

HOBBIE CAT
Hot Line
MAY 1974



ANNOUNCEMENT FROM HOBIE

It gives me great satisfaction to inform you that for the first time in the history of Hobie Cat Class racing, we have aligned with an overall patron, the Miller Brewing Company of Milwaukee.

With their support, both financially and promotionally, we will be able to bring to you and the nation the biggest and best Nationals yet. The U.S. Championships will be called "The Miller High Life/Hobie Cat National Championships". We promise almost continuous on-site activities and festivities for the entire family.

In case you hadn't heard, the 14 Championships will be held in Key Biscayne, Florida, October 23rd through the 27th and the 16 Championships at Mission Bay, California, October 9th through the 13th. We'll provide plenty of notice and information well in advance.

Kicking off the Hobie-Miller involvement, the beer at the popular London Bridge Regatta is being provided free of charge to all skippers by Miller High Life.

Here's to you and the Miller Brewing Co. !

Hobie
Hobie

HOBIE CAT **Hot Line**

HOTLINE PUBLICATIONS

2026 McGaw Avenue

Irvine, California 92705

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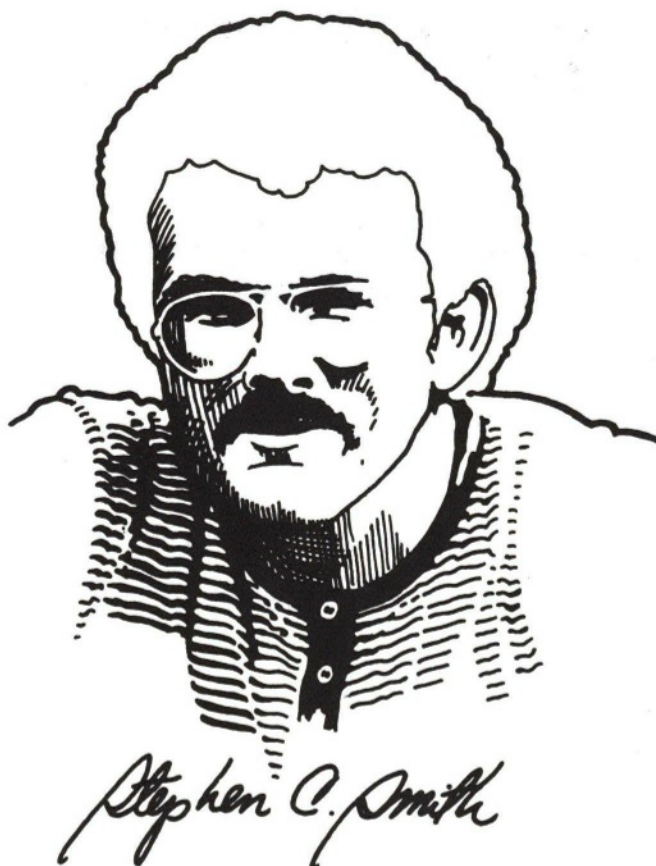
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MOVING?: Six weeks are required to change your address as computers always seem to have "digestion problems"! To insure prompt attention, send the old label from your last Hot Line issue along with your new address.

ADVERTISING: Advertising rates are available upon request. Dealer advertising is welcome. Contact Van Bagley or Mary Soderberg at 2026 McGaw Ave., Irvine, California 92705 or phone 714/979-2880.

**Racing Rules The Easy Way
By Steven Falk & Associates
Sherborn, Mass. 01770
Complete Volumes available.**



Memorial Regatta

Most of us rarely get the opportunity to know the extent of human effort contributed by a person who is committed to getting something done well, and living life to its fullest. Experiencing such commitment, when it is accompanied by creativity is an extraordinary experience — one that provides profound inspiration.

Stephen Smith died Saturday evening, February 16, of pneumonia at the age of twenty-nine. We had known for two years that Steve had a rare form of leukemia and had been undergoing treatment. We were certainly aware of the possibility of eventually losing him.

But Steve's commitment made that possibility less real, for he was at work every day through the preceding Thursday. As in earlier months, when he went for weeks with fever of over 100, he continued as if nothing were wrong. Somehow he remained the same creative and witty Steve we had always known.

Steve was the most recent Art Director of The Intermediate Science Curriculum Study of The Florida State University and had been on the staff for more than eight years. His creative and effective art work was a major contributing factor in the success of this project.

Participation in sailing activities, and a lot of hard work for the Yacht Club and Hobie Fleet #43 won Steve the coveted Apalachee Bay Yacht Club Sportsmanship Trophy last year. His good spirits lifted ours, and the warmth of his personality encouraged us all. We loved the work he did and the man himself.

The A.B.Y.C. and Hobie Fleet #43 mourn the loss of this unique person. The Yacht Club's annual regatta has been renamed The Stephen C. Smith Memorial Regatta, and scheduled for June 1 and 2. We are grateful for the experience of working and playing closely with Steve, of knowing him as a friend, and of being inspired by his commitment, his creativity, and the simple fact that he was Steve Smith.

NOTICE!

**IF YOU HAVE/OR PLAN ON CHANGING YOUR ADDRESS,
WE MUST KNOW OR YOU WILL NOT RECEIVE A HOTLINE.
PLEASE FILL OUT COUPON BELOW.**



Please check one:

- ☐ CHANGE OF ADDRESS
- ☐ SUBSCRIPTION — \$5.00
- ☐ NEW OWNER — (Free Subscription)
- ☐ I WOULD LIKE TO ORGANIZE A FLEET

Name _____

Address _____

City _____ State _____ Zip _____

Sail No. _____ ☐ 12

Hull No. _____ ☐ 14

Fleet No. _____ ☐ 16



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Regular \$2.50

At your dealer's soon, or
write Hobie Class Association.

EDITORIAL

A STAR IS BORN

In the last issue of the Hot Line you may have noticed a picture on the back inside cover—a "Sneak Preview". In this issue we'd like to introduce you to a new and exciting "toy" from Hobie. It's the HOBIE HAWK, a radio controlled glider that Hobie has been developing for the past 2½ years. The HOBIE HAWK, like the HOBIE CATS, is totally unique in design and construction; designed for fun, yet amazingly durable.

To keep you up-to-date on the activities of the HOBIE HAWK, we are going to set aside a special section in the Hot Line, which we will continue throughout the year. We feel you will be as excited about the HOBIE HAWK as we are. To help you get better acquainted with the sport and what it's all about, we will be having guest editors (some of which are the leaders in the hobby industry) contributing to give you a more indepth look at the sport itself, with special tips on how to have more fun with your HOBIE HAWK.

At this time we'd like to extend a warm welcome, not only to our regular Hot Line readers, but also to our new HOBIE HAWK enthusiasts. For our first article we thought it only appropriate to interview the man behind it all, our one and only Hobie Alter, and find out how he became interested in R/C gliders. Trying to catch him for the interview was a challenge in itself, but our persistence paid off . . . and here's how it went.

Please turn to page 26.

Bob Brown Hobie Model Company



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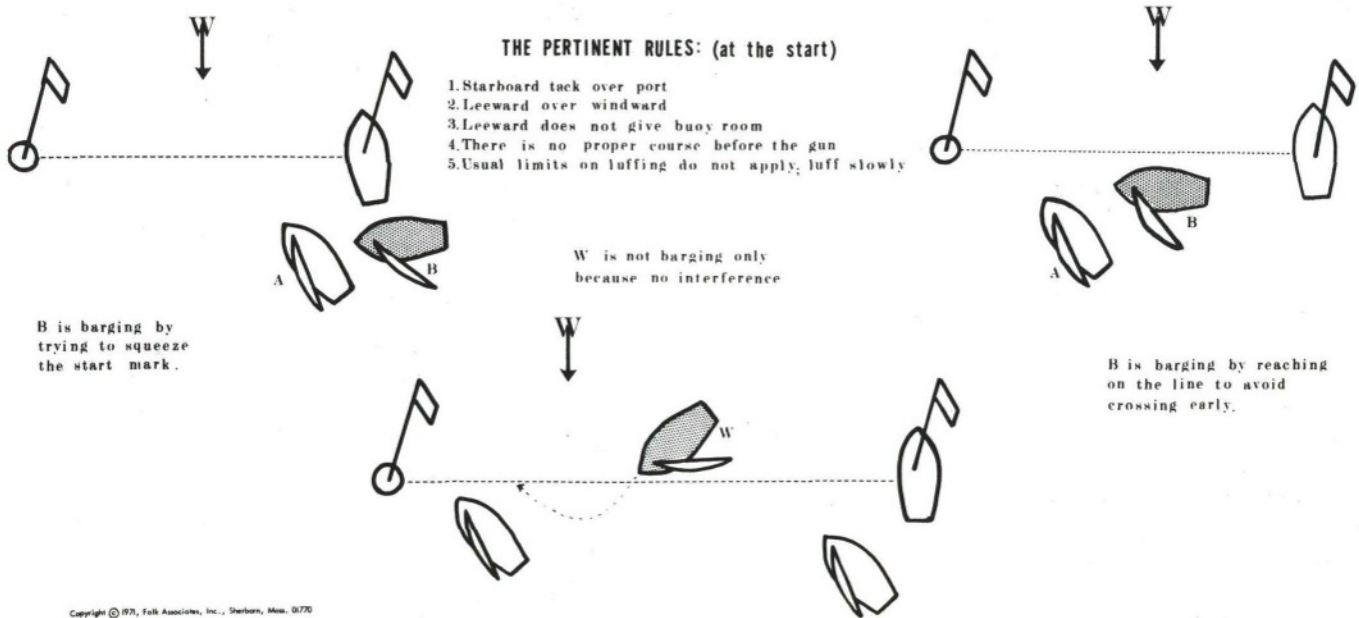
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RACING RULES THE EASY WAY

Most Common Fouls - 1. Barging

Barging Is Squeezing Along The Start Line Windward Of Others

Legal, provided no leeward boat (on same tack) is inconvenienced.



Racing Rules the Easy Way

Most Common Fouls ... #1: BARGING

The most common foul of all is BARGING, which is simply a violation of the rights of leeward boats at the start. The foul is so common, of course, because boats that are early at the start become desperate to avoid going over the line early ... so what they do is to ease sheets and reach along the line waiting for the gun. OK in clear water, but no rights over leeward boats.

The rules against barging are now tucked away in several places. Starting rules which prohibit barging:

- Port tack keep clear of starboard tack ref: rule 36
- Windward boat keep clear of leeward boat ref: rule 37.1
- Luffing rights (limited in some cases) always available to leeward boat ref: rule 40
 - Limits: luff slowly enough to let windward keep clear; no luff above close-hauled whenever windward's helmsman is forward of leeward's mast.
- Leeward need not give windward any room ref: rule 42.1(e) at start line marks before the start gun, and after the gun may squeeze as high as close-hauled (if a beat) or point to the next mark of the course (if a reach/run) irrespective of windward's overlap.

In summary, a boat approaching the start line is fair game for any (same tack) boat to leeward. The rules intend to make the ideal start a close-hauled drive to the line. Skippers who fudge their timing by falling off along the line, or doing a "dip start" (buttonhook from the wrong side of the line) do so at great hazard.

NOTE: nothing is illegal about barging starts; the foul is in interfering with a leeward boat. Although you do so without rights, there is no prohibition against taking advantage of room that is freely given you by others with rights.

NOTE: nothing in the rules that prohibit barging in any way affect the rights of starboard tack over port tack.

