

WINTER '96

The Canadian Masters Windsurfing Association Newsletter

MASTERS/MATTERS



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LEDUC CAPTURES TOP HONORS AT CANADIANS



Start line action with CAN 800
Claude Leduc ready to blast-off!
See details inside!



**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!

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**The '96's are
here! and ...
The '95's are
on SALE!**

ATTENTION MASTERS:

NORTH has introduced a new race sail for heavyweights. The "8.5 m² Prisma Race Board Class". Also new is the "8.5m² KATANA", a twin-cam light weight slalom sail. Call for more details, and get on our mailing list.

We hope you had a good racing season, and wish you lots of luck for 1996.

Dave, Tim, Jamie and rest of the Wind Promotion gang.

**WE SHIP ANYWHERE,
NO WORRIES**

1-800-665-WIND



by ANDREW HOPE CAN 344

Civic Holiday weekend at Club Nautique Deux Montagnes (CNDM)? Is this really 1995 or were we experiencing déjà vu?

Does it really matter? It is hard to keep track of all the quality experiences the CMWA has had at this fabulous venue. This year was particularly special given the International flavour of the fleet with competitors from Florida and Maine. Hats off to Claude Leduc and his team who so ably put together this year's extravaganza. Based on Yvon Lefebvre's measure of success (i.e., the quality of the requisite T-shirt and associated graphic) this year was at least one of if not the best event yet.

Blessed with good winds two out of three days, CNDM Race Officer Jean Francois knocked off five course races on Saturday in very tactical conditions. Through telepathic powers not yet fully understood, Andree Gauthier wilted more than one competitor in her immediate vicinity into the drink. Nevertheless, after a close fought series of trapezoidal courses, the host edged out this scribe and Andre Jubinville for bragging rights.

Well Andre, I guess we should have had new Equipe XRs and 95 Prismas after all! Hey, when does this equipment train stop?

The first of two delicious dinners was had on Saturday night. This dinner was complemented by fine draught beer and an interesting selection of wines. A good time was had by all.

Sunday morning came very early for some. Rumour has it that the new CMWA record for early rising is 4:00 a.m. El Presidente will have to wait until next year to top this as a night featuring the best of Chateau Legault and Jubinville made for a long morning. Anyway, back to the main event. Wind was up on

Sunday morning sufficient to run a true downwind slalom. Much equipment was rigged as the anxious competitors sought out that elusive fast combination of board, sail and skeg. Arguably the best psyche went to Andre who pulled the wraps off of a Roberts slalom board and a 95 Prisma 6.8. Good thing for the remaining longboarders that Andre had such a hard time getting out of the footstraps! In the end, Claude prevailed again with a crafty combination of straight line speed and smooth



1995 CANADIAN MASTERS CHAMPIONSHIPS

power-on gybes.

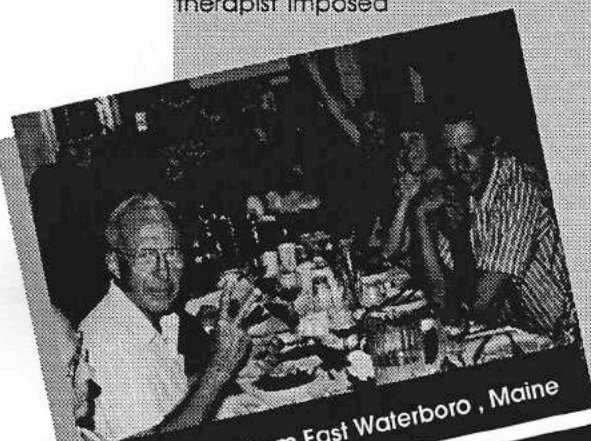
After an arm extending three slalom heats and a lunch break, attention turned to the long distance. This years course featured a cross lake sprint to a mark set just off a beach in OKA and back again to the CNDM. Even Yvon Lefebvre called off his therapist imposed

boardsailing hiatus to field his Mistral Explosion in a strong bid for more CMWA memorabilia. As fate would have it, Claude once again performed the role of lead boat and laid a wake for his fellow competitors to follow. If this form of navigation was not your strong suit, you may have been treated to la plage nudiste in OKA.

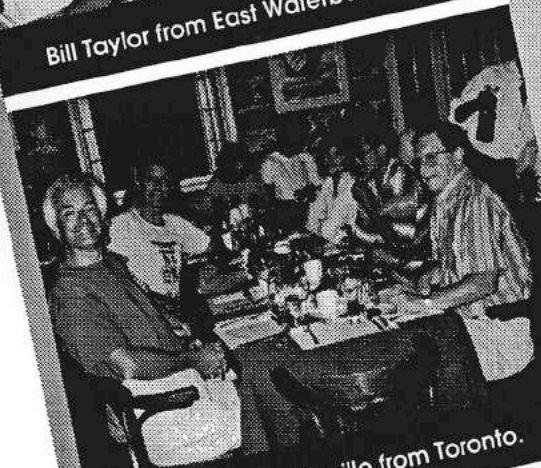
The AGM was held on Sunday night followed by dinner. Two new officers were acclaimed at this event in the warm bodies of Laird Roe, Public Relations Director and the under-signed as Stephanie's first under-study. In what has become an almost yearly

occurrence, there was much discussion on various mechanisms for dealing with the varying skill levels of competitors. This has and will likely continue to prove to be a controversial issue one which not surprisingly was deferred for more study.

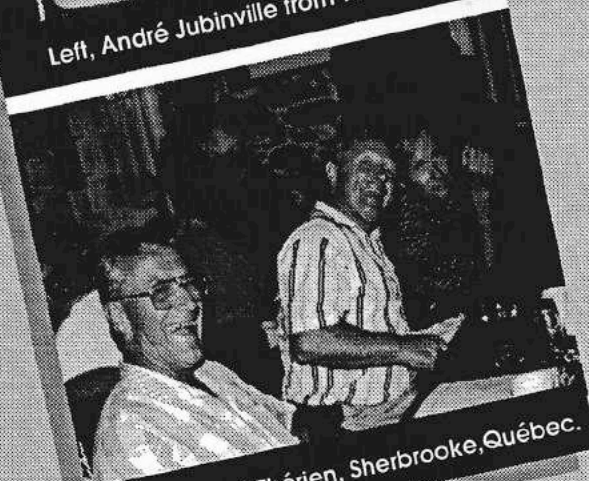
Monday got off to a slow start with races cancelled owing to lack of wind. What was absent on the water was more than made up for on shore as weary competitors packed up their gear and swapped lies to last another season. The week-end culminated in a fine awards presentation/lunch on the deck of the CNDM.



Bill Taylor from East Waterboro, Maine



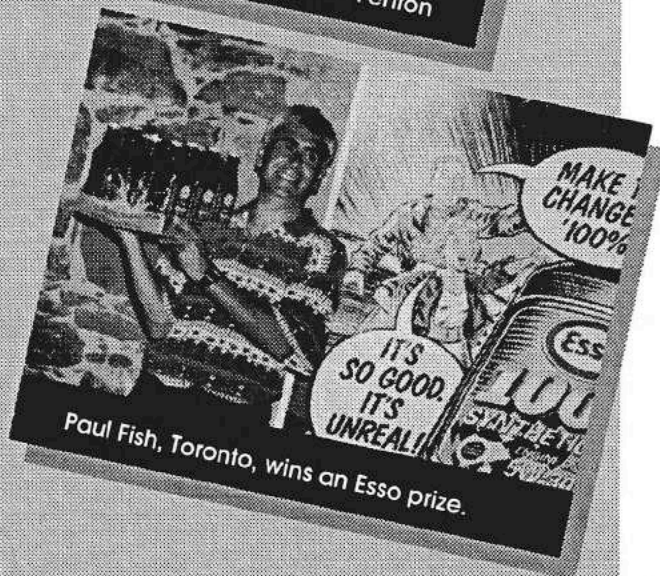
Left, André Jubinville from Toronto.



Left, René Thérien, Sherbrooke, Québec.



Stephanie Todd, Bob Legault, Bill Fenton



PEOPLE TO REMEMBER



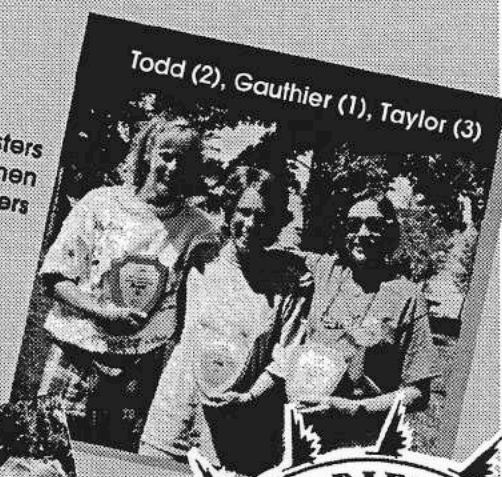
Knowles (3), Taylor (2), Burgess (1)



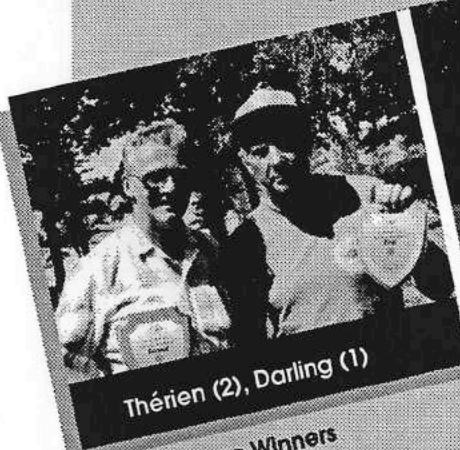
Wroblewski (3), Leduc (1), Hope (2)

Top: Silver Fleet winners
Bottom: Masters Men winners

Masters
Women
winners



Todd (2), Gauthier (1), Taylor (3)



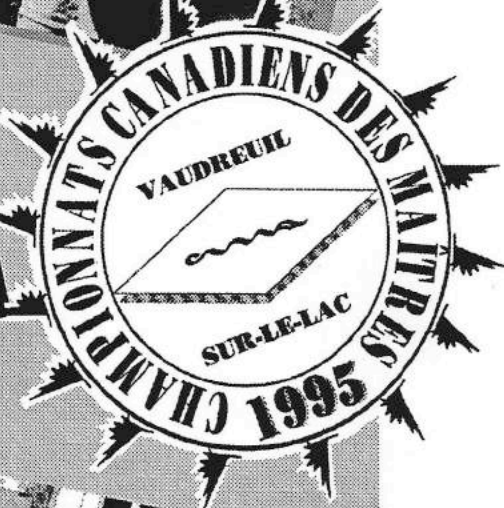
Thérien (2), Darling (1)

Olympian Winners



Bisson (2), Jubinville (3), Legault (1)

Grand Masters Winners



Vanessa, Bob & Lucille and Lauri

And what a good time!



