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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.

DANGER!

Extreme caution must be observed when launching and sailing near overhead wires. A mast touching a wire could be fatal!

EDITORIAL

We hope you enjoyed last month's interview with Hobie and the introduction of the Hobie Hawk sailplane.

This month we'll take an indepth look at the history of R/C soaring. We feel that this article, authored by Le Gray, will give you a better idea of why R/C soaring is the fastest growing facet of the R/C hobby industry.

Le Gray, a well known personality in the hobby industry, writes a monthly R/C soaring column for Model Builder Magazine. He is a licensed pilot for full-size sailplanes and was also instrumental in founding the League of Silent Flight, a world-wide R/C soaring organization.

We welcome any comments or questions you may have regarding the Hobie Hawk, or saoring in general, and hope that you will continue to enjoy this new addition to the Hot Line.

Sincerely,

la

IT'S HERE!! THE HOBIE INSTRUCTION MANUAL

72 Pages of HOW TO. Detailed instructions for your Hobie 12, 14, and 16.

Introductory special \$2.00 Regular \$2.50 At your dealer's soon, or write Hobie Class Association.

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

LETTERS TO THE EDITOR

Dear Ed:

Here it is the tenth day of May and again it seems that your new computer has seen to it that I don't get the Hobie Hot Line.

I'm not a bad guy and have never said anything bad or mistreated any computer in my life, so I can find no reason for your computer to hate me.

I missed five back issues prior to sending a new subscription blank and a short letter to the Association. I'm sure the letter was read by one of the nice people (non-computor) working there because they sent the back issues within one week!

The March/April issue said the May issue was going to be mailed out May 1st. Would you please have a long talk with your computer and advise it that I promise to be good to all computers and to always treat Hobie with love and care, if it will just put me back on its mailing list!

> Sincerely, John A. Clewett Downey, Calif.

Dear John:

I certainly don't understand how our computer could have made such an error, due to the following three (3) reasons:

- 1) ugh648746jskiufhty9r70eei8teoos-2=smsgfhe0.
- 2) jfe898900flsdgsls48673×1-398e751sfm94uj.
- 3) -kdjjtg..eii4a7753LISD\$(A*TAGJOGJ!
- 4) slu 21=230tqagd885793ga.—ls jgvmolvw485mty uuefclp.

eug7s5fgsl, THE EDITOR—Serial #00957643

P.S. We realize there has been a problem in the past and we apologize. Don't lose hope . . . we're getting there!

Dear Ed:

I have thoroughly enjoyed getting the Hobie Hot Line magazine. However, I have never noted an article giving any details about easy ways to step the mast on a Hobie Cat 14. Has one been written and published? If not, I would very much like to get any good suggestions so that I could rig the mast by myself, without assistance.

Thanks, John D. Ringle

Dear John:

You're in luck! There will be an article regarding just that in the upcoming August issue.

Ed

"QUESTIONS, ANYONE . . .?"

We are pleased to announce the appointment of Bill Baldwin as head of Coast Cat's Customer Service and Warranty Department. Bill has offered to help us out and answer some of the most frequently asked questions we receive from our readers. Thanks, Bill!

- Q. Are the various traveler systems advertised in the Hot Line all Class legal?
- A. Yes, every last one of them!
- Q. I wave-surf my Hobie Cat quite a bit and often have problems with the gudgeons pulling out. What can I do to remedy this?
- A. Probably the best way to take strain off of your gudgeons is to balance your helm so that rudder pull is at a minimum. This can be done by various combinations of mast rake and rudder angles (changeable by putting washers under the gudgeons). In general:
 - 1) Foreward mast rake reduces weather helm.
 - 2) After mast rake reduces lee helm.
 - Tilting the rudders under the boat reduces weather helm.
 - 4) Tilting the rudders out reduces lee helm. Be sure that your rudders are not locked down until you are in deep enough water. I don't know of any gudgeon that can withstand the leverage exerted by a boat that digs its rudder blade tip into the bottom while going backwards with a wave.
- Q. I'm a new Hobie Cat owner and have never used a trapeze before. Does the hook face up or down?
- A. DOWN! If you're questioning why, try it the other way and see what happens when you go to hang out . . . SPLASH!!

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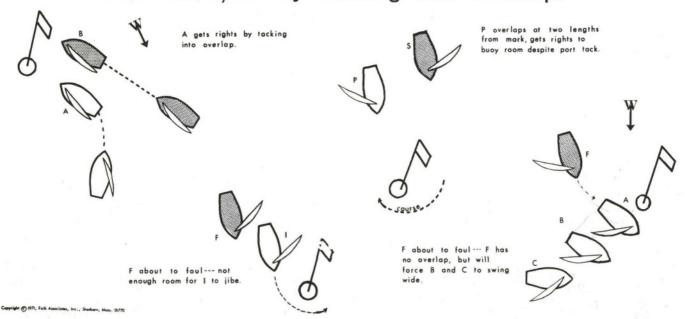
Most Common Fouls - 2. Buoy Room

Inside Overlapped Yachts Are Entitled Room To Round Mark

Includes room to tack & jibe when normal to course.

Overlap must be established by two lengths

from mark, or by tacking into overlap.



ref: rule 42

ref: rule 42, 1(c)

ref: rule 42, 3(a)

ref: rule 42.3(b)

ref: rule 42.3(e)

ref: rule 42, 1(a)

ref: rule 42.1(b)

ref: rule 42.1(e)

ref: rule 42.2(a)

ref: rule 42, 2(b)

No wonder so many fouls occur at turning marks ... the rules about buoy room are seldom clearly understood, even by experienced skippers. Highlights to start with:

 buoy room rights apply, even between boats on opposite tacks
 EXCEPT when it's a beat to the mark

EXCEPT when it's a beat to the mark or when either will have to tack to round the mark... in such case starboard tack is still the big rule, and buoy room won't apply between boats on opposite tacks.

an inside boat gets the right to buoy room by having an overlap when the nearest of the two boats is two lengths from the mark.

 a boat can also get rights to buoy room by tacking into an overlap within two lengths of the mark.

 once established by timely overlap, the rights to buoy room stick, even if the overlap is broken by the time the boats reach the mark.

 room includes room to tack or jibe if that's normal to the course, but jibes must be made as soon as reasonable (no such obligation to tack).

 buoy room doesn't apply at the start (but rights to call for sea room do).

 buoy room privileges include jibing in front of other boats that don't overlap, but do not apply that privilege to tacks. and remember, "overlap" means anything overlapped ... windpennant over rudder does it; boats that overlap an intervening boat overlap each other.