TACTICS: Make your starts any way you like, but keep clear of all boats to leeward on the same tack. If you must kill time, do it by luffing, not reaching. Shove a barger across the line early now and then, and there'll be more room next race.



"Look, Cheryl, A Streaker!"

THE SAN DIEGO CLASSIC

Fog and cold weather could have plagued the San Diego Classic, but when a 135 boat fleet turned up, nothing could have stopped this incredible weekend!

Vacation Village in Mission Bay helped to host the merrymen and competition. The Village is on a 47 acre island with two large sailing areas surrounding it. Due to foggy weather conditions on Saturday, the Hobie 16 race course, originally set in the Pacific Ocean, was held inside the East Bay. The large West Bay was the site of the Hobie 14 and 12 races.

Competing in winds ranging from 14-20 knots, Wayne Schafer and John Golden captured the 16 A Fleet honors with two firsts and one second. Wayne and John are definitely one of the toughest teams in the class! Randy Hatfield won the 14 A's with three firsts. From Pine, Colorado came Morey Blackman, only to get wedged out of a first in the 12 Fleet by Jim Black of Coast Catamaran.

One of the highlights of the Classic was the party Saturday night at the Barefoot Bar in Vacation Village. With the aid of a rock 'n roll band everyone came and stayed into the wee hours of the morning. The "following" morning we found that not everyone had been sleeping the night before . . . Wayne Schafer and Nick Steele discovered their boats fully rigged and floating in a nearby swimming pool! Oh well, Boys, it was all in fun . . . !

Many thanks go to Glenn Brandenburg and Scooter Landis and the Mission Bay Aquatic Center, Bob MacFarland, owner of Hobie's Sport Center in Pacific Beach, Rich Jeffries and Fleet #4 and, of course, the Mission Bay Associates for helping to make it a great weekend.

When the Classic was over and the dust had settled, the "remnants" count included 20 empty beer kegs, 21 long-gone cases of champagne and countless other refreshment bottles previously consumed by all those who, most assuredly, had a CLASSIC Weekend!



Morey Blackman in good trim on his Hobie 12.



"The Water Baby!"

Photos by Van Bagley



"What d'ya mean 'Postage Due' . . .?"



Scene of the crime.

The 4th Annual Culebra Regatta

Culebra is an island 19 miles off the coast of Puerto Rico. With its small village, lush palm trees, crystal clear water and warm, tropical trade winds, it's hard to believe this island is not just the product of a vivid imagination!

The idea of using the Island of Culebra for a regatta came about some four years ago when a few catamaran sailors got together and decided they wanted a race—one which would demand a true test of their seamanship—and their boats. Jose Rodriguez Reyes, with his Hobie 16, and Roberto Bouret, with his Pacific Catamaran, set the course: 1st day—a 19 mile beat to weather from Fajardo, Puerto Rico to Culebra and spend the night; 2nd day—sail to a mark just off the Island of Vieques, then 18 miles downwind to the finish . . . a grueling total of 55 miles!

The entire fleet of the first Culebra Regatta included one P-Cat and three Hobie 16's, with Chris Christensen and his 16' taking the honors. The second year they had eleven boats and by the third year the total had

climbed to sixteen, with Roberto Bouret and his P-Cat taking two consecutive firsts. This year invitations were sent to top skippers in the world—gathering many of the "Hot Hobie Cat Champs" such as Andy Lopez, Herb Andreson, Chris Christensen, Sandy Banks and many more—for a grand total of seventeen entrants.

The 4th Annual Culebra Regatta was a huge success and, with the exception of a short tropical rain, the sun shone brightly on all our skippers. The winds brought out the skills of all—ranging from a light 5-10 knots up to a heavy-duty 25. All 17 participants put up a good fight, but our special congratulations go to Chris Christensen and his wife, Pauline, who, once again, captured the 1st place title.

Many thanks to Roberto Bouret of the Puerto Rico Department of Tourism, Jose Rodriguez Reyes of Puerto Rico Sailboats and the many others who helped to make this very unique regatta a truly memorable event.



*"Do you think if we tied them all together we could get a little closer?
With 19 miles to go, we might get lonesome . . .!"*

"Hi, Sports Fans. Jose Rodriguez here!"





*"Listen, Chris, I know you want to win this thing,
but that cramp in my left leg is killing me!"*

TALK ABOUT "TAIL"-GATING!!





DATELINE—Florida, March 8-9-10, 1974. Militia of Hobie Cats invade Apollo Beach.

Mid-Winter's East—Apollo Beach, Florida

The first major regatta of the year for our Eastern Hobie Skippers was, once again, a smashing success. A grand total of 171 participants met at Apollo Beach, Florida, March 9th and 10th to compete in the 1974 Mid-Winter's East.

Friday, March 8th, was set aside for pre-regatta preparation—squeezing into last year's bathing suits, rigging boats, lounging around the Holiday Inn pool and, of course, tapping the Miller beer kegs!

Saturday morning found the Florida coast engulfed in a layer of fog. Our not-to-be-defeated skippers waited patiently and enjoyed a buffet breakfast. By noon the fog had cleared and soon the tropical sun had pushed the temperatures up in the 90's.

Contrary to last year's hurricane threatening winds, our racers in the 1974 event were forced to "take it easy," with light airs ranging from 3-6 mph. Two races were held and, just as the third was about to be cancelled for lack of wind, Mother Nature pulled a 180° switch and a good 10-12 knot breeze popped up . . . all systems go! In the last race, however, the fleet was protested

for sailing around the wrong mark and, since there was no way of knowing how many of our salty skippers had sailed the wrong course, the race had to be thrown out.

The festivities were in full swing Saturday night at the Apollo Beach Holiday Inn, with everyone enjoying a rib barbeque and the ever-flowing Miller beer!

On stage at the trophy presentations were veteran skipper Jim McCann of Orlando, Florida claiming top honors for the 16A competition, followed by J. Allyn Stevens, also of Orlando and Andy Lopez, present 16' National Champion from Hawaii. Craig Yandow of Tampa, Florida proudly accepted the first place trophy in the 14A Fleet and Allan Anemaet from St. Petersburg, Florida snared top honors in the 12' Division. Congratulations, gentlemen!

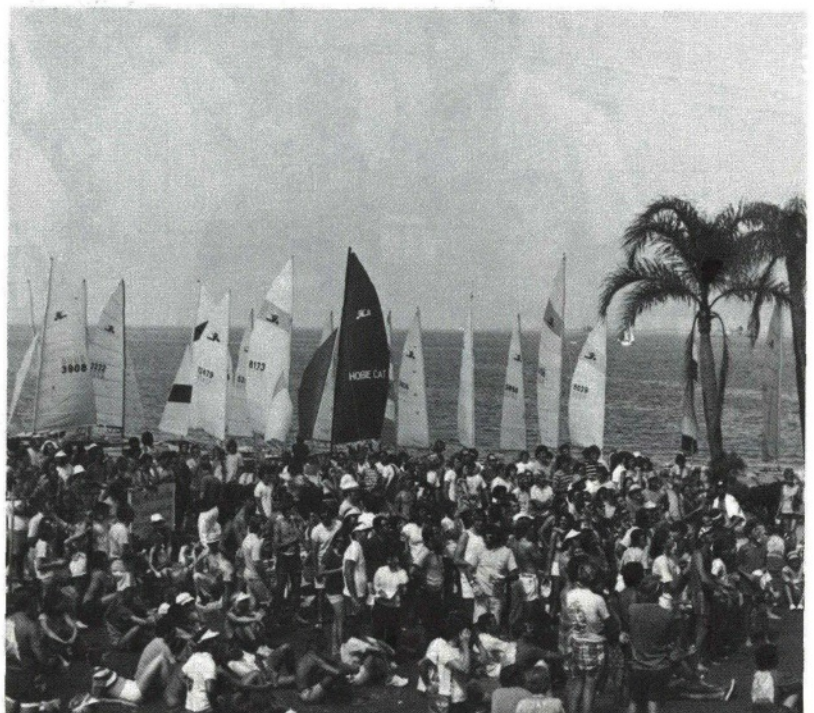
On behalf of all those who gathered together for the 1974 Mid-Winter's East, we'd like to extend a big Hobie thank-you to The Tampa Sailing Squadron for all their help in coordinating the race, the Apollo Beach Holiday Inn for the great accommodations and Miller Beer for quenching a lot of thirsts!



Miller brings you the High Life—let the good times roll!!



"In the pits" and ready to go at Apollo Beach.



"...a few more people and we could have had a party."



THE GIRLS OF COAST CATAMARAN

Coast Catamaran recently donated this Hobie Cat 14 to Playboy Magazine, which was awarded to their Playmate of the Year. We couldn't resist the opportunity to capture all our "Coast Cat Bunnies" on this one-of-a-kind 14', complete with hot pink hulls and a bunny sail...smile girls!



THE RACE DEPARTMENT HOT SHOTS

On the left is our Head Cheese, the "Elusive Beard", sometimes known as Sandy Banks. Next to him is the brains of it all, Pat Larabe—she has to put up with Sandy...and his jokes. Next in line is the World Champion, Richard (not Dick...he's aged since he's been with us) Loufek. Then we have Mary "The Ham" Soderberg our Assistant Editor, more commonly known as Van's Right Arm. And behind Mary is Van "Can't Spell" Bagley, Chief Editor and camera freak. Our newest edition is Rich Jeffries, who ran Fleet #4 so well we had to hire him so he's now our National Race Coordinator. Kevin "Jack-of-all-Trades" Summerell, who's been running the race department, has now moved to Florida and is our Regional Sales Manager for that area. Good Luck Gang—you need it!

1974 Nationals Qualifications System

Many of you have been wondering about our points system and how it works. In the past we have kept a points total in some divisions to honor the most successful active sailor. This year we are using a points system to qualify skippers for the Nationals, instead of the Regional Sail-Offs held at the close of each season. Points will be accumulated in the following categories, with the exception of #4, Fun Races.

1. **Sanctioned Regattas:** Dates and location approved by Hobie Class Association for master calendar. These must be scheduled in advance for publication in the Hot Line and open to all Hobie owners. These regattas must be run in accordance with Class Association Rules. Sanctioning will also be based on participation and cooperation of the sponsoring organization, who has the responsibility of notifying the Divisional Captain of results and the number of entrants so that he may tabulate them.
2. **Fleet Series:** Series Races sponsored by a recognized Hobie Class Association Fleet consisting of not less than four (4) races. These may be run over a short period of time with the beginning and ending dates of series clearly defined.
3. **Mixed Regattas:** These are regattas run by, or in

conjunction with, yacht clubs or other racing associations. These will not necessarily be solely Hobie Cat regattas, but we do require separate starting times for each of our classes. These regattas will be open to all Hobie Cat owners.

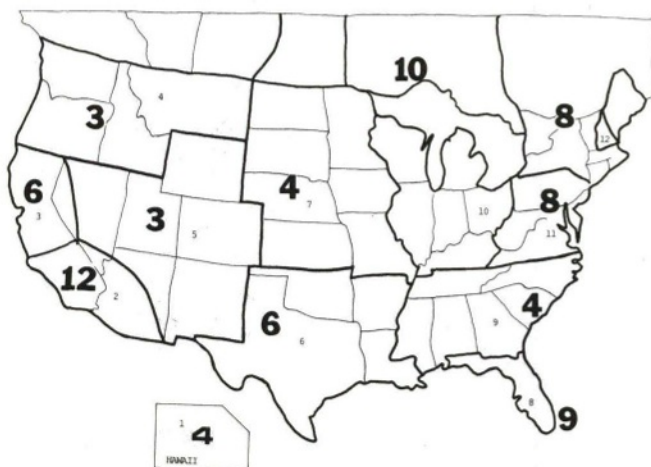
4. **Fun Races:** This is the only category that will not count as a point earning regatta. Fun Races are usually one day, closed races aimed at a particular fleet, or combination of fleets, for the purpose of learning, practicing, or just plain fun.

