WINTER '93



- SHEDIAC N.B. '93
- IYRU MASTERS WORLD
- PROAM DES ILES '93

- LETTERS TO THE EDITOR

Light winds before 47 knot/gusts hit Shediad KC-204 204

Highlights



- FALL WRAP-UP MEMOIRS
- TUDOR MASTER AWARD
- MISTRAL ONE-DESIGN
- FITNESS PROGRAM



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.

The CMWA MasterMatters 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Original and previously unpublished material is welcome and will become the property of CMWA for the sole purpose of consideration as contributing material for publication of the Newsletter and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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BIG WINDS IN SHEDIAC BAY

BY JOHN DARLING KC 130 & SUE THOMAS KC 1955

Big winds big fun in Shediac

here were you when the 47 knot gust hit Shediac Bay on Sat Aug. 28? The 25 masters from Ontario, Quebec and the Maritimes spread between the shore and the finish line of the 4th course race of the day may not have noticed the black sky but the warning thunder was unmistakable. A line squall roared through flattened the fleet and pelted rain so hard nearby competitors disappeared in the mist and some even slid off their boards into the warm waters to avoid being blasted by raindrops. The wind shifted almost 180 degrees turning a light air beat into a screaming reach to shore for those who managed not to get catapulted by the powerful gusts. It also tumbled some boards around onshore leaving Bob Legault with a repair job on Lucille's new board. By the time people rigged down the wind had blown itself out. Mathew Donovan, half of Team Cape Breton demonstrated the practicality of the team uniform (large yellow sou'wester hats) by taking off his hat unveiling a head of completely dry hair.

But what about the regatta? Friday afternoon visitors tested the warmest water north of the Carolinas planing on 6.5 m2 and 7.5 m2 discovering "incredible" sorts of weeds closer to shore. Friday evening most



Sartilnes were relatively short making for very tight maneuvering. Getting clear air at the start was a real challenge as this Gold Fleet demonstrates getting ready for the gun.

racers registered at the Shediac Hotel the oldest and friendliest place in town, picked up their shreddin' lobster T-shirt (designed by Emerson Mills), Esso cap and key chain and shared a beer or two with masters from Sault Ste, Marie to Sydney.

Saturday morning Ron and Maureen Wilson set a reversed M course from their lobster committee boat (convenient for carrying between race complimentary Pepsis to the competitors). Winds of 5-15 knots shifting and gusting out of the southwest provided two interesting M course battles before lunch and 2 I- courses after. Positions changed rapidly as megashifts favored some sailors with lifts or

triggered fast tacks in the gusts. Every once in a while racers stopped to shuck weeds but most kept going in the fierce competition, 'til being blown back to shore by the late afternoon line squall.

Saturday night was lobsterfest and AGM at Shediac Hotel capped off by draining the beer from the Sportsperson of the Year trophy.

The next morning's high tide and news of possible high winds building from the west sent us off on the Long distance race around Shediac Island first thing. A long screaming reach, planing or riding high on daggerboards, propelled us 3 km. to the far end shallows of the island. Some

sailors cut in close to shore despite the rocks and gained positions but behind the island it was gusts and pumping for 4-5 km to clear wind around a midchannel buoy then back onto a pointing reach to the finish line.

Yvon Lefebvre staging a great rush from behind after a slow start was all set for victory but a last minute headed gust and a lull cheated him at the committee boat end as a cagey "Skeg" Henry crossed the line first with a gleefully pumping John Darling sneaking in second. Dave Blake-Knox the leader of the first reach came in fourth.

After a BBQ lunch at the marina two more I-course races in gusting west winds completed the series. Grand master Yvon Lefebvre of Quebec City scored 4 firsts, one second and a throwout 5th to win the course racing handily. Newcomer mas-

ter Norman Coulter from Sault Ste. Marie with a first place and a row of seconds placed second. Master Andrew Hope place strongly in third. John Darling was in fourth and "Skeg" Henry and Andre Jubinville tied for fifth.

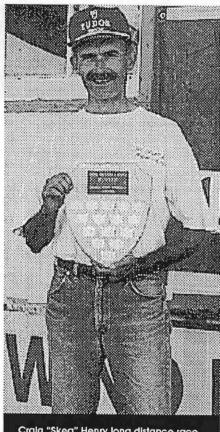
The predicted high winds did not materialize turning the "Half Hour Classic" figure 8 slalom in no wind and lots of weeds into a pumping workout won by grand master Yvon Lefebvre,

Overall regatta results were Yvon Lefebvre 23 pts, John Darling 38 pts, Norman Coulter 40.75 pts only because he didn't pump in the "slalom" and Andrew Hope in fourth with 49 pts.

Silver fleet included 63 year old sportman (expert hand-glider) Richard Vine of Dartmouth, N.S. who won all disciplines and the overall Silver Fleet trophy. Close on his heels however was Championship host

and organizer Emerson Mills who took 2nd in course racing and 2nd overall. Colette St. Pierre who organized sponsorship from Pepsi and Cartier wines won second in slalom and fourth overall in a close race with Raymond Landry who took 2nd in the long distance race and 3rd overall in Silver Fleet.

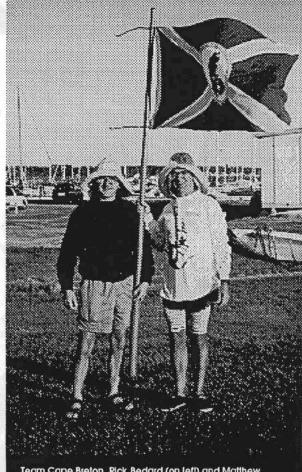
The regatta ended Sunday afternoon at the marina with draw prizes supplied by Toronto's Wind Promotions (Team Cape Breton went home with a new boom), Oshawa's Never Enough Wind, Imperial Oil, Pepsi, Cartier Wines. CMWA wishes to thank Emerson and his local team of organizers: Maureen Mills, the Betts family, Collette St. Pierre, Jim Miller, Mike and Mary Pragnell. Ron and Pauline Wilson are to be congratulated on their fine race committee work.



