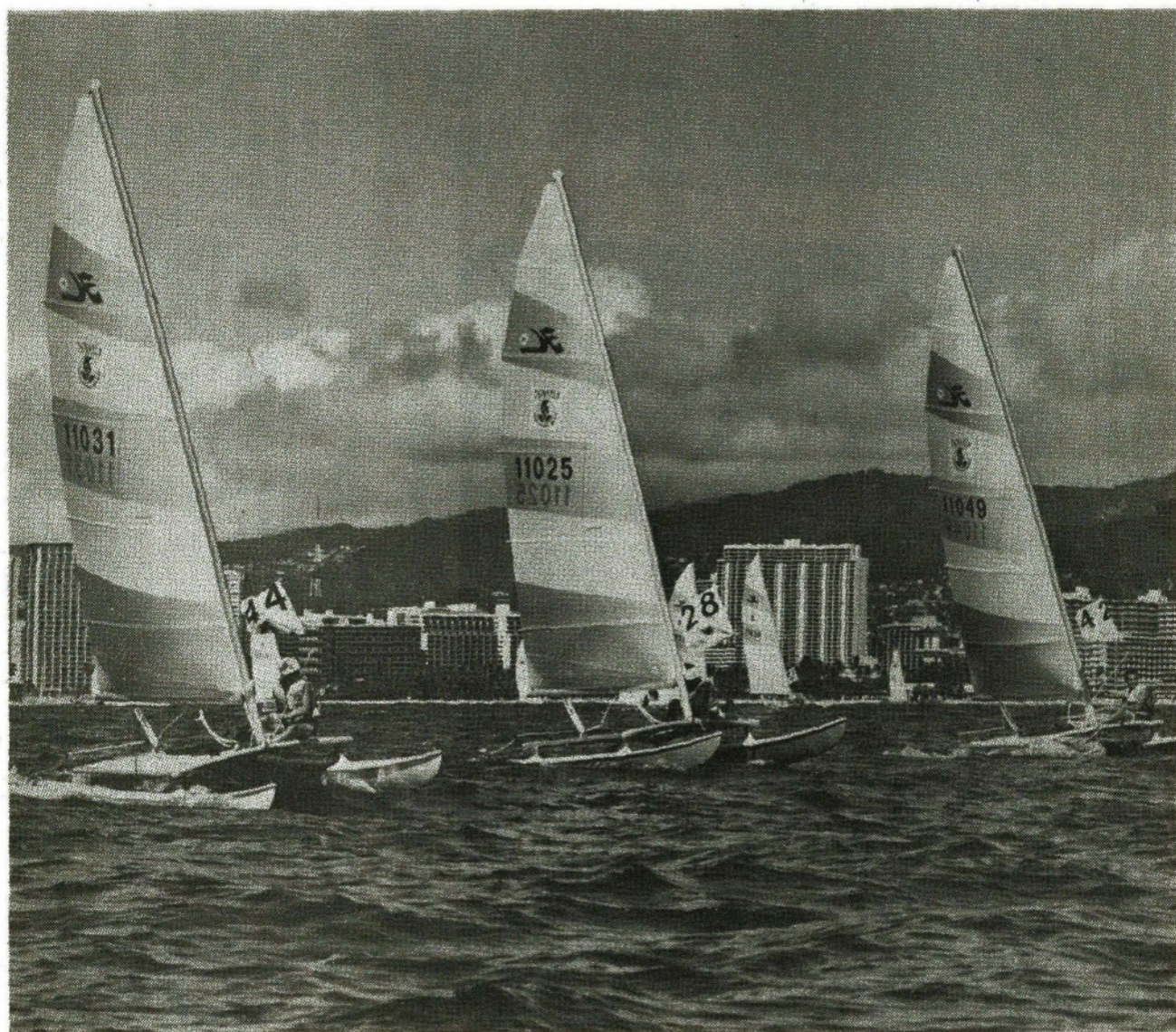




Special Edition

Hobie Hot Line

SPECIAL REGATTA EDITION



Honolulu, Hawaii off of Waikiki Beach, scene of the 1972 Hobie Cat 14 Worlds International Championship Regatta, three contestants running neck and neck in strong 45 boat Competition in the warm tropical tradewinds and water of the Islands, a true Hobie place.



SPECIAL REGATTA EDITION

THE HOBIE LIFE STYLE

Hobie Catting is more than a boat or a race, it is a complete way of life for our 20,000 aficionados around the world. The boat is the catalyst for people of all walks of life to come together and enjoy the relaxation and recreation made possible by this highly mobile craft.

Fleet and class association regattas are local weekend affairs from early spring to late fall, then take place on any body of water large enough to accommodate a sizeable Hobie fleet. This scene changes from regatta to regatta from the ocean to a lake to a bay, utilizing local County, State and National parks, recreation areas, private camping facilities, mobile parks, resort hotels and motels.

Family Communications

The Hobie family communications are excellent, having been scaled down to 12,

14 or 16 feet, mother, pre-teenage son or daughter vie for the skipper's position in the 12 regatta. Father and teenage son and daughter skipper and crew the 16 footer, that is if father hasn't decided to try for National and World competition with some of his big boat yachting buddies.

No problem keeping the kids off the street during the long hot summer, if there is a Hobie in the family. The greatest baby sitter around is 12 to 16 feet. Always in the good company of other Hobie types, breathing plenty of fresh air, a strong dose of sun, a liberal application of salt spray, plenty of exercise and balance training holding down a flying hull.

Life with Hobie is exciting — try it, you'll like it.



Lower Left: On the right we have a daring port tacker preparing to take the stern of the line of starters on the starboard tack at the 1973 Western Midwinters Regatta Guaymas, Mexico. Nearly 100 boats converge on this warm smooth sailing spot from show bound north western and midwestern states annually. This is a real Hobie fun event held at the "Catch 22" movie location.



The Hobie Catamaran has taken the excessive cost out and put the body contact back into the sport of yacht racing. If your favorite game has gone stale try 25 MPH hull speeds in close quarter sailing such as this lake regatta scene, only a Hobie Cat can give you back the thrill and excitement of real yacht racing competition.



Richard Loufek shows his winning hiking out style during the 1972 World Championship Regatta in Hawaii. The competition was stiff with between forty five of the worlds best Hobie skippers, Richard is 18 years old, hails from Newport Beach, California and has been sailing Hobies for three years, 1971 National Champion, placed second in the 1972 Nationals, and came from behind to win the worlds by only 1 1/4 point margin.

Who Races Hobie Cats?

Since the advent of the Hobie mania less than four years ago, many of us have asked ourselves what did we do for kicks in the years B.H. (Before Hobie). Whatever it was took 2nd to our Hobie as we were caught up by the thrill and exhilaration of hull flying down the bay, hanging 20 in a Hobie 16 trapeze, or surfing or racing our Hobie.