There will be a Divisional Captain in each area tabulating scores from each of the three above categories from which points are acquired. At the end of the regatta season your top five scores will be totaled and the appropriate number of skippers from your division will qualify for the Nationals. Your job, as a skipper, will be to make sure your Registration Card is filled out correctly and completely, with special attention being given to sail number and address.

If a skipper travels outside of his division to participate in another Division's Sanctioned Regatta, any points earned will be taken *back* to *his own* Division. The Division in which the regatta was held will not award points for that finish. This system will award the skipper who wants to travel to an "outside regatta", the points he deserves.

Good Sailing—See you at the Nationals!

Rich Jeffries
Nat'l Race Coordinator



DIVISIONAL CAPTAINS NEEDED!

How would you like to help your Division in sending winning skippers to the Nationals?

It's real easy. You will be our correspondent in the field, keeping tabs on your local races and supplying the HOTLINE Editor with up-to-date information about qualifying races from your Division.

You will receive a Hobie Divisional Captain Wind-breaker in addition to the materials necessary for keeping score.

POINTS SYSTEM

PLACE	"A" FLEET	"B" FLEET	"C" FLEET
1	25%	10%	3%
2	20	7	2
3	17	5	1
4	14	3	
5	12	2	
6	10	1	
7	9		
8	8		
9	7		
10	6		
11	5		
12	4		
13	3		
14	2		
15	1		

(Figures are percentages of total entrants.)

A LITTLE LIGHT

Trailering a boat, or just towing a trailer, can be a nightmare if the lights don't work properly . . . and boat trailers seem to suffer the worst! They're the ones that are backed into the water, left outdoors all the time and generally neglected.

Most standard light assemblies on boat trailers are simply adequate—not good. They work when they are new, but soon corrosion sets in after a few dunks in the water. On some foreign cars they require an entirely new lighting set-up; it seems that the tail lights and the turn indicators are wired separately, so it requires two different sets of lights on the trailer. This results in a lot of work and expense. And what about the mast? The old boat-cushion-against-the-bar trick usually ends up with the cushion sliding out so that you wind up with a nicked traveler track.

Well, we believe a solution is at hand! A company located in Torrance, Calif., Precision Products, who make plastic components for private aircraft, have gotten into the trailer game. They have invented a plastic light bar with a mast carrier that will adapt to either a Hobie Cat 14 or 16. There is even a special bar for foreign cars. Their unit is made of P.V.C. tubing, with plastic lights that are moisture-tight, a license plate bracket and light. The entire bar is extremely light-weight.

Inside is a galvanized channel which runs the entire length of the unit, giving additional structural support. On each side there is a metal retaining pin, attached to the bar by a $\frac{3}{16}$ " shock cord to provide tension and keep it locked in place. In the center of the bar is a mast support which is designed to match the mast contour and has a protective rubber inlay where the mast rests.

It's about time something like this came along . . . many thanks to Precision Products!

DON HO REGATTA

May 25, 26 & 27
Two Races Saturday
Three Races Sunday
One Race Monday

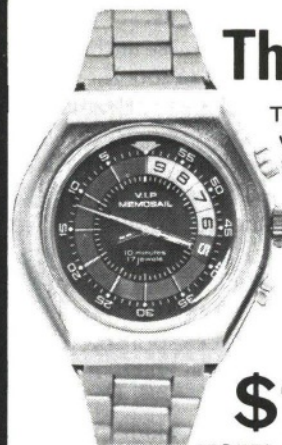
A presentation dinner will be held Monday Night. Fleet #6 will be glad to help arrange hotel accommodations and boats for any skippers that would like to attend.

Contact: Mike Look, 672 Auwina St., Kailua, Ha.

MEMOSAIL

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New Yachtsmen — 17 Jewel Swiss Chronograph provides a ten minute count down using a colour coded digital display for instant reading under all conditions. Used for most olympic helmsmen at Kiel. Memosail incorporates a revolutionary system showing at a glance the ten minute count down period in a colour coded digital display. With the push of a button a ten minute digital sequence is set in motion from then on you can read the critical time to go before the starting gun at a glance while concentrating on other boats and your own sail trim. Both models have watertight case and shockproofing. One year guarantee.



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V.I.P. With a tropic strap \$120.00

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Please send me V.I.P. (steel bracelet) ☐

V.I.P. (with tropic strap) ☐ Sports. ☐

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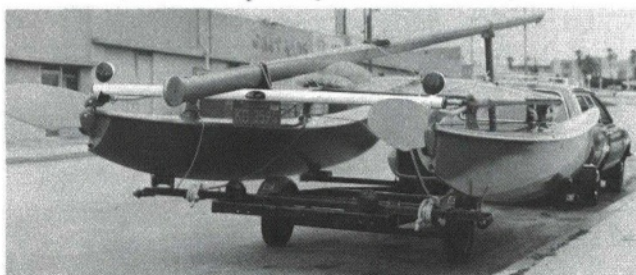
SUPER 14

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Best wishes

Stephen M. Murray

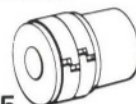
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- * Patents 3044410 & 3095825



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QUICK-RELEASE - \$3.35

ASK YOUR DEALER, or order direct.

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QUANTITY _____ AMOUNT _____

_____ HIKING STICK - \$22.95 _____

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_____ HOBIE 14 _____ HOBIE 16 SUBTOTAL _____

CALIFORNIA RESIDENTS 6% TAX _____

COD, or we pay shipping costs with pre payment TOTAL _____



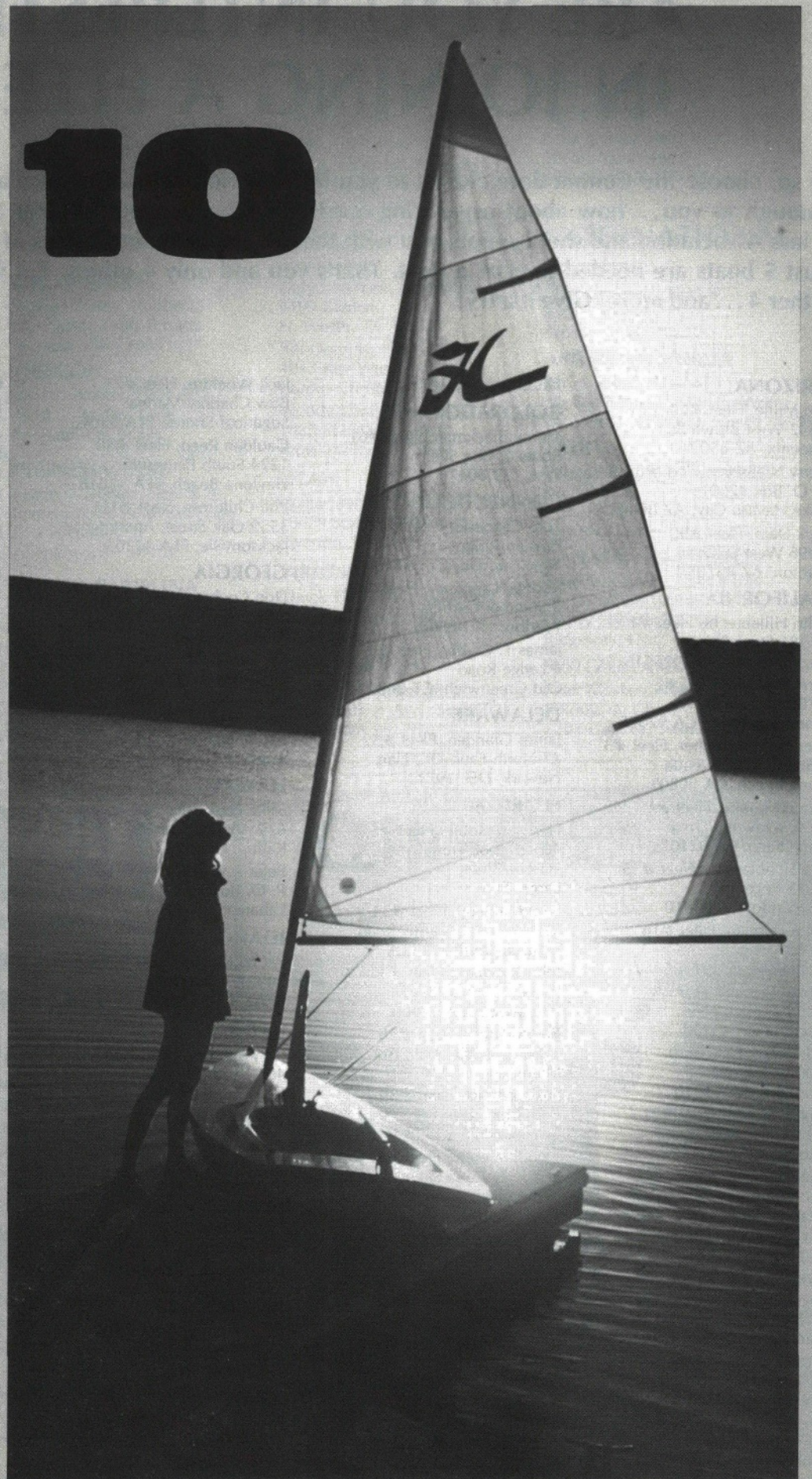
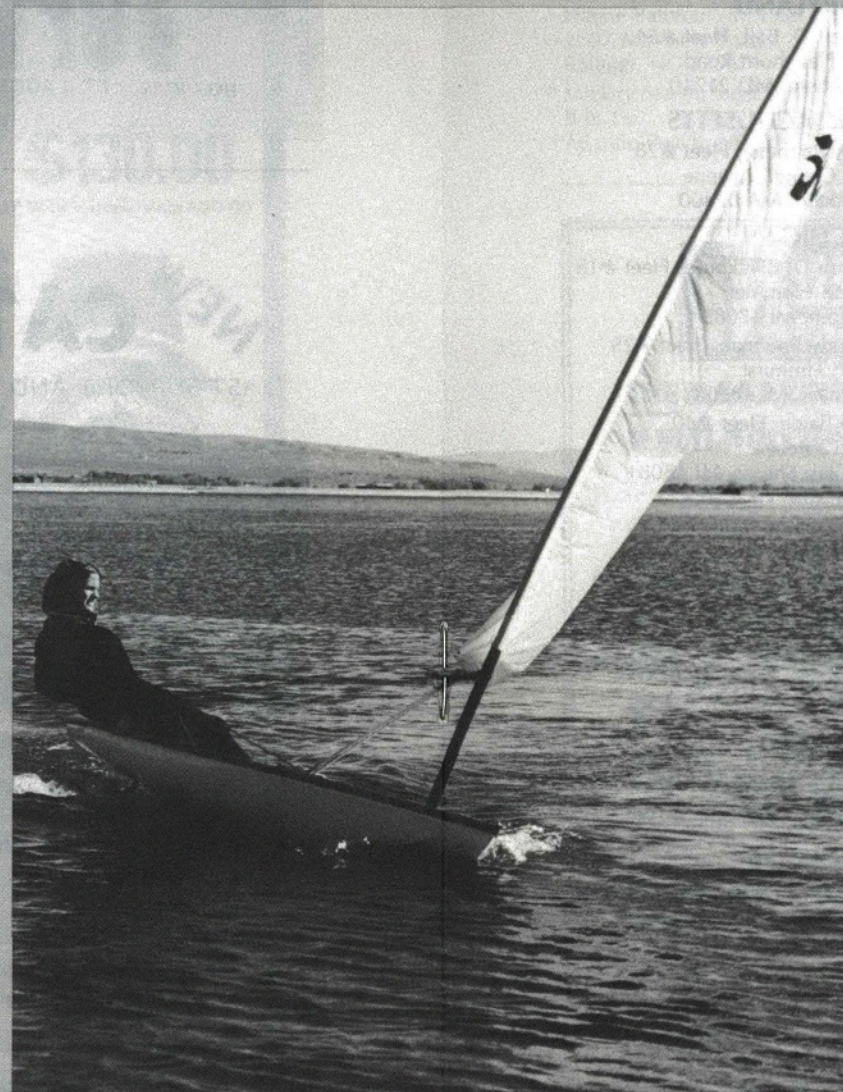
MURRAY'S Sports Center