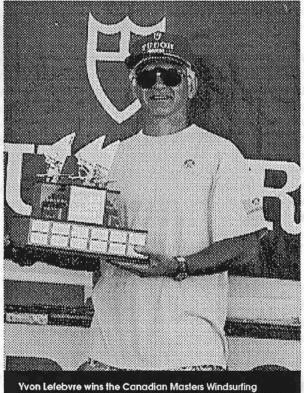
Craig "Skeg" Henry long distance race winner around Shediac Island.



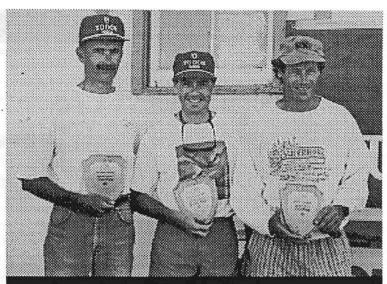
Overall winners: Yvon Lefebvre (centre) 1st place from St. Romuald, Quebec, Norm Coulter (right) 2nd place from Sault-Ste-Marie, Ontario and John Darling 3rd place from Toronto, Ontario.



Team Cape Bielon, Rick Bedard (on left) and Matthew Donavan from Sydney Nova Scotia. Sou'Westers you sayl



Yvon Lefebvre wins the Canadian Masters Windsurfing Champion trophy for his first place overall finish. Well donel



Masters class winners: Norm Coulter 1st place (right), Andrew Hope 2nd place (centre) from Ottawa and Craig Henry 3rd place from Hamilton, Ontario.



Silver Fleet winners: Dick Vine 1st place (centre) from Dartmouth, Nova Scotia, Raymond Landry 2nd place (left) and Emerson Mills 3rd both from New Brunswick



Grand Masters winners: Yvon Lefebvre 1st place, André Jubinville 2nd place and Robert Legault 3rd both from Ontario. SuperMasters winner J. Darling on the right.

/news

'94 Tudor Canadians set for Saskatchewan, Sept. 6-10

ark this date in your calendars with the notation: "Bring my small sails." Local host boardheads, members of the Saskatchewan Windsurfing Club, promise us high winds at this time of year, along with conditions for wave competition!

Disciplines will include raceboard courses as usual, but the emphasis will likely be slalom, course slalom — and that wave expression session. Situationed between Regina and Saskatoon, a short trip from the IYRU Worlds in Manitoba, the '94 Tudor Canadians should attract some top competitors from coast to coast — sallors like recent Formula 42 winner at the Gorge, Bruce Peterson. Who knows, maybe Leon Belanger will show up on the big chop.

Details to follow early 1994...

SUDBURY YACHT CLUB --1994 SCHEDULE OF RACES
June 25-26/94 INCO REGATTA
July 23-24/94 NORTH SHORE REGATTA



Best hospitality in the north whether the wind blows or not. Sudbury Yacht Club is situated on the south west shore of Lake Ramsey next to Science North. Plenty for the non-sallors to do like hiking on the Laurentian trails, visit Science North, Big Nickel Mine or shop at one of the tree major shopping centres. Regatta fee \$25-\$35 includes two days of racing, Saturday night dinner and social. Lunches are available on site for a nominal \$5-\$6.

Contact: Stephanie Todd (705) 969-2013

New date and location: CMWA National Championships

ue to the necessity to re-schedule 1994 events with the announcement of the IYRU World Masters event, the CMWA National Championships have unfortunately had to be moved from Alberta.

THE NEW LOCATION: Ottawa — Britannia Beach Yacht Club; dates: July 30-Aug. 1st.

Environment Canada's zippy Weather & Safety Video is out!

atch the Wind-Prenez le Vent was produced entirely on Georgian Bay, Lake Couchi-

ching and
Woodbine
Beach, is a
fast-paced
and
instructive
video featuring lots of
faces you recog-



nize ...maybe even your own!

Windsurfing in Ontario never looked so good — while the tips and weather warnings from hotshots Steve Jarrett, Greg Fenton, Peter Gilbert and Valerie Kritsch are fun to watch, the fast action on the water — and the replays of the one completed, and the one half-loop by Collingwood dude Dan Tricco — are a real pleasure!

The French version features CMWA Past President André Jubinville (in warm tandem with Edithe Trépanier!) — strong performances, both. The colour is great, and the actors are natural boardhead ham, especially John Darling's cameo of half-suited-up surfer who just missed it —again.

Coples are available from Environment Canada's Tony Chir call 973-5851.) Or, order through CMWA (\$20 including postage; address on cover).



IYRU World Masters Windsurfing Championships set for August-September 1994 In Gimli, Manitoba

At the IYRU Conference, Toronto, Nov. 5:

t's official! Canada will host the IYRU World Masters' Championships on Mistral One-Design boards, in conjunction with the IYRU World Windsurfing

Championships, on Lake Winnipeg at Gimil, Manitoba, as a separate fleet, between August 31st and September 3rd, 1994.

Not only will Canadians have an opportunity to race against the best Masters from around the world, we'll be rubbing shoulders with 250-plus young athletes salling in the IYRU Worlds. (The IYRU Worlds, also on Mistral One-Designs, will be divided into a first round Aug. 27-29, with the finals commencing on Aug. 31 and finishing on Sept. 3.) A Silver Fleet Worlds will be held Aug. 31 to Sept. 3 for all those sailors who did not make it into the finals, open to all sailors with age and weight division fleets and including long distance and slalom racing as well as course racing.

