

HOBIE CAT **Hot-Line**

JANUARY
FEBRUARY
1973



PUBLISHED EACH MONTH EXCLUSIVELY FOR REGISTERED HOBIE CAT OWNERS
BY THE HOBIE CAT CLASS ASSOCIATION
33012 CALLE PERFECTO, SAN JUAN CAPISTRANO, CALIFORNIA 92675

Written & edited by Keith Fuller, Association Director

THE ADVANTAGE OF HOBBIE FLEET MEMBERSHIP

Your Hobbie Catamaran Class Association Fleet system has expanded rapidly since it's 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 areas around the country regarding fleet membership and we are pleased to 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 all of the material so that a new fleet may be formed.

Membership in a Hobbie fleet is more than just "belonging," as many people feel they must join for the sake of joining. There is much more to it.

First of all, the "nature of the beast" the fact that nothing on the water under sail can keep pace with a Hobbie, requires that a person search out fellow Hobbie 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 Hobbies, 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 Hobbie Catting. For example, your Hobbie fleet is a great introduction to friends with a common interest, exciting sailing, surfing and camping. Families create family friendships and enjoy weekend Hobbie regattas 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 Hobbie 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 too large for the racing committee, 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.

One skipper requested fleet information in an area that included many Hobbie owners who all belonged to their own yacht clubs and sailed only in yacht club regattas in the multihull division. With the help of the Class Association he was able to bring the rest of the members together to form a Hobbie Cat fleet and enjoy the advantage of sailing in one-design regattas. This did not interfere with the yacht club membership of the individuals. Quite the contrary, it enlarged the racing schedule and made it possible for yacht club members to qualify for divisional, national and world Hobbie competition.

Your Class Association is your Hobbie Yacht Club. The fleet is a local division of this association, dues are minimal and 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.

1973 FLEET ACTIVITIES

The new year is upon us and plans are well underway to make this year much better than last. We are trying to provide each area with the best possible activities, both through our growing fleet program and our active schedule of major regattas throughout the country.

This year we plan to expand our fleet program in several different directions. First, we want to generate new fleets in areas where there are none now. Second, we want to increase memberships in existing fleets. And third, we want to work with fleets helping them to get better organized and show them how to have fun activities with the least amount of expense and trouble. The main goal of the Hobbie Cat Class Association is to help Hobbie owners enjoy their boats as much as possible.

Great races, campouts, picnics, parties and family fun can be yours simply by taking an active part in a fleet. If you want more information on fleets in your area or how to get a fleet started, simply fill out the attached form and return it--we'll send you the information you need.

Please send me all pertinent information about fleets in my area:

NAME _____

ADDRESS _____

ORDER BLANK FOR HOBIE WET SUITS

Sail anytime of the year with Hobie wetsuits . . . the variety of styles and sizes obtainable give the right fit for warmth and comfort in almost any weather. The finest materials are used and each seam is glued and sewn for strength and durability. Made of 1/4" first grade "Rubatex" gas blown neoprene and nylon lined for comfort. Check our features:

	Style	Part No.	Price
* High-cut neck for comfort and warmth	Full	#6001	\$49.95
* No underarm seams for comfort and longer suit life.	Full Tank	#6002	39.95
* Heavy-duty nickel-silver zippers for trouble-free operation and durability	Sleeves	#6003	21.00
* Rolled cuffs for additional strength at stress points	Top	#6004	28.95
* Diamond-cut crotch to eliminate weakness of cross seams and for unparalleled	Half	#6005	34.00
* Seams glued and sewn in all nylon suits	Half Tank	#6006	28.95
	Boots	#6007	8.95

All items come in small, medium, large and x-large except boots which are available in shoe sizes six through fourteen.

I wish to purchase:

Description	Part No.	Size	Price
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____

NAME _____ Calif. residents _____
 ADDRESS _____ add 5% sales tax. _____
 _____ Add \$1.00 for ship- _____
 _____ ping & handling. _____
 TOTAL \$ _____

MARCH EDITION CONTENTS

The March Hot Line promises to be full of interesting World's results and stories:

CHAMPIONS CORNER: Mystery Skipper

WHO'S WHO IN THE ZOO: Don McKibbin

MAINTENANCE TIPS: New Batten Shaping

RACING RULE REVIEW

Also, many World Championship photos, race results, sailing conditions and local Hawaiian color. Watch for the first expanded edition of the Hot Line coming soon.