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ANNOUNCING THE **HOBIE**

We are proud to announce the HOBIE 10, the newest addition to our Hobie family. The HOBIE 10, which will make its debut in June, is a fast, high-performance mono-hull designed with our younger skippers in mind. She is made of high-impact ABS/acrylic plastic, is a light-weight boat (approximately 100 lbs.) with a two-piece mast, kick-up rudder, self-bailing cockpit and an adjustable centerboard. To give our new little boat an extra "pzazz" all the metal parts are coated black. The Hobie Class Association welcomes the new HOBIE 10 aboard!



ARE YOU INTERESTED IN JOINING A FLEET?

If so, choose the Commodore closest to you (information below). If there aren't any fleets close enough to you...how about organizing one?! It's easy. Just contact Pat Larabee at the Hobie Class Association and she'll supply you with the details, including names of owners in your area. Just 5 boats are needed to start a fleet. That's you and only 4 others. Pat will help you find the other 4...and more! Give it a try!

ARIZONA

Jim Milne, Fleet #66
3842 West Brown St.
Phoenix, AZ 85021
Terry Niemeyer, Fleet #88
P. O. Box 42601
Lake Havasu City, AZ 86403
Jack Dain, Fleet #90
1996 West La Osa
Tucson, AZ 85705

CALIFORNIA

John Hillebrecht, Fleet #1
21381 Stan's Lane
Laguna Beach, CA 92651
Jerry Wetzler, Fleet #2
2706 Bayside Drive
Corona del Mar, CA 92625
Dennie Christopher, Fleet #3
268B Covina Avenue
Long Beach, CA 90803
Doug Mihoky, Fleet #4
3748 Wawona Drive
San Diego, CA 92107
Joe Eichblatt, Jr., Fleet #15
1623 Regent
Camarillo, CA 93010
Dave Altman, Fleet #16
17401 Hamlin
Van Nuys, CA 91406
Roger Riott, Fleet #17
4334 Zephyr Way
Sacramento, CA
Ed Mabie, Fleet #20
500 Oak Drive
Capitola, CA 95010
Bob Crismon, Fleet #21
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Bob Guletz, Fleet #87
7836 Eureka

El Cerrito, CA 94530

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Route 2, Box 473F
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3006 Carlisle
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Gary Rothrock, Fleet #91
4199 Belden
Ft. Worth, TX 76132
Bill Dominy, Fleet #99
4013 Key West
Corpus Christi, TX 78411
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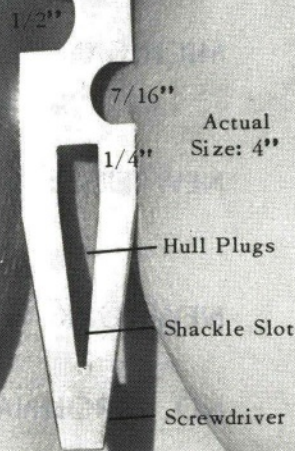
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REGATTA SCHEDULE

MAY

	DATE	EVENT	DIV.	LOCATION	SPONSOR & CONTACT
ARIZONA	25-26	Lake Powell Regatta	2	Page, Ariz.	Page-Lake Powell Boating Club Fleet 66 / Bob Bostwick 602/645-9646
	26-27	Fleet 90 Series	2	Roosevelt Lake, Ariz.	Fleet 90 / Jim Stockwell 602/881-4544
CALIFORNIA	18	Fleet 1 Series	2	Dana Point, Ca.	Fleet 1 / John Hillebrecht 714/494-7754
	19	Fleet 2 Series	2	Newport Harbor, Ca.	Fleet 2 / Dean Wickstrom 714/675-0669
	18-19	Anderson Dam Regatta	3	Anderson Dam, Ca.	Fleet 20 / Lee Hefner or Doug Cox 408/289-9878
	18-19	Fleet 17 Series	3	Woodward Reservoir, Ca.	Fleet 17 / Roger Riott 916/482-2392
	18-19	Fun - Camp Out	3	Lake Berryessa, Ca.	Fleet 87 / Bob Guletz 415/524-4994
	18-19	Inland Transpac	3	San Francisco Bay	Mike Douglas
	25-26	MHRA Summer #1,2	3	Camanche Reservoir	San Francisco Multihull Racing Assoc.
	25	Fleet 4 Spring Series	2	San Diego, Ca.	Fleet 4 / Doug Mihoky 714/223-8445
FLORIDA	18-19	Fleet 43 Series	8	Tallahassee, Fla.	Fleet 43 / Sam Conklin, Comm. 904/488-5299
	19	Fleet 80 Series	8	Daytona Bch, Fla.	Fleet 80 / Gaulden Reed 904/253-3920
	25	Fleet 36 Week-End Race	8	Richenbacher Causeway	Fleet 36 / Becky Houchen 305/665-9746
	25-26	Fleet 35 Series	8	Pensacola Bch., Fla.	Fleet 35 / John Bowman 904/455-2653
	27	Sea Ranch Hotel Fleet 44 Regatta	8	Sea Ranch Lake Ft. Lauderdale, Fla.	Fleet 44 / Chris Christensen 305/565-6955
HAWAII	25, 26, 27	Don Ho Regatta	1	Kailua, Hawaii	Fleet 6 / Mike Look 808/262-6447
LOUISIANA	18	Lake Pontchartrain Regatta	8	Mandeville, La.	Ships Store Yacht Sales Frank Pons 504/626-8675
	25-26	Fleet 93 Series	6	Lafayette, La.	Fleet 93 / Mark Thompson 318/234-3573
MARYLAND	18-19	Fleet 54 Series	11	Baltimore, Md.	Fleet 54 / Bob Ball 301/467-3608
	25	Fleet 54 Series	11	Baltimore, Md.	Fleet 54 / Bob Ball 301/467-3608
MICHIGAN	19	Sylvan Lake Regatta	10	Sylvan, Mich.	CRAM / Gene Trueter 313/681-1150
	19	Clarklake Regatta	10	Clarklake, Mich.	C & S Sales / Mike Johnson 517/529-9988
NEW JERSEY	26	Fleet 13 Series	11	Bricktown, N.J.	Fleet 13 / George Francis 201/892-8303
	19	Fleet 13 Series	11	Bricktown, N.J.	Fleet 13 / George Francis 201/892-8303
NEW YORK	27	Lake Chautauqua Open	12	Lake Chautauqua, N.Y.	Don Bery / 716/386-3337
NO. CAROLINA	18-19	Armed Forces Day Regatta	9	Cowans Ford Country Club	Fleet 92 / John Milani 704/535-4485
	18-19	Fleet 97 Annual Regatta	9	Bouge Sound, N.C.	Fleet 97 / Hayne Palmour III 919/832-0782
OKLAHOMA	18-19	Lake Thunderbird Regatta	6	Norman, Okla.	Fleet 63 / Warren Pierce 405/364-1823

REGATTA SCHEDULE

	DATE	EVENT	DIV.	LOCATION	SPONSOR & CONTACT
TEXAS	18	Fleet 64 Series	6	Lake Travis, Tx.	Fleet 64 / Lewis Thompson 512/452-0434
	19	Fleet 8 Series	6	Texas City Dike	Fleet 8 / Shirley Martin 713/498-0287
	25-26	Turnback Canyon Regatta	6	Lake Travis, Tx.	Fleet 64 / Austin Yacht Club Lewis Thompson 512/452-0434

UTAH	11-12	Season Opener	5	American Fork Yacht Harbor, Utah Lake	Walter Berger / Fleet 67 801/254-3871
	25,26 27	Memorial Day Regatta	5	Yuba Lake, Utah	Walter Berger / Fleet 67 801/254-3871

WASHINGTON	18-19	San Point Regatta	4	Seattle, Wash.	Olympia Beer Paul Ulibarri 206/787-8080
	25-26	Soap Lake Regatta	4	Soap Lake, Wash.	Olympia Beer Paul Ulibarri 206/787-8080

JUNE

	DATE	EVENT	DIV.	LOCATION	SPONSOR & CONTACT
ARIZONA	29-30	Fleet 88 Series	2	Lake Havasu, Ariz.	Fleet 88 / Terry Niemeyer 602/855-4257

CALIFORNIA (DIV. 2)	1-2	Fleet 15 Series	2	Oxnard, Ca.	Dave Churchill 805/252-0000
	8-9	Wind N' Sea Regatta	2	Dana Point, Ca.	Coast Cat / Rich Jeffries 714/979-2880
	15	Fleet 1 Series	2	Dana Point, Ca.	Fleet 1 / John Hillebrecht 714/494-7754
	15	Spring Series #4	2	San Diego, Ca.	Fleet 4 / Doug Mihoky 714/223-8445
	22-23	Bob Wallace Invitational	2	Cabrillo Beach, Ca.	Bob Wallace / Coast Cat Rich Jeffries 714/979-2880
	29	Fleet 1 Series	2	Dana Point, Ca.	Fleet 1 / John Hillebrecht 714/494-7754

(DIV. 3)

	1-2	Interfleet Regatta	3	Half Moon Bay, Ca.	Fleet 20 / Doug Cox 408/289-9878
	2	Moonlight Sail & Ladies Race	3	Millertown Lake, Ca.	Fleet 62 / Tom Sykes 209/439-8132
	8-9	Fleet 20 Series	3	Lexington Reservoir	Fleet 20 / Doug Cox 408/289-9878
	9	MIRA Summer Series	3	Berkeley, Ca.	San Francisco Multihull Racing Assoc.
	15-16	Miss California Regatta	3	Santa Cruz, Ca.	Doug Cox 408/289-9878
	15-16	Annual 49'er Regatta	3	Don Pedro Reservoir	Fleet 87 / Bob Guletz 415/524-4994
	22-23	Fleet 20 Series	3	Lexington Reservoir	Fleet 20 / Doug Cox 408/289-9878
	22-23	Fleet 62 Series	3	Huntington Lake, Ca.	Fleet 62 / Ron Phipps 209/266-0663
	22-23	Lake Camanche Regatta	3	Lake Camanche, Ca.	Oakwood Lake Sails/ Budge Brown 209/823-7765