Claude, Jean-Francois & Luc

Race organizer and race committee

BULLETIN BOARD

CANADIAN MASTER'S
CHAMPIONSHIPS 1995 & 1996

The Canadian Master's Championships held in Vaudreuil were second to none. Claude Leduc can only be praised for the organization of this event. He ran the event, participated in it and provided excellent wind, sunshine and warm temperatures every day. I'm not sure how he arranged the latter. Congratulations to Claude as well for regaining the overall award. Club Nautique is a beautiful site for this event and the race committee set a total of ten courses over the three day event. Congratulations to Claude and his committee.

Columbia Lake in the interior of British Columbia is the site for this years event. Bob Edmonds has had a lot of experience in organising windsurfing events. The FAH Cup will be part of the Master's Championships being held July 13-15, 1996. This date will give easterners a chance to visit Calgary and join in the Stampede prior to heading into the picturesque Rockies. The AGM will be held on Sunday, July 14th at 6:00 p.m. The board will look forward to seeing you there for another fine Master's event.

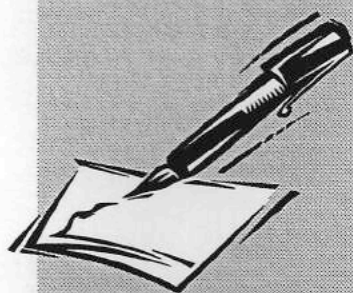
From the President



This year has been very productive. At our AGM, thanks to chair John Darling, a number of items were passed. There were numerous changes to the Constitution and Bylaws. Copies of the revised Constitution should be available by the Spring Clinic. Studies for the Rainbow System and a new proposal for a Handicap System will take place this year and be reported on at the 1996 AGM. Your new board of directors was elected with flare. There are some new faces Sue Thomas, Membership Director, who brings a wealth of ideas to all areas of the CMWA, Laird Rowe, Public Relations Director, will be expected to find extra dollars through corporate memberships and advertising.

Andrew Hope, Vice President, had better be prepared to be my right hand man and Nancy Cameron, Womens Director, has already began organising events for women. The following members of the board are familiar faces: Norm Burgess, Secretary, Sandy Gow, Treasurer, Andre Jubinville, Newsletter Editor, Peter Geering, Ontario Director, Grant Carter, U.S. Director, Claude Leduc, Quebec Director, Bob Edmonds, Championship Director, Les Spearing, B.C. Director, Dave Ross Alberta Director. Many thanks to those who have served on the Board. With out your input at meetings time and effort, we could not run this organization. Thanks to Joyce Bishop, Kevin Hughes, and Nick Cox.

This year should be an exciting year with plans underway for social events such as Hatteras, Spring Clinic, Women's Workshop, and the Championships at Columbia Lake after the Calgary Stampede. I know what my plans are next summer so we'll see you there!!



Dear Sue,

Thanks for keeping a delinquent member up to date. Herein subscription for '95 and '96.

Latest news from East. We locals have decided to collect names of active sailors of every description. The idea is to provide a pressure group to support claims for access to provincial property suitable for short board sailing. Also to generate site information around the province so that we can travel and know what to expect on arrival. Another aim will be to provide activities which sailors might enjoy, like racing on long boards and slalom and speed trials. It is important to find out what people would like to see in terms of course racing, wind limits, rescue concerns, etc.

The Provincial Yachting Association and the C.Y.A. may be able to help in regard to contacts with sailors from outlying areas and sailing sites. There is a big benefit to having a site which reduces the driving needed to maximize participation. We already have a resource person Kevin Julian who ran a Nova Scotia Championship this year and although it was better than nothing, there were several points which I felt would increase the fun if minor changes were carried out.

Of course CMWA interests will be kept in the forefront. Do

the Aged race under the regular CYA rules? And are there special course, wind limit, time limit rules put into place by the association?

Please let me know any N.S. addresses in your files. As to CMWA Championship regattas in the future: of course the better the local organization is, the more likely we would be able to take on the running of the event.

As you probably know we had a visit from Yvon in the late summer. He sailed a few of our sites although there wasn't much wind. It was good to see another fanatic who will go so far for so little reward.

Hope to go to Cape Hatteras in early April '96. If so, will again contact the Association in their lair.

Yours with best regards

Dick Vine



Dear Sue and André

Hello from Barbara and I from Cape Elizabeth which is a suburb of Portland, Maine. We have had a lot of windy days recently but it is getting colder as you are well aware. Ocean is about 50 degrees F now.

Bill and Maggie Taylor are in Florida for the winter after attending the wedding of Bill's son in Greece early in October. Maggie is now a national director of the U.S. Windsurfing Association.

Barbara and I were in Bonaire Oct. 7-14 for the 28th annual Sailing Regatta. Everything from model sailboats to ocean going yachts raced for a week. The whole country was on vacation. Twelve from the U.S. windsurfed. We were the largest group

of windsurfers from one country. Tinho Dornellas from Merrit Island, Florida was 2nd. Susan Simmons from Connecticut was 1st for women and I was not last.

Maggie Taylor and I have been working on some kind of race, regatta, etc. for next summer here in the Portland, Maine area. She has been in contact with Stephanie Todd and I have been looking for a site. I believe I have found one on Sebago Lake which is on route 302 just north-west of Portland. It is one of the largest lakes in Maine. (I believe 2nd largest.) A Hobie Cat group owns land on it with a clubhouse and things look favourable at this point. I believe Maggie has informed Stephanie that we will have "something in the Portland area" on the first weekend in August. (Aug. 3rd and 4th, should also be available for arrival, camping, on Fri. Aug. 2nd). I am working on the arrangements with the group who own the club.

Barb and I are planning to be on Hatteras when you folks are there. We will be working our way home from Florida in the motor home if all goes as planned. Keep me informed please.

Best regards,

George Knowles



Banana River
WINDSURFING
RESORT

BETH POWELL
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MASTERS WINDSURFING SUMMER FESTIVAL

by BOB EDMONDS

The Sting — I first met Stephanie Todd at the IYRU Worlds in Gimli, Manitoba in September, 1994. She had been bugging Kevin Hughes about hosting the 1995 CMWA Championships out west in Alberta.

I knew that Kevin was trying to bow out of race organization past-times (after having established the Alberta Windsurfing Association and organized it's racing schedule for the past few years, and having hosted the 1994 Canadian Mistral Championships at the Oldman Dam), so I gallantly (but very naively) stepped in to rescue Kevin from this tenacious woman.

Over beers, at one of the numerous social functions, I mentioned to Stephanie that I had been running an annual regatta known as the FAH Cup out at Columbia Lake, B.C. since 1992, and that I could "perhaps" look into holding the CMWA Championship in conjunction with the FAH Cup in 1995. "Perhaps" is apparently a word that is not contained in Stephanie's vocabulary, because after I arrived home in Calgary, I started receiving

a barrage of postcards and letters from each of her numerous and varied windsurfing vacation destinations with the same messages: "The sailing here is fantastic....blah blah blah.....Oh, and by the way, how are you coming along with the CMWA Championships organization?"

My wife, Lesley, was becoming suspicious of the steady flow of

in a weak moment I capitulated. I phoned Stephanie and offered to hold the 1996 CMWA Championships, but only if she would either stop vacationing so much, or take me off her mailing list. I might add here that I'm the only one honoring the deal!

The FAH Cup — Despite the fact



Incoming correspondence from this apparently constantly vacationing "Stephanie" woman, and consequently, to end the rising tension in our household,

that it is a landlocked province without a multitude of lakes, Alberta had a fairly large contingent of keen and competitive racers throughout the eighties. I was one of them!

My racing days came to

an end when Lesley and I bought our cabin at Columbia Lake, B.C. in 1988. I found that I preferred going to the cabin to driving around Alberta every weekend in search of that rare combination of sailable winds and an organized race.

After a couple of years I found however that while I did not really miss the actual racing (you know, those light wind conditions when you had to disguise your "pumping" for a never ending series of "balance corrections"), I did miss the familiar faces that had turned out religiously for races in the past.

I was told by my friends who still raced that the turnouts for events were getting smaller. Yes, the grim realities of being "thirty-something" started striking down these formerly happy go lucky individuals with such immovable obstacles as: marriage, mortgages, careers, kids.....well, you know, the list is endless.

I realized that something must be done to prevent this group of windsurfers from "becoming their parents", so in 1992 I decided that I would hold an invitational regatta at Columbia Lake (just to peel these people away from their TV sets and financial planners for a weekend). Since I had already chosen an appropriately disreputable name for the event, the FAH Cup (pronounced.....well, you figure it out), I realized that it must be a suitable acronym for something clever if it was to become an acceptable con-

versation piece that could be used in the presence of adults. After very little deliberation, it became the "For Aging Hasbeens" Cup.

I have held this event annually in June since 1992. In it's illustrious 4 year history we have had a variety of weather conditions ranging from big winds accompanied by torrential downpours through to perfect waterskiing and wakeboarding weather, with just about everything in between. The FAH Cup has always had three classes: Open, Mistral and Windsurfer, and to give you an idea how state of the art racing is out here (or actually maybe just how old the competitors are) the largest and most competitive fleet from year to year has been the Windsurfers.

We have had "raceable" winds every year (with the exception of 1993 when we were completely skunked) although we have gotten all excited and opted to freesail rather than run slalom races in the two years that we have had BIG WINDS (4.5 - 5.0). We have always managed to get at least two races away to decide who would get their name on the coveted FAH Cup which occupies a prestigious position on top of the TV against the "Wall of Fame" in our cabin.

The FAH Cup has been evolving into more of a social event over its brief history in direct proportion to the child per adult ratio, in 1995 we were over the 2:1 ratio, which doesn't bode well for the racing side of the regatta in the short term.

That is why running the 1996 CMWA Championships in conjunction with the FAH Cup is going to provide a much needed injection of serious competition to the regatta.



(c u z

God knows

we all need a little more serious competition in our lives), as well as a goal for all of us budding young parents to strive for, when Stephanie shows up, "sans kids", after depositing one of her "recently come of age" young in Vancouver. It could perhaps also be the first "international" event that the CMWA has hosted pending the outcome of the Quebec referendum.

In closing, I would like to extend a hearty invitation to all CMWA members (I have reviewed the membership list, and there is currently only one CMWA member west of Ontario) to make the trek to Columbia Lake in July, 1996 for an unforgettable regatta.

P.S. I am enclosing a cheque for membership with this letter so that I can double the ranks of Western CMWA members.

P.P.S. I am also attaching excerpts from a letter that

I sent to Stephanie (after I capitulated on the phone) that gives an overview of the area and the event.