STOLEN SAIL: Notice has been received of a sail and gear missing and believed stolen from a trailer locker at Bay Sailing, Alimitos Bay, California. Theft included a Hobie Cat 16' main and jib all white Sail #7, boom, blocks, trapeze harness and miscellaneous items valued to \$400. Any information to the whereabouts will be appreciated. Phone Pat McCormack collect (213) 434-8279

EDITORS NOTE:

We are planning an expanded Hot Line that will make it possible to give additional editorial and photographic space to all of the racing divisions and fleets. We would like local Hobie facts, figures and Hobie human interest stories. Photos should include local background and good action shots, glossy black and white minimum 5" X 7". Material cannot be returned and becomes the property of the Hobie Cat Class Association.

CHAMPION'S CORNER-- WAYNE SCHAFER

EDITOR'S NOTE: This feature story will start off a series of articles by leading skippers in the Hobie Cat Class Association. We know that much could be gained by listening to a few sage words of advice and personal comment from these top skippers. By a close comparison of the finer points of sailing from a series of articles over a period of a few months you can pretty well be assured of a well rounded theoretical knowledge of the art of wringing top boat speed and a few trophies out of your Hobie.

Wayne Schafer has been associated with the Hobie Catamaran since the original sketch drawn in the sand at Poche Beach by Hobie and himself, a long time surfing buddy of Hobie. Wayne saw the whole thing go together piece by piece, including the Hobie 16'. He became the "test pilot" for the "works," sailing and evaluating hull design, sails and hardware for all of the many prototype models that preceeded the wonderful little sailing machine that we know today as the Hobie Cat.

Wayne's interests are varied as long as they involve water and powder snow. The water he likes best is where there is another Hobie and some wind, but he is also an accomplished skin diver and surfer, having some of the best ocean for all three at his beach front home at Poche Beach, California. During skiing season, Wayne abandons the beach for the mountains. Wayne, by profession a real estate broker, is the leading beach and bay front specialist in the San Juan Capistrano, Dana Point area of California. His occupation gives him freedom to enjoy his water and snow sports and an occasional set of tennis, at which he is equally good.

He first began sailing in 1950 in a Rhodes 32. In comparable ocean racing classes, he has the distinction of sailing in two Trans Pacific Yacht Races, 1959 and 1961. He sailed, surfed, and raced Malibu Outriggers and various catamarans until the development of the Hobie Cat. Wayne fulfilled a boyhood dream by living in the South Pacific in Tahiti for a year and a half. It was there that he learned of the speed and versatility of the multihull concept and developed an interest in Tahitian culture, music, and that hut construction. A visit to his beach home will expose you to all of his varied talents. He says of Tahiti: "The perfect blend of ocean, land, warm wind, water perfect for fishing, girls, diving, girls, sailing, girls."

Wayne maintains an ideal Hobie sailing weight of 155 pounds and prime physical condition by early morning jogging on the beach, exercising, weight lifting and is in far better physical condition than skippers half his age. His compact muscular build should be the goal of every young Hobie skipper.

In a recent interview, Wayne gave the following words of advice: strongest point of sailing--on the wind, but works the hardest down wind. The most important part of the boat in tuning is first, weight trim, next is mast rake, etc. However, Wayne made a good point here in that any adjustment has to match the individual's sailing style. In other words, one man's boat trim is not necessarily the next man's.

Wayne's personal philosophy of sailing: study the rules, sailing tactics, articles on sail trim, etc. Talk to knowledgeable, winning skippers to see what technique suits him and modify to suit yourself and your style. Never be afraid to develop a new approach, it can always be done a little better. Stand on the fundamentals, test new tuning, sailing methods and find the combination that pays off for you. Keep yourself in top physical condition. In a two to four day series with races back to back, endurance and stamina are the name of the game. Eat the right nourishing foods, get plenty of rest before a race, build exercises around the gut and arm for the hiking art, sheeting in; endurance you need.

Prepare the boat and know that it is going the way you want it, then go to work on the one win or lose factor, yourself. Walk down the beach, sit down, look out to sea and meditate. Psyche yourself up into a winning scene, see the boats behind and you ahead, go over your start strategy, no negative, also ran thoughts. Concentrate on each leg of each race, hold your own on your weak point of sailing. Pick up a few boats on your favorite leg. Take your rule infractions or errors in a sportsmanlike manner; do your 360's and go on the better for it. There is always a throw out or another race.

