these planing-only hulls. Major Hall (coach of the '84 and '88 US Olympic Board teams) points out that, compared to sailing, windsurfing never had a chance to become established, so that when the number of one-designs sailors dropped off, windsurfing "took a hit" that led to present-day decreased participation.

The view of ex-director of US Windsurfing Platt Johnson is that the windsurfing industry is not to blame for the big decline when sailors discovered they could not use the new high-tech gear in light winds, stating his view that "the baby boomers got into the sport in the early '80s, then they had children. Combine that with the recession of the late '80s and you've got the big picture." Johnson believes now that the sport should not be marketed as a low-tech, more accessible sport, but as a radical, wave-jumping activity: "The industry should continue to show the sport's

most radical side in order to attract the baby boomer's kids!"

However, most stores which have survived are now selling low-tech, low-cost kayaks to boost sales. Another industry rep

says "I keep hoping that someone will come out with the Sunfish of the windsurfing world. Something that performs over a wide spectrum of conditions," seeing polyethylene as the durable "material for the masses." Veteran racer and inventor Ken Winner disagrees with demo-



graphics or economic issues: "the issue is that it's hard to learn. — If you can't go to a resort and learn to do it in 30 minutes, then something is wrong." Winner's view is, if windsurfing can't attract new people who enjoy sailing in light winds, it will never experience another boom. Mail-order wizard Mickey Kerbel agrees and is waiting for the Walmart windsurfer that sells for \$199 (complete).

Others think that mail-order has killed local windsurfing shops; others say they performed a service to rural areas. Some past windsurfing execs point to the high number of people who know how to sail a board and all the used equipment out there, but the question is "why aren't more people sailing them?"

Finally, windsurfing Industry association director Scott See is "sure the sport will survive and thrive because windsurfing is the purest form of sailing... you get more knots for the buck than any any other sailing craft."

Le Roux points to some of the industry's efforts to rebuild the sport: HiFly's new Trainer board (\$695US with rig), Mistral's Superlight II based on the Equipe raceboard; Neil Pryde's "Shock System" made up of 4 sails, one mast and boom, all in one bag. Last, he notes that of 53 sports surveyed in the US, 19 of the most physically demanding sports have declined (due to ageing "boomers" slowing down). One of those sports, however, surfing has rebounded in popularity since the return of the

"longboard" (more long straight rides on a wider range of smaller waves).

How do we Masters approach the apparent decline in our sport? Since our core is raceboard sailors in Central Canada where winds are light and medium in the main, and since we put the emphasis on the social aspects of sailing, there is a basic harmony among us. Masters racers encourage new members to race in friendly competition, and most of us are shortboarders or aspire to become such as conditions allow (our Hatteras surfaris are overwhelmingly shortboard beginner-to-advanced-intermediate oriented.) Many masters are taking up the sport for the first time or renewing an old interest, and we encourage raceboard rather than funboard sailing to maximize flotation and thus time on the water — the racing daggerboard also gives us better performance, and the choice of RB race sails provides a superior range of powerful and light rigs. For Masters women, senior and lighter members the Mistral One-Design is ideal with its much lighter rig.

Key to Masters' sailing is the conviviality of the sailing experience. One of our missions: our major participation in regattas also serves as a useful nurturing of the youth Olympic board fleet, which being lightweight and coached is very competitive despite our Masters' higher-tech Open raceboards.

To the question of how to regrow the sport, we have to start with what is working now and expand that experience. Likewise, the Clubs across Canada provide organized events and collegial sailing. Clubs' organized events positively affect non-members as well; generally the growth of the organized expression of the sport tends to attract new sailors and hold them in the sport for a longer period of time.

The newly re-structured Windsurfing Canada is no exception: although its central activity is national competition (which also provides a focus for many recreational sailors) it will, as it develops, strive to enhance Club formation and growth which is a powerful influence even in the highly individualistic sport of windsurfing.