The Area — Columbia Lake is located in the Columbia Valley in the East Kootenays in British Columbia about three hours west of Calgary. It is about 7 kilometres from Fairmont Hot Springs Resort which has two great

south (which makes for real easy course setting). The prevailing winds are from the south.

The lake has railroad tracks running along the shore on one side, and the other side is all provincial reserve, consequently it is relatively undeveloped, and has very little boat traffic. It is probably only 20 feet deep at its deepest point, and has a "glacial silt" (read "muddy") bottom. The scenery is fantastic!

road trip for all you eastern types!) Wind conditions in July are a bit of a crap shoot (I did however have a good 5.0 session on my 8'3" a couple of days ago) but July allows contestants with school age kids to come to the event.

The Venue — We are planning on running this regatta from some private land about one kilometre south of the beach where we normally hold the Fah Cup (which is the annual regatta that I have been putting on for the last four years). The property belongs to Bob and Sue Coy, (who own the Par 3 golf course at the lake and who will also be catering this event) and we plan to have all the meals as well as run the races from this site.

The Coy's have 17 acres on the lake, and Bob Coy is keen to hold the event at his place. This location has good exposure for both south and north winds, as well as having a sizeable point of land on the lake side of the railroad tracks.

My normal venue for the Fah Cup (which is right below our cabin and the Timbers Resort) is quite sheltered from north winds as well as having the tracks right adjacent to the beach. Beach access at the Coy's place will be pedestrian only (because of the railroad tracks) which means that everyone will have to hoof their boards a hundred yards or so, or alternatively they can launch from our beach and sail down to the Coy's place. Equipment can



eighteen hole golf courses. There is also a pretty cool par 3 course at the lake, and lots of old logging roads for mountain biking in the area. (I'm letting you know all this in case the wind doesn't blow!)

Columbia Lake — Columbia Lake is a shallow alpine lake, about 15 kilometres long and about one kilometre wide, and is the source of the Columbia River (as in "The Gorge"). It runs north-south in a mountain valley and consequently only ever gets winds from the north or, you guessed it, the

The Dates — I have scheduled the event for July 13-15, 1996 (which is a Saturday, Sunday, Monday). I have chosen these dates so that anyone coming from afar can take in the Calgary Stampede (which runs from July 5-14) on their way through, and then head down to The Gorge (which is ten hours away from Columbia Lake) after the event. (This is my idea of a good "bang for the buck"

remain rigged on either beach for the duration of the regatta as they are both very private.

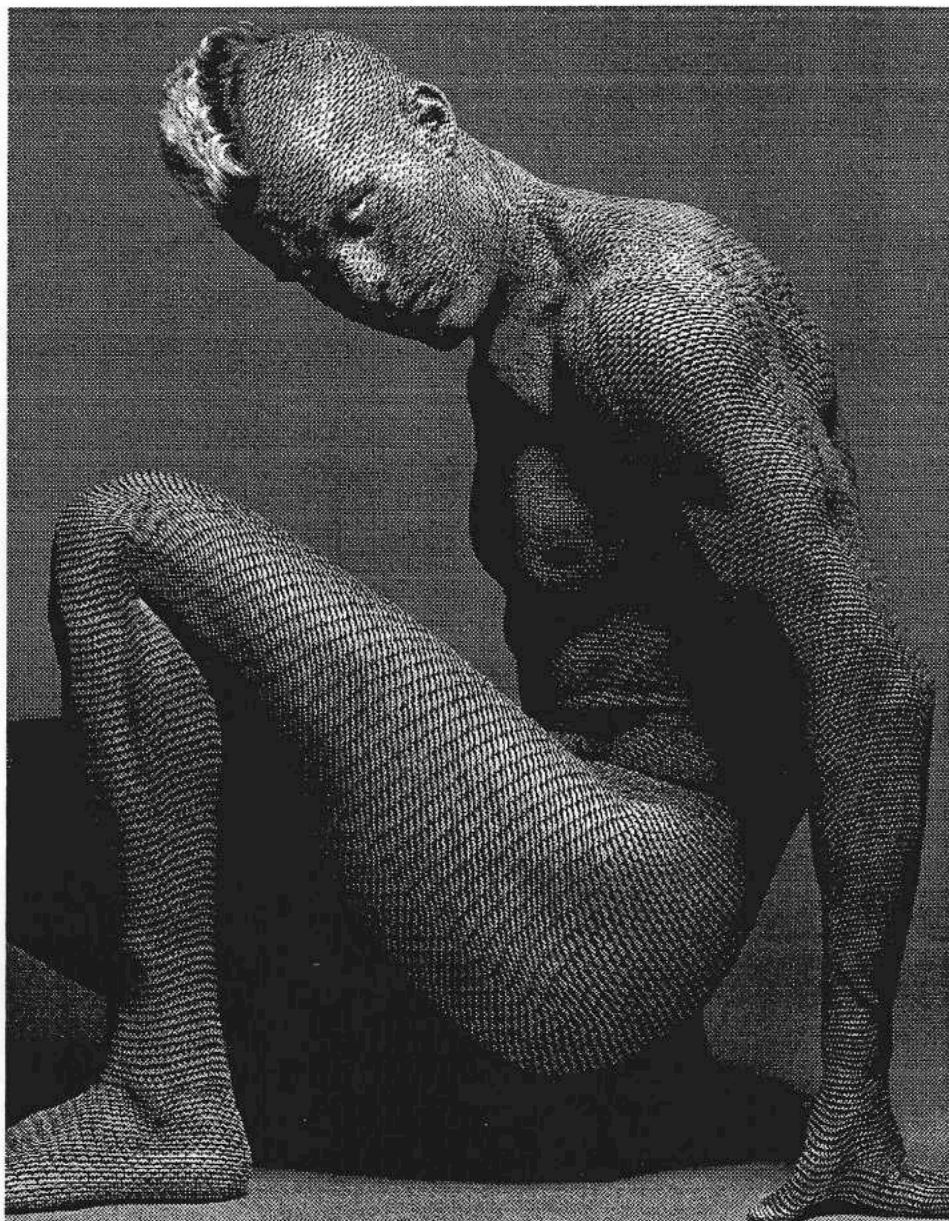
Accommodations — I have reserved all seven cabins at the Timbers Resort (which is above the lake at the top of the road which goes down to our beach). Cabin prices range from \$45 to \$60 per night, and these cabins have always been a big hit with the crowd that comes out to the Fah Cup.

Both the Timbers Resort and the Coys have said that they will allow camping (unserviced) on their lands, (and we have always had people camping on our acre behind our cabin for the Fah Cups). Depending on the response, there are a couple of other resorts with cabins and camping within a couple of miles, and there are "luxury condominiums" available at Fairmont.

Catering — I've had the Coys cater our Saturday night dinner for the Fah Cup for the last three years down at the Par 3 Clubhouse and it has always been a success. I have spoken with Bob Coy about catering this event and he is keen to do it, although we still have to work out a menu and a budget.

He says that we can probably have all of the meals at the event site (although we would have to either have a tent on the site or move meals to the Par 3 clubhouse if it rains). 🏠

That's it for now!
Bob Edmunds



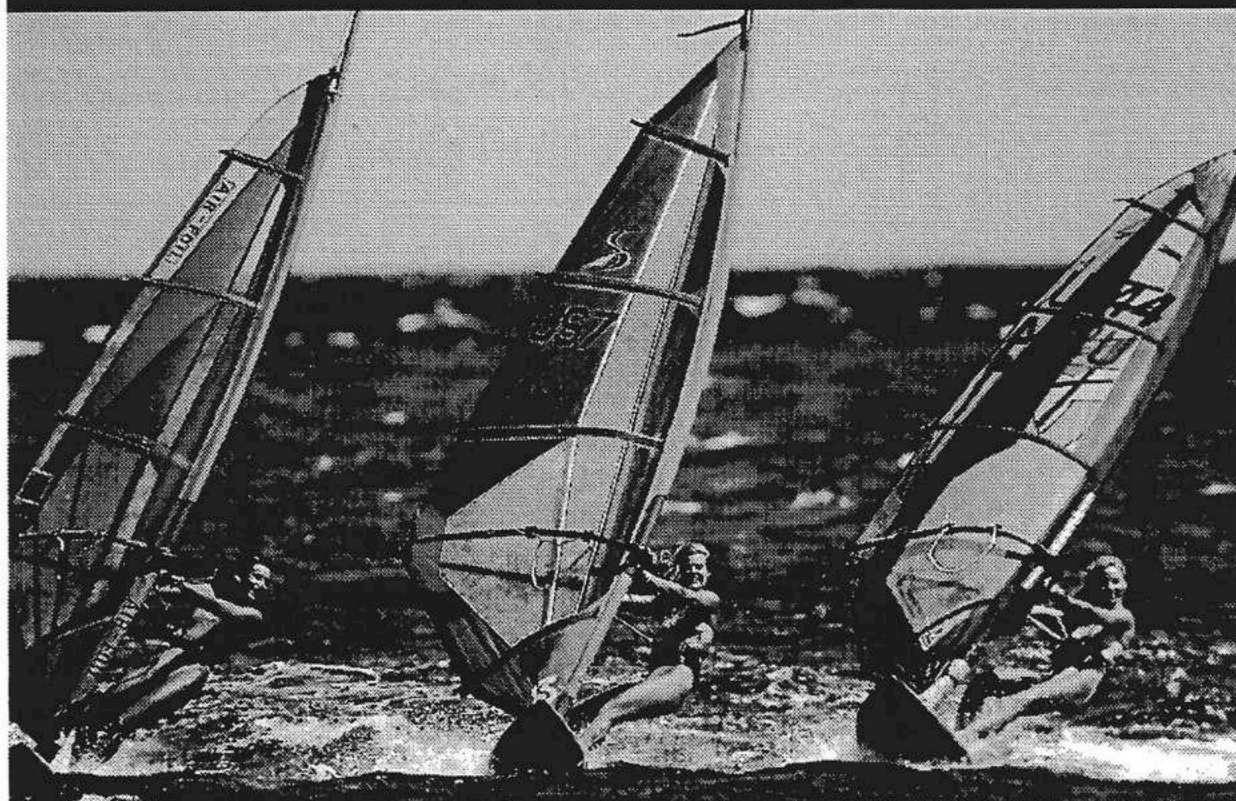
Until your body develops

a heat-retentive mesh

coated with titanium,

there is an alternative.

NEILPRYDEWETSUITS



Girlie postcard above, photos and article by JOHN DARLING CAN 130

In our neverending quest for bigger and better waves to surf, picture this: warm wind, warm water, a 4-foot ocean swell setting up golden 10-foot cresting waves stretching out a city block long over the reef, and wi-i-de troughs 20 seconds apart between the each peeling breaker!