Wayne is the one they were talking about when they said "he was stoked on Hobies." Of the World Championship, Wayne says "This is just the beginning. The best and most catamaran skippers in the world are proud to be a part of this Regatta, whether participating or watching the results from half way round the world."

"The best people are Hobie people," is a comment heard often from Wayne and I do not believe there is anyone who has sailed against his #315 14' or 16' Hobie that cannot say the same about Wayne Schafer. In departing from our interview, Wayne's "win or lose, it's all been fun" properly reflects his sportsmanlike outlook to Hobie sailing and life.

COVER PHOTO

The Catch 22 location boasts wonderful bay and curving beach of clean white sand, with sufficient room for all of the Hobie fleet and a mile left over. The shoreline offers many interesting spots for exploration and day sailing, many contestants take advantage of this and arrive a few days early and stay a few days late and enjoy the warm water, sun and sailing.



The 1972 Midwinters West chefs prepare delicious shrimp and fish for the feed. Mexico is noted for its abundance of seafood and shellfish of all varieties. Unlike seafood taken from the coast of the United States near populated areas or river mouths, there is absolutely no pollution here and you may enjoy the harvest of the sea without fear of contamination by DDT-Zinc fluorides or lead residues.

LET'S LEND A HAND TO OUR FRIENDS SOUTH OF THE BORDER

During the past two Midwinter Regattas West, an individual volunteer effort has been made to help some of the needy families in the Guaymas area and has been greatly appreciated. This year we would like to make this worthwhile person-to-person show of goodwill a total Hobie group project. We ask that you prepare boxes of outgrown but still useable childrens, mens and womens clothing, shoes and including staple food not requiring refrigeration as a total family package. For example: your family of mother, father, boy and girl would have a complete outfit for each or more if possible, especially childrens clothes. A 25 pound bag of brown rice, whole wheat flour or unbleached white flour plus whatever food like powdered milk you feel would go the farthest and be the most nourishing. Indicate on the outside of each box in felt pen the age group the children and differentiate between boy or girl.

Upon departing Guaymas, a depot will be set up to receive groceries not needed for the trip home. Drop off your excess weight and save gas on the return trip.

SAILING TIPS FOR RUDDER BLADES

Handle the tiller gently and smoothly when underway. This is not only good maintenance practice but it also good racing procedure as any excessive rudder movement will result in a reduction in boat speed. Never allow a fishline to travel along rudder blade -- this acts like a saw on the leading edge and will result in a weakened area.

Trip your rudders if you are making sternway or leeway, in shallow water, or when hitting the beach underway. Never have rudders fully locked while running out through the surf as the oncoming wave action tends to throw the stern back and down, this could result in a broken pin, gudgeon, rudder blade, or damage to transom area.

In other words, good maintenance procedures combined with basic common seamanship will give you troublefree rudders that will last indefinitely. Coast Catamaran's Research and Development team is constantly testing and evaluating new materials. If we find a stronger, more durable rudder you can rest assured it will be introduced to you through the Hot Line. We are continually trying to upgrade our boats and make life simpler and more enjoyable for you.



Holiday Inn, Apollo Beach, Tampa Bay will host the Eastern Midwinters, the same beach that hosted the 1971 Hobie Cat 14' Nationals as well as regional and fleet regattas. The facilities are perfect for a Hobie occasion, offering an excellent combination of accommodations for families and groups. Camping and motor home Parking will be allowed adjacent to the hotel for this regatta. Your boat is literally at your doorstep.

MAINTENANCE TIP: RUDDER BLADES

The Hobie rudder is designed to take a tremendous load, a design and test strength far in excess of any strain that can be exerted under any sailing condition. The Hobie rudder combined with the asymmetrical hull design serves as the total wetted surface lateral resistance. Lateral resistance prevents the hull from sliding to leeward when sailing and also gives weather or lee helm condition when combined with the center of effort or the center of the combined sail area. The center of effort should be slightly aft of the center of resistance giving a slight weather helm (or a tendency for the boat to round up into the wind when the tiller is released) when sailing on a reach. (This will be thoroughly discussed in a later Hot Line.)

The Hobie rudder can be compared to a glass product in that the tensile strength can be seriously weakened by a slight nick on the leading or trailing edge or a longitudinal scratch on the flat surfaces. Failure will take place at these points.