COASTGUARD AND PFD ISSUE

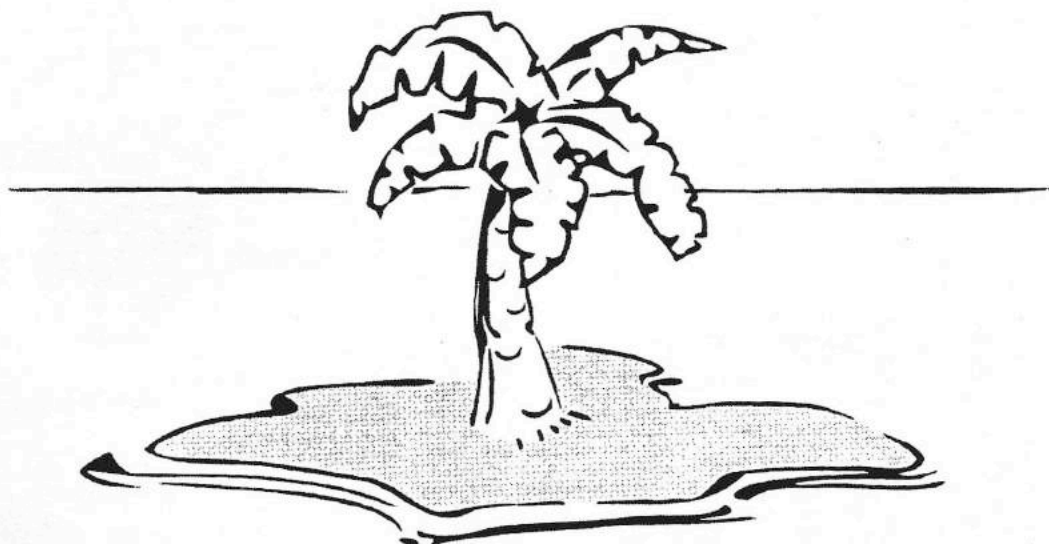
by JOHN DARLING - CHAIR, WINDSURFING CANADA

Windsurfing Canada has been involved with Kingston Boardsailing Association sailors Dave Mody, John Curtis and Francine Delvecchio in lobbying for optional use of PFDs since fall 1997. WC made a submission to Coast Guard outlining the dangers of wearing PFDs in high winds and surf, pointing out that the flotation provided by the board obviated the necessity for a PFD. The board also provides a ready-made self-rescue device providing sailors have the mobility to swim for it, which is usually not possible when wearing a PFD. Choice in wearing PFDs is our preference, as some sailors prefer to wear them for warmth and extra flotation, when water-starting in light winds for instance.

John and Francine succeeded in their case at Coast Guard hearings in Ottawa this winter, when CCG agreed to recommend an option of wearing either a PFD, or suitable rubberwear (reasoning correctly that experienced sailors always wear the latter.) WC thought that this proposal was a big step forward. However, a new "expert" consultant then advised Coast Guard that because rubberwear did not provide "adequate flotation," that inflatable PFDs were the answer. Later I took part in a phone conference with CCG officials in which they insisted on the "flotation" issue and declared that the new Mustang inflatable PFDs are the way to go (not yet in production, some dinghy models are listed at over \$100). I replied that we windsurfers have had no experience with inflatable PFDs and that we would have to test them. CCG will be sending me, and the KBA, a couple of inflatables to test when available.

So this is where we are stuck: Coast Guard sees the issue as flotation; we see the issue as mobility to self-rescue and rubberwear protection against water chill and hypothermia. No progress on this front: we will test the inflatables while continuing to be fined for not wearing PFDs in light winds when help is available from mates (all of us on floating boards), and during regattas when rescue boats are present — but not in high winds and surf when our preservation instincts are at work (and enforcement isn't.)

Licensing windsurfers: good news — Coast Guard has informed us, and CYA has confirmed, that they are not proceeding with the plan to license windsurfers at this time. WC made a submission to Coast Guard outlining the impracticality of this proposal, windsurfing being a "multi-hull" sport with relatively high turnover of gear (5-year permits were proposed); informing CCG that boards are never abandoned, being used for self-rescue or aided rescue; explaining why safety instruction is best managed by the ongoing, progressive educational process of safe sailing taught by peers, as sailors develop and master higher winds and rougher conditions accompanied by experts.



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