COLORADO	22-23	Fleet 61 Series	5	Dillion, Colo.	Fleet 61 / Morey Blackman 303/838-5041
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FLORIDA	1-2	Fleet 80 Open	8	Daytona Bch, Fla.	Fleet 80 / Gaulden Reed 904/253-3920
	1-2	Stephen C. Smith Memorial Regatta	8	Shell Point, Fla.	Apalachee Bay Yacht Club Dick Sinclair 904/385-0674 Henry Depew 904/488-2356
	2	Mug Race Regatta	8	Jacksonville, Fla.	Fleet 111 / Phil Childress 904/387-2225 or 725-7730
	2	Fleet 80 Series	8	Daytona, Fla.	Fleet 80 / Gaulden Reed 904/253-3920
	9	Fleet 36 Week-End Race	8	Richenbacher Causeway	Becky Houchen 305/665-9746
	9	Fleet 44 Series	8	Ft. Lauderdale, Fla.	Fleet 44 / Chris Christensen 305/565-6955
	15	Fleet 43 Series	8	Tallahassee, Fla.	Sam Conklin, Comm. Fleet 43 904/488-5299

REGATTA SCHEDULE

JUNE

	DATE	EVENT	DIV.	LOCATION	SPONSOR & CONTACT
FLORIDA	16	Summer Series	8	Jacksonville, Fla.	Fleet 111 / Phil Childress 904/387-2225 or 725-7730
	17	1st Annual Big Daddy's Hobie Regatta	8	Ft. Lauderdale, Fla.	Big Daddy's / Fleet 44
	23	4th Annual Florida Fence World Open	8	St. Petersburg, Fla.	Ken Keene / 813/531-0385
	23	Fleet 36 Point Race	8	Richenbacher Causeway	Becky Houchen 305/665-9746
	29	Fleet 43 Series	8	Tallahassee, Fla.	Sam Conklin 904/488-5299
	30	Summer Series	8	Jacksonville, Fla.	Phil Childress/ Fleet 111 904/387-2225 or 725-7730
	30	3rd Annual Hobie Warm-Up Regatta	8	North Palm Bch, Fla.	Fleet 34 / Paul Matheny 305/622-9681
IDAHO	8-9	Fleet 105 Regatta	4	C.J. Strike, Idaho	Mike McMurray 208/345-4356
MASSACHUSETTS	8-9	Cape Ann Championship	12	Rockport, Mass.	Sandy Bay Yacht Club Bruce Reed / 617/546-7297
	15-16	Cape Cod Hobie Regatta	12	Lewis Bay, Mass.	Joe Goodhue / 617/537-0991
MICHIGAN	2	Kensington Regatta	10	Brighton, Mich.	CRAM / Del Davidson 313/632-7063
	2	Saginaw Bay Regatta	10	Saginaw Bay, Mich.	Brennan Marine
	9	Michigan State Hobie Cat Championships	10	Pere Marquette Park	Sail Place / Muskegon Yacht Club 616/866-0658 or 755-1414
	9	Open Regatta	9	Muskegon, Mich.	Sail Place / Tim Fulbright 616/866-0658
	15-16	Lake Charlevoix Regatta	10	Boyne City, Mich.	CRAM / Pete Begle 313/779-2145
	30	9 Mile Beach Regatta	10	St. Clair Shores, Mi.	CRAM / Del Davidson 313/632-7063
NEW JERSEY	1-2	2nd Annual Surf Banger Regatta	11	Wildwood Crest, N.J.	Buck Fleming
	8-9	New Jersey State Championships	11	Pt. Pleasant Bch.	Surf Sailing / George Francis 201/892-8303
NEW YORK	1-2	Seacliff Yacht Club Regatta	12	Seacliff Yacht Club	Seacliff Yacht Club / Fleet 109 Warren Parress 516/944-9424
	8-9	Sunset Bay Regatta	12	Lake Erie, N.Y.	Genocca / Jim Foote 716/627-9221
	15-16	1st Annual Long Island In-Surf Regatta	12	Long Island, N.Y.	Nassau County / Miller Beer Bellpat Marine /516/286-8368
	15-16		12	Sunset Bay, N.Y.	Jim Wolfe 716/633-9980
NO. CAROLINA	8-9	Windy Regatta	9	Cowans Ford Country Club, Charlotte, N.C.	Fleet 92 / John Milani 704/535-4485
	22-23	Skirts Ahoy Regatta	9	Cowans Ford Country Club, Charlotte, N.C.	Fleet 92 / John Milani 704/535-4485
	29-30	Independance Regatta	9	"	"
SO. DAKOTA	15-16	Fleet 103 Series	7	Sioux Falls, S.D.	Donald Kenyon 605/338-5939
TEXAS	1-2	Fun Race	6	Surfside Beach, Tx.	Fleet 33 / Wayne Humbird 713/233-4923
	1-2	Alice Cummings Perpetual Trophy	6	Surfside Beach, Tx.	Fleet 8 & 33/ Shirley Martin 713/498-0287
	9	Lake Conroe Walden Regatta	6	Lake Conroe, Tx.	Multihull Sailing Assoc. Shirley Martin 713/498-0287
	16	Fleet 8 Series	6	Texas City Dike	Fleet 8 / Shirley Martin 713/498-0287
	22	Fleet 33 Series	6	Surfside, Tx.	Wayne Humbird 713/233-4923
UTAH	8-9	Timp Invitational Fleet 67	5	American Fork Yacht Harbor, Utah Lake, Ut.	Walter Berger / 801/254-3871
VIRGINIA	2	Fleet 12 Series	11		George Francis 201/892-8303
	15-16	Fishing Bay Regatta	11	Deltaville, Va.	Trail "N" Sail / T. Dew 804/262-7931
WASHINGTON	15-16	Puget Sound Regatta	4	Puget Sound, Wash.	Olympia Beer / Paul Ulibarri 206/787-8080

REGATTA RESULTS



SAN DIEGO CLASSIC

HOBIE CAT 16

A FLEET

POSITION	NAME	SAIL #	TOTAL POINTS
1.	Wayne Schafer	315	2½
2.	K. Karnes	4756	10
3.	Bob Beauchamp	1400	11
4.	Nobel Warren	2X	14

B FLEET

1.	A. Johnson	4380	6-3/4
2.	J. Hauser	9561	8-3/4
3.	P. Hart	4856	9

C FLEET

1.	S. Zedlasek	3308	7-3/4
2.	Weismann	486	14
3.	Bill Petitt	1400X	16

HOBIE CAT 14

A FLEET

POSITION	NAME	SAIL #	TOTAL POINTS
1.	R. Hatfield	378	2½
2.	P. Berman	49	6
3.	Mike Balmon	7678	8
4.	T. Hasbee	486	14

B FLEET

1.	Daro Sharv	12984	2½
2.	M. Whalen	21	6
3.	Mac Wright	4545	6-3/4

C FLEET

1.	Tom Hooker	606	4½
2.	S. Payne	1335	8
3.	Mike Gunderson	7061	7½

12' FLEET

POSITION	NAME	SAIL #	TOTAL POINTS
1.	Jim Black	4	2½
2.	Morey Blackman	2	6
3.	Steve Hatch	352	6-3/4

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SKIPPER & CREW	RATING	OVERALL CORRECTED TIME	1ST LEG E.T.	2ND LEG E.T.	OVERALL E.T.
Christensen/Christensen	70	1	3:39.24	3:10.09	6:49.33
Ovies/Aminof	70	2	3:37.30	3:14.54	6:52.24
Lopez/Murray	69	3	3:40.02	3:11.33	6:51.35
Andresen/Diorio	69	4	3:40.03	3:23.44	6:63.47
Valdes/Burger	69	5	3:47.03	3:23.21	7:10.24
McGrath/Flinter	70	6	3:55.17	3:21.41	7:16.58
Torruebla/Camp	69	7	3:48.53	3:22.22	7:11.15
Bouret/Bouret	66	8	3:37.03	3:19.11	6:56.14
Banks/Smith	69	9	3:54.20	3:23.35	7:17.55
Nott/Palmieri	70	10	3:54.53	3:30.12	7:25.05
Ramos/Ramos	70	11	4:04.55	3:21.42	7:26.37
Rodriguez/Bennett	69	12	4:10.59	3:21.10	7:32.09
Garcia/Oday	70	13	4:06.29	3:33.09	7:39.38
Shulevitz/Masson	69	14	4:34.57	4:04.05	8:39.02
Heckman/Perez	68	15	4:59.30	4:03.16	9:02.46
Robbins/Lopez	70	16	9:55	3:18.28	13:13.28

MID-WINTERS EAST

HOBIE CAT 16

A FLEET

POSITION	NAME	SAIL #	TOTAL POINTS
1.	McCann	2222	17-3/4
2.	Stevens	3803	21-3/4
3.	Lopez	1787	30-3/4
4.	Duke	5780	33

B FLEET

1.	Milliken	6887	13-1/2
2.	Freye	2523	25
3.	Ellis	8823	32
4.	Price	866	32-3/4

12' FLEET

POSITION	NAME	SAIL #	TOTAL POINTS
1.	Anemaet	665	9-1/4
2.	Bailey	1521	12-3/4
3.	Weber	XX	16-3/4
4.	Beffel	121	21

HOBIE CAT 14

A FLEET

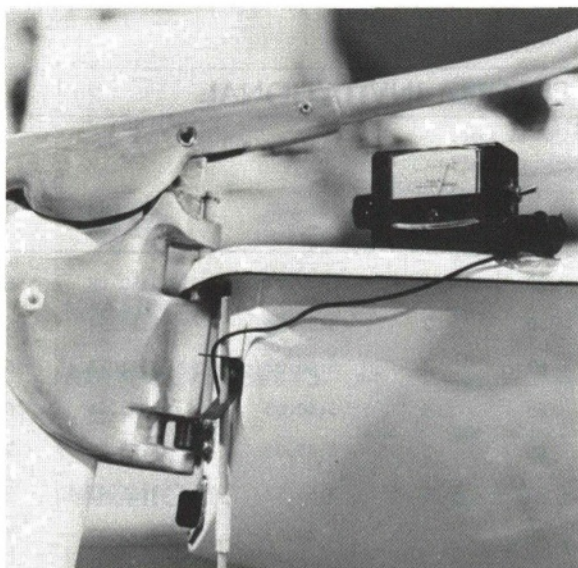
POSITION	NAME	SAIL #	TOTAL POINTS
1.	Yandow	3836	9-3/4
2.	Tucker	3849	11-3/4
3.	Wentworth	3816	25
4.	Wilcox	3851	26

B FLEET

1.	Ball	7924	12-3/4
2.	Schroder	8905	12-3/4
3.	Matheny	10354	16
4.	Bloor	12479	24-1/2



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The Falk Racing Wand was designed for small boats. No thru-hull fittings, no permanent installation. A small clamp holds the probe in the water (about the size of a pencil), whence it's wired to the display/electronics package which you mount anywhere you like with a shock cord, velcro, or cement. It goes on or off the boat in a minute or two.

A six position switch lets you choose among four ranges of sensitivity and three periods of averaging (damping) to suit the conditions... and a second knob allows you to center the meter's needle for easiest detection of small changes (down to a couple HUNDREDTHS OF A KNOT in smooth conditions). The standard 9 volt "transistor" battery will give up to 50 hours' service.

Unconditionally guaranteed: send it back within 30 days for full refund if for any reason it doesn't meet your expectations. Send \$63.50 to:

Sherborn Instrument Division
5 Powderhouse Lane, Sherborn, MA 01770
(Mass. residents add \$1.91 tax; west of the Mississippi, add \$1.85.)