As well, for first-time competitors, a separate Bronze fleet Worlds will race from Aug. 31 to Sept. 3. The IYRU and Manitoba Sailing Association plan the 9-days as a Windsurfing Festival — featuring sailing seminars by top world competitors, a speed trial day, and freestyle, long-distance and slalom events as well as parties and concerts with shore activities for non-sailors and spectators.

While the average noon temperature on Gimli's 2 km of sandy beach is 20 degrees celsius (and the water temperature is 15 degrees), wetsuits are advised due to weather fluctuations. Lake Winnipeg is the 11th largest freshwater lake in the world, known for its howling northerlies and steep waves.

A limited number of Mistral One-Designs will be available for charter on a first-come, first-served basis (many sailors will be bringing their own). Details on boards and sails, along with a Notice of Race, will be available soon. Participants are advised to book early. Both first-class and lots of budget accommodation will be available (three facilities will house 600 athletes for 10 days with room and board for between \$300 and \$500.)

Make plans now to attend! A once-in-a-lifetime event, and a challenge for Canadian and American Masters sailors. Above all, it will be a fun week (bring your short boards, dudes) — a real boardhead holiday. Keep posted by writing or phoning (and joining) the CMWA. We'll keep you up to date on registration, rentals, accommodation and extra events. See you in Gimli, Manitoba!

INFORMATION FOR GIMLI WORLDS

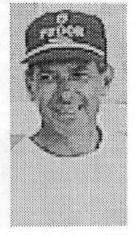
CMWA, 568 Ontario St., Toronto, Ont. M4X 1M7 or call John Darling (bus) (416) 596-8015, (Fax) 596-2274; res. (416) 928-3086; Charles Burns, Manitoba Sailing Assn. (204) 985-4106 Fax: 985-4224; Marie Gendron, WC/Canadian Yachting Assn. (613) 748-5687 Fax 748-5688.

John Darling named Canadian Yachting Association Vice-President of Windsurfing

anadian Masters Windsurfing
Association President John Darling
was honoured to be named

Vice-President
Windsurfing Canada
at the Canadian
Yachting Association
Annual General
Meeting, held in
Toronto in the first
week of November.

He succeeds Steve Jarrett, who will continue as coordinator of Racing and Competitions, and who promised to continue garner-



ing media coverage (notably recent TSN television time for international windsurfing events.) Leanne Hutton continues her work in Training as well.

John had previously served on the Windsurfing Canada Core Group as Clubs, Safety and Access rep., areas in which he has special interest.



THE CANADIAN MASTERS
WINDSURFING ASSOCIATION
WISHES TO EXPRESS
ITS SINCERE APPRECIATION TO
ROLEX WATCH
FOR ITS CONTINUED
SUPPORT



Longboards race alongside shortboards at the '93 Pro-Am des lles \Tudor Canadian Windsurfing Championship!

JONN DARLING CAN 130 REPORTING

orth Sail's Peter Gilbert won the overall Championship for his versatility in longboard and shortboard course racing and waves (and he didn't even get a chance to show his stuff in his forte, slalom.) On the first day of competition, mounting north winds greeted the fleet of Mistral One-Designs and Open Class raceboards in three challenging course races



that some lightweights had trouble finishing, or returning to shore after. A scramble for smaller sails and mid-size slalom boards for the three course slalom races on the same course occurred, as the winds continued to relentlessly build under sunny skies all day.

course races on the Bay in mounting wind (longboards planing up and down on the final

one), Greg Fenton was a clear winner, with Steve Jarrett 2nd, Peter Gilbert 3rd, Edithe Trepanier 4th. Galen Fecht (5th); David Clutton (6th); TWC's Sherry Burgess (7th), Andree Gauthier (8th). Young Jeremy Willard finished 11th; Bob Shuttleworth 15th.

Among Masters, who raced 3 courses, David Blake-Knox, Yvon Lefebvre and John Darling were tied in points, and were awarded 1st-2nd-3rd in that order. TWC's Andre Jubinville was close behind.

COURSE SLALOM RESULTS: The amazing young Sam Ireland from B.C. won this discipline, with Greg Fenton and Peter Gilbert neck and neck 2nd & 3rd; Chris Prior 4th, Steve Jarrett 5th; Collingwood's talented trio Roger Klein, Dan Tricco and Valerie Kritsch 6-7-8th (and Lake Erie wave warrior Scott Smith 9th.) Among Masters, Fathom's Jeff Usher finished 13th (and Andre Jubinville was erroneously listed 24th (on his modified Screamer.)

The next day the wind played hide and seek as the slalom event was scheduled on the lagoon. Then came another front from the North which blew all night and brought in big swells with 5.5m2 conditions for the wave event — so the whole regatta up and moved to Etang du Nord's big ocean bay — "Corfu Beach". At 11 am, two dozen wave heats got underway. The new scoring was 50% for waveriding and 25% each for jumping and transitions.

WAVE RESULTS: World-Class looper\surf magician Leon Belanger wowed the crowd on the beach with his aerial displays and neat tricks in whitewater—worth the price of admission alone. Sam Ireland placed second, upsetting Collingwood's Barney Huycke (3rd). Georgian Bay buddy Dan Tricco showed strongly despite preferring port tack ramps (4th), with Peter Gilbert (5th). After this great start of the Pro-Am, fickle winds eluded the slalom race committee; one cancellation at 2 pm missed winds which blew from 3:30pm and built up in late afternoon and through the night (while most of the fleet free-sailed). The dozen or so heats of slalom that were run earlier could not be counted.