As each racing season rolls around we are both impressed and startled by the great number of people who discover Hobie Catting. People of all ages and walks of life, experienced and inexperienced sailors, become caught up in the thrill and excitement of Hobie sailing and racing.

After a stint of getting acquainted with our sailing machines we look about to find out if a fellow Hobie Skipper can wring a few more feet per minute out of his new found love than we can. The desire to go fast over the water is only a natural and an honest effort and leads eventually to a group affair. A Hobie Regatta.

Age means nothing in Hobie racing. Ken Francis of New Guinea is 58 years young and placed well in the 1972 Worlds Championship held in Honolulu this year. Robbie Barrell of Honolulu placed 20th at 15 years old. The World's fastest Hobie skipper, Richard Loufek of Newport Beach, California placed 1st at the age of

Continued on Page 4

1972 World Championship

Loufek beats 13 countries for first World Hobie Crown

Honolulu, June 22

If any out there do not take Hobie Cat racing seriously, we recommend a visit to the next World Championships where, this year in Honolulu, a group of Southern Californians led by 17-year-old Richard Loufek trounced sailors from 13 countries all over the world. It was five days of very keen, very exciting racing in every variety of wind, surf and sun. It was fun on the beach, but on the water, it was blood and guts racing of the highest order.

Loufek won the nine-race series in a last minute drive, taking the crown from the hands of 18-year-old Jeff Canepa of Santa Cruz, California by the heart-breaking close margin of only 3/4 points. Canepa had dominated the regatta throughout and up to the last two races was virtually a shoe-in for this first World's Champion title. Hobie Alter — who has done very well racing his own boat — had to settle for a third place

Continued on Page 4

The Anatomy of A Hobie Regatta

The Hobie Cat Class Association wishes to welcome new Hobie 12' - 14' - 16' skippers and crew to a Hobie regatta. In offering an explanation of our regatta procedure, we will assume that the new boat owner does not understand yacht racing rules and regulations. If this information seems redundant, please bear with the completely uninformed for which this is intended.

—Start Racing Your Hobie Now—

If you are a novice skipper do not let this stop you from the enjoyment of racing your Hobie Cat. We all had to start at some time and right now is the best time for you to go out and discover what Hobie Racing is all about. The ability to race a sailing yacht, however small, can only be acquired by practical experience and this is especially true of the Hobie fleet of 12, 14 and 16 footers. It is advantageous, however, that one have the basic sailing instructions from his sailing manual and some solo sailing under his belt, prior to racing, as this will make maneuvering easier when traffic gets heavy at the starting line.

If you have never experienced the excitement of the ten minute countdown for the start of a sailing regatta you have a real thrill coming. If you have had this experience of the starting gun in anything but a Hobie Regatta, you have a greater thrill coming. The number boats and sailing speed of a Hobie start is guaranteed to give the most blase amateur or experienced skipper sweaty palms and a rapid pulse.

HOBIE THE REGATTA

A Hobie regatta for the most part is not unlike any yachting event of this type, but still different enough to justify a brief description. The Hobie regatta course charts indicate a triangular course. Most starts are to windward or sailing into the wind from the Committee Boat. The precise course number to be sailed is hoisted on the Committee Boat ten minutes prior to the start. This course number is indicated on the chart. For example, course #3 'S' (start) A-B-Cs-F (finish). All buoys or marks will be taken to port (left) except the last one which will be to starboard (right).

Scoring is computed on the order of finishing, with one exception — that first place earns 3/4 point not one point, second is two points, third is three points, etc. The total of these places determines the winner, lowest score 1st place, second lowest 2nd place and third lowest 3rd place, etc.

Starting signals consist of a series of blasts on a horn, as a prelude to the hoisting of a white flag and a long blast on a horn, or the firing of a cannon. This signal starts the ten minute countdown to the start. At four minutes, thirty seconds the white flag is lowered. At five minutes a blue flag is hoisted, accompanied by a blast on a horn or cannon. At nine minutes, thirty seconds the blue flag is struck. At ten minutes a red flag is hoisted, accompanied by the blast on the horn or cannon, signaling the start of the race.

—Equipment Requirements—

Basically your Hobie Cat is ready to race as it comes right out of the box. After joining your local fleet and

competing in a few races you will discover tuning tricks from the more experienced skippers. Always remember the whole Hobie concept is based on inexpensive and completely standardized hulls, hardware and sails giving everyone an equal boat, leaving better seamanship and racing tactics as the winning formula and not your pocketbook's ability to buy a better sail, better hardware, etc.

There are a few items of creature comfort and safety that you should include as part of your racing gear. Sailing gloves protect your hands. Wet suits of various types and sizes can be a comfort in long races in cool winds and water. (These are available through your Hobie dealer or by order from the Factory.) However for the average racing weather, a good wind breaker with a hood and a pair of swim trunks or "cut-offs" is all that is necessary.

Required safety equipment for a Hobie Regatta is as follows: A Coast Guard approved life vest or cushion for each person on board, a paddle, a righting line of at least 14' length. Optional items include a knife, pair of pliers, spare shroud pins and rings, shackles, and some spare line, made up in a Hobie Regatta bag. Any one of these items could help make a quick emergency repair, so you could finish a race and save having a DNF (Did Not Finish) on your score.

All North American Yacht Racing Union (NAYRU) and Hobie Cat Class Association Rules apply in all races except where limited or modified by the Regatta Instructions available at the Skippers' Meeting prior to each race.

After acquiring basic boat handling skills, you are ready to race. At this point, some theory might be of assistance, the best source being your newly found fellow skippers in your local Hobie Fleet. Next would be the study of Yacht Racing Rules and Tactics from any one of a multitude of books on the subject. The most experienced skippers in yacht racing devote much time and practice before a race testing the tides, the wind direction and wind shifts prior to starting time. By combining this knowledge with some well chosen racing tactics, the Hobie skipper can move right up the ladder of points over more experienced skippers who either have long forgotten this study of the game or depend on luck to place well in a race.

The one unwritten guarantee that goes with each Hobie Catamaran is that the pleasure, excitement, thrill and good camaraderie found racing with fellow Hobie Catters throughout the world cannot be equalled by any one-design sailing class in existence.

THE SPONSORS

Your Hobie Catamaran has a magnetic personality, you do not have to be boat oriented to enjoy the symmetrical lines of hull and sail whether sitting on the beach or sailing over the water. For this reason there is never a problem in arranging sponsors for Hobie Regattas.

Your Hobie dealer enjoys the exposure that a whole fleet of Hobies of all sizes gives his product. While racing in his area.