FLEET

HOBIE CLASS ASSOCIATION

HAWAII—FLEET #6

The month of February, normally a "slow" month for the HHCA, was anything but that this year. Two season's point races, the Haleiwa Sea Spree, and the 1st quarter dinner meeting at Kaneohe Yacht Club kept many Hobie sailors busy.

The 1st quarter dinner meeting at KYC was a great success, with approximately 85 persons enjoying a prime rib dinner, trophy presentations and an outline of the activities planned for the coming season. The highlight of the evening was an expert (?) discussion by Rick Naish, Dean Froame and Andy Lopez on Hobie sailing and racing rules. It was surprising to learn that we had three natural stand-up comedians in our midst. And was also presented with a special protest flag, courtesy of Sarah Look and complete with bullseye, for his unheard-of accomplishment of hitting and holing two boats in less than one minute. This feat was accomplished at the Haleiwa Sea Spree and resulted in almost identical holes in the bows of boats skippered by Herb Andresen and Keith Baxter. It should be pointed out that Andy was on a starboard tack. Thanks to Keith for sponsoring this dinner at KYC.

Thanks also go to Harold Hutchings and the Outrigger Canoe Club for sponsoring last weekend's race off Waikiki. We had a good turn-out of 35 boats, with an especially strong showing in both B-fleets.

A special thanks to Jack Wythes, who has been race committee the past few races. Jack is doing an excellent job and is learning fast.

JACKSONVILLE, FLA.

The Hobie Class Association welcomes Fleet # 111, Jacksonville, Fla. to our ever-growing fleet organization. Prior to March 20, 1974, we had many inquiries from the Jacksonville area Hobie owners, but were unable to refer them to a fleet Commodore because we just didn't have one. But we've heard from Jacksonville and we welcome Phil Childress, Commodore of our new Fleet #111. Phil's phone number is 904/387-2225—give him a call—he's got a great thing going!

NEWS

MAY 1974

PAPEETE, TAHITI

Fleet #107 had a great day March 17th for their 1st regatta, with winds blowing over 20 knots! In fact, the rough seas and hard winds limited the participation to only six Hobie Cat 16's and seven Hobie Cat 14's. Following are the results:

HOBIE CAT 16's

POSITION	NAME	TOTAL POINTS
1.	Gerald Sachet	3½
2.	Dorence Salmon	6¾
3.	Charles Huck	10
4.	Narii Faugerat	12
5.	Ronald Sage	15
6.	Kitty Salmon	16

HOBIE CAT 14's

POSITION	NAME	TOTAL POINTS
1.	Bernard Burgaud	3½
2.	Alain Burgaud	4¾
3.	Lovina Rouleau & Nadine Burgaud	9
4.	Bertrand Harin	14
5.	Roland Gaden	16
6.	Yves LeMaitre	16
7.	Gerard Martinez	19

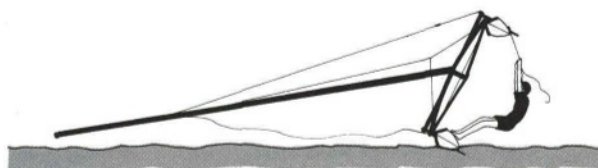
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Would the person who "borrowed" Paul Clemmer's new set of rigging at the Bob Wallace Invationals in 1973 please return it!! Call him at 714/548-0671 (Ext. 547) if you have any information.

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ONE 100 POUND PERSON
CAN RIGHT A HOBIE 16
WITH

EASY RIGHTER



AT LAST, an important contribution to safe and solo sailing of Hobie 16's. A thoroughly tested, compact, and rugged device. Provides the racers edge to competitors. Brings security to youngsters, women and other light displacement crews. Right a CAPSIZE, SOLO in under ½ minute, a TURTLE in 4 minutes... SOLO!

Weighs only 2 pounds, class legal, quickly installed. . . only \$85, including domestic postage.

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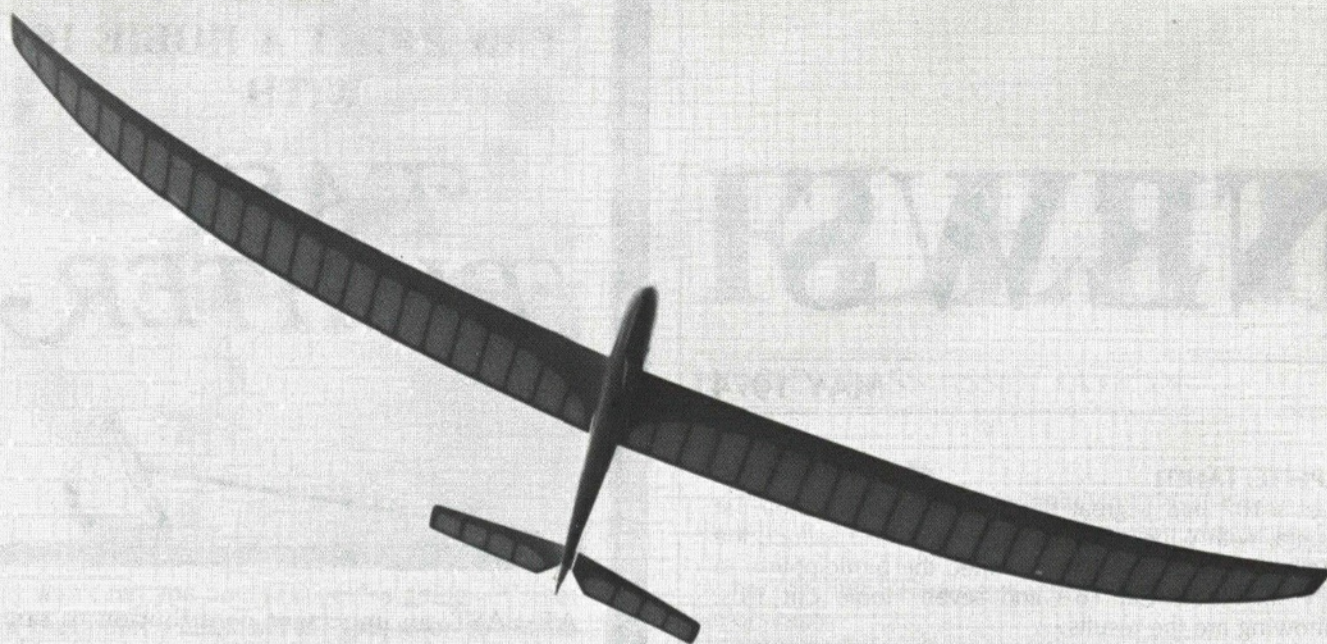
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PROJECT HAWK

Photos by Van Bagley

A CANDID CONVERSATION WITH HOBIE . . .

H.L.: How did you get into flying radio-controlled gliders?

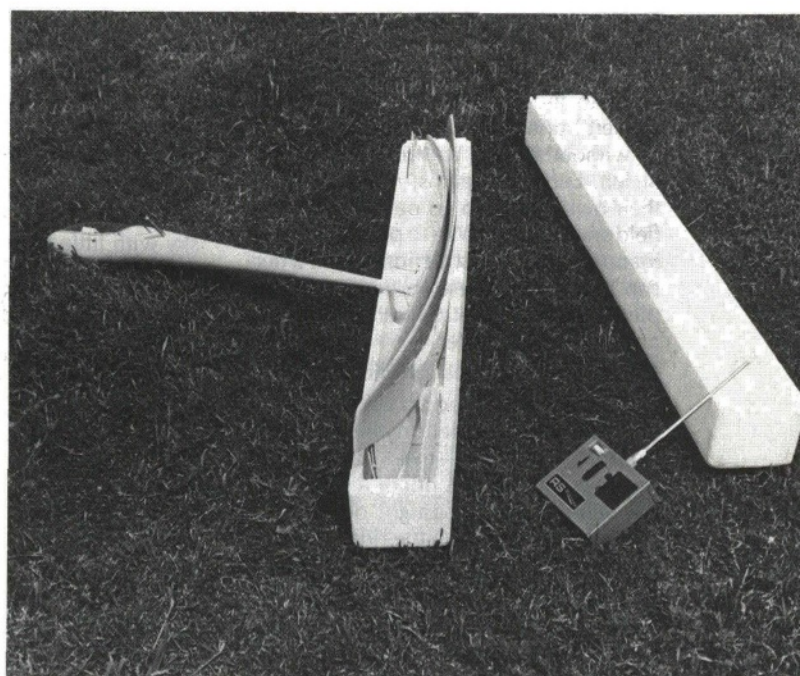
HOBIE: Well, I had been playing with model airplanes since I was seven years old. I quit playing with R/C planes in 1960 and didn't take it up again until a few years ago. One day a few of us were throwing nickel gliders off the cliff at Dana Point when somebody came by with a case of beer and said, 'Let's go to the model shop and look at all the goodies!', so we all jumped in the car and took off. Before we got out of that model shop I think we'd spent about \$600. We just went berserk—stuck our six-pack on the counter and said, 'We're here to buy!' We must have rummaged through everything they had.

We got to playing with gliders a lot after that and before long I decided that I'd like to make one of my own. I had made several little homemade planes but wasn't satisfied with them. I got stoked on this basic idea I had and decided that I at least wanted to attempt to build it on my own. I ended up with about \$2000 in a personal glider. What happened was it got to the point where I either had to get serious about it or forget it. So I put it to the Board of Directors and told them I was going to do it.

H.L.: What inspired you to push so hard to develop this glider?

HOBIE: It looked neat and it was fun. It was like with the boats—we didn't like what was out and there was room for

something better. What it boils right down to is that you want it really for yourself and say, 'Well, if I like it for myself then someone else will like it too.' But you can't just go build a boat or a glider for yourself at home. You might as well get a boat that you like, or an airplane, and have something to sell after you get done with it. I don't make things because that's what's in demand as much as because that's what I want to make. So many people think, 'Well, we need a new product so let's see what the public wants and make it.' Those kind of products just don't happen—not good ones. You have to get an idea of something that will stoke you then figure out how to make it work. It's taken over two years



just to develop the glider. It was much harder than the boat.

H.L.: I can see how it would be a lot different. At least with the boat you had an idea of the basic perimeters to start with.

HOBIE: Yeh. With the 14', from the day we put our first prototype in the water, it took one week to finalize the design. It only took six days to get the first Hobie Cat 14 in the water. It was a nightmare—we came out of the water bleeding from all those sharp edges on the thing. We just threw a bunch of "junk" on the boat to see if it would work; the hulls were tweeking in and out and the rigging was a plumber's nightmare! But from that point we had boats for sale in one year. The glider has taken a lot longer, with a lot more people working on it.

H.L.: What is your feeling on hang gliders?

HOBIE: My feeling is that there's one place not to fly, and that's close to the ground . . . unless you fly close enough that you wouldn't mind falling.

H.L.: Many people have asked why you didn't make a hang glider.

HOBIE: If you're going to make a hang glider, then you'd better go hang glide for a few years. You'd better talk to everybody and look at everything that's going on and learn as much as you can about every detail and start thinking about where you might improve upon it . . . then you start. But people forget that there's that year or two before you ever begin to design a product and nobody counts that because they don't see it. You know, there's lots of things I could have done, it's just that this glider happens to be me. When my friends and I are flying R/C gliders we're talking back and forth constantly and looking at everything going on—pretty soon you don't realize all the study you've put into it. Maybe

it's purely for fun is all, but you're really into it. You're doing it yourself, you're thinking about it all the time, you're trying a lot of different things. I couldn't just jump out and make a hang glider . . . I'll have to leave that one up to the guys that know what they're doing.