Also remember: in case of doubt about an overlap being in time, it wasn't!

about an ref: rule 42.3(d)

ref: definition

"Clear Astern, Clear Ahead,

Overlap"

Here's a catch word to help remember this group of rules when you're on the water:

I. O. U. ROOM

Inside boats
Overlapped at two lengths
Unless opposite tack, beating
Rate room at the mark
Only after the start
Outside downwind, starboard doesn't count
Mustn't forget room to jibe.

The really common buoy room fouls are illustrated on the poster. They are:

- overtaking boat horns in without having established overlap two lengths away.
- outside boat gives room, but not enough for inside's jibe.
- a starboard tack boat, running downwind, forgets that buoy room rights outweigh her starboard-over-port tack.

Continued next page

Racing Rules The Easy Way (continued)

Another common way to get into trouble at a buoy is to tack as you go around the mark... OK for overlapped inside boats, but when you're being followed closely, you do not have any special rights to tack in front of a boat. Remember, a tacking boat must keep clear of a boat on a tack.

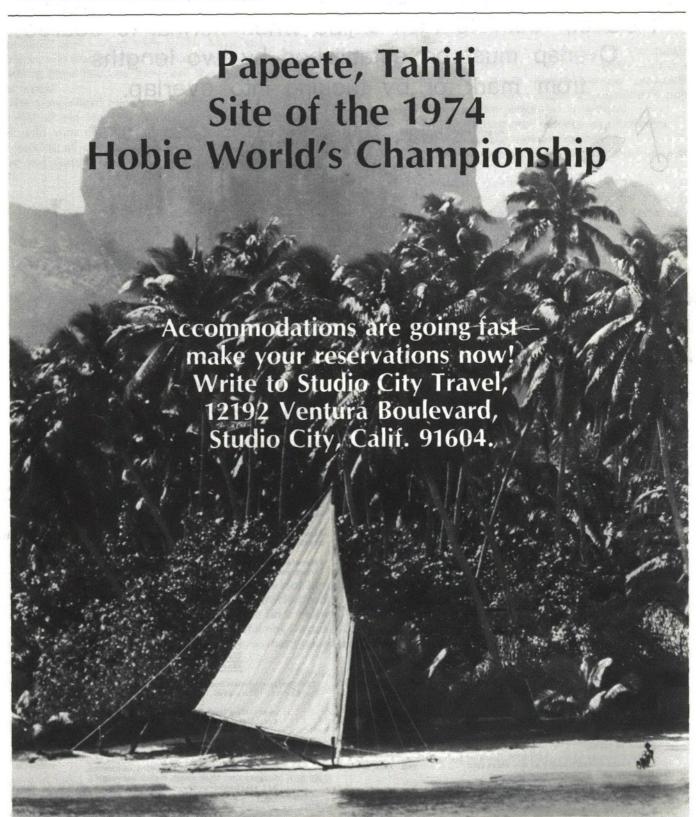
How much room must be given? There's no statement about this in the rules. Appeals state enough to round in safe, seamanlike manner, so ... take what you feel is reasonable. When you're outside, give whatever the inside boats demand. If you think they're unreasonable, protest but don't touch; your protest will be just as kindly received without contact, and if you do touch, that will shift the burden of defense from him to you.

When you think you rate room, for goodness sake, hail for it, loud and clear, at or before the (nearer boat's) two-length point. If you challenge someone else's claim for room, say so, loud and clear. If he still wants it, protest but give it --no touch, and you have a can-win-can't-lose situation; touch, and it's a win-or-lose situation.

Note: rule 35 says you "... should hail ... when claiming the establishment or termination of an overlap at a mark..."

Remember the mneumonic: I. O. U. ROOM.

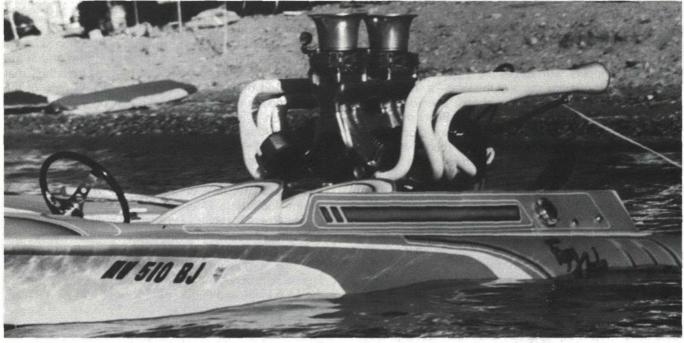
Copyright @ 1971 by Falk Associates, Inc., Sherborn, Ma. 01770



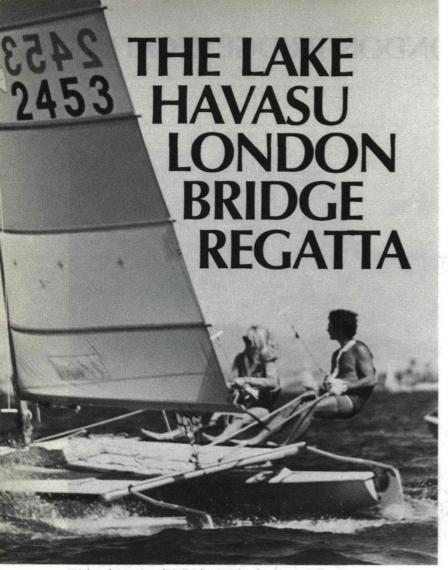
THE LAKE HAVASU LONDON BRIDGE REGATTA



LAZY DAYS (DAZE?)



The Hobie Class Assoc. has determined that the above modifications are not legal while racing...Sec. C, #1: "A sail may be recut slightly, but complete panels may not be replaced."





"What happened?? Did somebody sneeze?"

One regatta that stands out from all the rest is the Lake Havasu London Bridge Regatta. This year marked the 11th running of this annual event and, once again, the weather was hot and dry, the winds totally unpredictable, but as always, everyone had one heck of a good time!