Basic Rudder Maintenance

Prior to sailing a Hobie, a general check of all hardware, equipment, rigging and sails should be made before shoving off. At this point, however, we are only going to be concerned about the rudder assembly. Check all rudder and tiller crossbar connecting ends, we would advise replacing the old plastic or worn ends with a new aluminum casting set, available at your dealer for about \$5.00. Check tiller extension bolt and swivel assembly. Check rudder pins for excessive wear or fracture. Check stainless gudgeons for cracks at the bend; these are subject to fatigue. If rudders tend to jump out of down position when at speed, follow these simple directions.

Rudders That Kick Up (at the wrong time)

Have you ever been sailing along on a fast reach only to have your lee rudder kick up? Well, there are several things you can do to correct this situation.

First thing to do is tighten the adjusting screw (inside the lower rudder housing). If you have an old boat and the nylon screw is stuck in place don't give up, there is still hope. Take the rudder assembly off the boat and turn it upside down so you can work on it easier. Take your large headed screwdriver and drive it a little way into the nylon screw. Pull the screwdriver out, turn it 90° and drive it in again so you have formed an "X". Leave the screwdriver and use it to help turn it, keeping a firm downward pressure. If you still can't budge it, leave the screwdriver in and clamp a pair of vice grips (or equivalent) on the shaft of the screwdriver and use it to help turn the screwdriver) a little W. D. -40 should be squirted down the threads to help loosen the nylon screw) Once you get the screw moving, tighten it until you think you have solved the problem.

MAINTENANCE TIP: RUDDER BLADES (Continued)

If you have tightened the nylon screw as far as it will go and still have a problem with the rudders kicking up, there's still hope. You can simply add some sort of spacer to compress the spring more (a marble should work fine). If you place the spacer between the spring and the nylon screw you will have more spring tension when you tighten the nylon adjusting screw.

Be sure that you don't over-tighten the adjusting screw. If it is too tight you will constantly break rudder pins when you hit the beach hard. A little experimentation should indicate the proper tension.

The first fine tuning procedure upon taking delivery of a new boat or replacing rudder blades is to feather out the trailing edge. This is the cause of the undesirable cavitation and hum often heard at higher speeds. This can be eliminated as per accompanying sketch. Use a wood scraper, plane, knife edge, or file to remove excess material. Try to achieve a smooth taper with a slightly rounded edge, sanded smooth and finally waxed.

Always maintain a smooth edge. Never allow a nick or scratch to go without smoothing it out. File or sandpaper a radius around the edges of the rudder assembly casting that comes in contact with the rudder blades.

This sketch shows the rudder trailing edge before and after shaping. Cone should be given this fine edge, all nicks and scratches should be sanded out and edge maintained in a smooth condition.



They drove us all the way down here and now how long do they expect us to wait for dinner. After sailing, exploring and beachcombing all day we could eat the whole nine yards and not bat an eye.

Solicitud número

Tarjeta número

Fecha

SHOULD YOU RETURN THIS APPLICATION BY MAIL,
KINDLY ADDRESS YOUR ENVELOPE TO.....

FM-5	FM-14
SINGLE ENTRY - ONE TRIP	MULTIPLE ENTRY - SEVERAL TRIPS
GRANTED FREE OF CHARGE	

I hereby make formal application for a TOURIST CARD to visit MEXICO and solemnly declare under oath that the information given below is correct:

NAME _____
(first name) (middle name) (surname)

SEX _____ AGE _____ SINGLE ☐ MARRIED ☐ WIDOW-ER ☐ DIVORCED ☐

OCCUPATION OR PROFESSION _____

PLACE OF BIRTH _____

NATIONALITY ADDRESS
(Number and street)

 (City and state) (Telephone)

PURPOSE OF TRIP _____ MEANS OF TRANSPORTATION _____

DOCUMENTS SUBMITTED TO PROVE NATIONALITY _____

DURATION OF TRIP _____ FINAL DESTINATION _____

WHAT OTHER POINTS IN MEXICO DO YOU PLAN TO VISIT? _____

HOW MANY TIMES HAVE YOU BEEN IN MEXICO AS A TOURIST? _____ ON BUSINESS? _____

APPROXIMATE AMOUNT OF MONEY YOU EXPECT TO SPEND WHILE IN MEXICO: DLLS. _____

ARE YOU TRAVELING ON YOUR OWN? IF NOT, WHAT TRAVEL AGENCIES (LOCALLY AND IN MEXICO) ARE HANDLING YOUR TRIP?