The Coast Catamaran factory co-sponsors many regattas in conjunction with local dealers around the country



This might seem to be chaos to the uninitiated, but witness this Hobie fun spot. Over 100 station wagons, vans, campers, trailers, motor homes, transport 100 boats, skippers, crews families to water weekly in all parts of the country during the Hobie season.

including the annual National Regattas and World Championship Regatta.

Local restaurants, real estate developments, shopping centers, marinas and various types of businesses with an eye open for a colorful exciting event involving lots of people, all appreciate the public relations and advertising value of hosting a Hobie Regatta.

Your local Fleet sponsors at least one major regatta each season together with an evening series during the Summer season.

Combine these regattas with divisional qualifying races for the National and World Regattas and you have a pretty full season.

For the off-season the more hardy and avid skippers participate in the Frostbite Series. Sailing their Hobies into the ice and snow in the Fall and out of it in the Spring (fully wet-suited, of course) with exhilarating sailing for many, the year round in more mild climates.

THE COMMITTEE

Your Hobie Racing Committee is made up of knowledgeable local sailors in command of a good practical application of the racing rules and expanded, area coverage of wind and water conditions.

These people make all the shore side arrangements for food, drink, banquets, lodging, collect entry fees, hold Skippers' Meetings, place the racing marks, man committee boats and chase and rescue boats, tally race results, adjudge protests, dispense publicity to media.

Strangely enough there is never a shortage of volunteers for this job, ex-

sailors, powerboat owners, monohull sailors, local yacht club members, all enjoy the excitement and color of a Hobie Regatta, volunteering their time and services freely for the occasion.

THE CLASSES

Due to the variation in length of sailing experience, tactical ability and the size of the fleet, Hobie Racing is broken up into three fleets for each size Hobie entered. A, B, and C Fleets. In starting to race it is advisable to go into C Fleet and sail with fellow beginners. A 1st place in this fleet automatically moves you up to B Fleet, where a win moves you up to A Fleet.

Order of starting and the course to be sailed is determined at the Skippers' Meeting prior to the first race. An interval of five minutes between each class gives plenty of time for the starting line to clear prior to the next race.

Awards are made for each class, giving a consistent winner his chance to pick up some of the unique Hobie trophies prior to moving up to the next class.

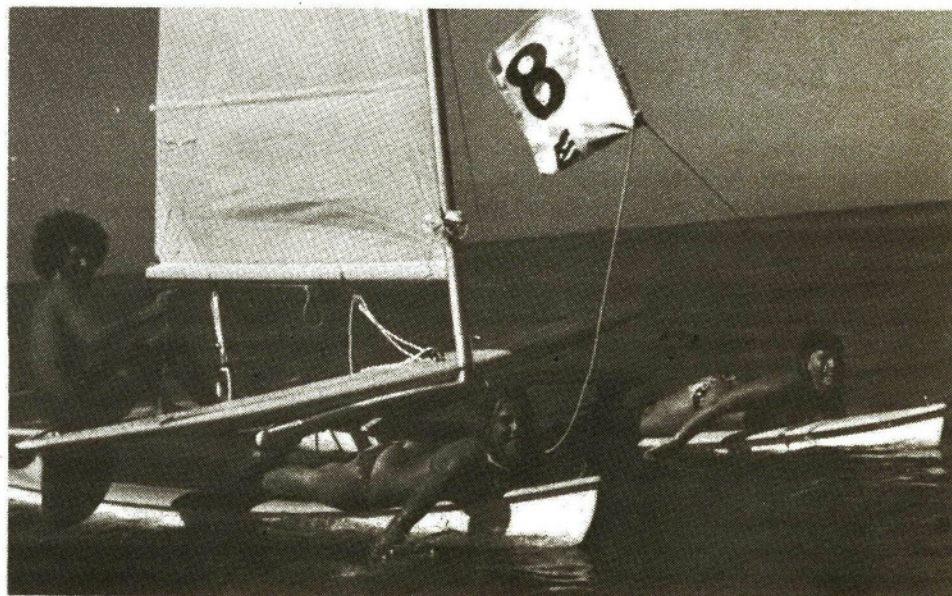
HOBIE SUPPORT FACILITIES

The Hobie Mobile Mooring, the catamaran trailer, makes it possible for you to enjoy an ocean swell and sea breeze on weekend, a smooth lake, or a sheltered bay the next. The initial cost is minimal as your Hobie can be parked in your backyard on it while not in use at a substantial savings.

The high mobility of the Hobie Fleet gives ready access to any body of water

Continued on Page 4

The Hobies are where the boys are. These lovely mermaids could not wait for the real sail in the sunset to return, so paddled out to greet this lucky Hobie skipper and furnished the power to bring him home.





The starting hike up of the 1972 worlds with Waikiki Hotel in the background. The site for the 1973 Worlds Championship Hobie Regatta has not yet been selected but some of the sites under consideration are equally as exciting as Hawaii and is typical of the mobility of the Hobie fleet. The Bahamas, Puerto Rico, Tahiti, Japan or Australia could be the destination for any Hobie owner interested in seeing the sights, with a chance to compete in the Worlds Championship thrown in. All including complete travel package at a price that cannot be beat.

Continued From Page 3
A Hobie Regatta

within a few hours drive of fleet headquarters for fleet regattas or an occasional junket to a neighboring state or National Regatta should you desire to race your own boat as opposed to renting one from the Regatta Committee.

Much better than owning a seaside cottage or lakeshore cabin where the scene is always the same. The Hobie Scene is constantly changing, never monotonous, never dull.

The family sedan or station wagon, a tent, a trailer hitch and a waterside campsite makes the price right for a Hobie excursion.

Many Hobieites prefer a van or pickup camper for more deluxe accommodations. Still others enjoy the maximum rolling comfort of a motor home. And then there is the resort hotel-motel where one or a hundred picturesque Hobies are always welcomed offering the ultimate in luxury after a hard day's racing, hot and cold running water, restaurants, coffee shops, for the more discriminating.

The family is the thing with a Hobie Cat. Communications can be brought down to 14 or 16 feet between teenagers and their parents. A true binder of family relations the Hobie has done miracles in bringing the family back together, making weekend regattas, camping trips, resort hotel vacationing a fun experience for all members of the Hobie family.

Continued From Page 2
Who Races Hobies

19, 2nd was U.S. National Champion at 17 in 1971. Jeff Canepa, Santa Cruz, California placed second at 18 years of age and National Champion for 1972. Hobie Alter and Wayne Schafer, late 30's and early 40's respectively placed 3rd and 4th. All of these were out of a starting line up of 45 top Hobie skippers from around the world.

Derek Kershaw of South Africa, a paraplegic since 9 years old, paralyzed from the waist down, lived to overcome this handicap and qualify 5th out of a fleet of 60 skippers in the strong northeasterly tradewinds of Hawaii. David Lyons, of Australia, deaf since birth, acquired the complex world's racing information during the skippers meetings by sign language from his Australian mates. The foreign entrant to place best was the younger half of a father and son team, 19-year-old Roberto Bouret, Jr. of Puerto Rico with 9th position, his father, Roberto, Sr. was satisfied with 30th in the strong competition.