As most skippers will agree, the Havasu Regatta is one of the most relaxing races of the year—a sneak preview of warm summer months ahead. Everyone who likes the sun, clear water and Miller's Beer, makes it to Lake Havasu for this get-together. We saw more spectators this year than ever before. In fact, there's a rumor that next year the name should be changed to the "Bakein-the-Sun-and-Get-Ready-for-Summer Regatta"!

A brigade of 346 Hobie Cats arrived to partake in this great desert sailing event. With 132—14's, 208—16's and 6—12's, the Hobie Class dominated the Fleet. The 16 'C' Fleet undoubtedly set the record for the largest single start—112 boats . . . all bunched together . . . all starting at the same time—amazing!

Light airs plagued most of the races. There was a slight breeze, however, for Friday's "Fun Race" around the Island and under the London Bridge.

Saturday was fairly uneventful due to the depressing wind conditions. Only one race was held and it turned out to be a "who could drift the fastest" contest!

Campfires (. . . and sunburns!) were blazing Saturday

night. Hundreds crowded around the beach by the Nautical Inn to enjoy a few hours of movies—and quite a few kegs of Millers!

Sunday brought everyone to life as a 12 knot breeze popped up just in time for the first race. Some skippers even got in a little trapeze work and a taste of that fun desert sailing. Unfortunately, that blessing from the Great Wind God didn't last long, so the second race of the day turned out to be an instant replay of Saturday's drifting match. Oh well . . . can't win 'em all.

Hobie Alter and his wife, Nancy, carted their ol' #36 out to the desert for a week of "R & R". (Hobie's had his nose-to-the-grindstone lately, working on the new Hobie 10 and the glider project.) He got so stoked sailing at Havasu that he's decided to go to more regattas again—look out A Fleet!

John Ross-Dugan, Jr., a young pre-med student at UCI, won the 14 A's. John also took home (for the second year in a row) the Perpetual Trophy, given to the skipper who has the lowest score among all the competing A Fleets. Bob Beauchamp, with two firsts, was winner of the 16 A Fleet, and in the Hobie 12 division Steve Hatch claimed the first place honors.

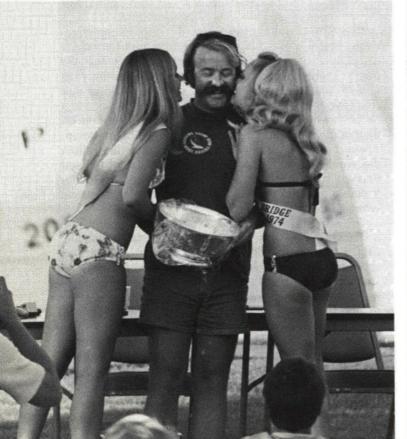
Many thanks go to Gus Newman of Laurence Laurie and Associates, Dave and Dottie Shay and the Lake Havasu Yacht Club, the Miller Brewing Co. for all the beer and the many others who contributed to The Great Race!





"Jeez, Kevin, I don't think blowing on it is gonna help!"

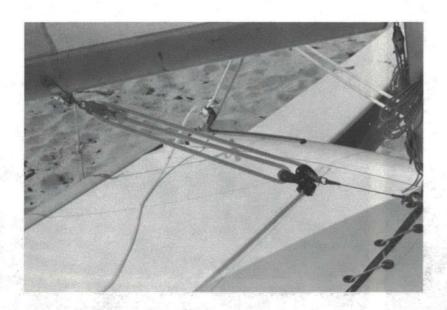
"My phone number is 592-4783."

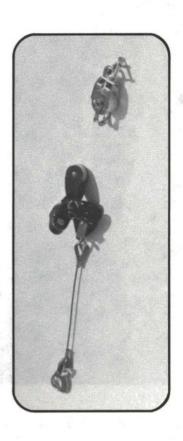


Bonnie the Wonder Dog...and her crew, Tom Long.



USE OF BOOM VANG AND TRAVELER





The use of the boom vang and traveler are an important part of effective sailing off the wind. They serve only one purpose: to hold the boom as level as possible, thereby maintaining an efficient sail shape while sailing at various angles off the wind.

If you will watch the boom and sail as you let the sheet out to sail off the wind, you will see that the boom rises and head (top) of the sail falls off or tends to corkscrew. This is undesirable because as the head of the sail falls off, it spills wind and loses efficiency. By preventing this from happening, you can make the entire sail work for you rather than just a portion of it. The boom-vang and traveler are used to keep the sail shaped properly by preventing the boom from rising.

When sailing slightly off the wind (same place near a close reach), the traveler can be used to great advantage. As you fall off of close-hauled, ease your traveler so that the mainsheet is drawing almost straight down, thus holding the boom down and preventing the head of the sail from falling off. As you sail farther off the wind, let your traveler out accordingly. When you reach a point of direction off the wind where the boom should be, out beyond the end of the traveler track, the boom vang can be used to help hold the boom down and the sail shaped properly.

There are two ways to employ the boom vang effectively. The first is to hook the vang into the front corner of the crossbar (right where the trampoline enters the track). Then by applying tension to both the boom vang and the mainsheet, you can hold your boom down and shape your sail properly. For sailing on a broad reach or downwind, you can simply put a lot of tension on the boom vang to hold the sail out and the boom down. A word of caution: if you become careless and allow the wind to switch around to the backside of the sail you will have problems as the boat will become uncontrollable and most likely capsize, especially in strong winds.

The second method is to hook the boom vang into a shackle on the base of the mast (to install a shackle, drill a hole in the tab on the mast base, slip end of shackle over hole and insert shank through hole so shackle is secured). The advantage of this method is realized when you are sailing in shifty winds and need to jibe frequently. However, you can't apply as much pressure on the boom from this angle and you must be very careful about accidental jibes. If you forget to loosen the vang tension when going to weather, you will find that your mast won't rotate freely when you tack.

YACHTING ONE-OF-A-KIND

Newport Harbor Yacht Club was the headquarters for Yachting's One-of-a-Kind Regatta April 17-20. It was the eighth One-of-a-Kind Yachting has held since Bob Bavier started the series back in 1949.