CHILDREN UNDER 15 YEARS ACCOMPANYING THE APPLICANT: _____

I further declare that I shall not engage in any business or remunerative work during my stay in Mexico, and also take cognizance of the fact that the Mexican Immigration Laws establish penalties for anybody found guilty of making false statements regarding the purpose of their trip to Mexico.

Signature. _____

NOTICE: TOURIST CARD MUST BE USED WITHIN THREE MONTHS FROM DATE OF ISSUANCE AND IS VALID FOR A SIX-MONTH STAY IN MEXICO FROM DATE OF ENTRY.

Proof of citizenship must be presented at the time Tourist Card is issued, and should remain in the possession of the traveler during the entire trip (Birth Certificate, Army or Navy Discharge Papers, Identification Card, Naturalization Certificate, Voting Certificate, Passport, or Affidavit of citizenship). Canadian citizens by birth, must present a valid passport.

If you travel by car the permit thereof is valid for the same term as your tourist card.

For mailing purposes please enclose stamped, self-addressed envelope.

MIDWINTERS WEST GUAYMAS, MEXICO

CATCH 22 MIDWINTER REGATTA

February 17th & 18th, 1973

The 1973 Midwinters West are being called the CATCH 22 Midwinter Regatta in keeping with the unique site we have chosen. By popular demand we are returning to the Guaymas, Mexico area for this regatta. This year's regatta site is located approximately three miles north of San Carlos (1971-72 regatta site), at the location where the movie CATCH 22 was filmed. The site features a long airstrip terminating on a beautiful white-sand beach which rings an unspoiled cove just large enough for a regatta. The airstrip is situated in a wide valley and is surrounded by World War II type buildings (bombed out) constructed for the movie. The Mexican name for the waters of this bay is Bahia de Algodones.

For this unusual regatta we are planning to use the CATCH 22 theme throughout. Skipper's briefing will commence at the control tower at the runway at 1000 hours Saturday with the first fleet to start at 1130 hours. There will be three races Saturday and two Sunday--Sunday's activities will commence at 1100 Saturday evening we are planning a Fiesta to consist of tortillas, beans and lots of shrimp and beer (Guaymas is the shrimp port for the West). We hope to have a mariachi band to help set the atmosphere while you skippers swap battle stories.

There will be a small entry fee to help us offset the cost of trophies and T-shirts. T-shirts will be given to skippers and crews with any leftovers to be sold after registration.

ACCOMMODATIONS

We have arranged for camping right on that beautiful white beach (or any place you wish around the area). Facilities are non-existent, but we are arranging for portable heads and hope we can get a large water tank trailer for that week. However, we advise campers to bring a couple of five-gallon water containers for your convenience (bottled drinking and cooking water will be brought around daily by the natives). There will be no showers or electricity at the regatta site.



The Mariachi Band is Mexico's answer to the neighborhood rock group, string quintet, or jazz band of the United States. The talent and instrument is usually handed down from father to son, with much pride. The musical quality of the group reflects the individual musician's ability. Small groups act as roving troubadours and will play on the streets or in restaurants for a donation. The group that entertains at the Guaymas Midwinter Regatta is exceptionally good and boasts a trumpet player of great musical talent. Cabaleros, Mexican cowboys, come down to the bay from nearby ranches to enjoy this wonderful music.

For those of you who don't wish to 'rough it' in our primitive camp, there are hotels about three miles from the site with restaurant and bar (some units have kitchenettes). All are reasonable in price (\$12.00 to \$16.00 per day for two people). Here is what is available:

La Posada de San Carlos	Double (2 double beds)	\$12.00
Apartado Postal 57	Same with kitchen	16.00
Guaymas, Sonora, Mexico	Deluxe (2 doubles & 2 singles)	16.00

The restaurant and bar are moderately priced and it has a terrace on the beach (not the same beach we will be sailing off). There are nice beaches, swimming pool, tennis courts and golf course at the hotel.