Big boat owners, skippers and crew have discovered a new dimension in sailing. The dimension of flying through the air on the hull of a 14 footer or in the trapeze of a 16 footer.

The "buying" race has been taken out of yachting by the Hobie Catamaran for any and all that are willing to depend on his talents and not his pocketbook to win at the wonderful sport of yacht racing.



Upper Left: Shown is just part of a group of over 200 Hobie skippers, families, press, and spectators arriving in Honolulu from all parts of the globe, South Africa, Australia, New Guinea, Brazil, Puerto Rico, France, Germany, Holland, Canada, Guam, Japan and the USA Mainland.

THE '72 WORLDS IN CAPSULE FORM

Skippers from 14 countries gathered in Honolulu February 17th to 21st to enjoy the first World's Hobie competition, completing the 1972 racing season. These contestants had all qualified in their country's qualifying competition and were the cream of the world's crop of Hobie 14' skippers.

For this event Coast Catamaran shipped in 55 new boats complete with matching sails and hardware. These boats were used by 55 non-qualifying competitors in a final set of four races to fill nine open slots in the World event.

Over 200 skippers, wives, friends and press joined in a special Pan American Airlines charter package that included the use of a Hobie 14; accommodations were available as part of this package at the Kaimana Beach Hotel, Diamond Head. Guest cards were available to all members of the party at the adjoining Outrigger Canoe Club. Boats were beached practically at the doorstep on one of the most beautiful beaches in Hawaii.

Weather and wind conditions were excellent, affording every skipper his favorite kind of Hobie wind from "O" at the start of one race to 25 knots for one day's series.

Continued From Page 2
Loufek beats

followed by his good friend and neighbor from Capistrano Beach, Wayne Shater.

Perhaps the outstanding feature of the regatta was the weather; Hawaii's climate behaving itself spectacularly to give six days of brilliant sunshine and challenging and varied wind conditions. The Hobie Cat owes some of its heritage to the surf, and while it may have been very poetic to hold this first World's in the birthplace of surfing, it may have been somewhat discriminatory as well. Almost no place on earth has such surfing conditions as Hawaii and Southern California and Southern Californians and Hawaiians dominated the top ten spots. Inland Lake sailors and most of the foreign contingents may have found it quite an adjustment problem. The regatta was run as strictly one-design as anything this side of the Olympics. Coast Catamaran Corporation provided 55 identical new Hobie Cat 14's all outfitted with identical hardware and matching sails. The only adjustments permitted to the skippers were batten tensions and shroud settings. To further insure fairness, skippers traded boats after each of the nine races on a numerical basis skipping four. Like many European and Canadian regattas, Coast Cat had two co-sponsors: Pan American Airways, which made it a bit easier to get there, and Primo Hawaiian Beer, which made the beach-time ever so much more enjoyable.

THE RACES

Winds for the first race in the World's Championship series looked good right up til the five minute gun when they unpredictably went flat catching more than fifteen skippers off guard. They fouled the mark and one another and had to re-round. Hobie found the right tack and beat Hawaii Mike Holmes — who had gotten the start — to the first mark. Cappy Sheeley, an early favorite, rounded third. Australian, Keith Logan, had a good start and tanked before he found the reaching mark. The order held to the beat to finish when Sheeley broke away from the pack on his own route inshore. It didn't look good and nobody followed him. Dennis Wilcox and Hobie were a bit surprised, accordingly, when Sheeley slid into the finish well ahead of them. Brazilian sailmaker, Nelson Piccolo finished fourth.

QUALIFICATION TRIALS

Thirty six sailors from the thirteen countries had earned their right to compete for the World's Championship by winning the sail-offs or championships in their own countries. In addition, there were 9 additional spots open to be settled by 4 qualifying races on the first day, and here's where the competition got going. Fifty-four Hobie skippers turned up to try to win one of the 9 slots. There were

Continued on Page 5



Own a piece of waterfront for under \$110. Per Front Foot. Your Hobie Cat can give you all of the advantages of owning an expensive waterfront homesite without the disadvantages. A constantly changing scene, a lakeshore this weekend, a sandy ocean beach the next, never monotonous, never dull. No high initial cost, taxes or upkeep. The water anywhere is yours to own, just for joining the Hobie fun fleet.

The Hobie Phenomenon

It is only fitting that we initiate the column with the best-known personality at Coast Catamaran - Hobie Alter. Hobie designed and developed our beloved toys. He also initiated a unique racing program for Hobie Cat owners - a program which included several revolutionary ideas. Hobie was the first sailboat manufacturer to not only offer a neat new product but also provide a way to enjoy it once you have purchased it.

But you all know that. Let's go into the past a little and see what our hero did before he discovered sailing.

Hobie was a surfer back in the mid 1950s. During this time he discovered he had a knack for working with his hands so he started designing and making surfboards. His curiosity led him in search of better material for boards. Consequently, he developed the first foam surfboard and radically changed the whole surfboard industry. He rapidly became the world's largest manufacturer of surfboards, a distinction which he maintained for many years.

But, then Hobie discovered sailing. For years he had hung around a beach commonly called "Poche" - a house and vacant lot on the beach belonging to Wayne Schafer. For many years a group gathered here each summer to surf and play with their water toys. Among these toys were a couple of sailing outriggers which were periodically used to sail out through the surf when the wind was good. It was also about this time that Phil Edwards, a world famous surfer and catamaran enthusiast, went to work for Hobie shaping boards.

Hobie caught the bug. His first boat was a used Pacific Catamaran. He kept it moored offshore in front of his Laguna Beach home and would sail in evenings after work. The whole family (wife and 3 kids) would paddle out on rubber rafts, sail for awhile, and then paddle back in. All this was fun but awkward. Wouldn't it be nice if there was a small cat that could be easily used off the beach. The rest of the story is history - how Hobie developed the Hobie Cat.

It is only natural that Hobie and his ideas would attract friends who were surfers and shared his interest and ambitions. First was Sandy Banks, surfer, surfboard maker and catamaran dreamer. Sandy had developed a set of small hulls out of foam surfboard blanks that contributed to the "sailing off of the beach" concept that Hobie liked. Sandy joined forces with Hobie starting out as plant manager and is now head of Customer-Dealer Relations.

Next was champion surfer, boat builder and trans-Pacific sailor, Phil Edwards. Phil designed and built two catamaran prototypes that contributed to the early day development of the Hobie 16. In 1962, he designed and built a 26 foot catamaran that was officially clocked at 26 MPH at a recent PMA Trials. Phil joined Coast Catamaran and contributed his experience and knowledge to the development of the Hobie 16 and is on the Hobie design and test team currently working on the development of the new 12 footer and experimental models.