I think this glider is good and I think it's something that's really going to take off and be a big deal. It's fun—a key thing that was "proved" to me through my friends—and these guys are tough to entertain! (Phil Edwards, Bruce Brown, Reed Price and Fred Carillo.) Phil was the number one surfer, Reed was the number one motorcycle rider, Fred was a Bonneville speed record driver and Bruce has gotten a taste of everything while making his films. Guys like that are not used to "average thrills". It takes a little more for them to have fun . . . other than listening to golf on the radio or something! But all of them are really stoked on flying R/C gliders.

H.L.: It seems that just recently this sport has really taken off. Looking around you can see a lot of people that are new in the business.

HOBIE: R/C glider flying just naturally lends itself to our type of style. It's peaceful, nice, pretty, has excitement to it and there's skill involved. It has what I'd call a sex appeal—the appearance of the plane, watching it go through the air.

H.L.: Do you think it will become sort of a family sport?

HOBIE: It's for anybody that's interested. I've seen eight year old kids that are really hot, and yet there are an awful lot of sixty year olds too. Age-wise it has the widest span you can imagine. Real young kids come up and say, 'Guy, that's really neat.' And then there're the old guys out there that have been doing it forever. What's really great are the "hip-type" guys. (No offense to anybody—I couldn't think of any other word.) They look at

it and go, 'WOW . . . is that NEAT!' Those guys, more than anyone else, have come up and complimented me on it . . . FAR OUT! I've got a feeling that the skier-type of guy and the surfers and sailors will dig it. It's an individual type of sport, it's not played on a course or anything. It's really neat if you're doing it on a hill with neat surroundings and there's not too many people around. Paul Collins, a friend of mine, mentioned that, for him, once it's in the air he can't think of anything else. Your mind can't be bothered with problems or anything so it's very relaxing to do.

H.L.: Is learning to fly an R/C glider very hard?

HOBIE: There's a ton of people who have learned. If a guy just walks out "fresh" with his glider and throws it off the hill, not knowing anything, he's probably going to have some trouble. The best thing is to have somebody around who knows how to fly and can help you. To teach someone, basically all you have to do is throw the plane off a hill into the wind, get it in the air and tell the guy, 'Here, fly it', and if he gets in trouble you just take it back and get it up again. The next time he'll last a little longer and about the third time he's doing fairly well—then it's really just a matter of time "on the stick". A guy needs at least 15 minutes at the stick, driving it through the air, to coordinate his moves. It's not hard, but you can take an airline pilot with thousands of hours in the air, and it's still hard for him to coordinate the action of a stick in his hands to a plane in the air.

H.L.: I understand that when the plane is going away from you, you push the stick one way to control it, but then when it's coming towards you all the control movements are reversed.

HOBIE: That's the first "difficulty" to overcome. You have to put your mind

"in the plane". If you do some "dry land" practice flying first you can usually just look at the plane and think, 'I want it to go to the right or I want it to go to the left', and just automatically control it, without having to think about right or left. Everyone learns. Many learn on their own. You can go out on a football field and test glide. We're printing a flying manual with full instructions and if a person will follow these instructions completely and to the detail he shouldn't have any or much trouble.

H.L.: Where can you fly gliders?

HOBIE: Actually people find places to fly almost everywhere. Anything that will "bump" the air—even a row of trees—might work. A hill or a slope with the wind hitting it straight on is ideal, as the wind rushing up the ridge is a constant source of lift. The major and most common type of lift is from a thermal. A thermal is a rising column of air.

H.L.: What causes thermals?

HOBIE: They're generated from a source of heat which is hotter than the surrounding air. Black asphalt is a good example of a thermal source. Actually, most any area darker than its surrounding areas will produce rising air. Of course the "power" beneath a thermal will vary greatly depending on the source.

H.L.: It seems to me that it would be a fun winter sport around here—you know, when the water's cold and all.

HOBIE: Yeh, it's definitely a thing you

could do year-round. It doesn't have to be warm weather to get thermals. It's just various degrees of temperatures—if you've got 10 degree air around 20 degree air, you've got a thermal.

H.L.: So there's almost always thermals?

HOBIE: Particularly anytime that there's any puffy clouds in the air, or broken sky with little cloud coverages. On real, real windy days, though, the thermals are sometimes going by so fast that you can't stay with them.

H.L.: When you're flying around, how can you tell when you hit some lift?

HOBIE: Well, you watch your plane closely and look for the signs. If a wing tip jumps up on one side then you go, 'Hey, there's lift on that side of my plane', so you turn into it. You can start to visualize this thing that you can't actually see in the air and pretty soon you'll learn a pattern of thinking, 'Hey, I went through it (the lift) and it went like "that", so the thermal is back there'. Then you turn back and start to circle in that area. Watch every bird—just look in the sky and everytime you see a bird and he's not flapping, and particularly if he's circling, he's in a lift. And sometimes, even when he is flapping and circling, he's in a lift and just using it as an elevator to get him up faster. The air is just going coo-coo. Everybody looks in the air and thinks it's all nice and quiet, but it's not—it's going all over the map!

H.L.: Do you watch birds a lot before

you fly, if there are any around?

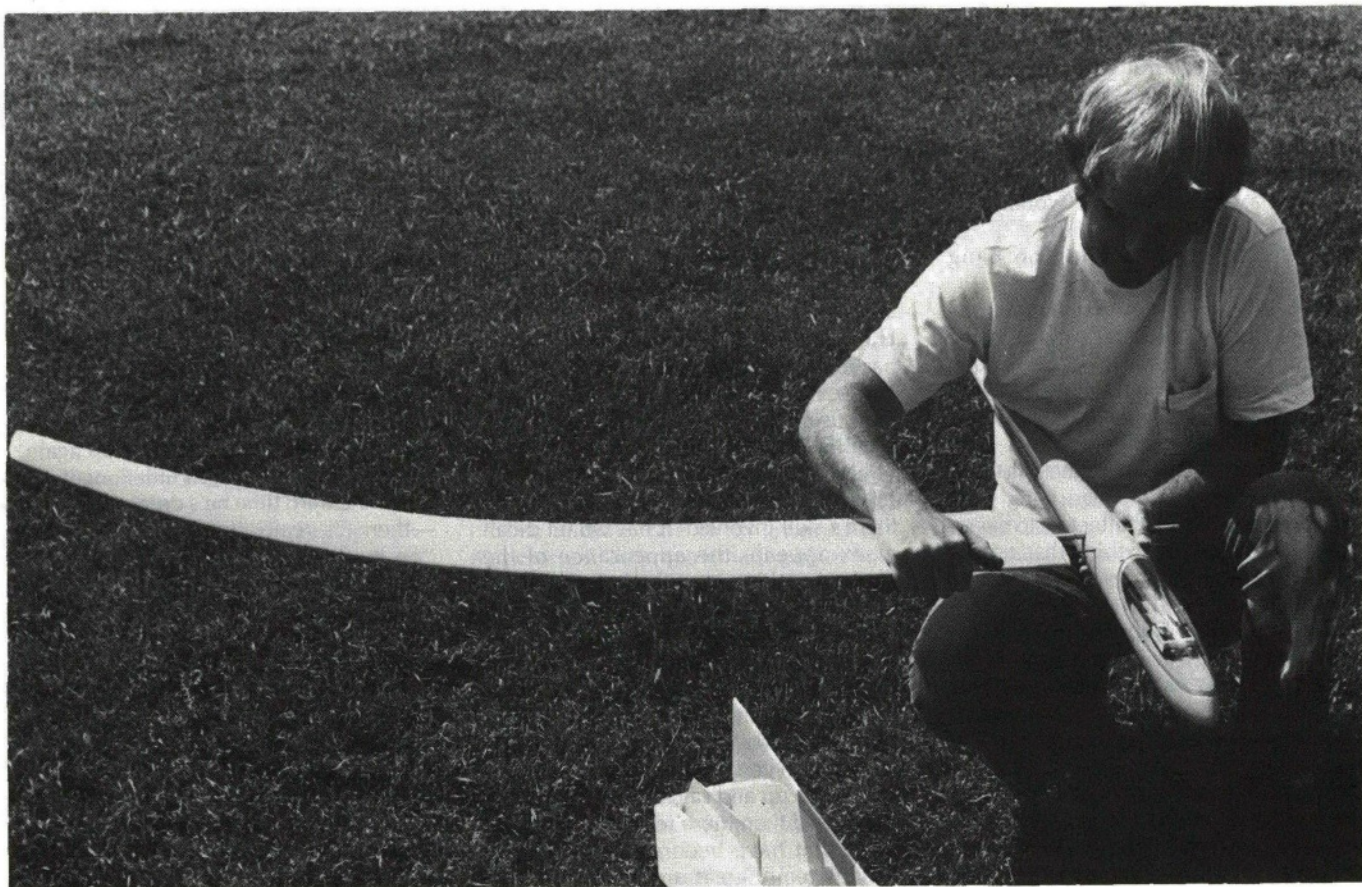
HOBIE: Oh, we're always aware of them. We'll spot a bird anywhere, instantly. We'll even try to spot birds that are just tiny dots a mile away.

H.L.: Say I'm a guy living in Iowa and there's not a hill in sight, just flat land and corn fields. Will the Hobie Hawk be able to perform?

HOBIE: Sure! With a Hi-Start (sort of an over-sized sling shot) you can put it up to two or three hundred feet in the air, then start looking around for thermals. It's sort of like surfing or sailing though—the conditions aren't always good. They're always changing and you're always looking for a little bit better day. If you go out and it's just perfect every day I think you'd get bored—there'd be no challenge anymore. What's neat though, is you can fly the glider on most days—there aren't too many really bad days for it, but you do have to go out there and look for it. If your plane comes down, it's no hassle—you just shoot it back up again and scout around.

H.L.: The way the Hobie Hawk is built ... no one has ever done it that way before?

HOBIE: No, they haven't. You can't say there isn't one thing in there that someone hasn't done before. But usually when someone makes something, say, out of ABS they make it *all* out of ABS. If they make it out of fiberglass, they make it *all* out of fiberglass. I don't know if any-



one's ever used plywood skins over a foam core wing, then cut out holes to keep the weight down, like I have. The Hobie Hawk has an elliptical-dihedral wing—someone may have made one at home, but one hasn't been made commercially before. The fuselage is super. The nose cone is rotationally molded of cross-linked polyethylene (a really tough resilient material). The tail cone is composed of six layers of pre-impregnated epoxy fiberglass, formed under 150 P.S.I. at 300 degrees. The whole process is as far away from copying as you can get. It would be tough to go much farther out and different in the methods of producing.

H.L.: Most gliders, to date, would "break-up" or suffer severe damage if put through a bad crash landing.

HOBIE: In most cases, yes. I'm not saying that if you hit the Hawk a couple whacks too hard it won't break too, but it will withstand an awful lot.

H.L.: More than the "average" glider?

HOBIE: A lot more than the average. It's

not to be considered indestructable, but it's about ten times stronger than any other glider I've tested. Everything that does break is easily repaired. All the parts are replaceable; if you break, say, the stabilizer, you can just write to us and we'll send you a replacement.