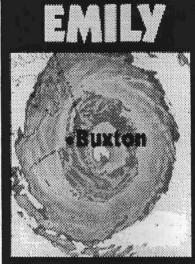
Open for Business Hatteras after Hurricane Emily BY SUE THOMAS CAN 195 S

t's not til the next day after we arived in Avon that driving south of Canadian Hole on Hwy 12 we start to survey the damage. Looking out toward the ocean you can see the line of weeds washed up on the sound side of the ocean dunes when the sound level rose 10.2 feet above normal pushed by gusts of more than 111 miles per hour. Those weeds are higher than the roof of the van! Worse vet they're just about a foot below the top of the dunes. Mike Gundy of Windsurfing Hatteras later tells us that if the sound had risen higher, had gotten over the top of the dunes in one place the pressure of the high water in the sound would have created a new Oregon Inlet just north of Buxton as all the sound water rushed out to the ocean. Fortunately that didn't happen.

Lots of other things did though. On August 31 between 5 and 6 pm. Emily, a category 3 hurricane hit Hatteras Island. Luckily an approaching cold front kept the eye of the storm 20 miles out to sea. In Frisco 70 foot Loblolly pines were snapped off. In Buxton several motel units sit drunkenly askew on their foundations as though the water lifted them up and dropped them back down a few Inches away. Many of the Avon cottages have damaged roofs. A few have piles of wet furniture or drywall out front. So many cottages are empty while being

repaired that it feels unusually quiet for the height of the fall windsurfing season.

Octavue the round cottage we've rented with Dale and Nianne Foley in Avon has a new outdoor shower, new garage door panels (and the garage is on stilts) half the siding is new, all because Emily blew or washed away the original ones and in their place left a lower room full of sand and eel grass and a 20 foot sec-



The eye of the hurricane passed just off Buxton village.

tion of someone else's dock. Luckily for us Octavue is cleaned up and running again. Robert and Lucille Legault and their friends Wilf and Janine Poley of Pembroke weren't so lucky with their usual cottage in Avon but found a brand new place on the water in Salvo. They reported good sailing there.

Minutes of the 1994 AGM: Held at Shediac Hotel, Shediac, N.B., August 28, 1993

s the Annual General Meeting dinner was underway, Emerson Mills welcomed the assembled group of Masters and friends to the City of Shediac as host and President of the Shediac Bay Boardsailing Association and the New Brunswick Sailing Association. Past President Andre Jubinville then introduced the original Masters Championships hosts, Bob and Legault and Lucille Pembroke, Ontario, Bob Legault at this point proceeded to distribute ballots for the members' vote for the 1994 Best Sportsman Trophy.

President John Darling
gave his report. He recounted
the contribution of Masters to racing in the past, and confirmed our
dedication to the aim of establishing
a cross-Canada association which while it
focussed on competition, also had a strong
emphasis on coaching newcomers and fostering
their development in the sport. Emerson Mills next
gave a report on Maritimes sailing; Yvon Lefebvre
reported on the Quebec Circuit, and Peter Coy
brought us up to date on the Ontario Circuit and
Training Camps.

Newsletter Editor André Jubinville gave a report on the publication of three large issues during the year, and received a round of applause for this major contribution to the Association. New Business: Andre Jubinville made a proposal for a new handicap system, based on international Laser competition, which would equalize age groups in overall scoring. However, after a discussion the assembly decided not to give it a trial run, so this proposal died.

Another proposal from Mike Carlson of Calgary to re-consider the superheavyweight maximum of 8.5m2 and raise it to 9.0m2 was tabled until further information was available, since no formal proposal from Mike was received. It will be looked at during the next season.

John Darling reported that the CMWA was considering holding the 1994 Championships at Old Man Reservoir south of Calgary, in conjunction with the 1994 Canadian Windsurfing Championships. The date is yet to be set, but probably in early or mid-August, before the IYRU World Championships (Mistral One Design) in Gimli, Man. and the qualifying races just before this important event (should Masters wish to compete). Editors note: '94 Championships moved to Ottawa July 30-Aug 1.

John also reported that tentatively, the 1995 venue would be back in Ontario. Peter Coy then reported about an alternative system of scoring currently being tested in the Ontario Open Class Circuit, designed to group several levels of competitors in racing which allows them to move to higher levels if they beat higher-ranked sailors. It was agreed that we would circulate information about this proposed system throughout the next year. Proposal tabled to next AGM.

Elections: Andre Jubinville reported the outgoing Board's nominations for the new 1994 Board, and a final call for new nominations was made. None being heard, the recommendations were accepted as proposed. Adjournment: with the Mug emptying ceremony under way, the assembly withdrew to the bar — not to waste away the night, since a heavy racing schedule was planned on the morrow — but for a moderate intake of suds such as we Masters are famous for, elatively early checkout for bedtime —

and a relatively early checkout for bedtime—
another of our well-known traits.

After racing and the awards ceremony at the marina, prizes for all were drawn. Host Emerson Mills thanked Maritimes Pepsi-Cola for drinks, and Cartier Wines for prizes. Tudor Watch provided caps for all contestants. WIND PROMOTIONS of Toronto, Canada's major Mistral-North Sails dealer, supplied a Dakine boom and a few smaller prizes. Never Enough Wind Inc. of Oshawa, Ontario, a major Eastern Canadian distributor of Bic boards and Gaastra sails, supplied a some nice prizes as well. Many thanks to Imperial Oil as well for a remarkable repeat prize performance — four cartons of 24 bottles of top-quality gasoline engine motor oil.