This regatta is a very unique one, allowing only one boat from a particular Class to enter. Each boat is given a separate rating and then divided accordingly into five different divisions: Div. I, multihulls; Div. II, cruising auxiliaries; Div. III, keel racing boats; Div. IV, centerboard one-designs, 15'6" l.o.a. and larger; Div. V, centerboard one-designs, 15'5" l.o.a. and smaller.

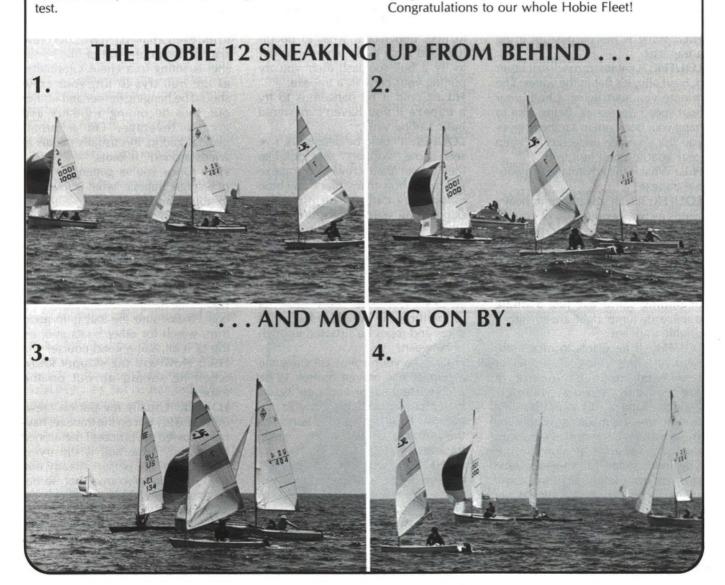
Boats were brought from all over the country to participate in this exciting event—production models, homemade types, catamarans, monohulls, trimarans—every type of design imaginable. This year's One-of-a-Kind Fleet totaled 109.

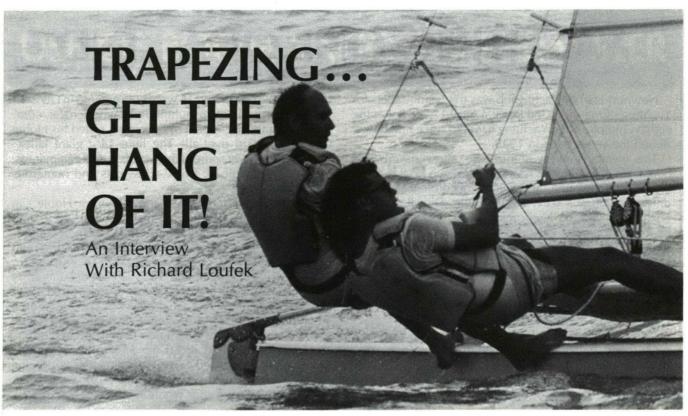
Choppy seas made it a tough race for all the competitors and, with winds ranging from 4 knots to 25 knots over the four-day period, each entry was forced to sail under a variety of conditions, making this an ideal contest.

Our Hobie Cat 14 and 16 were both entered in Division I, which consisted of 28 multihulls. Wayne Schafer, competing against the "cream of the crop", sailed his Hobie Cat 14 to a 3rd over-all! The little 14' "giant killer" corrected-out over some of the worlds fastest catamarans, including Beowolf IV, five C-Class cats and numerous production boats.

Richard Loufek and Eric Barto, sailing a Hobie Cat 16, suffered an unfortunate mishap when their boat flipped in the heavy surf. However, the two skippers were not to be defeated, and pushed on to claim a 6th over-all!

In Division V our Hobie 12 was expertly sailed by Jim Black. Braving the large ocean swells, Jim and his Hobie 12 gallantly competed against some of the best small-boat skippers in the world, including three-time North American Laser Champion Dick Tillman. Despite the fact that Jim had raced the Hobie 12 only three times before, he walked away with a 6th over-all—being the highest scoring 12-footer in the 25 boat Division.





H.L.: What is the purpose of using a trapeze?

LOUFEK: A catamaran will sail faster if, basically, it's flat in the water. The minute you start flying a hull, your boat speed decreases. Being able to hang your body out in a trapeze gives you the leverage necessary to keep your boat in good hull trim.

H.L.: What is the advantage of a double trapeze?

LOUFEK: It's an advantage in heavy winds as two people will, of course, give you double the leverage. With two, you also have the advantage of being able to distribute the weight fore or aft accordingly.

H.L.: Would you recommend that a beginning sailor use just a single trapeze or jump right ahead into a double trapeze?

LOUFEK: If he wants to race competitively he's going to, sooner or later, need the double trapeze. In heavier winds, a person with only a single trapeze just won't be able to keep up-no matter how good he is. We may be jumping the gun though, because if you define "beginner sailor" as someone who really doesn't know anything about sailing, I would say he should not use a trapeze at all, but rather get used to sailing first. I think that's just plain common sense. Once you know how to efficiently sail the boat (tack with no problem, know how

to jibe, understand what to do on lulls and what to do when you start to fly a hull too fast) *then* you try putting your crew in a trapeze.

H.L.: Could it be dangerous to try a trapeze if you haven't mastered basic sailing yet?

LOUFEK: It could be disastrous. I've seen some "skippers" that look like they've put their crew in a trapeze just to see how many black and blue marks they can put on him. The skipper will start to fly a hull, then all of a sudden he'll let the mainsheet entirely out . . . ZAP! . . . bringing the boat to a screeching halt. This, of course, sends the poor person in the trapeze from six feet up in the air to six feet under the water—not to mention the conglomoration of wires and ropes he's passed through in between!

H.L.: I see your point! Let's assume a skipper has proven himself to be a competent sailor and now wants to try sailing with his crew in the trapeze. How strong of a wind, on the average, would require a single trapeze?

LOUFEK: It will vary, of course, depending on the weight of yourself and your crew and also the trim of your sails. If you've got full sails you're going to be flying a hull sooner. The minute you feel a light hull, I would say it's time to have your crew hook up. If the hull begins

to lift, even a little bit, have your crew start to hang out—sort of like he (or she) is sitting in a chair. Gradually, as the hull trys to lift, your crew should be hanging farther and farther out, thus becoming a greater and greater leverage. On a broad generalization, this usually occurs in winds around 10 knots.