H.L.: What happens when you have a mid-air crash?

HOBIE: Well, it depends. So far, until everybody gets planes like ours, it's not real bad—usually there's only one unhappy guy. Our Hobie Hawks, though, have gone through some light-weight planes and turned them into a bag of sticks falling towards the ground.

H.L.: What's the worst thing that could happen? Losing it out of sight?

HOBIE: Generally that shouldn't happen. Our procedure, if we do make a bad turn and the plane gets lost behind a hill or something, is to throw the stick over, put it into a spiral turn and just let it crash. That way you'll at least know about where the plane went down. If you just let it go, there's a good chance you'll

never see it again, as it could just keep on flying for awhile and cover a lot of ground before it "lands."

H.L.: How do you compare the sport of flying gliders with, say, regattas?

HOBIE: It's interesting competition. I've gone to some of the contests and it's tough. I feel I can fly fairly well, but to do well in the contest—I'm really not geared well enough. Some of the key things are learning to stay up, not letting any thermals get by you, and also to be able to land on the spot, on time.

H.L.: How many guys can fly at one time?

HOBIE: Well, there are 17 channels available, but 17 gliders in the air at one time is an awful lot. I'm sure it would result in a lot of mid-air.

H.L.: What is it going to cost, say, the average Hobie sailer to get into R/C flying?

HOBIE: You could do it for about a minimum of \$200; \$89 for the unfinished plane (which comes out to about \$100 after you've finished it up) plus \$100 for inexpensive radio gear. Total first-class, best of everything, will cost about \$350, but you can go good "middle-of-the-road" for around \$250.

H.L.: That's not a lot of money, but then it's not exactly cheap, is it?

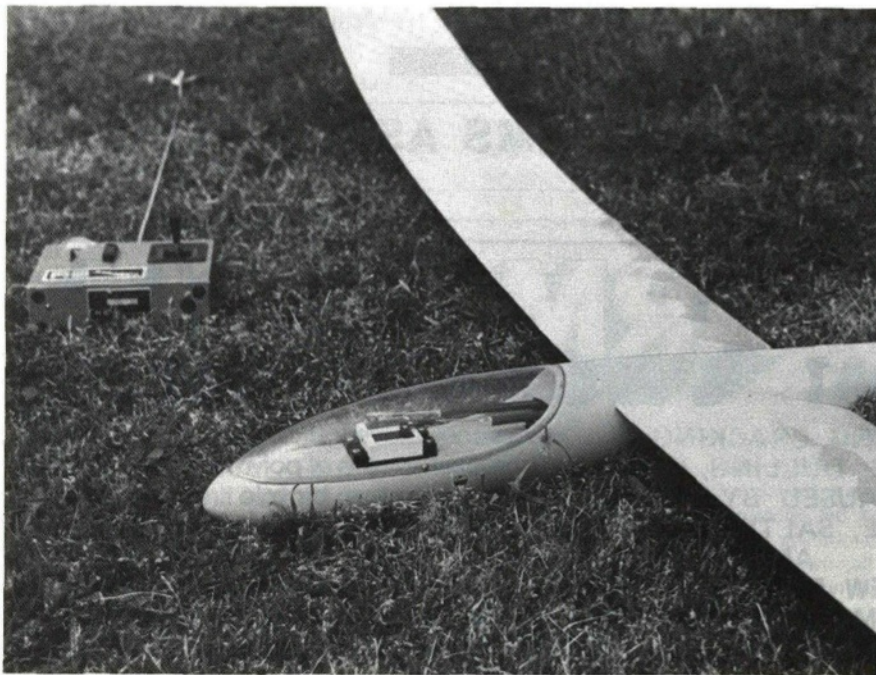
HOBIE: Well, it's people who want to have fun that are willing to spend a little money for their toys. Our whole country has been turning more and more that way. People 20 years ago didn't spend nearly as much money on their toys. Everybody wants to get into the recreation act nowadays, but they usually have to put a lot of money into it. There's really been only a few new, good toys that have been brought out for people—motorcycles, campers, sailboats—people will go out and spend thousands of dollars on these "toys." From somebody's million dollar yacht, down to a rubber duck in the bathtub—they're all toys. It's just a matter of what type of toy you like . . . I'd wonder about the guy with the rubber duck, but whatever turns you on! On the whole, when you consider what people will spend to get a few kicks, the price of a glider is really not unreasonable.

H.L.: Who will sell the Hobie Hawk? The Hobie dealers, ski shops? Will it be started out just like the boats?

HOBIE: We've gotten orders from quite a few of the Hobie dealers, but whoever is enthusiastic and wants to move the product in a legitimate business manner can place an order. We don't have any minimum requirements established.

H.L.: To sum this up, can you tell us what your most memorable flying experience was?

HOBIE: Oh gosh, that's hard to say. I think I'd have to say just the general enjoyment of an awful lot of nice days—warm pretty days when there's been good lift, a few friends around, some beer and sunshine!



Next Hot Line will have more "Hobie Hawk Talk"! If you would like to learn more about sailplanes and the sport we recommend the following magazines:

R/C MODELER MAGAZINE

P.O. Box 487
Sierra Madre, Calif. 91024

MODEL BUILDER

1900 East Edinger Ave.
Santa Ana, Calif. 92705

SAILPLANE

P.O. Box 170
Kensington, Md. 20795

AMERICAN AIRCRAFT MODELER

733 Fifteenth St.
N.W. Washington, D.C. 20005

MODEL AIRPLANE NEWS

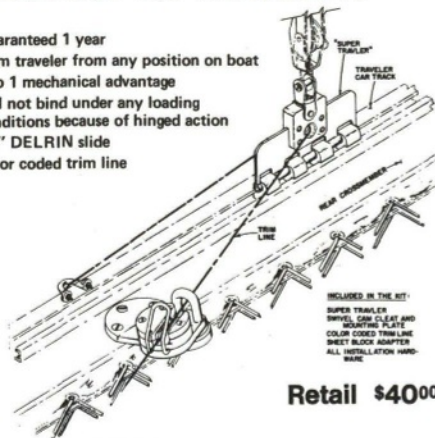
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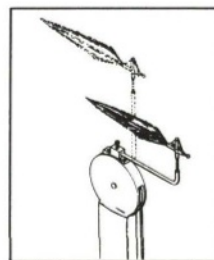
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HOBIE CAT 2ND WORLD'S CHAMPIONSHIP TAHARAA INTERCONTINENTAL HOTEL TAHITI JULY 21 TO JULY 28, 1974

We're so excited about the WORLD'S this year and we know you will be too when you see these money saving ways to go to fabulous Tahiti. This is not just a regatta... it's an experience. A once-in-a-lifetime trip for the whole family. Plan now to work your vacation around these dates and get set for the most exciting sailing event of this or any other year.

The three plans below have something for everyone. A short trip to the World's only or two options to really make a memorable vacation that you will long remember. All these packages are based on accommodations at the Taharaa Hotel (the site for the World's) and in Moorea we use the BaliHai, The Moana and The Moorea Lagoon. All deluxe hotels. These are not regular tours... they have been specially put together for Hobie Catters. We've made a commitment to the hotels and the airlines and must have a quick response from you to hold the space. It's Bastille time in Tahiti and that's the Mardi-Gras and Carnival all rolled in one—so, we have to know early to hold this valuable hotel space. Just complete the attached form and mail with your deposit (\$100.00 per person) to Studio City Travel.

Qualifying races will be held the first two days in Tahiti. A maximum of 68 Skippers will be vying for 13 open spots in the world championships. All races will be sailed in a round-robin fashion using 34 identical boats, with a maximum of 4 races per day and each Skipper sailing twice.

PACKAGE #1 ECONO 7 (ECONOMY IN NAME ONLY)

Nothing is spared in quality for this fast trip to the World's. It's really great. Just about all any Hobie Catter would want to cover all the exciting action of the big event. You'll flip when you see the Taharaa Hotel. Every room overlooks the Bay. You can watch all the sailing activities right from your private lanai. This low-cost package includes deluxe accommodations for the week, full American breakfast each day, cocktail parties and the very special awards banquet with lavish entertainment, food and drinks. The easy going Tahitians have planned many activities for non-skippers and Papeete is just a few minutes away with its bustling market and Polynesian style. So, get set for the World's now and be packed for Sunday, July 21... return to Los Angeles on this one on Sunday, July 28. All the above features including air fare at one low, low price. Based on two people sharing double room.

\$585.00 Per Person.

Excluding Air Fare, Price of Package #1 is \$145.00.

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Our eleven-day trip is called an experience... 'cause that's what it is. Eleven full days... enough to capture the real spirit of the South Seas. It's all based on the World's at the Taharaa Intercontinental Hotel. You get everything in our basic 7-day package and a lot more. On Sunday, July 28, we have a special way to go to the island of Moorea. A chartered launch for all Hobie Catters with entertainment and drinks, all blended together as we cross the Sea of the Moon to glorious Moorea. A gala feast on the beach awaits you on Moorea and real authentic Tahitian hospitality. Accommodations 'til Wednesday, July 31, are in thatch-roofed cotoages. Breakfast and dinner is included on Moorea. There's no place on earth better for outdoor sports; swimming, sailing (we have Hobies there), snorkeling and scuba diving. This package lets you have a few days to relax and get into the Tahitian way of things. That's why we call it an experience—it's a different vacation than any you can imagine. Don't miss this one... it's sensibly priced and includes air fare, accommodations and meals. Based on two people sharing a double room—

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UP TO JUNE 10, 1974.**

PACKAGE #3 DELUXE 14 2 ISLANDS, 2 ADVENTURES!

For those who want to do it all. This one means going to the World's all the way. A week in Tahiti and a week on Moorea. What more could there be. Start out on Sunday, July 21, and jet to Tahiti and the Fabulous Taharaa Intercontinental Hotel sitting on a hill overlooking the World's activities; the Taharaa is the headquarters for the event. Naturally deluxe hotel rooms are included in the week in Tahiti. There's a full American breakfast every day, cocktail parties and the very special Awards Banquet. On Sunday, July 28, a special crossing to glorious Moorea is planned. Twelve miles of incredible waters and there's fun on the way with entertainment and drinks. Your stay in Moorea is in deluxe thatched cottages (Far sin Tahitian) and you get breakfast and dinner every day. We've planned fun activities for each Hobie Catter but have left you lots of time to enjoy the beauty of the sailing, snorkeling and glass-bottomed boat rides. The hotels on Moorea are The BaliHai, The Moana and The Moorea Lagoon. This is a real vacation suitable for the whole family and one that you will long remember. One price covers all transportation, hotel accommodations (based on two people sharing a double room), meals as outlined and Moorea crossing. There's limited space on this one. Book now.

\$779.00 Per Person.

All the above packages leave Los Angeles on Sunday, July 21, by regular scheduled jet. There's a special rate involved in each. (The regular fare is \$559.70.) So you have great savings for this special event. Any of these tours can be extended extra days or to cover extra islands. Just call Patrick Hogan at Studio City Travel for details. Send your deposit today and get set for the trip of a lifetime... THE WORLD'S IN TAHITI, 12192 Ventura Blvd., Studio City, Calif. Phone: (213) 755-3100.

**Sign us up for Tahiti Hobie World's package # _____ for _____ persons.
Enclosed please find \$ _____ or minimum deposit of \$100 per person for the following persons:**

NAME (S): _____

ADDRESS: _____

CITY: _____ **STATE:** _____ **ZIP:** _____

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