Many thanks as well to the Shediac Bay Marina for the use of its dock area for launching, its lawns for rigging and its shed and washrooms. Very understanding indeed toward the plague of wind-surfers descended upon their orderly organization. A Special Thanks to the Organizing Committee: To Ron and Pauline Wilson, who provided us with a great series of races all weekend, we extend our gratitude. Also helping long hours with the registration was Maureen Mills (not to mention the weeks and months of organization by Emerson this spring).

Mike and Mary Prangnell helped out in the registration and welcoming; John and Rolene Betts and family did our lunch Bar-B-Q, and Jim Miller and Collette St-Pierre contributed as well. And how about that wind? Always there, perfect raceboard weather, along with warm water, sunny skies. Thanks also for the half-hour line squall, too.

here: Avon, North Carolina. Two adjacent private sound front luxury cottages, newly renovated since Hurricane Emily. No need to de-rig each day. Waist deep flat water. North America's leading location for learning or you can shred 'til your dead. (Unbelievably John Darling actually skipped a day of sailing last

spring though most days he was still out Jibing long after everyone else was in and showered).

Why: Fun, Friends, Wind, Water, Sun, Sandy's Wednesday all you can eat shrimp frenzy (nominal additional cost)

Bring: A friend, your part-

ner, every piece of windsurfing gear you own or can borrow. Generally there's 4 days of planing shortboard weather most weeks but if a high pressure weather system moves in, it can be fun to pack a lunch and cruise your longboard (Ask Claude Leduc).

Price: 200 \$ Canadian per person depending on exchange rate. The cost is dependent on full occupancy and is split among the occupants. First come, first served. Payment in full. Make cheque payable to The Canadian Masters Windsurfing Association and mail to:

CMWA, Hatteras '94 568 Ontario St. Toronto, Ont. M4X 1M7 Contact: For more information please call Sue Thomas at (416) 323-9661.



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M	1994 WINDS	URFIN	G SCHEDULE •	PROPO	SED
April 16-23	CMWA Hatteras Trip,	July 1-4	North American Mistral	Aug. 17-19	CORK Youth Festival,
	Avon, N.C.		Championship, San Francisco		(Mistral) Kingston, Ont.
May 13-15	IMCO USA Northeast	July 7-14	Canadian Salling Team	Aug. 20-22	Eastern Canadian Mistro
	Regionals, Cape Cod		Camp (Open), Alberta		One Design Champs,
May 21-22	IMCO USA Mid-Atlantic	July 15-17	Canadian One Design		CORK, Kingston, Ont.
	Regionals, Ocean		Championship, Alberta	Aug. 26-Sept. 3	IYRU World Boardsailing
	City, MD	July 23-24	Québec Windsurfing		Championship and IYRU
May 28-29	Icebreaker & Student		Championships,		World Masters Champs
	Open Regatta,		Montreal, Québec		Gimli, Man. (One Design
	TWC, Toronto	July 23-24	North Shore Regatta	Sept. 6-10	Tudor Canadlan
June 18-19	CMWA Spring Training		Sudbury, Ont.		Windsurfing Champs
	Camp, Lake Simcoe, Ont.	July 30-Aug.1	CMWA Championships,		(Open raceboard,
June 21-23	Canadian Sailing Team		Britannia Y. C., Ottawa		Course slalom, Slalom,
	Camp (Open), Kingston	Aug. 9-14	Canadlan Youth Mistral		Waves), Sask.
June 24-26	IYRU Windsurfing Worlds	5 4	Championships, Montreal	Sept. 10-11	CMWA Get-Together
	Qualifier Regatta, Kingston	Aug. 16-20	USWA Windsurfing		Lake Simcoe, Ont.
June 25-26	INCO Regatta, Lake Ramsey		Nationals (IMCO start),	Oct. 1-2	CMWA Wrap Up Party,
	Sudbury, Ont.		Lorrain, Ohio		Lake Simcoe, Ont.



The future of Windsurfing is us!

lot of things have happened to our sport of windsurfing in the last ten years. Back then we were in the heady days of the 400 plus entries in the Windsurfer Class Worlds

and manufacturers and beer and cigarette sponsors willingly backed its promotion. It was still the era of the TV life-style ad exposure that helped fuel the explosive expansion of the sport. But that is all gone now. We have only ourselves to keep the sport going. But then we are not unique. All new sports that have prospered have had to handle the difficult transition from early enthusiasm to continued growth. The ones that did not vanished like the Hula-Hoop.

I am writing this for the Masters Newsletter because I think our Association is unique in its view towards the promotion of the sport. We believe in doing it ourselves and for no monetary gain. The Association was created to advance the interest of those over 35 (30 for women). Currently most of the Association's efforts go into racing. However its raison-être is "...to affect changes and improve Masters Windsurfing everywhere". by being actively involved in promoting those activities that benefit masters. It is not coincidental that these same activities are now those that the sport as a whole needs promoted. Windsurfing needs to promote itself to

the peopticle who missed the initial 1980's enthusiasm. Among other things there is a need for:

A cohesive marketing program for learn-to equipment so that beginners spend their hard earned cash on boards that are well suited to Canada's predominately low-wind summers.

The introduction of learn-to programs into clubs, (both windsurfing and yacht) for beginners of all ages to provide new enthusiasts.

The development and support of programs for groups and clubs so that new people can perceive a continuing value in the sport and a base to enjoy the sport together.

Have you noted the continued promotion of skling? They are targeting the beginner, the casual, and specially the kids with the message that skiing is fun. It has been extremely successful for them. They had to do it or face diminished interest by the public. However there is a significant difference between the sport of skiing and windsurfing. Skiing has strong industry support and involvement because of the infrastructure of resorts and hills as well as new equipment sales. We will initially have to do it all ourselves. No one else is left to help us.