H.L.: Once you've gotten the hang of a single trapeze, what is involved in going to a double?

LOUFEK: The main difficulty would be for the skipper in learning how to coordinate his moves from a trapeze seat. It's not that easy, you know. He's got to steer the boat, sheet the sail, maintain a stable position while hanging off the side of the boat, make sure the sail is in good trim, watch for other boats and, on top of it all, sail a good course!

H.L.: How will the skipper know when he should go out on the trapeze?

LOUFEK: Usually the person crewing is already out on the trapeze, having followed the process I mentioned before. So, if the hull is still trying to rise with one person already out, then the skipper knows that he has to go out too and simply follows the same procedure as the crew.

H.L.: Again, on the average, what are the wind conditions when a double trapeze is needed?

LOUFEK: I'd say roughly 12 knots.

It's a very fine line between single and double trapezing. Many times I've been single trapezing and at the same time there are people double trapezing, or even some not trapezing at all. Like I said, a lot depends on a person's weight and their sail trim—not just the wind velocity.

H.L.: Is it uncomfortable for the skipper to sail from a trapeze seat? LOUFEK: From a standpoint of bodystrain, I think it's easier. Because you can use your legs, you have far greater leverage to pull the mainsheet in and out. If your arms get tired, you can just keep them straight and bend in and out with your legs—which are a lot stronger than your arms. This way you won't get so fatigued while sailing around a course.

H.L.: Most people who are sailing from a trapeze have their forward leg slightly bent at the knee. What is the reason for this?

LOUFEK: It makes it easier to absorb a shock—it's the same principle as used in surfing or skiing. Since your boat is possibly going to decelerate suddenly (rather than accelerate) due to hitting a chop, for instance, your forward leg should be bent a little. This is, naturally, the quickest way to prevent yourself from being thrown forward.

H.L.: Generally, where should your crew position himself to balance the boat properly, with regard to fore or aft?

LOUFEK: The crew's position is of major importance. He (or she) should keep as far forward as possible—but be careful not to over-do it. Being too far forward will cause the rudders to lift out of the water. The skipper should move forward proportionately with the crew. In lighter airs the weight should be forward, then start to move aft as the wind picks up.

H.L.: What about the various gear used in trapezing? Is there an advantage to a flotation-type trapeze seat? **LOUFEK:** It's not so much the flotation that people are looking for, but rather the comfort and support which that type of seat provides.

H.L.: Would you say then, that comfort is very important in a trapeze seat?

LOUFEK: It depends on the amount of time you spend in the trapeze seat "at one sitting". For the majority of Hobie Cat regattas a stock Hobie trapeze seat is perfectly adequate because the races just aren't that

long. But where you'll really be able to tell if you have a good or bad trapeze seat is in a race that covers a lot of distance, such as the "Yachting One-Of-A-Kind" which has a 14 mile course, or the "Culebra Regatta" which has a leg that's nearly 20 miles long.

H.L.: What do you look for in a trapeze seat to make sure it will be comfortable?

LOUFEK: Well, as I said, it's not real important unless you're going to be using it for hours at a time. To tell you the truth, I still haven't found any available that give you the proper support that's needed. I think having one custom made would really be the answer. That way you could have the support put in where you need it the most.

H.L.: What about adjustable trapeze wires? Are they an advantage to someone who does a lot of trapeze work?

LOUFEK: On a stock Hobie Cat a person is only able to hang out, without becoming unhooked, at a 50-60 degree angle from the mast, due to the length of the trapeze wire. This is fine for your average "day-to-day" sailing, but in competition it's to your advantage to be able to hang out in a position almost perpendicular to the mast—especially in heavy winds. To accomplish this you must modify the existing trapeze wire.

H.L.: How is this done?

LOUFEK: First you shorten the trapeze wire to a position about 4-6 inches below the handle. To this you add a pulley—like the one used for jib blocks. Then take a piece of line and tie one end to the shock cord and feed the other end through the pulley. Between the shock cord and the pulley tie a knot to limit the travel

of the line. On the end of the line you put either a ring or a "dog bone" —or whatever you prefer to hook on to. With this system you can maintain a constant tension on the trapeze hook, and thus reduce the possibility of coming unhooked.

H.L.: A Hobie Cat side bar, especially when wet, can be very slippery. For friction, some people use a non-skid tape, some use tennis shoes, etc. Is it just a matter of personal preference?

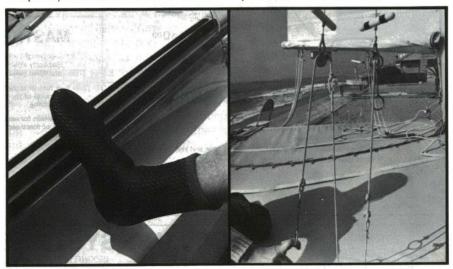
LOUFEK: I don't use tennis shoes because I like to be able to feel where my feet are going. Those new booties that are out, the ones with Velcro on the bottom, are pretty nice. Personally, I prefer the non-skid tape. It's important to get the right kind though; some types are just too rough . . . you should see the bottom of some of my bathing suits! Too rough non-skid will really tear into the shock cord on your trapeze wire too.

H.L.: What about putting non-skid on the hull itself, on the back of the deck?

LOUFEK: That all depends on what your trapeze style is. I rarely put my foot on the deck, but then there are other people who will sail with one, or even both, feet on the deck. It's strictly up to the individual.

H.L.: Sometimes you'll see a person trapezing and they'll have an arm thrown out behind their head. What is the purpose of this?

LOUFEK: Some people think that it will give them more leverage, but basically I don't know if it does that much good. It does *look* great though. If you see somebody with a camera, by all means throw your arms out . . . maybe you'll get your picture in the Hot Line!!