And finally the one person that has been a part of the Hobie team since it was a gleam in Hobie Alter's eye, Wayne Schafer of Poche Beach. Wayne is not employed at the works, but in his capacity, as a close personal friend and surfing buddy of Hobie and the gang, has contributed much to the success of the whole Hobie thing. Wayne is well known in Hobie racing circles winning almost everything with his Hobie 14 and 16, Sail number 315. Wayne's greatest contribution has been in testing the many prototypes that led to the development of both the 14' and the 16' boats. So we salute the chief test Skipper for Coast Catamaran Wayne Schafer.

Hobie the Cat

Many people have wondered how the Hobie Cat was created. How did Hobie Alter, the world's leading surf board manufacturer for 15 years, come up with such a fantastic catamaran?

First off, Hobie has a unique talent for solving design problems and can accurately produce his ideas by working with his hands. He developed his ideas through experience and observation and then approached the actual design the way he would for a new surf board shape. Hobie built full scale prototypes and tested his designs by actually sailing them. There was no theoretical design on paper and then the typical model testing in a laboratory test tank. Hobie hand shaped full-sized hulls from blocks of polyurethane foam, bolted them to a make-shift wing section, and set out sailing under the conditions he was designing for - strong winds and beach surf.

His idea of centerboardless, asymmetrical hull design came from the big beach catamarans sailed in Hawaii. The extremely shallow draft makes the design ideal for sailing in and out through the surf. But, before starting work on building his own cat, Hobie wanted to learn more about problems of sailing small cats in the surf. He bought two stock 12' catamarans from a nearby dealer and went out surfing. It didn't take long to discover that a boat built to sail through the surf would have to be a lot stronger than a typical sail boat; everything kept breaking. By continually patching and gradually beefing-up the fragile parts of the boats, Hobie began to get a feel for the critical points in designing his own catamaran.

Three main problems became apparent: strength to withstand the shock loads of pounding breakers, hull shape to move efficiently through the water while at the same time providing lateral resistance to side slip, and a steering system that would permit the rudders to be easily raised and lowered when required.

For hull construction Hobie decided on a fiberglass foam sandwich design. While this type of construction is expensive and is usually only found in the aircraft industry, it is extremely strong for its weight. He chose the best high strength aluminum alloy available for spars and number one grade stainless steel fittings were picked for durability. Hobie insisted that everything be strong and rugged.



The Hobie fleet is in 12-14-16 feet a full line of fun. A rapid water racing machine for all ages and ambitions. A size to fit any body of water and a racing program to match. The 12 footer was born into a family of over 16,000 brother 14's and 16's, boasting the largest racing association in the world and this highly successful racing program was designed to include this new member of the Hot Hobie fleet in the 400 regattas held nationwide annually.

the excess foam, the hulls began to take shape. The outside of each hull was shaved to a vertical plane typical of the asymmetrical design; the inside was curved and blended into the outside. The hulls were then covered with fiberglass and mounted under a trampoline wing for in-the-water testing.

The problem of hull shape was solved by trial and error. Starting with solid blocks of foam, Hobie shaped two hulls surf board style, using his hands and eyes to produce the asymmetrical forms he felt would work. By gradually shaving away

By actually sailing on the hulls, Hobie tested their performance. The first set of hulls worked fairly well but were nearly impossible to tack. So, back to the shop to shape another set of hulls. By sailing against the two stock catamarans and by comparing one hull shape mounted on the starboard with another mounted on the port, Hobie gradually modified his design until he got what he wanted. His final result has proved fantastic and converted many a disbeliever in the asymmetrical concept.

Continued on Page 6



Sailing tactics in Hobie racing are at a minimum as compared with monohull racing. The acceleration and hull speed that only a Hobie has makes a whole new ballgame of yacht racing. Here the skipper on the left on the burdened port tack watches apprehensively as the skipper with the right of way on the starboard tack bears down, a violation of this rite of way rule does not disqualify a skipper from this race. He is obligated to do two 360° turns involving two jibes and two tacks.



The logistics of a Hobie regatta involving 100 to 200 boats is impressive just not any beach is large enough. Hotel-motel accommodations of sufficient size to house skippers, crews and families beachside is a pre-requisite, as is space nearby for vans, campers, trailers and tents.

This is a partial view of one beach that can hold the fleet and a few miles of clean white sand to spare.



Trophies ready for the presentation ceremonies at the 1971 Hobie 14 Nationals Regatta, Apollo Beach, Florida. These were 1/2 model replicas of a Hobie 14 mounted on a hardwood plaque.

Continued From Page 5, Hobie Phenomenon

The problem of controllable, kick-up rudders was solved while Hobie was mounting a set of ski-bindings. The adjustable spring and ball combination with a rotating cam found in safety bindings gave Hobie the idea for his unique rudder control which is so necessary in sailing from the beach. The rudders can be raised or locked down in position while the skipper is on the boat steering and at the same time the rudders kick-up automatically on hitting the beach depending on a pre-adjusted spring tension. Hobie's design really works well and is very rugged.

With these main problems solved, Hobie turned his attention to working out design details and production procedures.

He put a great deal of time and ingenious thought into coming up with the beautiful end result - a small, light weight boat that is fast, easily sailed single-handed, and yet strong enough to provide trouble-free sailing.

As the first production boats were finished, Hobie planned the first Hobie Cat Regatta. Boat numbers one through four were scheduled to race off Poche at Capistrano Beach on July 4, 1968. Boats three and four were finished the day of the race. As luck would have it, there wasn't a breath of wind and the first official regatta was postponed, but the Hobie Cat was born.

Initial Hobie Cat production was carried out in an old Quonset but formerly used for manufacturing Hobie surf boards. The initial output of four boats per week was gradually increased to five and then seven per week by May, 1969

when a new manufacturing plant was opened. Production quickly jumped to 25 per week.

As more and more skippers joined the Hobie Cat fleet, Hobie continued his concept of organizing an ever expanding regatta schedule. His concept was not only to produce a fine catamaran but also provide organized events open to every owner to further their sailing ability and enjoyment of the-Hobie Cat.

What about Hobie today - what's he doing with all his time? Many people don't think he exists because he never answers his mail and can't be found anywhere.

Well, Hobie is frantically working on a new boat. We locked him up in our research building and hid the key. Once in a while someone goes down and shoves him peanuts and messages under the door, but that's the limit of his contact with the outside world. He doesn't get let out until our new boat is done - hope he can last that long.

Throughout his career Hobie has maintained an unusual easy-going attitude - yet he is very concerned about product quality and customer satisfaction. Hobie has a very casual atmosphere about him - he always dresses quite casual (T-shirt and tennis shoes) and is easy to talk to. He is one of the rare people whom success has not spoiled.