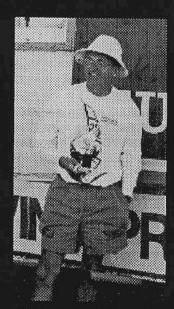
An important step in the right direction has just happened with John Darling's acceptance of the VP role in the CYA.. Now at the national level we have someone who is totally dedicated to the advancement of the sport at the volunteer and club level. The Masters Association now is in a unique position to support and help staff the work groups that will be needed to implement the self-rescue programs that our sport desperately and urgently needs. Give John a call at (416) 596-8015.

Windsurfing-R-Us

Dave Johnson



MASTERS TROPHIES & AWARDS



Top Maritimer: Rick A
Bedard, Sydney, N.S.
Appearance counted so
Rick's Cape Breton flag
and Sou'wester hat won
hands down. If jokes
counted Mathew
Donovan the other half of
Team Cape Breton would
have been a shoe-in.



Emerson Mills (centre) organizer of the Shediac National Championships, presents Ron and Pauline Wilson with special Award of Thanks and their committee for running an excellent series of course races, long distance and slalom.

President's Award: Bob Legault, Pembroke, Ont. (left with CMWA President John Darling, receiveing the special service Award, that is holding the first two Masters regattas in Pembroke in '86 and '87, not to mention providing a keg of beer for his opponents on his back deck. What a way to psych out the competition.



Sailor of the Year:
Yvon Lefebvre, (right)
St. Romuald, Québec. For
achievement at regattas both
in and out of Canada notably
CORK, Mistral One Design in
Freeport, Bahamas and in a
Florida coldsnap that produced
Canadian conditions.



MEMOIRS OF THE FALL WRAP-UP

by JOYCE BISHOP CAN 133

I say memoirs because it is now mid November and I'm doing a brain scan of Oct. 1,2,3 data. Oh! I remember: the lake was like glass all weekend, my cottage was full of guys that snored... No wait! That must have been a previous life.

riday when I arrived at the Burgess Lake Simcoe cottages it was already blowing strong off shore winds. Norm Burgess efficiently told us where to go (which cottages or boat houses) with our abundant supply of food, equipment, videos, Noel Lomer's home made beer, etc.

With my thick lentil soup, cheesy bread and salad everyone gathered around the kitchen table swapping news and welcoming the late arrivals.

Due to the late sign up by slow masters Tony didn't have enough "committed" by the due date so the caterers had to be canceled and we had to cook for ourselves. Therefore there was a deep concern when Norm announced that Ellie Munn was sick all week and might not come. What about the lasagna? Panic and a long distance phone call confirmed the lasagna would be arriving Sat. am. and Ellie also.

After driving from Sudbury Stephanie Todd and her daughter Vanessa were able to stay up with me until 1 am. attempting to solve the problems





of the universe. The guys were in bed by 10 PM. getting ready for the wind. Yes, Norm did another fantastic job of organizing the wind.

Saturday morning longboards and big sails. Then the wind came up to 6.0 and 5.5. Stephanie's large pot of spicy vegetarian chili was devoured by cold and hungry windsurfers. Some came properly attired for lunch in helmets mitts and steamers.



Most sailed until Ellie's vegetarian and meat lasagna, garlic bread and salad were served. When John Darling arrived back late we sent him out for ice cream. John had gone to Collingwood for the short board Championships and reported "They didn't have enough wind for giant slalom but ran some slalom in marginal gusty conditions". He experienced a "long distance no wind swim" at the event.

Werner Becker didn't tour the lake this time but had to leave Saturday evening therefore missing Jim Blasko's Sunday morning barbecued sausages. With Ellie scrambling eggs and others on toast duty we hadn't noticed the white caps!

André Jubinville rigged up a 6.0. Before anyone else got out he was back for a 4.5 sail that was quickly replaced by a 5.5. This seemed to be the size for the day. Ellie practiced her water starts and received helpful tips. Stephanie and Vanessa left early due to snow reports and did drive through snow on the way home carrying her new One Design. Thanks to Norm she is ready to race that fleet next year.

As the wind died around me I looked way out and saw three sails. John, Andre and Bill O"Halloran on short boards had a long slow sail to shore resulting in John having a "Sunday board swim" with Bill choosing a longer distance swim.

The weekend compliments were that the food was healthy and energy packed for windsurfing. Bill and Noel are not only fast on the water. They made meals easy with their dish washing eagerness. There was lots of time to communicate ideas as the kitchen became the meeting place. AS we packed to leave the white caps were back. Hold them for next year Norm!





notice to racers

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Bonaire: 110 sq. miles, 9,000 happy people plus goats, flamingoes, parrots, iguanas and a reef full of protected fish.

or the non racers there is the most idyllic windsurf spot imaginable, Jibe City on the windward (east) side of the island. A driffwood bar with swing seats and a shed packed with every type of rental board and sail face a few square miles of lagoon behind a raging reef. The lagoon has waist deep water over a sandy bottom and flawless wind.

The weather: 80 degrees F and sunny, For one full week the wind blew East 15-25 mph day and night. Once it did back 15 degrees and increase to 20-30 mph but two days later was back to "normal". At night it was exotic to lie under a single sheet and feel it ripple from the trade wind slicing through the jalousie windows.

Practice day: Do I really need to travel so fast? Can I and my board survive rattling across the wave tops like this? Why does almost everyone else use their full size 7.4 m2 sails? By the end of the day with more downhaul and outhaul the large sall was flat enough to slice upwind without overpowering and powerful enough to hold me in the back straps for the full length of the long, long screaming reach.

Hard to keep your mind on the job as the flying fish flee the water and skim away unnecessarily from the pursuing sall-boards. The fish were barely faster than us but seemed to read the wind perfectly as they turned off to leeward and away before returning to the deep. For air? Do they have to hold their breath while flying as we do when diving?