Picture 3 or 4 sailors on the crest, dipping down the wave-face, cutting back up to the lip or plowing back over the falls through whitewater, bottom turning again and again back up the face, the immense power of the wave propelling them forward. (The adrenalin rush you feel as you tempt the fates, maybe being swamped by whitewater, munched in the impact zone

or jibing away scott free at the wave's end, gives you one of the highest "highs" you can feel in windsurfing!)

Just another routine, laid-back day at Sprecklesville beach on the North Shore, Maui. October 1995 saw Masters surfdog John Darling camped out with his old Jimmy Lewis glass 8'8" waveboard, 4.7m² and 5.3m² Zeta wavesails, a pair of screwdrivers, extra fin, cooler with apples, water, peanut-butter & guava jelly sandwiches, armed with hydrogen peroxide for cuts, and clad only in a shorts, waveharness, with optional booties, (oh yes, and a book and spectacles if the wind dropped).

Otherwise, he and surf-buddies Phil Ng and Jim McDermott would arrive early

at Ho'okipa Beach, to study expert surfers doing their pure bodylanguage wave riding. By 11 am windsurfers would take over with a dazzling display of doin' it holding a sail.

For this was the trio's mission: to learn the art of riding wavefaces. And a serious mission it was: no playing around or loafing in windsurfing paradise. No sir. Up early at 7 am; a hearty breakfast for the rigours of the day ahead. Time to inspect the wares of Hi-Tech, Sailboards Maui and Cocoanuts Boy and buy those missing parts and toys and a couple more T-shirts, cornering a parking spot at our favourite beach by 11 am.

Winds blew in the 4.7m² range almost steadily for the first two weeks with low swells 2 to 3 feet (multiply by 3 feet

or more for waveface height). This we could handle — we'd already sailed in waves on Lake Erie so we knew what to expect (In terms of rough sea conditions as compared to usual flat water chop at home.) We were fairly proficient in jibing in this stuff, and our waterstarts were very easy. Not only had we sailed at home with the young animals in rough conditions, but also, before our trip we'd taken the time to toughen our bods — we'd swam a lot and conditioned ourselves with killer sports like mountain-bike riding, badminton, fast walking and repeatedly touching our toes. Thus hardened like Marines, we survived 4 or 5 hours sailing each day (hitting the sack about 9 pm, mind you.)

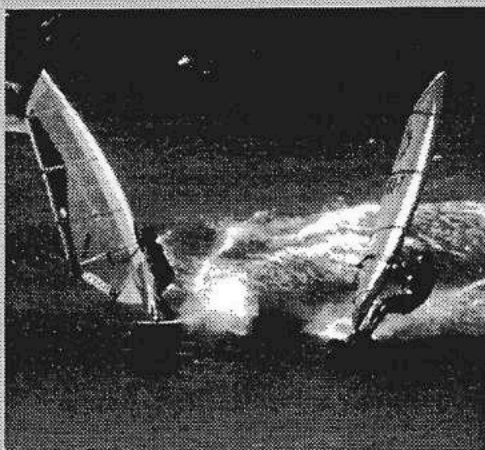
Maui's North Shore has perhaps the best wavesailing conditions in the world, with the Trades blowing from 30 to 50 degrees across incoming NE to NW ocean swells. Experts and beginner Master wavedogs can make good here (make sure you can waterstart a sinker and it's much easier if you can jibe it too.) Next, have patience and give yourself a solid 2 weeks on the beach. Watch expert surfers and windsurfers; picture what you'd like to do; do it every day there's wind.

It's not always easy to ride smaller breaks — you may only get to ride one wave-face all day on your first try. Sailing 'way upwind, look around you as you approach the break from behind; waves come in sets of 4 or 5 or more,

so you want to time your arrival, sail slowly and wait for that swell to appear. Hitting a crest, pump as the wave mounts and breaks, driving down the face, bottom-turning back to hit the face again and again (watch out for

sailed out past the crowded main break, a 3-ring circus of hotshots looping or shredding 12-foot faces, over to the quieter break downwind known as "Lanes."

One jibe on the outside and I caught my first swell



those other guys too!) Extassy, wot!

Aggressive "off-the-lips" jibes off whitewater just forming on the top of a wave are a skill you work up to! Watch guys like Jason Polakow do 360s on off-the-lips and you get an idea of the potential! Fun and instructional to watch the expert animals; but for starters you can do as I learned to, repeat cutting back on clean sections of the wave and sliding down the waveface as many times as you can. At "Sprecks," often you can continue on another wave as you finish the first one; maybe even catch a third wave!

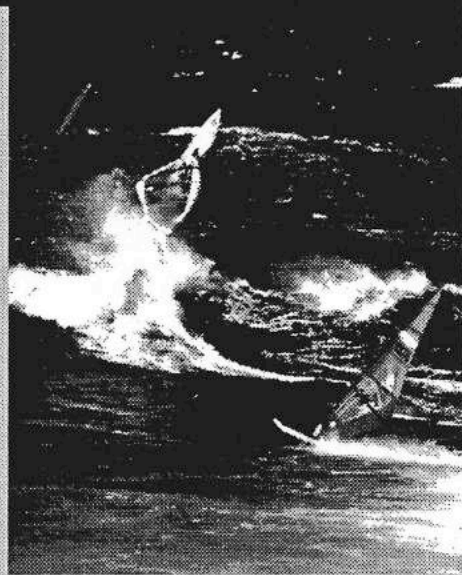
Now 'bout this old wave-dog's first real waveride: at sacred Ho'okipa, no less (what a psychological sweat that was, launching at this Zool!) As the wind picked up I

right away, finding myself weavin' "down the line" like I'd done it since I was kid! But the wind dropped and that was it for me. Lighterweight Phil played in this sweet break 'till the cows came home, and a few days later Jim pioneered a tricky launch to Lanes from a nearby rock-strewn beach.

Next day at Kanaha it was no luck — couldn't catch a swell to save my soul. Back at Sprecks the day after, one big ride from windward on the Upper reef! Then, the big day.

Oct. 20, 1995 -- 15-30 knots (add 5 knots for Maui) and a 4-to 5-foot Northwest swell! Jim had sprained his ankle and was videoing the Zoo at Ho'okipa, helicopters hovering and all. Phil had gone home (work or something). But Toronto's Wind Promotions prop. Dave Nunn

DOWN THE LINE IN MAUI



showed up, he with his new 8'4" Mistral "Eruption" waveboard. Both of us launched into wall-to-wall breakers on our 4.7m2 Zetas.

Be aware that normally there is no break at Sprecks right out front. Today a North swell with 6- to 12-foot faces greeted you just off the launch. Dave set off with two quick high jumps, balling out on the second, me following with my medium jumps. We sailed out to dark green water, mindful of sea turtles and slivers of flying fish scattering hither and fro over our boards.

We drove upwind back through swells to the impact zone. I was surely intimidated but being curious as a cat, spent 8 lives and got munched only once. Sets of 9 or 10 breakers were coming in almost continuously, all across the beach from nice Lower reef breaks, to logo-high waves on the Upper reef, and more in the centre, which is usually flat! So old surfdogs couldn't help but ride waves! You prayed to Haleakala for thrills and no spills!

Dave and I crossed paths cutting back on one 10-foot face at one point --big smiles on our faces -- and before the day was out, I'd sailed more waves than he dreamed of in a lifetime -- talk about being stoked! (What a longterm retirement goal.)

Some practical tips: fly direct to Maui (avoid the delays and extra expense of transferring in Honolulu.) Air Canada, Canadian and the charter Canada 3000 have Vancouver-Maui flights (Canada 3000 takes boards free). Best to stop over in Vancouver, checking your big bags at airport storage.

A vast array of rental boards are available on Maui (many latest designs you might want to try) but you can save by hauling your own out. Cheap rental cars are available from "Word of Mouth" (look out for the parakeet, he'll reset your watch with his beak), and great vans can be rented complete with inside board racks.

Accommodation: surf mags will list housing agen-

cies, a wide range from bunks to plush hotels; an apartment or house on the North shore near Pala Is best but lots of condos are for rent at Kihei on the south shore, a half-hour's drive away. Expatriate Canadians like the affable boardhead Gord Huxtable have nice accommodation near the impact zone (call 808-871-1258; he and his boarders are fountains of information on technical aspects of wavesailing, as well as nightlife and the many spectacular sights of this beautiful island.) Or contact surf dude Jeannie McMurtry at Windsport Travel.

Instruction: We three had excellent on-water short-board-tack instruction from the personable windsurfing veteran Alan Cadiz (we caught sight of him next day doing some amazing silk-smooth off-the-lips) For more info, call the CMWA surf hotline (416) 928-3086, messages.

Aloha. 

TOP FEMALE CANADIAN SHREDDING MAUI



by JOHN DARLING CANI 130

The Jeannie McMurtry story is told in the pages of Windsport Magazine, which describes her as "one of Canada's most talented women performers in slalom and wave competition... placing fifth in the 1987 Gorge High Wind classic and sixth in the Aloha Classic Wave slalom in Maui." We learned that she also finished 3rd in the 1992 Hawaiian Wave Sailing Championships (won by local Lorraine Daly).

Windsport also featured a 4-part series by Jeannie on wave-sailing: "Getting through whitewater," "Right-of-way in the waves," "Waveriding basics" and "Surf safety."

Back in Ontario now, she's sailing and competing here and organizing safari trips for local boardheads (see SC Travel ad in this Issue!) (Talk about mixing business and pleasure!) Any of us Masters deciding to "go for it" in waves -- be it in Maui or on Lake Erie or Georgian Bay -- would do well to study her advice on technique. Just note for starters, on safety: "wavesailing is demanding on equipment and body!" she says, citing the importance of avoiding broken masts by knowing how to hold and position your downed sail rig in the waves.

Timing your way out through waves is critical as well, she says. Master surfdog John Darling (see article) can attest to the pungent veracity of her advice, like when you find yourself just under the lip of a huge breaking wave!! -- what are your options?

However, learning wave techniques is best done in small waves, and Jeannie tells us how it's done (equipment, skills you need to develop, board stance, wave-riding tricks.) Jeannie's tip about keeping on the surface when swimming in the surf to avoid bruising or cutting your feet on the reef is something you'll pick up on fast; also while water-starting, the hard knocks of experience tell you to keep your tootsies up, specially if like me you can't abide booties.

IF YOU GO... the Editors can send you xeroxes of Jeannie's surf sailing articles from our Windsport archives, plus J.D.'s Masters' health tips (diet, fitness, caution on getting "tuned-in" with equipment and the conditions; treating surface cuts, deeper cuts and when to get medical help -- you know, what old bones need to survive this delightful tour de force.)