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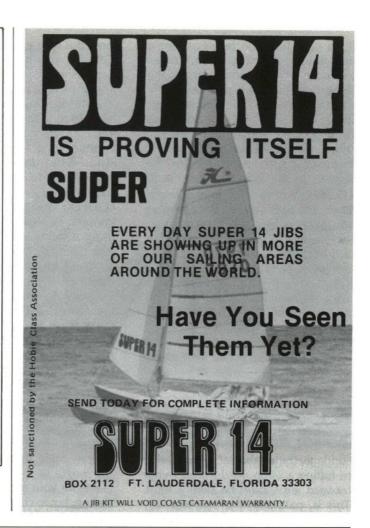
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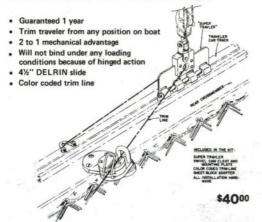
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MOLDED MAST STEP BEARING

- Injection molded DELRIN
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- 5 times the strength of teflon

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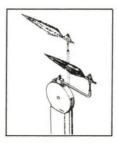
MAST ROTATION CALIBRATION KIT

Increase boat speed by as much as 7%. There are at least 4 variables for best sail shape. One that is frequently overlooked is <u>mast rotation</u>. Variable mast rotation is not allowed by class rules but mast rotation can be modified by filing the stops. One position may be ok for heavy winds but not so for light winds or visa versa. So - file the stops to overrotate, calibrate the rotation for 2 or 3 wind conditions with this kit, and use the kit provided inserts on the step to give the rotation you want. Rotation cannot be adjusted while sailing once the calibration procedure is completed. All necessary materials provided in kit

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MASTHEAD FLY

- Lightweight adapter permanently attaches to masthead pulley cover
- ½ turn of screw allows removal of fly for trailering
- Position forward, up, or aft of masthead



Retail \$750

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Graham Wood travelled to Manly, Queensland, hoping to sail well enough to finish in the top five of the Hobie 14 National Championships, held at Easter on Moreton Bay. He certainly sailed well. Well enough, in fact, to become the 1974 Australian Champion, thus gaining his place on the team to represent Australia in the World Championships in Tahiti this July.

Graham, from Dee Why, N.S.W., has only had his Hobie Cat about 9 months, having graduated to the Hobie from the Stingray Class Catamaran where he gained fame sailing 'Blue Peter'. He sailed his Hobie 14 'Honey' very consistently, picking the wind shifts and holding off some very strong competition from young Clontarf N.S.W. sailor Geoff Horsley. Geoff sailed his two year old boat 'Catawampus' into a very close 2nd place; so close, that the final result rested on the last heat, with Geoff needing to win and Graham to finish 3rd or better. Geoff won by a comfortable 1 min., 20 secs, but he won from Graham, thus giving Graham the Championships by one point. A close finish to what was a very exciting series, that saw some fine sailing and good competition from the 58 Hobie Cat 14 skippers from four states, including W.A.

The six-race series were held in varying conditions that tested the skill and judgement of these sailors. With winds that changed from 0-2 knots from the South in heat 3, to 18-25 knot winds from the N.W. on the final day. Sea conditions varied from mirror-like calm to a two-foot, short chop. None of these seemed to worry the Hobie Cat nor her skipper, and even in the light conditions we were to see some fine tacking duels and

covering tactics. The Perth boys, Brad Jones, Devan Hill and Kevin Page, who love the heavy weather, revelled in the 18-25 knot conditions. On the final day they pushed the N.S.W. "heavies" out of valuable places, picking up some good points for themselves, which enabled Brad Jones, in a hired Queensland boat, to sail into 3rd place overall and also gain selection into the Australian Team.

Having won the N.S.W., S.A. and Victorian State Titles, Sydney sider Frank Milner seemed to be hot favourite for the Nationals and after winning the invitation race on Moreton Bay, the day prior to the Championship series, Frank certainly gave warning to all comers that he wasn't going to give any quarter. After a bad start in heat one, he failed to pick an all important wind shift and only managed a 10th place. Things went from bad to worse, when in heat two he capsized after being left on the line in the entire fleets' dirty wind, when a boat had failed to give rightof-way causing Frank into irons and hence back marker. Hard sailing and determination helped Frank to work his way back up the fleet and gave him an 8th overall.

During the series a handicap event was being run, with a trophy for the handicap winner of each heat. A handicap was established for each competitor after he had completed four heats, this was then used to correct his time on all the heats. The results were:

Heat 1—Geoff Horsley
Heat 2—B. Hume
Heat 3—T. Holmes
Heat 4—A. Toohey
Heat 5—F. Milner
Heat 6—K. Logan
N.S.W.



TWO HOBIE SAILORS WIN A WET, COLD WAGER

By Mike Redpath, "Soundings" May, 1974

Inflation unfortunately has become an accepted fact of life. But even nowadays, \$5,000 paid two New Jersey sailors for a six-hour jaunt comes across as slightly high wages.

The windfall for George Francis of Point Pleasant, and Scott Price of East Paterson, came as the result of a gentleman's wager with John Orelup, of Bay Head.

Seeking shelter, companionship and whatever else sailors seek in neighborhood watering holes during a Nor'easter, the three found themselves thrown together by whatever fate controls the destiny of men's bankbooks.

One thing led to another, and by 4 a.m., Sunday, March 31, Messrs. Francis, Price and Orelup had agreed to the following wager:

"I hereby wager that a Hobie Cat cannot sail from Bay Head (area) to Barnegat Inlet and offshore to and in Manasquan Inlet to the dock at Point Pleasant Hospital Dock. I will wager \$5,000 to \$1,000. This will be without assistance from a powerboat or Coast Guard. (signed) John Orelup. Arrive prior to 7:00 P.M. DST."

Francis and Price, both experienced Hobie sailors, left Bay Head at 10:15 a.m., sailing a Hobie 16. Wearing full wet suits and life jackets, they equipped the Hobie with a life cushion, two paddles, anchor and line. By the time they departed, the wind had shifted from northeast, allowing them to make the 25-mile sail from Bay Head to Barnegat Inlet in one tack.

According to Francis, the 180-degree wind shift calmed the seas but built up huge swells in the inlet. Duly impressed by the monstrous swells, the sailors beached their boat near Barnegat Light and set out looking for a place to warm up and get some advice on inlet conditions.

Francis related, "We had about six hot chocolates and rested awhile." Then the two sailed for the low section of the inlet's North Jetty. "We just waited for a swell to make sure there was enough water there." And then they were out of the inlet and into the ocean leg.