Races: Two per day, long and fast, with a more demanding course than the practice sessions: Up under the lee of Kralendijk the capital where the gusts were threateningly dark on the flat water, then a dead run to Klein Bonaire Island where the value of reaching out and jibing back soon became very obvious. The marks were close to shore because the water so quickly gets too deep for easy anchor-

ing. The reef close by gave an added incentive to round cleanly or at least recover promptly. The figure 8 course had one more jibe mark and then a reach to another mark off the Klein Bonaire reef where we rounded onto the last beat. Traffic was heavy at that one because each time I met about 50 Sunfish dinghies rolling downwind, hugging the reef on a different course to a different mark.

Two hours for fruit punch and fish soup while the arms recovered before the same again in the afternoon.

Next day the wind was stronger and the beat saw a few get slammed down to weather in the gusts. The screaming reach was so fast that one could fall to weather by salling into a lull with feet in the aft straps, mast track full back and sail sheeted in to touch the board. In the afternoon many 6.6m2 sails appeared but the next day most were back up to full size as their technique was improving so rapidly. Now falls were much less frequent and to pass those ahead you could not wait for a mishap but just had to sail faster.

The regatta was half over before I realized that I had to race it rather than sail it, to work harder rather than smile and gaze at the stunning colours and so my results improved by a few places and the beer and music ashore was all the better late into every night.

Final score: one local fishing boat sank in 50 ft. of water, to be recovered later; 2 boards washed onto the reef only dinging their skegs; the local Dutch Antillean Olympic representative to Barcelona sailed the best, beat us all and everyone went home with a rich tan and smiles from ear to ear.

TORONTO TWC

- Nick Cox
- 2 André Jubinville
- 3 Dave Blake-Knox
- Mike Keltz
- Peter Geering

COLLINGWOOD

John Darling 3

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- Nick Cox
 - 3 Peter Geering
 - Stewart Hall
 - Robin Long

GODERICH

- Nick Cox
 - André Jubinville
- 3 John Darling
- Mike Keltz
- S **Grant Carter**

AWATTO

- Nick Cox
- 2 John Darling
- André Jubinville
- ⋖ Mike Keltz
- Dave Blake-Knox S

BARRIE

- André Jubinville
- 2 Nick Cox
- 3 John Darling
- 4 Mike Keltz
- **Peter Geering**

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Tudor Master of the Year

ndré Jubinville of Toronto is Windsurfing Canada's 1993 TUDOR Master of the Year as selected by his peers. Jubinville who has been one of Canada's top Masters racers for the past seven years, winning the second Masters Championship held in Pembroke in 1988 is also one of Master's racing's most tireless promoters. He is Past President of CMWA, has designed and produced CMWA's newsletter Masters Matters for the past five years, is CMWA's membership chairman and with top racer Edithe Trepanier co-narrated the French version of Environment Canada's windsurfing safety video, Catch the Wind (Prenez le Vent).

André received a \$1500 Tudor watch in recognition of Masters racing prowess and his contributions to windsurfing safety and Masters windsurfing generally.

Sportsperson of the Year:

André Jubinville, Toronto, Ont. Voted by the membership at the Annual General Meeting. Awarded annually for Sportsmanship both on and off the water. The trophy was duly filled to the brim with cold Moosehead and passed around in the bar of the Shediac Hotel.

NEW IMPROVED FOR '94!

by DAVE JOHNSON

The IYRU has done it again. Just when you thought you had purchased the real Olympic board, they make a few more changes.

ot serious though - just a change to the mast, the boom and the control lines. And this is after last years changes to the skeg and mast foot. Apparently this is all in the name of progress. More probably it is in the name of the Olympics.

The original Mistral One-Design was put on the market in 1989 and uses the same hull shape as the Equipe model that came out that year. It was touted as an inexpensive board that was strictly one-design so that everyone would race with the same equipment. Mistral seemed to have provided an answer to our cherished ideal for one-design racing. Mistral fought for but didn't get a good shot at the 1992 Olympics equipment selection by the IYRU. The One-Design was too new and memories were still fresh on how Mistral had sunk the SST. Remember the SST. It was the board that was the 'one-design' when we bought them in 1986. But Mistral



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Ph(416)255-3431 Fax(416)259-9136 learnt by its failure in the 1992 bid. They went into serious lobby mode with the IYRU to get the 1996 bid and in November 1992 they succeeded.

A major reason for Mistral's success was their characterization of the success of the One-Design class in the USA. It was used to illustrate how the class operated all over the world. But the IYRU did not look closely into this apparent success in the US. Remember the Americans did not buy into the SST. They had all just bought Super-Lights in the 1984-1986 time frame. They did not want to change. They liked the board as it was and had built an active ownerled class organization. (It is still the board featured in the TUDOR Watch ads.) By the time the One-Design came out in 1989 the Super-Light looked a little old fashioned and

Mistral had stopped its manufacture. It was time to switch and they bought One-Designs in copious quantities and with the support of TUDOR the class continued to race actively.

is ironic

that the IYRU

instigated the

carbon

mast.

There are two types of people who would want to sail the One-Design. The first type is a club racer, or a junior supported by parents, or a master who wants an equal mix of competition and sociability. The second type is the Olympic aspirant. The first wants good local racing at a friendly and helpfull level. The second wants to take on the World. The first wants stability and low cost fun. The second doesn't care what it takes to succeed in his goal. The first wants to increase the number of like minded souls to enjoy the sport with. The second will move on to the next mountain to conquer. These two very different types of people do not race the One-Design for the same reasons.