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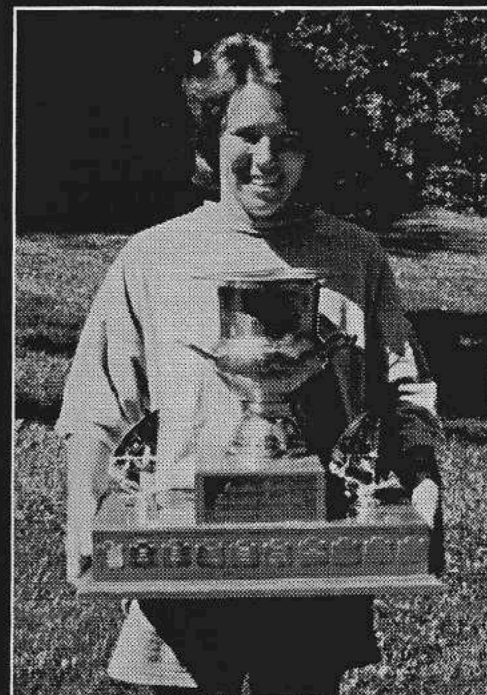


The indefatigable John Darling, who logs more kilometres on the water than any one of us at any time, is most nimble on a wave board and a fearsome racer. John was awarded the SAILOR-OF-THE -YEAR commemorative plaque for his participation and finishings at the Coacoa Beach, Florida Annual Masters Competition. △



Claude Leduc from îles-des-soeurs, Québec, was the organizer as well as the host for the CMWA '95 Nationals and managed to win the CANADIAN CHAMPION title, the masters division, the slalom event and the long distance race. △

Andrée Gauthier of Toronto, Ontario, sailed a superb series of races beating most men to finish third in the overall standings and first in the Women's Division. Andrée was awarded the SPORTSPERSON-OF -THE -YEAR trophy by popular vote of her peers. Her popularity at the dinner reception was exponentially proportional to the quantity of libations consumed from the cup. ▷





TROPHIES & AWARDS

Canadian Masters Windsurfers
receive congratulations for
their accomplishments



André Jubinville of Toronto, Ontario, was presented the PRESIDENT'S AWARD by the Executive committee at the Annual General Meeting for his contributions over the years to the CMWA. André is a past President, was the Membership Director for many years, a past Championships regatta Director and is still after eight years the Art Director for the Masters Newsletter.

△

CANADIAN MASTERS CHAMPIONSHIPS RESULTS 1995

CANADIAN CHAMPION

- 1 Claude Leduc

OVERALL STANDINGS

- 1 Claude Leduc
- 2 Andrew Hope
- 3 Andrée Gauthier
- 4 John Darling
- 5 Robert Legault

MASTER'S MEN

- 1 Claude Leduc
- 2 Andrew Hope
- 3 Jan Wroblewski
- 4 John Farnigheff (US 279)
- 5 Paul Fish

MASTER'S WOMEN

- 1 Andrée Gauthier
- 2 Stéphanie Todd
- 3 Maggie Taylor (US 111)

GRAND MASTERS

- 1 Robert Legault
- 2 Germain Bisson
- 3 André Jubinville
- 4 Bill Fenton
- 5 René Allard

SUPER MASTERS

- 1 John Darling
- 2 René Therrien

SILVER FLEET

- 1 Norm Burgess
- 2 Bill Taylor (US 21)
- 3 George Knowles (US GK)

LONG DISTANCE

- 1 Claude Leduc
- 2 Andrew Hope
- 3 Yvon Lefebvre

SLALOM

- 1 Claude Leduc
- 2 Andrew Hope
- 3 Jan Wroblewski



An article written by Robert Armstrong in the 5/95 issue of Windsurf Magazine the official magazine of the Mistral Olympic Class. One-design racing offers what boardsailing perhaps needs most: a return to basics, and a chance to compete on equal terms without the need for expensive, esoteric equipment...

Remember that time not so long ago when everyone wanted to go boardsailing, and the sport was the symbol for an entire leisure lifestyle? When equip-

ment was uncomplicated, you used the same board for all conditions, and "quivers" of sails didn't even exist because there were only two sizes? And when racing was a simple test of sailing ability rather than a measure of your bank balance?

In an age in which boardsailing is increasingly being perceived as expensive, complex and "difficult" (all true in many regards), participation levels are dropping drastically and fewer newcomers are being attracted into the sport, the renaissance of "One-design" racing - in

which everyone sails identical equipment - offers a glimmer of hope..... the Mistral One Design Class - the class that's used in the Olympics - may very well be a breath of fresh air boardsailing needs. The wide appeal of this class, its combination of performance and fun, and its relatively simple format are rekindling interest in the forgotten art of longboard racing, and might even help do the same for the sport as a whole.

A Sport In need of a Saviour

Those not familiar with recent developments in international boardsailing may not appreciate how remarkable - and in many ways welcome - this would be. International boardsailing competition has become like Formula One motor racing. It's professional, high-tech and expensive to participate in. Racing is run by the Professional Boardsailing Association (PBA), which stages a series on an International circuit. The sailors are sponsored by the big equipment manufacturers, who devote much of their R & D efforts into producing the highly sophisticated, specialised and extremely expensive equipment needed to win races at this level. As if that didn't make top-level competition esoteric enough, PBA events have to be held in the windiest places in the world. If it's not windy enough the event doesn't take place. Most events need at least 15-20 knots of wind, which for the average weekend sailor rates as a very

good day indeed. This type of competition has also led to the development of a special type of shortboard that's designed exclusively for racing in strong conditions. As a result, the longboard - the easiest board to learn to use and the mainstay for sailors in lightwind areas (which means most of the world) - has disappeared from the PBA circuit.

Much of the equipment developed on the PBA circuit eventually becomes commercially available to the average sailor, but although it offers extraordinary levels of performance, its effect on windsurfing as a sport and racing in particular are questionable. As all boardsailors know, the sport has become an endless quest for better - and more expensive - high performance equipment, with the emphasis on achieving the highest speeds in strong winds.

But most places just aren't that windy, and much high-performance equipment is either ineffective or extremely frustrating in light wind conditions. There is a saying in boardsailing that goes: the better you get the more wind you need, and the more wind you need, the less you sail. But apart from keeping good sailors sitting idle on the beach, the relentless emphasis on high-performance, speed-based equipment has made boardsailing appear complicated, difficult and expensive for anybody who's thinking of taking it up. This has been a major factor in turning boardsailing from

being the fastest-growing sport in history - which it was in the late 70's and early 80's - to a sport that's dwindling rapidly in popularity.

The One Design as Hero

Enter "One-design" racing. It's an old concept; One design racing was around long before shortboards became popular. But its simplicity and wide appeal are winning new converts. One-design racing takes the emphasis of high-performance equipment and places it straight back on sailing skill. It doesn't matter whether the wind is light or strong: the challenge of using equipment, wind and tactics to outperform your competition is just as potent. Of course, enjoying the exhilaration of getting a shortboard cranked up to frightening

speeds in strong winds is always going to be a major part of boardsailing, but One-design racing broadens the opportunities of enjoyment to include every boardsailor and provides beginners with a much more accessible entry into the sport.

One-design of course refers to any kind of racing in which all of the competitors use identical equipment. However, one class of board has become especially popular. It's called, quite simply, the Mistral One Design. Apart from being an excellent all-conditions board, the Mistral One Design owes its popularity to the fact that it's the official Olympic board. In Europe, Australia and New Zealand there are already active and popular Mistral One Design circuits, and the trend is growing rapidly. 

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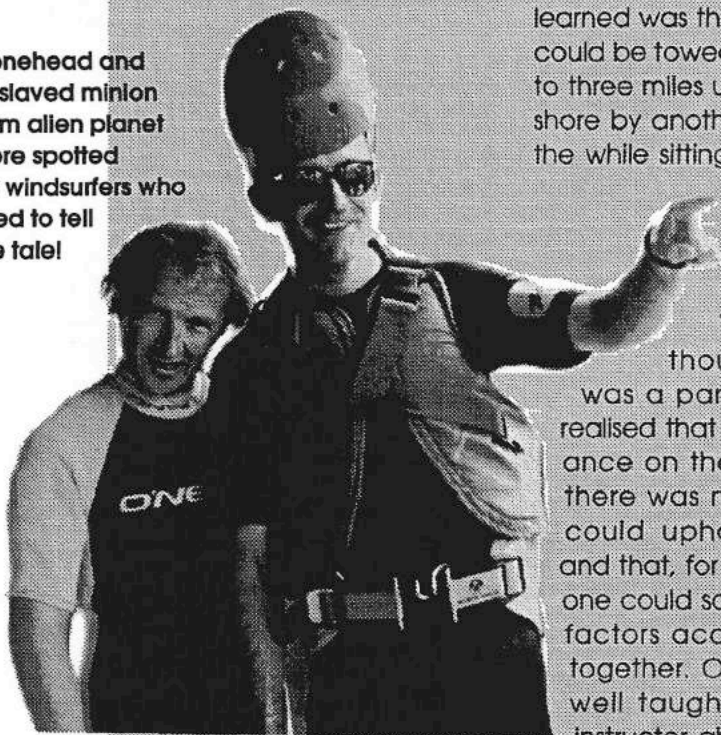


Was I ever lucky to be able to spend a week in Cape Hatteras last October? I am not really sure why I committed myself to a week's stay in Cape Hatteras. I had only tried windsurfing once before my commitment.

by BILL ATTWELL

This occasion was on my brother-in-law's board for about an hour with no instruction and no idea how it worked. At the end of the hour, I wasn't particularly enamoured by the sport.

Conehead and enslaved minion from alien planet were spotted by windsurfers who lived to tell the tale!



It just seemed to involve too much sun and a lot of dunking and climbing. My 5:30am swims in an indoor public pool two or three times a week were much more appealing.

However, it must have been the social setting in which the invitation was made, and the anticipation of

being with a friend of 25 years standing for a week. Let no one say that it had anything to do with leaving behind wife, three children, and my many domestic duties!

For a day, I attended the end-of-season weekend of the Ontario Masters Windsurfing Association on Lake Simcoe in September. My presence was meant to provide needed lessons in preparation for the BIG WEEK. Frankly, my experience during the day should have led to the end of my Cape Hatteras plans. The major lesson I learned was that one actually could be towed for about two to three miles upwind towards shore by another sailboard all the while sitting on one's own board. I didn't know this could be done before hand.

To be fair, though, the day was a partial success. I realised that I did have balance on the board when there was no wind, that I could uphaul endlessly, and that, for a few minutes, one could sail if all the right factors accidentally came together. Oh..., yes, I was well taught by a noted instructor about uphauling and the chicken arm, as well as something about a pointing toe.

This was my pre-Cape Hatteras exposure to windsurfing. One might wish to refer to me as a novice.