As the wind worked its way around to the Northwest, the pair headed up the coast, staying near shore in the event of a mishap. A planned stop near Island Beach to pick up better wet suit gloves and hoods for added warmth was scrapped because of rough surf. Of the sail up the 24-mile ocean leg of the course, Francis recalls that "other than being a little cold, it was uneventful." Six tacks brought them in through Manasquan Inlet against the current.

The pair arrived at the railroad bridge spanning the Manasquan River just in time to find the draw bridge closed to allow Sunday's only train to pass. Once the bridge opened, they had to pull the boat along the northern bulkhead under the bridge to keep the mast from hitting the raised span.

Shortly after that the trip's only mishap took place. According to Francis, "Then I kinda pulled a little booboo. Under the Route 35 bridge we flipped." A sudden gust found the two on the wrong side of the Hobie and over they went. Once righted, they continued to the beach just past the Point Pleasant Hospital Dock, completing the nearly 60-mile trip at 4:15 p.m.

They had averaged nearly 10-miles per hour for the six hours, at a cost to their benefactor of \$833.32 per hour... and expensive charter for a Hobie Cat 16, even with an experienced crew!

Many thanks to Bob Conlen of Ocean City, N.J. for bringing this most unusual wager to our attention!

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 I'VE CHECKED FLEET LOCATIONS AND WOULD LIKE INFORMATION ON THE FLEET IN
Name
Address
CityStateZip
Sail No 12
Hull No 14
Fleet No 16
CLASS ASSOCIATION 2026 McGAW AVENUE IRVINE, CALIF. 92705

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Ed Mabie 500 Oak Drive Capitola, Calif. 95010

DIVISION 4

Dave Harris 1030 Highwood Drive, S.W. Issaquah, Washington 98027

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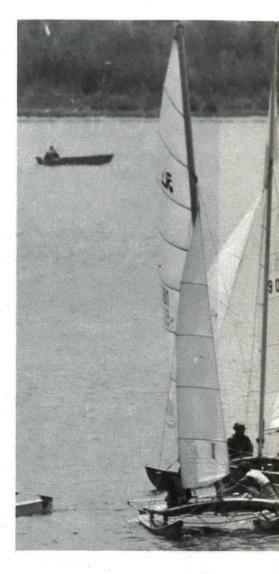
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Best wishes, Stephen M. Murray



VAIL LAKE REGATTA MAY, 1974









BUMP "Oh, excuse me!" CRASH "Sorry 'bout that!" CRUNCH "Pardon me, my mistake!" 'A' Fleet rounding the mark.





"BEEP, BEEP-Coming through!"

WHAT ARE YOU DOING IN SEPTEMBER? WOULDN'T YOU RATHER

BE SAILING THE HOBIE CAT 14 CHAMPIONSHIP SERIES IN EUROPE??

We'd like to suggest to you a plan for a month's Hobie Cat Holiday in Europe. Just imagine -- you book a 30 day charter flight to Europe, you arrive at Coast Catamaran France on the French Riviera and pick up a new Simca 1100 fitted with radio, roof rack or trailer, tent, and a Hobie Cat 14 -- all fully insured, with unlimited mileage -- and off you go on your way to the French Championships, followed by the German, Dutch and Europeans.

BUDGET

- Your house to airport	\$ 12.	(approx.)
(2 skippers)		

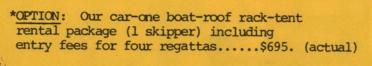
- Your 30 day London 2-way \$800. (approx.) charter (2 skippers)
- Your 2-way transport by \$200. (approx.) train to the south of France (2 skippers)
- *Our car-2 boats-trailer \$935. (actual)
 -tent 30 day rental
 package (2 skippers)
 (includes entry fees
 for four regattas)

ACCOMMODATIONS

-	Hotel	expenses	for	7 days	\$ 84.	(approx.)
		00/day (2				

- Camping for 23 days \$ 36. (approx.) (2 skippers)
- Your food for 30 days \$300. (approx.) @ \$5.00/day (2 skippers)
- Your gas (5000 km) \$160. (approx.)
- Airport to your house \$ 12. (approx.)

TOTAL.....\$2,539.00 (Per Skipper)...\$1,269.50





SCHEDULE

August 16-19......Arrive Hyeres, French Riviera (Mediterranean)

August 23-25.....French Championships, Quiberon, Brittany (Atlantic Coast)

August 31 -

September 1..... German Championships, Damp (Baltic Sea)

September 11-14..... European Championships, Toulon, French Riviera

September 15......Depart, Hyeres, France

COAST CATAMARAN FRANCE

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AS YOU CAN SEE, YOU WILL HAVE PLENTY OF TIME TO TOUR BETWEEN REGATTAS AND WHEELS TO DO IT WITH. THERE IS ROOM FOR 25 SKIPPERS AND RESERVATIONS FOR THE CAR-BOAT PACKAGE SHOULD BE IN NO LATER THAN JULY 31, 1974.

FOR RESERVATIONS AND/OR FURTHER INFORMATION WRITE TO COAST CATAMARAN FRANCE!

REGATTA RESULTS

REGATTA RESULTS APPEAR AS SUPPLIED BY THE REGATTA COMMITTEES.