San-Carlos-By-The-Sea	<u>Studio apts. w/kitchen</u>	
Apartado Postal 212	2 persons:	
Guaymas, Sonora, Mexico	West beach	\$12.00
	East beach	14.00
	3 persons:	
	West beach	14.00
	East beach	16.00
	<u>Motel rooms:</u>	
	2 persons	10.00
	3-4 persons	11.50

Both of these hotels are located on the beach in the Bahia de San Carlos (about a five-mile sail from where the race will be held). The drive from the hotels to the CATCH 22 area takes about five minutes over paved roads so everything is fairly close. Make reservations NOW if you want a room. Another hotel we recommend is the Guaymas Inn (about twelve miles from the site toward Guaymas). It is run by an American and is exceptionally clean with excellent food. The rates are quite competitive; restaurant and bar are reasonable. Address inquiries to the Guaymas Inn, Guaymas, Sonora, Mexico.

There is a small general store in the area of the hotels. Of course, there are major shopping areas in Guaymas, about twenty minutes away. Also, doctors, etc. are available in Guaymas.

The San Carlos area is a fisherman's paradise and is popular with Americans in the winter. However, it has maintained its charm and atmosphere despite the influx of Americans. We encourage skippers and their families to think about spending a week or more as this is an excellent vacation spot with lots of things to do plus good sailing.

TOURIST REGULATIONS

Each person must obtain a tourist card in order to cross the border. Fill out the enclosed form and mail it to any Mexican Consulate office or at the address shown on the form. There's no charge for this card, send for it even if you aren't sure you can go. You can obtain your card at the border, but we urge you to obtain it beforehand, you'll save yourself time and possible expense.

You must have proof of ownership for your vehicle, boat and trailer to cross the border. If you aren't the legal owner, be sure to have a notarized statement from the legal owner giving you permission to transport said vehicle, boat or trailer into Mexico for the length of time you intend to stay.

Mexico has a big problem with animal disease, especially rabies. We advise against taking dogs. If you find it necessary to take your dog, you must have a current Health Certificate issued by a veterinarian and a rabies certificate is mandatory for return to the United States.

SUGGESTED ROUTES OF TRAVEL

Coming from the West Coast: Cross at either Tijuana, Mexicali or San Luis and follow Mexico 2 to Santa Ana, then Mexico 15 to the Guaymas area . . . or . . . cross at Nogales and follow Mexico 15 to Guaymas. NOTE: We have found San Luis to Sonita is 127 miles with no gas stations or towns between.

Coming from the East: Cross at Nogales and follow Mexico 15 to Guaymas.

Guaymas is an easy five hours from Nogales on the West Coast of the Mexican mainland. The turnoff to San Carlos is about four miles north of Guaymas and is marked by a sign pointing to the right. If you pass an airport on your left, you have gone about a mile too far. Once on the road to San Carlos, go about six miles to the general store on the right. To reach the regatta site, take the road to the right just before the store and follow it to the site. The hotels are on down the road to San Carlos a short way. If you are going to stay at the Guaymas Inn, simply proceed on Highway 15 about two miles past the San Carlos turnoff and you will find it on the left side of the road.

The CATCH 22 Midwinter Regatta is being cooperatively sponsored by Coast Catamaran Corp., and the Club de Yates de Guaymas, A. C.

MIDWINTERS EAST APOLLO BEACH, FLORIDA

MIDWINTERS EAST--By popular request, Apollo Beach, Tampa Bay, Florida has been chosen as the site of the Midwinters East, March 3rd & 4th, 1973. This is a very popular Hobie spot, having been the site of the 1971 Hobie Cat 14 Nationals and a number of divisional and fleet regattas.

Accommodations--One of the prime factors that makes Apollo Beach attractive for our regatta is the support facilities. The Holiday Inn offers all of the amenities, including full restaurant facilities, bar, swimming pool, etc. in size and quality to host an event of this magnitude. Arrangements have been made to accommodate campers, trailers and tents adjacent to the Hotel. The beach is clean sand and large enough to handle over 100 boats. Additional facilities are available a short drive from the Hotel.

Launching--The parking lot beach front may be used to unload boats, which can be hand carried to the water's edge. Strict supervision will be exercised over the parking lot to insure that all trailers are stowed on the lots adjacent to the automobile parking areas.

Beach Party--A cookout is planned for the beach area, Saturday evening, 7:00 PM, with steak, potatoes, tossed salad--prices later.

Entry Fee-- A \$5.00 entry fee for Hobie Cat 14's and \$7.50 for 16's has been set. Entry fee includes one t-shirt for 14's and two for 16's, excess t-shirts will be available for \$3.50 each.