Kingston, duty free store, bridge, interesting high hills, autumn colours again, dark-

ness, rain, lots of town names, rain, Washington highway construction and rain, more rain, taking too long, should have looked at a map of a larger area before leaving T.O., cotton plants, you have to be kidding - there is a two lane highway in the US!, sand dunes, ocean, houses on stilts, Avon.... Where is everyone? Oh, whitecaps! Gosh, look at all those sails out there.

It was the whitecaps.... They saved me during my first day there. I had never windsurfed on a whitecapped surface before...! I didn't need to be concerned about being towed back from a watery horizon. I never had a chance to go anywhere. My routine on the first day was a little repetitive - uphauling, down, climb back aboard.... Great exercise.

My windsurfing friends were quite correct. Cape Hatteras is the ultimate! It's particularly true if you establish the slightly repetitive routine stated above. The reason is that one can stand in chest high water away from shore. This depth extends well into the distant horizon my expert windsurfing friends tell me, although I cannot personally vouch for it and would advise likewise novices to seek counsel from experienced, credible experts of their own. This depth is most helpful to the experts who plane for hours at a time. They can jump off for a rest, and more easily look like they are simply busy with their gear. It also allows them to pee in their wetsuits with relaxed dignity instead of with taut muscles fighting for



Bert Rufenach (left), Pete Livingstone and Craig Henry



André Jubinville, Sue Thomas & Ron Boyes.

balance while underway.

Readers who have not visited the Cape Hatteras area will be pleased to learn that one can rent relatively large homes on stilts and live in commune with fellow members of the Ontario Masters Windsurfing Association. I can empathize with those whose priorities lie with the stilted nature of the domicile. It does permit the location of a shower under the first floor where one can get rid of the salt or rinse out one's wetsuit after a few dignified moments in the water. Speaking personally, though, I most enjoyed living in commune with fellow members, like Mother, Clarke, Andre, Ron, Bert, Pete. I was impressed how skillful others were in doing such complicated things as cooking or avoiding doing anything at all domestically.

Cape Hatteras was great for me, because, for 5 to 6 hours a day, I managed to achieve something which

increasingly became closer to what is commonly known as windsurfing. For some of my expert cottage-mates, though, the lust for planing highs made it whitecaps or nothing. During those days which offered me a hope for balance on the board, some experts were out roller-blading, or, as a new level of accomplishment, sail roller-blading.

I almost packed it in mid-week. It was not my back or muscles. It was my hands. They were raw. Heaven to the experts may be a harness and planing, but for the novice it's gloves. Ahhhh..., they feel so good.... Ron, one of the experts, may never understand how his loan of gloves affected me. In retrospect, tribute of one can of beer a night to him was not enough. And, he didn't even accept compensation upon return of the gloves now more damaged than before.

A novice may shudder a bit to imagine that Cape

Hatteras has been known to make one with the air and water as a result of howling winds through which ecstatic experts fly from crest to crest with maddened glee. However, this location is truly helpful to the novice. The warm waters, shallow depth, range of wind intensity, availability of learning through observation of many others, the sensitive help of experts on site - I remember you, Jack!, cottage VCR's and sailboarding videos, all combined to make this week a beneficial learning experience.

By the end of the week, I had acquired the rudiments of sailboarding, and greater confidence with sailing in an off-shore wind as well. On the last day, I was able to experiment with water-starts. It seemed that every expert on the water was willing to offer thoughtful advice. It amazed me how everyone could individually time their consultation, to which I listened patiently.

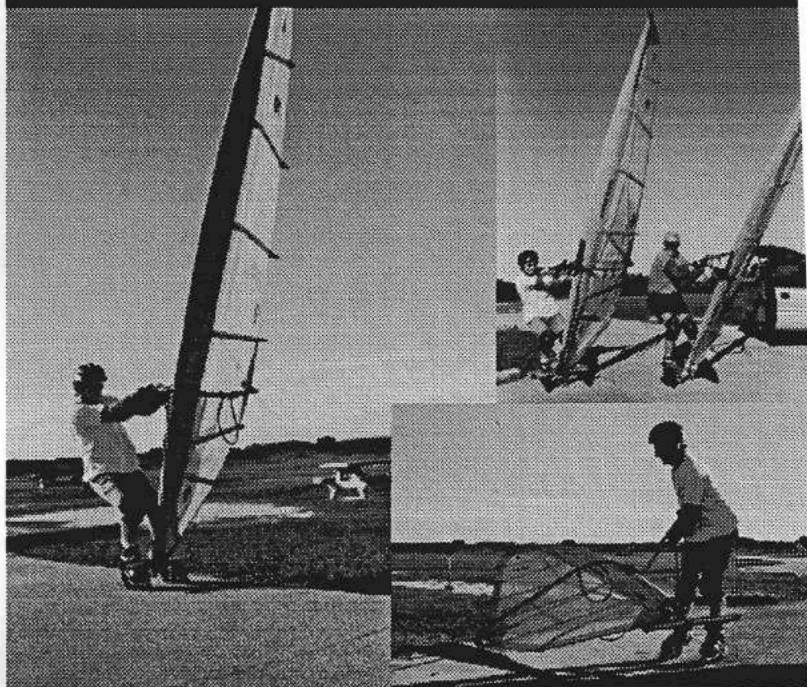
immediately after the previous advisor had departed. It was because of their kindness that I eventually learned to remember to let go halfway up when I got it wrong.

Clarke Hill, my good mate (Australian usage of the term), and I did get it right on our return to T.O. We didn't go through Kingston again. Instead, we followed Bill King's route which is shorter in time than the usual 16 hour one-way trip. We aimed for Highway 219 in Pennsylvania which goes north to Buffalo - lots of ninety degree turns but has pretty sights and is more direct and fast than the Pennsylvania Turnpike and certainly via Kingston. Because of this route, Mother (Sue Thomas) and Andre, who left 1 1/2-2 hours before we did, passed us only in Ontario.

The Ontario Masters Windsurfing Association goes down to Cape Hatteras again next April/96. I know I'll be going then, to learn the rest of the water-start process, of course. It is not true that I'll be going to relive the drools and squeals of appreciation from my wife and two daughters upon my return. Something about my forearm and chest muscles - not that I strutted about the house, mind you, but, you know, when my shirt just happened to be off in front of them.... It was October, after all. Thank heavens, my six year old son got it right. He didn't know what all the fuss was about.

See you in April. 

WORLD INLINE SKATESAILING CHALLENGE



by ANDRE JUBINVILLE CAN 195

Having established an early lead at the start, both Canadian teammates were in excellent position to capture the world title at the Inline skatesailing World Championships.

As they approached the final turn heading into the finish, huge crowds of admiring fans cheered them on.....well, it almost happened like that!

Bert Rufenach of Hamilton and Pete Livingstone of Concord Ontario came to the Buxton camping grounds on Hatteras Island that day to strap-on inline skates and blast around the two and a half kilometre track with 4.5 m sails exceeding the posted speed limit. Sorry no mast high rolling hills here or dryland sharks either. The principle of inline skatesailing is quite simple and inexpensive. All that is required is a pair of roller blades and a

highwind windsurfing sail - but that's where the simplicity stops and the daredevil (Evil Kenevil) aspect starts.

For a successful attempt you'll need to put on all the paraphernalia associated with inline-skating. You know - helmet, knee pads, elbow pads, wrist guards, etc. - that's the easy part! Then you'll link both your ankles securing your them together with a metal crossbar. This fitting has a gizmo to attach a mastbase to it. If you find your friends cheering you on at this point, they obviously have pretty good idea of the fun they will have in a minute watching you being propelled into a thorny bush.


It is usually at this point, after putting skates and paraphernalia together, that first timers realize that in their hurry they forgot to rig the sail first! You see the Swedish set of instructions that came with



your kit, recommends rigging the sail first and then putting on the paraphanelia including inline skates, all of it within easy reach of your rig. But of course you never read instructions anyway!

It might be prudent before you start-out to check possible wind gusts on the grass before you first sheet-in. The big challenge now is to stay on the road. Not as easily done as you might think. The same Swedish Instructions, don't make any references to tacking the contraption. No diagrams, no pictorials and/or photos of the so called Swedish experts. Guess what? Your friends are now cheering as you approach the soft shoulder of the road, with impending disaster and imminent ego bruising.

Well, I'll save you the embarrassment! The wind dropped and you started coasting down the road plus a stroke of genius hit you. You remembered the brake on you inline skate.

Actually, Bert and Pete did challenge the World to meet next year and let the best man win. I just hope for their sake the Swedes don't show-up! 

JULY WINDSURFARI



by BERNIE SAMOULASKI


Fall sailing in July is what I thought of as I arrived at the park on a cold, cloudy and windy morning.

Several other masters arrive shortly after I did and we start thinking about what to rig. I rigged my 6.0 and took it down to the shore to an opening in the trees. Too big II. I figure if you can't hold it on solid ground you'll never hold it on the water, so back I went to rig my 5.0.

Once I got out there I had a great time, although the 2 to 5 ft. waves were a bit intimidating for someone at my skill level. What a great adrenaline rush it is to be ripping across the waves at high speed, fighting to keep the board on the water and under control.

By noon there was a good turnout of windsurfers and many sails could be seen on the water. It was high time to take a break and go grab a veggie burger and a coffee at the snack bar. What a pleasure it is talking to all the happy windsurfers intoxicated on the thrill of working in harmony with the wild forces of nature.

By about 3:30 my muscles had pretty well reached their expiry date and I slowly began packing up my gear. Before heading out Andre Jubinville gets the masters together for some group photos and then it's back to the highway for the drive back to Stoney Creek.

This is my first year with the CMWA, and I'm really enjoying the good people and good places. I'm looking forward to future events. Thanks to those who make it happen. 



Clockwise from left: Peter Geering (1st, recreational fleet), and Paul Fish, Bob Shuttleworth (3rd Masters fleet), Jan Wroblewski (1st Masters Fleet) and bottom photo with Stewart Hall, Chris and Christine Zold, Jerry Caplan and Paul Fish.

by JERRY CAPLAN CAN 212

What do you mean John Darling was suppose to write this article? So what's the problem?? He wasn't in Collingwood for the Canadian Championships, you say?? So you need someone else to write the article? O.K. I'll do it, and you need it by...yesterday?

Why not, after all it's only the first week of December, a mere 2 1/2 months since the event. I can barely remember what I had for breakfast this morning, let alone what happened at the end of September.

What I do remember however was good times, good friends, good racing

and very inconsistent winds. For me, these events are not about racing even though a top finish would do wonders for my moral. It's about the spirit of the event, being with a group of people, all having the same passion. For me, just being around some of the best windsurfers in Canada was worth the trip. I'm not under any illusions about my abilities, but I did set some personal goals.