The whole thing was made possible by the inventive genius of Hobie Alter.



Continued From Page 4, Worlds Crown

sailors from every major sailing area of the U.S., Virgin Islands, Japan, Australia, and South Africa.

The eyes of everyone, during the qualification trails, were on an extraordinary young man from South Africa, Derek Kershaw. In addition to having flown for 37 hours on a plane to get there, Derek was paralyzed from the waist down. With enormously powerful shoulders and arms, Derek had to pull himself across the trampoline each time he tacked. Not being able to hike out, he had to use wit and wile to keep his boat upright. If he capsized, he faced a certain dsq for, while he could swim, he could never have righted the boat by himself.

And a wily skipper he proved to be. He pounded through the four races in medium-heavy airs with a 4th, a 3rd, and a 9th, which with his throwout made him one of the top five qualifiers. For competition, he had some of the top names in the Hobie world, starting with Hobie himself who had not raced in the regionals, Cappy Sheeley, winner of last year's big Hawaii bash, and John Ross-Duggan the hot-shot skipper from Newport Beach who was runner-up in Southern California. Of all the foreign entrants in the qualifying rounds, he was the only skipper who made it to one of the coveted spots.

WINDIER

Day two brought heavy and gusty trade winds, 15-20. There were five capsize before the boats reached the start, and one, very light Japanese entrant never could get righted. Canepa led off followed by Hobie and Sheeley. Sheeley again took an independent tack onshore, but this time no one was ignoring him and almost the whole fleet followed or tacked to cover. Canepa traded the lead

with Wayne Shafer, but in the end, it was Canepa, again, followed by Wayne Shafer, John Ross-Duggan and a photo-finish with Wilcox edging out Mike Holmes.

Piccolo of Brazil led off the fourth race with his earlier good form but had lost it by the time the first mark was reached. Winds were even brisker and all skippers had it hanging out to the extent of their ability.

The wind had generally continued to lighten and the last race of the day was run in fluky air after a recall start. Roberto Bouret of Puerto Rico made a beautiful start to establish a lead he was never to lose. Shafer, Canepa and Wilcox followed but could do little about catching Bouret.

WINDIEST

The morning of the third day brought some real Hobie weather, grey cumulus clouds scudding across the horizon and a brisk 20-25 tradewind blew in from Diamond Head. Sailing out from the beach at the Outrigger Canoe Club, the skippers had to crash through the majestic, rolling surf that surfers dream of all around the world. Hobie had tanked badly the day before and was out for revenge. He led around the first mark with Richard Loufek on his heels. Through the reaching mark they were followed by Canepa, Shafer, and Sheeler. Out the long beat to Diamond Head and down the run back was wild, even from a spectator point of view, the little boats virtually flying out of the surf in the twenty-knot winds. Skippers were having the ride of their life racing down the face of the big rollers, shifting their weight aft to keep bows from purling. Loufek was

Continued on Page 8



The Racing Committee starts a fleet of Hobie 14's. In an Eastern seaboard regatta, races such as this are sponsored by local fleets. Any Hobie owner may participate. There is no charge for membership in the Class Association, only a postcard to headquarters giving name, address, sail number, hull number and boat size. This registration entitles you to a free copy of the Hobie Cat Hot Line, monthly edition giving much information on regatta schedules and results, sailing and maintenance tips, regatta pictures, etc.

The Advantage of HOBIE

Fleet Membership

Your Hobie Cat Class Association Fleet system has expanded rapidly since its inception, boasting over eighty fleets with a number of applications pending. In the past, many fleets have taken advantage of the five member minimum established by the Class Association to get off the ground and have built rapidly to include the majority of boat owners in their area.

The Class Association headquarters is constantly receiving inquiries from skippers around the country regarding fleet membership we put them in touch with the nearest fleet or, if no fleet is available in the area, we endeavor to bring all of the non-associated individuals into contact, supplying the necessary material to form a new fleet.

First of all, the "nature of the beast" the fact that nothing on the water under sail can keep pace with a Hobie, requires that a person search out fellow Hobie Catters for a friendly dice up and down the bay, and later swap hull flying stories over a cool glass. This friendly two-boat challenge soon results into a gaggle of Hobies, using improvised marks and honor starts resulting in an impromptu regatta. This is all great fun but it is as far as it can go. The obvious next move is to call a meeting of at least five of the more enthusiastic skippers and propose chartering a new fleet.

Fleet membership is not all racing. Quite the contrary; the many other advantages far outnumber the competition end of Hobie Catting. For example, your Hobie fleet is a great introduction to friends with a common interest, exciting sailing, surfing and camping. Families create family friendships and enjoy weekend Hobie activities as a way of expanding their associations. Next is the exchange of technical data and maintenance ideas fostered by association with other knowledgeable skippers. And then the prime reason, organizing more racing events, complete with officials, a committee, pre-set marks, starting guns, trophies, group fun, annual banquets, etc. More organized racing has proven to

increase sailing ability and racing skill, and is absolutely essential if a skipper hopes to work into divisional, national and world Hobie competition. As your fleet grows, you will find that skippers consistently fall into classes as far as sailing is concerned. When the starting line-up becomes sufficiently large, a division should be made and A and B fleets (possibly a C fleet) established with a mandatory move-up in these fleets when winning a first position at a regatta.


Racing on the Fleet level prepares you to compete in one of four divisional regattas held around the country. From this elimination you go on to the Nationals and then the World's Championships.

Your international Hobie Cat Class Association is your Hobie Yacht Club. The fleet is a local division of this associating, the enhanced racing schedule takes you to many bays, lakes and oceans offering an organized sailing challenge and a group recreational change of scenery that you would never experience on your own.

Fleet general meetings, are held at least four times per year. Fleet business is transacted, race schedules established, committees appointed for various activities. Except for necessary business, these meetings are informal. Racing and sailing films, slides of recent Nationals and World events are shown or possibly an informative lecture on any one of the many facets of Hobie racing, rules or tactics.

Most Fleets finish the year with a large annual meeting where they elect officers, present trophies to series winners and finish the evening with a party.

Fleet racing forums are the highlight of the meeting schedule for the new skipper. Able and winning skippers make up the pannel and the novice has his chance to pick the brains of the more experienced on any subject.