Schedule of Events--

Friday, March 2: Hotel check-in, fun races, hull flying (on the beach) contests, ladies races

Saturday, March 3: 8:30 to 11:30 AM--registration, committee deck. Press conference at 11:00 AM
11:30 AM--Skippers Meeting, beach front. 1:00 PM or when wind permits--First Race, three races back to back. 5:30 PM--Funnelator Contest on the beach. 6:00 PM to 7:00 PM--cocktails on the patio. 7:00 PM--Cookout on the beach. 7:30 PM--Live rock group music on the patio. On Saturday afternoon there will be a kite flying contest on the beach, courtesy The Corr Brothers (developers of Apollo Beach) followed by a Frisbie throwing contest. Prizes for winners. Movies in the Hotel dining room all of Saturday afternoon and evening.

Sunday, March 4: 10:00 AM--Skipper's Meeting, beach front. 11:00 AM--First race, two races back to back. 4:00 PM (approximately)--Trophy Presentation.

Special announcements will be posted on the bulletin board in hotel lobby. Check them for changes in plans and for race results.

Besides the activities planned, you and your family might enjoy attending Disney World, Busch Gardens or many other local attractions. Weather is anticipated to be typical Florida early spring, which means about 70°-80° with eight to 12 mph breeze.

Add to all of this the convenience of having your boat at your doorstep, excellent spectator viewing, and being able to beach easily between races for beer, burger, or bull session and this 1973 Midwinter Regatta Each should be a lot of Hobie fun. Shake off the snow and ice and meet us for a warm Holiday at Apollo Beach.

The 1973 Midwinters will warm up the start of the Eastern Regatta Season. From all indications this season promises to be the best yet with plenty of boats in all classes anticipated. You will be well advised to make this regatta and get a jump on your competition. This is the middle of the tourist season, so make your reservations early to insure a room or a location near the action. Reservations must be in by February 15, 1973 to be guaranteed. All reservations must include "Hobie Cat" or they will not be confirmed. Phone or write Mr. Gardner, Manager, Holiday Inn, Surfside Boulevard, Apollo Beach, Florida 33570. Free Holidex reservation through any Holiday Inn or phone 813/645-3271 direct. Rates are as follows:

Waterfront, up & down, \$24 single; Poolside, up & down, Parking Lot down, \$19 single; Parking Lot up, \$17 single. Add \$3 per person for each additional person per room expected. Use this form in requesting a reservation through Holidex, as only administrative messages will be accepted by the hotel.

Midwinters East is being jointly sponsored by Hobie dealer Adventure Yachts of Tampa, Schlitz Beer Distributor, Tampa, Florida and Coast Catamaran.

PLEASE SEND AN ADMINISTRATIVE MESSAGE TO HOLIDAY INN OF APOLLO BEACH, FLORIDA.

HOBIE CAT RESERVATIONS

Name _____ Address _____
City & State _____ Phone _____ No. in Party _____
No. of Rooms Requested _____ Date In _____ Date Out _____
Circle Room Rate Requested: \$17 \$19 \$24 Comments _____

DATE	EVENT	DIV.	PLACE	SPONSOR
January:				
6th	Fleet 4 Winter Series	2	Mission Bay, CA	Fleet 4 - George Fox 714/286-7259
7th	Winter Race Series #1	8	Ft. Lauderdale, FL	Fleet 44 - Contact Port Tack 305/523-0888.
13th	Tune Up Race	6	Lake Grapevine, TX	Fleet 23 - Contact W. A. Chiles 214/339-2320.
13th & 14th	San Diego Invitational	2	San Diego, CA	Pacific Southwest Marine - 714/224-2417.
14th	Third Round the Keys Race	8	Miami, FL	Fleet 36 - Contact John Hogg 305/233-7042.
14th	Fleet 8 Series Races	6	Clear Lake, TX	Fleet 8 - Shirley Martin 713/498-0287
21st	Frostbite Series	3	Folsom Lake, CA	Fleet 17 - Donald Brown 916/455-3285
21st	Joint Races Between Fleet 8 & MSA	6	Clear Lake, TX	Fleet 8 - Shirley Martin 713/498-0287
18th -22nd	HOBIE CAT WORLD CHAMPIONSHIPS	1	Honolulu, Hawaii	Coast Catamaran - Keith Fuller 714/493-4586
21st	MSA Fall-Winter Series	6	Clear Lake, TX	MSA - Contact John Gonnerman 713/526-0545
22nd	Winter Handicap Series	6	Norman, OK	Thunderbird Sailing Club - Contact Bill Hill 405/947-1605
27th	Tune Up Race	6	Lake Grapevine, TX	Fleet 23 - W. A. Chiles 214/339-2320
27th & 28th	Sunshine Regatta (All Class)	8	Miami, FL	Miami Yacht Club - Contact Florida Multi hulls 305/783-4368
28th	Frostbite Series	3	Folsom Lake, CA	Fleet 17 - Donald Brown 916/455-3285
28th	Frostbite Series	6	Lake Ray Hubbard, TX	Kaptain's Kove Yacht Club - W. A. Chiles 214/339-2320
February:				
4th	Frostbite Series	6	Lake Ray Hubbard, TX	Kaptain's Kove Yacht Club - W. A. Chiles 214/339-2320
4th	Winter Race Series #2	8	Ft. Lauderdale, FL	Fleet 44 - Contact 305/523-0888
10th & 11th	Ft. Myers Sailing Club Regatta	8	Ft. Myers, FL	Ft. Myers Sailing Club - Contact Robert J. Dean, Jr., 2624 Hanfon St., Ft. Myers
10th & 11th	Annual Edison Regatta	8	Ft. Myers, FL	Ft. Myers Sailing Club - Contact Robert S. Dean 813/332-1131
11th	Frostbite Series	3	Folsom Lake, CA	Fleet 17 - Donald Brown 916/455-3285