Pity the club racer, who in mid 1992 bought a One-Design. For him to race in 1993 he had to buy a new class legal skeg. In 1994 he doesn't have to do anything except watch all the hot shots, who have jumped into the class, sail past with their new class legal carbon masts, new stronger booms and their complex 25:1 downhaul and 6:1 outhaul control systems. He might wonder why he hadn't bought a nice light Equipe and sailed in Open Class. It might have been cheaper because in 1995 his aluminum mast will not be legal in the North-Americans and maybe in lots of other regattas staged solely to cater to Olympic aspirants. Then again maybe there will be a B fleet for people like him. So much for the One-Design Class.

It is Ironic that the IYRU instigated the carbon mast. They thought the class should have a two-piece mast and that it should be carbon. The owners were not asked first if they wanted it. Before its approval this new carbon mast had only been tried in one regatta, the '93 Worlds, and only in light winds. Although it was designed to have the same static bend curve as the Aluminum mast, under dynamic loads - i.e. pumping - it is a very different mast. Mistral recently asked Bruce Kendall to test the mast after the Worlds and he reported that the mast is probably too stiff and may possibly contribute to Repetitive Strain Injuries with the unlimited pumping rule.

Once more the Olympics has put its deadly grip on a class. Controlled by the IYRU and its dependance on the money factory called the Olympics, a class cannot be allowed to exist on its own. And once it is dropped from the Olympics there will be nothing left of the owner/volunteer support that keeps a class alive at the club and local level. That is what makes a board fun to race. The One-Design could have been a great class. It was cheap, it was durable, it was a good junior board, and it was a good investment because it was ONE design. But that has all changed. So I fear the One-Design as a one-design class may be headed for oblivion after the 1996 Olympics. Finally there is some good news, although to come four years after the start of the CYA initiative. After 1996 there will be lots of inexpensive One-Designs available for migration into yacht club and windsurfing club junior programs. It will still be a good youth board then.

SHEDIAC RESULTS

Overall		Long Distance		Statom	
Gold Flee! 1 Lefebvre, Yvon 2 Dorfing, John 3 Coulter, Norman 4 Hope, Andrew 5 Henry, Cralg 5 Jubinville, André 7 Legault, Robett 10 Keltz, Michael 11 Blake-Knox, David 12 Bedard, Rehord	13 Miller, Jim 15 Therrien, René 16 Coy, Peter 17 Betts, John 18 Long, Robin 20 Donovan, Matthew Silver Ree! 1 Vine, Richard 2 Mills, Emerson 3 Landy, Ray	1 Craig Henry 2 Datling, John 3 Yvon Lefebvre 4 Dave Blake-Knox 5 Normand Coulter 6 Mike Kettz 7 Robert Legautt 8 Andrew Hope 9 André Jubinville 10 Rick Bedard 12 Jim Miller	13 Susan Thomas 14 René Therrien 15 Peter Coy 17 Mathew Donovan 18 Long, Robin	Yvon Lefebvre André Jubinville John Darling Andrew Hope Cralig Henry Robert Legault Rok Bedard Normand Coulter Jim Miller Michael Kettz Ref Thersten	12 Robin Long 13 Dave Bicke-Knox 14 John Betti 15 Matthew Denovo 16 Peter Cay 17 Susan Thomas

BALANCING YOUR FITNESS PROGRAM YEAR ROUND

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

The majority of Canadian windsurfers are located somewhere too cold to sail year round. Your ability to start the season without pain or injury will depend on what types of activities you so in the off season. Consider these alternatives.

Cardiovascular Fitness

Choose an exercise activity you really enjoy that is convenient for you so you will commit the time required to improve your cardiovascular endurance. Good aerobic activities are activities that will increase your heart rate within your target heart rate (170 -

age = lower limit, 200- age = upper limit) for a minimum of 20 to 30 minutes four or five times per week thus improving the body's ability to use oxygen efficiently. Activities include rowing, swimming, walking, running, crosscountry skiing, stair climbing, etc.

Strenght Training

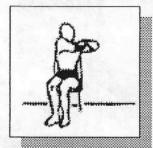
Because windsurfing uses muscles throughout the body, it is important to combine strength training with aerobic training. Weight training should be performed a minimum of 3 times per week for a full body workout or 4 to 5 times per week for a split pro-

gram. To develop power and strength for those windier days, you should increase the resistance and lower the repetitions. To develop strength and endurance keep the resistance low and increase the repetitions. Exercises should include the following muscle groups: shoulders, chest, back (especially the latissimus dorsi), abdominals, biceps and triceps, hamstrings and quads.

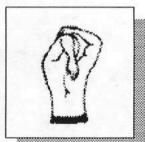
Remember to combine all of this with the stretching exercises in this issue and the winter '92 and spring '93 issues of Masters Matters.

TRICEPS



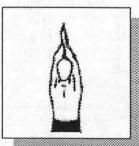


Sitting upright, with one arm raised to shoulder height, flex arm across opposite shoulder. Grasp the elbow with the opposite hand and pull elbow toward your back. Hold. Repeat other side.



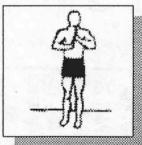
Sitting or standing with one arm flexed and raised overhead next to your ear and your hand resting on your shoulder blade. Grasp your elbow with the opposite hand and gently pull your elbow behind your head. Hold stretch and relax. Repeat the other side.

SHOULDER FLEXORS



Sitting or standing, cross one wrist over the other and interlock hands. Straighten your arms and extend behind your head. Your elbows should be behing your ears. Hold and relax.

FOREARM FLEXORS



Sitting or standing with your wrists flexed, press the heel of one hand against the fingers of your other hand. Hold and relax. Repeat the other hand.

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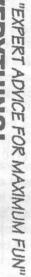
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