Goal #1 Don't damage my sail. (Since it had been sold)

Goal #2 Stay up with Bill Mackenzie going downwind.

Goal #3 Don't let Paul Fish pump past me - ever.

Fortunately I was quite successful with goal #1, but goals #2 and #3 were much

more difficult and I wasn't particularly successful.

And oh yes, I did hear some grumbings about Collingwood being just too darn cold. There were even those who suggested "Aruba" for the permanent site of the Canadian Championships. But I said NO. I love sailing in my steamer in rainy, cold conditions. Bring on the snow, you wimps. I was drinking hot chocolate after hot chocolate, and just as all that liquid had worked it's way through me, the horn would go off and it was out to the race course. The race committee really tried to get some slalom racing off, so they waited for the wind to build. Meanwhile, some great course board conditions were being passed up.

Back on the course, there was one race that really stood out. It was the second of the series. I had finished the first race in my usual spot. In the middle of the fleet of about 50 racers. I know I was here, at the Championships, just for the ambience, but it would be nice to have a good finish every so often—that is, to sail with the big boys up at the front. I didn't realise it, but this was about to happen in a very unusual way.

The first race was completed and almost everyone, being quite cold, went in to shore for their hot chocolate fix. It was like follow-the-leader. Someone decided to go in, so everyone followed, just like sheep. But, being an experienced Wednesday night racer at Cherry Beach, I

decided to wait on the water for the next start. All of a sudden, the warning gun went off. My heart began to pound as I realised that there were only five or six of us at the line. Looking up, I could see the 'sheep' scrambling at the shoreline. "They're not going to make it," I said to myself, "they're not going to make it."

I'm watching the clock. Come on hurry up, hurry up. Where's the next gun? Finally 3 minutes to go. People pumping like crazy to get to the line, upwind all the way. Come on clock, hurry up, hurry up. Where's that starting gun? Getting close now, 10 seconds, and whatever you do, don't go over early. The situation was unbelievably funny and I couldn't stop myself from laughing. Finally, the start, and what a great start it was. All six of us had clean air, what else would you expect? We all had our own little spot on the line.

I may even have been leading the race for the first 200m or so. Then slowly, one by one, I was being passed. How good it felt trying to fend off the big boys. Most of them eventually passed me, but I was close enough to them, for long enough to take some pretty detailed notes.

The official race result will show my finish as 8th, but it should have had an asterisk beside it saying (*only 6 racers made it to the starting line). I shouldn't really complain. After all, Bill didn't pass me downwind, and Paul didn't pump past me at the finish. Then again, neither of them made it to the line. Next year, when nobody makes it to the line...I'm going to win!

QUICK UPDATES

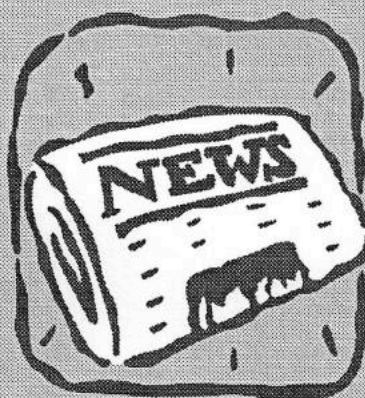
NORTHSHORE REGATTA 1996

Sudbury Yacht Club is home to the Northshore Regatta. Ramsey Lake is in the heart of Sudbury, a place known for its sunshine, wind and technical courses. Sailors of all ages are welcome. Master

sailors have dominated the fleet to date. Pit yourself against the likes of Jan Worblewski, Bob Legault, Stephanie and Lauri. There is plenty of shopping and tourist places to visit within walking distance or a

short drive. Plan to be there July 19-21, 1996. Cost is usually \$30 which includes the races, Saturday evening dinner & social. For information call: Stephanie at (705) 969-2013.

WINDSURFER PLUCKED FROM WINDSWEPT ISLET



The following article first appeared in the **Victoria Herald, Vancouver Island, B.C., on Sunday November 5, 1995**

Windsurfer plucked from windswept islet

A 34 year-old windsurfer was plucked off windswept rocks near Oak Bay Saturday evening after storm and tide almost carried him out to sea. Helicopters, the Coast Guard and a fishboat searched in the fading light for the unnamed man who couldn't get back to shore. He was reported in

trouble near Cadboro Point about 4:30 p.m. by a resident of Ten Mile Point and a fellow windsurfer, the Rescue Co-ordination Centre said Sunday.

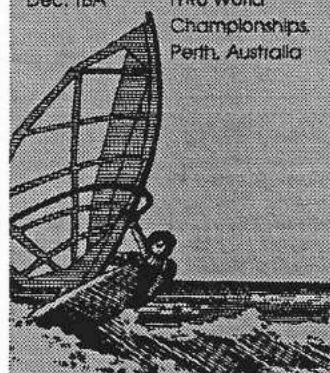
Strong winds and an ebb tide pushed him three kilometers south before he jettisoned the sail and paddled ashore at Great Chain Island. The low rocky outcrop is a seabird colony two kilometers east of the Oak Bay Marina and is the last land

before the open ocean of Juan de Fuca Strait. A passing fishboat called the Mlio reported via radio it had seen somebody on the island and the Jack Groves went in for the rescue.

It was dark and stormy and past 6 p.m. when they finally spotted the man. He was reported in good condition, the rescue centre said. The four person crew of the Jack Groves, headed by cox David Holmes, took him and his sailboard back to his waterfront home on Cadboro Bay. The Coast Guard vessel Bartlett, helicopters from Port Angeles U.S. Coast Guard and the U.S. naval air station at Whidbey Island also helped in the search. The rescue centre said the man asked not to be identified.

1996 SCHEDULE (TENTATIVE)

March 16-28	IMCO Worlds, Haifa, Israel
April 13-20	Canadian Masters Hatteras Trip, Avon, NC 416 323 9661
June 1-2	Canadian Masters Spring Clinic, Lake Simcoe, Ont. 905 274 6423
June 22-23	INCO regatta Ramsey Lake, Sudbury, Ont. 705 969 2013
July 6	CMWA Windsurfing Sibbald Point, Lake Simcoe, Ont. 416 421 3827
July 13-15	Canadian Masters Championships, Columbia Lake, B.C. 403 277 3538 403 276 2447
July 20-21	Northshore Regatta Ramsey Lake, Ont. 705 969 2013
Aug. 2-4	U.S. Seniors Lake Sebago, Portland, Maine 407 388 5834 Winter 207 247 5629 Summer
Sept. 14	Women's Clinic, Minnets Point, Lake Simcoe, Ont. 905 836 4916 705 739 1485
Sept. 7-8	Canadian Masters Fall Get-together, Port Bolster, Ont. 905 274 6423
Sept. 28-29	Canadian Masters Fall Wrap-up, Port Bolster, Ont. 905 274 6423
Oct. 5-12	Canadian Masters Fall trip, Cape Hatteras, Avon, N.C. 416 323 9661
Dec. TBA	IYRU World Championships, Perth, Australia





A Submission from the Canadian Yachting Association, July 1995.

On adapting the new rules, the Canadian Yachting

Association wishes to make the following motion to the Racing Rules Committee.

Motion

The Canadian Yachting Association fully

EXPERIMENTAL RULES • CYA

supports the concepts of the development of a set of Simplified Racing Rules.

However, because of the present state of the development of the New Experimental Rules, the CYA believes that it would be improper and irresponsible to replace the present International Racing Rules with the New

Experimental Rules at this time.

The CYA strongly recommends that the New Experimental Rules continue to be published as a separate booklet in parallel to the International Racing Rules so that the New Experimental Rules can be used by National Bodies on an optional basis for at least one more four-year period.

This will

i) allow for an orderly evaluation of the New Experimental Rules by a representative number of National Bodies.

ii) give time for a body of case histories on the New Experimental Rules to be established.

iii) give a true test of whether the New

Simplified rules will be applicable at all levels of competition or whether it will be necessary to retain a continuation of the present International Racing Rules for some levels of competition such as, for example, World Championships and Match Racing events,

iv) retain and preserve the enormous body of work and experience that has gone into the present International Yacht Racing Rules.

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OUT-OF-THIS-WORLD

Article by Glen Pearce, Cloyne, Ontario
Nov./DEC issue of WindSurfing magazine

Whoever coined the term "fun-board" set the stage for the inference that any other type of sail-board wasn't any fun, and the ultimate throwing out of the baby with the bathwater by the whole industry. Those of us who cautioned against handing over the future of the sport to the tunnel-vision guys who were pushing the "performance" envelope were dismissed as retro-grouches. Never mind that the real cool ones who have shown up to race at our lake with the latest bells and whistles get totally

wiped by menopausal on 1973 teak-boomed Windsurfers(carrying 8 kg of water logged ballast).

I used to point out that the effect on board-sailing was going to be the same as if the automobile industry were to be turned over to the monster truck and Indy car crowd, or if the freestylers ran the ski industry. All I got was blank stares. Duh!

How do you get the baby back that you threw out? I suspect boardsailing will never reclaim the mass market. Hoyle Schweltzer and Jim Drake were fostering. The limited-out-

look people who skewed boardsailing to the degree it's at now are suddenly going to acquire the smarts and start seeing boardsailors like us as a market and not as objects of derision? I don't think so. There's a concept to be grasped here, and I believe it will continue to elude the present boardsailing generation. Ken Winner, who obviously is astute as ever, sees this. A case in point is your July survey. It was so unrelated to the boardsailing we do that my answers would have had you wondering what the hell I was talking about. And the USWA wants input so badly that they don't even include an address?

Good Magazine, though, even if it's about some other planet.

NORTHSHORE '95



by Norm Burgess
CAN 806

SUDBURY, Ontario – Windsurfers and Y Flyers (a type of dinghy, not a early Olympic board –ed.) shared the same course at this annual event held last July 22-23 on windy, gusty and challenging Lake Ramsay.

This was a unique regatta – with boards and Y Flyers on the same

starting line! We were followed by Lasers, then Laser IIs, Optimists and Mob IIs (all types of dinghies, you know, where the sailor sits down and studiously races like a Chess Master –ed.) Winds ranged on Saturday from 8 to 20 knots, our second race being quite a challenge! Sunday brought light winds, unlike in 1994 when we enjoyed strong

winds both days.

Once you adjusted to other sailing craft on the same course, you were able to deal with technically demanding wind-shifts – just great when you caught a gust and pulled ahead 5 boat lengths in 30 seconds.

Jan, Stephanie and Lauri sailed very well, Jan winning 4 of 5 races with Stephanie second and Lauri third. In fact Stephanie worked so hard to catch Jan in the fourth race -- an amazingly close finish-- that she didn't make the fifth race (Stephanie, aren't you a better fitness exemplar?! --Norm B.) (If you knew what an animal Jan is, you wouldn't make that remark--ed.)