DATE	EVENT	DIV.	PLACE	SPONSOR
11th	Fleet 8 Series Race	6	Clear Lake, TX	Fleet 8 - Shirley Martin 713/498-0287
11th	Frostbite Series	6	Lake Ray Hubbard, TX	Kaptain's Kove Yacht Club - W. A. Chiles 214/339-2320
16th - 18th	Multihull Midwinters	8	Miami, FL	Miami Yacht Club - Contact Florida Multi hulls 305/783-4368
17th & 18th	MIDWINTERS WEST		Guaymas, Mexico	Coast Catamaran - Contact Keith Fuller 713/493-4586
18th	Joint Series Races	6	Clear Lake, CA	Fleet 8 - Shirley Martin 713/498-0287
18th	Frostbite Series	6	Lake Ray Hubbard, TX	Kaptain's Kove Yacht Club - W. A. Chiles 214/339-2320
18th	MSA Fall-Winter Series	6	Clear Lake, TX	MSA - Contact John Gonnerman 713/526-0545
25th	Frostbite Series	6	Lake Ray Hubbard, TX	Kaptain's Kove Yacht Club - W. A. Chiles 214/339-2320
26th	Winter Handicap Series	6	Norman, OK	Thunderbird Sailing Club - Bill Hill 405/947-1605
March:				
3rd & 4th	MIDWINTERS EAST	6-13	Apollo Beach, FL	Coast Catamaran - Contact Keith Fuller 714/493-4586
9th-11th	Deep South Hobie Cat Championship	9	Lake Charles, LA	Lake Charles Yacht Club & Fleet 9 - Allan R. Heath 318/477-1698
11th	Tune Up Races	6	Norman, OK	Thunderbird Sailing Club - Bill Hill 405/947-1605
11th	Fun Races & BBQ	8	Ft. Lauderdale, FL	Fleet 44 - Contact Port Tack 305/523-0888
11th	Monthly Series Race	6	Clear Lake, TX	Fleet 8 - Shirley Martin 713/498-0287
16th-18th	Miami Midwinters	8	Miami, FL	Miami Yacht Club Contact John Hogg 305/233-7042
18th	Joint Series Races	6	Clear Lake, TX	Fleet 8 - Shirley Martin 713/498-0287
18th	MSA Fall-Winter Series	6	Clear Lake, TX	MSA - Contact John Gonnerman 713/526-0545
26th	Winter Handicap	6	Norman, OK	Thunderbird Sailing Club - Bill Hill 405/947-1605

HOBIE CAT CLASS ASSOCIATION

33012 CALLE PERFECTO • SAN JUAN CAPISTRANO, CALIF. 92675

BOUND FOR:



DATED MATERIAL

ADDRESS CORRECTION REQUESTED

FORWARDING & RETURN POSTAGE GUARANTEED



FULL

BOOTS



OFFICIAL HOBIE CAT WET SUITS

Be the first to break the ice this spring with full cold weather protection from neck to toes. Sail in any weather or any water temperature. Use the handy order blank on the inside back page.