No other yachting society offers the expanded world competition available through your Hobie Cat Class Association and its more than 500 regattas held throughout the world annually 



By applying body leverage against wind and sea the Hobie goes flying a hull over the water and not through it. This is an exciting experience for both the amateur and the knowledgeable skipper. Nowhere else can the thrill of sailing be compared with that of maintaining a flying hull at 20-25 miles per hour with such little effort. Top big boat skippers


Hobie Catamaran International Class Association

The racing program is quite unique in that there is no yacht club affiliation required of participants and the program is coordinated and administered by the manufacturer, Coast Catamaran Corporation. Hobie felt that yacht clubs serve an extremely valuable function on the yacht racing scene, but it was unfortunate that small boat racing was so costly (often times exceeding the cost of the boat when you consider yacht club initiation fees and annual dues). Worst of all you couldn't even race a couple of times to see if you enjoyed it before you invested in a club membership! Why not establish a program where all Hobie Cat owners have the opportunity to participate in races as often as they like at minimum expense to them? That way everyone who can afford a Hobie Cat can afford to race with a minimum of bother and cost. Consequently the Hobie Cat races are open to any Hobie Cat skipper who wishes to participate and owners are regularly notified of activities in their areas.

Hobie has always kept in mind the relative expense to the skipper when setting up the racing program and racing rules. It is for this reason that the racing rules are perhaps the strictest of any one-design class anywhere. The thinking on this is two-fold: 1st - encourage skippers to concentrate on sailing techniques to win by discouraging the development and use of "racing goodies" and 2nd - to prevent skippers from engaging in a high cost "equipment" duel. We have even gone so far as to require that all sails used

in official Hobie Cat Regattas be purchased through Coast Catamaran. In so doing we insure all stock boats are competitive--no one can go out and have a high priced sail maker make an exotic sail which gives him either an actual or psychological advantage. This idea holds true throughout our rules--the changes allowed are simple, inexpensive, and do not change the actual sailing characteristics of the boat--they just make some things more convenient.

The foremost objective of the Hobie Cat racing program is to provide each participating skipper with the challenge and fun that is associated with our races. The challenge of competing with other skippers of equivalent ability and experience--the challenge of developing and improving your sailing skills in an effort to sail faster than everyone else. The fun of associating with other skippers who all have a common interest and of participating in the festivities which frequently are included in a regatta program--the barbeques and banquets, the chance to camp on the beach with other Hobie Cat owners and have your boat at your back doorstep--poised and ready for a relaxing frolic between races.

Popularity of the Hobie Cat has skyrocketed as evidenced by the more than 14,000 boats sailing in just four years. Production in 1973 will approach 6,000 out of the four plants in San Juan Capistrano alone. Other plants are operating in Mexico City, Australia, South Africa, France, South America and Japan 



The name of the Hobie fun game is minimum expense and maximum enjoyment. No expensive mooring or maintenance charges, the highly mobile Hobie can be stored in the backyard and transported to water anywhere. A few minutes of rigging by one or more persons and you are sailing.



A Hobie regatta is a fun event for all members of the family whether racing or not. Children enjoy the camping experience, wives get a break from the daily household routine as housekeeping consists of sleeping bags, bunk beds. Food is casual group affair, or a beach cookout. Opportunities to make new friends and see new sites. All built around the fastest cat around, the Hobie Catamaran 12 foot, 14 foot and 16 foot.

The Answers to your Questions about Hobie Racing

Q How can I participate in a Hobie Regatta?

A Beg, borrow or buy a Hobie Cat of any size, from 12' to 14' to 16'. Register at the Skippers' Meeting before the race and join the fun.

Q Do I have to own a Hobie Cat before I can participate in a Regatta?

A No, your local Fleet Commodore will welcome boat borrowers, and boat beggars to participate in fleet sponsored Hobie regattas. However, ownership is required for Nationals and Worlds participation.

Q How can I become a member in the Hobie Cat Class Association?

A By the purchase of a new or used Hobie Catamaran 12' - 14' - 16' model, registering your name, address, sail number and hull number with the Hobie Cat Class Association, 33012 Calle Perfecto, San Juan Capistrano, California 92675. Included with this membership is a subscription to the membership's monthly magazine, the Hobie Hot Line, loaded with information of interest to Hobie skippers and crews. Local, National, and World's race schedules, race results, sailing tips, maintenance tips, pictures, contests, and much more in each edition.

Q Do I have to have experience to race in a Hobie Regatta?

A No, the only way to learn how to race a Hobie is to shove off and get your trampoline wet. Previous yacht racing experience would be a help, but is not

necessary. Basic sailing know-how is helpful, however.

Q Will I be racing with advanced skippers or with fellow beginners?

A A Hobie Regatta is usually divided into two or three classes for each of the three boat sizes, 12', 14', and 16', class division is based on skill and experience, so novice sailors sail together.

Q Can I qualify in fleet or division regattas to race in the Nationals and World Competition?

A Provisions are made in all Hobie Cat National and World Regattas to make it possible to qualify just prior to the event. A few positions are left open to be filled by Hobie Cat owners interested in attempting to qualify the last minute.

Q Do I have to transport my boat to the Nationals and World competitions?

A Coast Catamaran is the only organization that furnishes a limited number of boats for contestants who wish them at the National and Worlds regattas. The fee is minimal.

Q I am planning a trip overseas and I would like to do some Hobie sailing in foreign waters. What arrangement can I make for the use of a boat?

A Hobie Catamarans are manufactured under foreign license in Brazil, Mexico, Australia, France, South Africa and Japan. You will be furnished names of manufacturers for your personal contact for these arrangements.

Continued From Page 6, Worlds Crown

pushing Hobie hard and Canepa had slipped back to fourth. At the line, Hobie attempted to protect his lead with a short hitch but this proved disastrous and Loufek slipped in ahead of him. Sheeley on a reach almost did Hobie out of second, but it was no go. Canepa seemed sure to have a fourth when from nowhere came Keith Baxter hailing starboard to a very surprised Canepa. Forced into a tack, he lost another place to Rick Naish and had to settle for sixty.

HAWAII FIVE OH HELL!

Just before the start of the seventh race, Canepa was drifting around in the heavy chop waiting for something to

happen. Something happened. His mast jumped out of its step and mast and sail disappeared over the bow. Un-daunted, he stripped off the sail, re-stepped the mast, hoisted — all in a rolling, pitching sea, and was ready for the five minute gun.

Piccolo led off, but the surfers soon overtook him using the waves, notably Hobie who with one wave moved himself from fourth to first. Cappy Sheeley and Keith Anderson followed as if to prove that Hawaiians knew a little about surf too. With the wind piping 22, speeds on the downwind race were truly exhilarating and our powerboat log showed boats surfing well over 20 kts. Spray flew everywhere. In one wave a boat could

pick up seven or eight lengths on a competitor, only to sit in the trough while the same competitor or another flew past him. Several boats got caught in breaking waves and with foam swirling about them at shoulder height came to a slushy standstill only to shoot away seconds later at full tilt on the face of the next wave. Few times has sailboat racing been such a spectator sport.