Cook's Bay, Keswick, Sibbald Point, Willow Beach, Roches Point

Franklin Beach, Beaverton, Duclos Point

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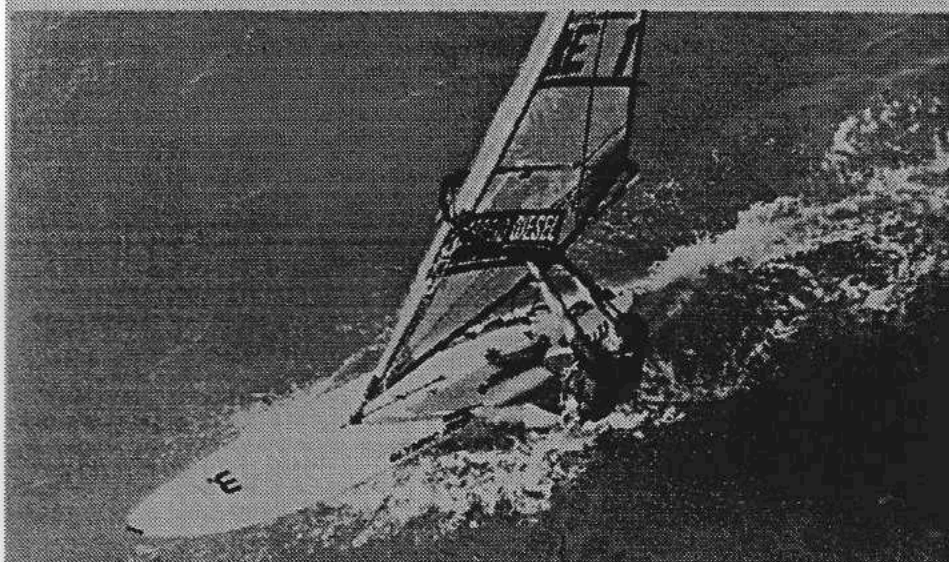
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INTERNATIONAL MISTRAL CLASS ORGANISATION



by JOHN DARLING CAN 130

What significance for Masters? as IYRU AND IMCO FLEET DEBATE THE RACING WIND MINIMUM

Minutes of the recent IYRU Boardsailing Committee record a discussion on "Physical demands of boardsailing." The issues of unlimited pumping is closely bound up with wind minima obviously; reports of injuries from the IYRU-IMCO Medical Questionnaire left the issue undecided, but they did accept recommendations that 1) 6 knots is required for all racing; In light-wind condi-

tions (6-9 knots) there will be no more than two races per day each of 35-40 minutes duration, and that if 3 races are held in pumping conditions, the total duration should not exceed 90 minutes with a minimum 20-minute interval between each race (these proposals are considered in line with the '96 Olympic specs -- however later in the Minutes there is an Olympic committee recommendation for a maximum of 60 minutes per race.)

Other, not so Good News on the 2000 Olympic windsurfing event in Sydney, Australia:

Any hopes that future Olympics would even partially represent the sport as it is actually practised worldwide, i.e., predominantly on shortboards by a vast margin, and that this fact would dictate a suitable venue for Olympic competition just as downhill skiing must occur on mountains possessing snow -- this appeared in doubt once again as the Boardsailing Committee decided "(since) the likely wind direction would produce offshore conditions at Manley high land and buildings onshore would mean that the course would have to be set a considerable distance out to sea." That is, totally invisible and inaccessible for shortboards.

The IYRU Minutes do not reveal what the other rejected proposals from the Czechs, the Netherlands, the Polish or others were, but the report on the 1997 (2nd) World Boardsailing

Championships has confirmed the dates of Dec. 10-24 '97 in Perth, Australia. It will be a "unified" World Boards Champs involving several international class organizations, with of course shortboard slalom and perhaps a waveboard event weighing in on the overall championship medals.

Might the success of this 1997 multi-discipline meet mean that in 2004 or perhaps 2008 the IYRU will be ready to recommend a multi-discipline (perhaps Formula 42-type) Olympic windsurfing event at a suitable wind location?!

"Wind Addiction"

Saskatchewan Windsurfing Club Newsletter

Volume 11 Number 1 November 1995

Editor: Ian Stewart

34th ANNUAL ROUND LAKE ROUNDUP

THE 8TH ANNUAL ELBOW WIND & WATER WEEKEND

1995 EXECUTIVE

INSIDE THIS EDITION

Island Windsurfing Club

Year End Bash

November 30, 1995

Guest food Spectacular Videos
Days of Awesome Deer Prizes

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November 30, 1995

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NEWS News

November 1995

WEDDING BELL

SHRED DAZE!

AGM

1 Shred Daze
2 AGM - Elections
3 Membership
4 Christmas
5 Anniversary Events

Reviewing Club Newsletters across Canada by JOHN DARLING CAN 130

SASKATCHEWAN WINDSURFING CLUB's "Wind Addiction" is a large, frequent and informative source of information on events and the many great launch sites between Regina and Saskatoon.

Ian Stewart heads up the Executive in this active club, which hosts events like the Annual Round Lake Roundup (kids' winds and beautiful sunsets this year), the 8th Annual Elbow Wind & Water Weekend featuring inside volleyball and a Knarly Person contest and finally... wind! — of typical Prairie velocities with local Scott Goldie winning the "loopin'" award on large Lake Diefenbaker rollers.

The News also contains Notice of Race for the "Regina Beach Windsurfing Provincials" held early September, with longboard as well as shortboard slalom events planned. We look forward to the next SWC newsletter and it's 1996 event schedule, since many of us Masters will be travelling through on our way to the 1996 Masters Nationals Champs at Lake Columbia, B.C. in mid-July.

ISLAND WINDSURFING CLUB Newsletter, Victoria B.C. November 1995

This Issue features a fabulous unidentified ocean wavesailing launch on the cover (you have to get in the good graces of a local before they'll reveal the location.)

This club, which holds Wednesday Night longboard racing at Elk Lake and weekend trips to such shortboard hotspots at Nitinat Lake, is lucky enough to have a year-round sailing climate. They held their Annual General Meeting in October, electing a partial new Board of directors. They discussed what we heard was a very well attended "Wired" clinic and racing event at Nitinat this year (some 200 sailors camped on the beach and in the dense forest.) If you're in town, see the club Notice Board at Ocean Wind, 5411 Hamsterly Road (right on the Highway between the ferry and downtown Victoria) or call Les Spearing at 652-0416.

HARRISON (B.C.) WINDSURFING SOCIETY newsletter (August '95) is the first we've seen.

This Club sails out of the Boundary Bay area at Breakwater Beach, where they seek to restrict the volume of motorized watercraft arriving on trailers. The club holds swap meets and barbeques and can be reached through President Carey Caronni at 604-794-7490



TORONTO WINDSURFING CLUB

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An opinion by John Darling CAN 130

You've just survived a nine race-course regatta over two days, plus a stretch of short-board slalom. You're exhilarated, but aware that your oldish arms are over-stretched. You can also feel your 55-plus year old joints and muscles protesting.

Wisely, you opt out of some more last-minute cold breeze hotdogging (wisely, because as you head home for dinner, a long shower and early bed, you realize you're hot-dog tired). So pooped, in fact, that you drop off to sleep right away, interrupted only by a leg cramp wrenching you awake at 3 AM.)

You've overdone it this time: Monday you're a zombie at work, back to bed early after dinner. By Tuesday you feel more like your normal self again (true, by Wednesday you're ready for Race Night at the Club.) But, you wonder, did I perchance over-strain the old bod that weekend? How close was I to collapse, to doing any damage? Is it a sign I should cut back if it takes two days to recover? Just how much Regatta can I take (trying, mostly vainly, to

keep up with the Olympic kids and young Open Class hotshots, and even those "apprentice Masters kids" under 45 years of age?)

Many of us senior Masters know we still have mostly robust organs and joints: our last medical check-up confirmed that we've got "another 50,000 miles" to go without any problems. But, you've to wonder at the fatigue you feel, and the days it takes for recovery, especially with today's mega-pumping course racing.

Well, it appears our fears are founded, by no less an authority than Dr. Kenneth H. Cooper, American fitness and aerobics guru. Based on the early (unexpected) premature deaths of several super-fit senior marathoners and athletes, Dr. Cooper has changed his views that all-out fitness is a panacea for all middle-aged sins. He now says: "Listen to your body. Is it training or straining?" (This results from his thesis that it is just possible that overexercise weakens the immune system, leaving you open to disease and infections.)

At the same time Dr. Cooper has come around to recognizing the importance

of diet, vitamin supplements and —most important of all—less intensive, longterm exercise, such as fast walking which gives the heart a dandy workout but won't brutalize your muscles and tendons or joints.

May we suggest, Doctor, fast windsurfing as an additional alternative! (Shredder gurus have determined that the early release of the brain's endorphins caused by achieving a plane and shredding a jibe, create a clinically proven immense sensation of joy!) Certainly being in the footstraps and cruising along does not overwork the heart (tho' in waves or gnarly 30-knot conditions you do need to take a breather fairly often).

Tendons and joints are usually safe in high winds as long as you ease into radical conditions (make sure your rig and board are the right size; take time to tune and re-tune your sail, harness and foot-strap positions 'till you're completely comfortable.) Only then try for more speed and jumps and sharper jibes. Try that extra high chop hop only when you're thoroughly warmed up and "tuned in." Jibes in high winds and big chop are a great charge, but it's much easier to initially develop your jibes in moderate 18-20 knot winds!


We already know of course how it feels to survive a vicious catapult when a 16-1/2 inch fin catches in Hatteras Sound sand! We Senior Masters have proven we can take it, every one!

Shortboard and long-board recreational high-wind sailing is easy on you at any age; as we grow older hopefully our skills will keep us well within our physical limits. But competition is always intense and racing tests those limits any way you cut it.

When course racing, skipping a race or two when you feel fatigued is hard to do. What we need more and more is a "no-pumping" fleet for sailors 55-plus and certainly 65-plus (women, some men and beginners will certainly want to avail themselves of this "brains vs. brawn" racing option.)

The alternative is to risk collapse of a Senior from exhaustion near the end of a particularly gruelling day of racing and pumping in hot weather.

At our Masters Canadian Championship, where Supergrand-masters and Seniors are recognized (even if not sufficient in numbers to rank as a fleet) this "no-pumping" fleet option should be instituted. It would be self-policing regarding pumping, perhaps allowing 10 or 12 pumps off the start-line and the usual 3 pumps on each tack and single pump on each waveride on reaches or runs (so indeed skills in pumping are still required!)

Maybe reverting to the "No-pumping" rule for some of us will be the way to ensure we attract new competitors to Masters racing, and conserve the health and participation of us oldsters who are already in it. 

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