Positions were traded and re-traded on the reaching leg with Hobie still holding and widening his lead to about 100 yards. There was no surfing now, only a spraying, screaming reach. Suddenly an Hawaiian named Harold Hutchings came screaming out of the fleet, his boat barely touching water, and running as if his boat were powered with twin screws. He must have gained thylength of a football field, only to end in a lump, boneyarding both bows and capsizing spectacularly end for end. At the finish, it was Alter, Baxter, Mike Holmes pulling a surprise third with a brilliant reaching dash, Sheeley, Shafer, and Loufek. Things were getting a little dim for regatta leader, Canepa.

Winds tapered off before the last race of the day which went to Roberto Bouret who pulled a tactical masterpiece slipping along the shore to finish minutes ahead when no one thought him in contention. Ross-Duggan pulled a second, Wayne Shafer a third, and a worried Canepa edged the old master, Hobie Alter out of fourth to strengthen his standing.

ON THE LAST DAY

The morning of the last day brought lighter winds than the regatta had yet seen, barely enough to ripple the water, although inshore the big breakers still rolled. Jeff Canepa, unless he fell apart, had the regatta locked in. He could stand to ninths, depending on how Loufek did. The close battle seemed to be for the next slots with Alter, Loufek, Shafer, Sheeley and Ross-Duggan with close point scores. At the start, none of the contenders for points looked too good. Keith Baxter recovered beautifully after arriving early and set off with a good lead. Suddenly a cruising boat appeared in the middle of the race course and didn't seem to know what to do. Baxter assumed they would yield; they didn't. Baxter's beautiful start evaporated when his shrouds picked up the bowsprit and sent him spinning. By the time he recovered, most of the fleet had passed.

Loufek was out to win and he got the first mark away from Hobie with Rick Naish riding on his rudders. Hobie, Ross-

PAGE 8 REGATTA EDITION
Duggan, Barry Barrel of Hawaii, and Wayne Shafer followed. Japan and Australia came along for their best showing in the regatta so far. Canepa was running fourteenth and in deep trouble. By the time of the finish, there was only minor juggling, but Canepa had chewed his way back to ninth and Ross-Duggan and Naish had been able to take advantage of a poor tack of Hobies to get second and third.

The wind had picked up a little by afternoon and the committee tried another along course. If Loufek won, Canepa had to finish fifth. Cappy Sheeley needed a strong comeback to make the top five. Everybody was competitive and there were two recall starts.

On the way to the weather mark, the fleet sailed into a school of porpoise who, seeming to realize it was a race, began to lead the boats to Diamond Head. It was a most unusual sight, the glistening silver-grey fish diving and rising very much like the slim hulls of the Hobie Cats following. Loufek gambled on a tack inshore and it worked. So well did it work that he rounded minutes before the fleet. But Canepa was narrowly second. By the time they reached the leeward mark, Loufek had widened his lead to an incredible four minutes. Canepa on the other hand found himself completely surrounded by twelve boats, all in a lump, trying to get around the mark. Hobie came out of the jumble first followed by Dennie Keogh of Australia, Deane Froome and Cappy Sheeley. Still back in the pack, Canepa was trying so hard he fell off his boat, remounted and managed to break out a poor ninth.

Things were no better for Canepa at the reaching mark, the gaggle of cats having increased to sixteen and the confusion inversely. By the time it cleared, Canepa was an un-endurable 12th.

At the finish line, Loufek had nearly five minutes to pose for photographers, the first Hobie 14 World Champion. Five minutes later, Deane Froome finished followed by Sammons, Sheeley, Anderson and Shafer. Canepa had not made it. Both men had worked so hard and the finish was so close, but this was yacht racing in the best tradition and both understood.

Roberto Bouret was the highest point placer among foreign entries with U.S. and Hawaii dominating the top eight. The Brazilians and the Australians showed real promise of being a threat another year. Wherever it will be held, we won't miss it and for thrilling racing in the best sense of the word, we suggest everyone catch it if they can *JK*

Photo Credit: Cover by H. Okamoto of Kazi Marine Photo Center, Tokyo, Japan. Photo and Worlds Story: Paul Powers, Sail Boat Week. Photos: Al Lockaby, Orange Coast Daily Pilot and Ed Ward, Sailors Gazette.



The Hobie cat has invaded the lives of yachting enthusiasts in almost every country in the world. Manufacturing centers are now in six countries, Australia, Brazil, South Africa, France, Mexico and Japan. This scene is a typical Australian regatta beach scene in a quiet bay along the coast north of Sydney Harbor. A Hobie owner can arrange for the use of a Hobie Cat while travelling in many countries.

HOBIE CAT CLASS ASSOCIATION

33012 CALLE PERFECTO • SAN JUAN CAPISTRANO, CALIF. 92675

BOUND FOR:



DATED MATERIAL

FORWARDING & RETURN POSTAGE GUARANTEED

PRINTED IN THE UNITED STATES OF AMERICA

ADDRESS CORRECTION REQUESTED



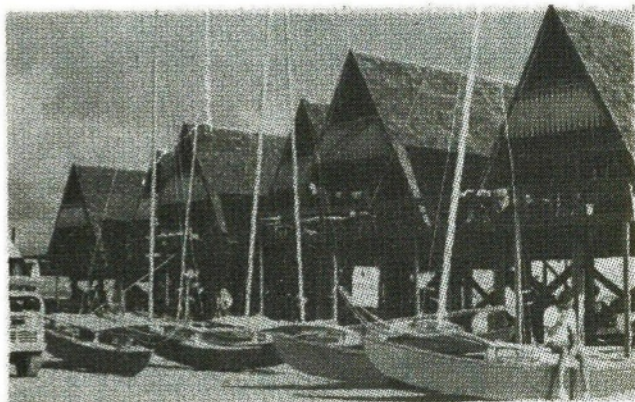
Lake settings such as this are repeated hundreds of times nationwide in a Hobie season, local Hobie fleets converge on lakes, large and small, hundreds of miles from any ocean and enjoy excellent Hobie outings and regattas. Official standings from a regatta series such as this contribute to qualifying races for regional, national and international competition.



Apollo Beach, Tampa Bay Florida was the setting for the 1971 Hobie Cat 14 Nationals and the 1972 and 1973 offers North eastern Snowbound Hobie skippers a winter paradise in early March.



Honolulu Hawaii, the Outrigger Canoe Club, Hobie Harbor has been the location of two big Hobie events, the 1970 Hobie 14 Nationals and the 1972 Hobie 14 World Championships. Fourteen countries sent skippers to vie for the title of the fastest of over 16,000 Hobie skippers.



Surfside, Texas location of the combined Hobie Cat 14 & 16 1972 Nationals, over 200 Hobies entered this event. Skippers, crews and families enjoyed warm Texas Gulf sun, sand and smooth water with excellent accommodations in the resort cottages at the surf's edge as shown in this photo.