VAIL LAKE

TOTAL POINTS

134

135 135

185 208

TOTAL. POINTS

7-3/4 8-3/4 12-3/4

DNF

6 30

DNF DNF 22 24 DNF 29 28

DNF DNF DNF DNF DNF

5 8 10

4 9 11 DNS DNF

9 DNF DNF DNF

Hobie Cat 16

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POSI-	NAME	SAIL #	#1	#2	#3	#4	#5	POINTS	POSI-	NAME	SAIL #	RACES:	#2	#3	#4
1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22.	Dick Beauchamp Russell Edington Bob Seaman Jerry Wetzler Doug Mihoky Jerry King Byron Watson Jim Black George Folgner Bob Beauchamp Nick Steele Dick Haffield Larry Cooke Jared Piety Rich Jeffries Jack McGraw Rick Eddington Noble Warrum Tom Eckles Don Oltmans Ron Wagniere Jerry Ruehner Dawe Churchill	2 3847 13 8 2453 2414 4238 1461 8156 1400 107 66 45 1238 1902 2755 619 2X 3300 1819 11 3771 5081	2 1 8 6 3 111 13 9 4 5 14 17 7 20 115 16 12 10 21 19 18 22 23	1 3 2 9 5 4 12 15 11 18 DSQ 6 11 13 16 20 18 DMF 19 10 7 23 3	4 3 1 2 17 19 5 9 22 8 6 7 21 10 12 16 13 20 11 14 DNF 18 DSQ	1 2 5 4 17 9 6 110 7 111 8 13 3 12 15 14 20 16 23 DNF 22 21	1 4 9 6 2 3 15 8 11 DNS 7 13 12 19 DNF 10 21 17 DNF 16 20	8-1/4 12-3/4 24-3/4 27 44 46 51 51 55 57 61 64 65 76 77 78 80 81 81 83 91 1001	29. 30. 31. 32. 33. 34. 35. 36. 37. 38. 39. 40. 42. 43. 45.	George Dufro Richard Brown Roch Horton Jim Moore Gary Brommett Jim Ralph Mike Kisling Bill Rawsey Ed Wrider G. Sommerville J. Corsey Mike Pascal Roger Hawkins Mike Iee George Lippancott G. Greenwood Joe Russ	11056 4338 2154 8210 7451 8866 7951 6292 8957 3719 3889 4176 2948 9387 1452 4516 7321	27 37 41 38 30 29 28 39 32 DNF 19 36 40 33 42 43 45	17 32 5 23 DNF 33 5 28 34 26 DNF 30 36 DNF DNF DNF DNF 45	21 DNF 28 26 DNF 29 31 24 DNF DNF DNF DNF DNF DNF DNF	38 29 31 24 21 39 36 35 33 32 DNF 34 30 41 DNF
24.	Alan Johnston Kent Wilson	4380 77	24 25	22 21	DNF	19 DNF	18 DNF	106 115	Ho A FLEE	bie Cat 1	14				
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22. 23. 24.	Rocky Fletcher Dave Hershfeld John Hillebrecht	4882 1862 3744	DNF 21 19	1 21 26	23 19 18	DNF 19 16	DNF 20 DNF	96-3/4 100 102	C FLEE	Mike Gunderson	7061	3	3	3	DNF
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THE A,B,C'S OF HOBIE CLASS RACING

By Rich Jeffries National Race Coordinator

Hobie Class Racing has been growing by leaps and bounds since the introduction of the first Hobie Cats in 1968. To keep the interest up for the new skippers as well as the old, and to more evenly spread out the competition based on level of skill, we have divided each Class into three separate Fleets.

The beginning Hobie skipper who has never raced before should start out in the 'C' Fleet. Once he has met the necessary requirements he can move up to 'B'

Fleet and then finally to 'A' Fleet.

In some instances, skippers new to Hobie Class Racing have already proven their sailing ability in other one-design classes. We suggest they start in our 'B' Fleet. Understandably, not all will be 'B' Fleet skippers; perhaps some should be in our 'A' Fleet, but these skippers will soon prove themselves and move on to 'A' Fleet.

The skippers who have advanced to 'A' Fleet have already shown their capabilities in Hobie Class Races throughout the nation in 'C' and 'B' Fleets. Class Racing Rules are the same in each Fleet. It is solely the skipper's skill which is the deciding factor in Fleet advancement.

How and when do you move from Fleet to Fleet? Because of the variation of regatta attendance across the nation, it's hard to set a blanket "rule-of-thumb". California or Florida, for instance, might have 125-200 entrants in a regatta, so it's clear to see that the winners of each Fleet had to work hard and truely show their skill to graduate to the next Fleet.

But what about a regatta that has a turn-out of only 40 boats or less? A skipper could win his Fleet, but there

may be only five boats competing against him. It's unfare to sit back and judge the quality of competition in each regatta, so we devised the following system to move you up from Fleet to Fleet, based *only* upon Sanctioned Regattas with NO LESS than ten (10) entrants in your Fleet.

'C' Fleet to 'B' Fleet: 1—First (1st) or 1—Second (2nd) or 1—Third (3rd) 'B' Fleet to 'A' Fleet:

1—First (1st)

or 2—Seconds (2nd) or 3—Thirds (3rd)

However you fit into the above Fleet breakdown represents your standing in the Hobie Class Association. In local Fleet Series or Fun Races your Commodore may wish to divide the competition accordingly for that race or series, but when you participate in a Sanctioned Regatta (or a Mixed Regatta recognized by the Class Association) you must follow the above system.

Once you are in 'A' Fleet you are there to stay. However, if after a season of racing a skipper has shown that he is not competitive in 'A' Fleet, he may be placed back into 'B' Fleet. This may be done only with the approval of the Hobie Class Association.

I hope this explains the system clearly for you, so you can now enjoy yourself following the A,B,C's of

Hobie Class Racing!

1974 DIVISIONAL CHAMPIONSHIPS

DIV.	LOCATION	DATE		CONTACT			
1	Kaneohe Bay, Oahu	1	(14's) 8/17-18 (16's) 8/24-25	Mike Look – 808/26	52-6447		
2	Long Beach (Tent.)		Open	Rich Jeffries – 714/9	79-2880		
3	Alameda		8/17-18	Bob Guletz - 415/5	24-4994		
4	Ocean Shores, Was	h.	8/17-18	J.T. Quigg - 206/53	3-1530		
5	Lake Dillon, Colo.		8/24-25	Morey Blackman-	303/838-5041		
6	Corpus Christie, Tex	κ.	8/17-18	Jack Britton - 512/8	83-8061		
7 8							
9	THESE DIVISIONS	NOT SCH	HEDULED AT TIM	OF PRINTING			
10							
11							
12	Bellport Bay, N.Y.		9/7-8	Bellpat Marine – 51	6/286-8368		
	HOBIE CAT 16 NA	-	5	HOBIE CAT 14 NATIONALS			

October 9th thru 13th
San Diego, Calif.

October 23rd thru 27th Key Biscayne, Fla.

REGATTA SCHEDULE

JULY

CALIFORNIA (DIV. 2)		DATE	EVENT	DIV	LOCATION	SPONSOR & CONTACT	
Figure Filest F	CALIFORNIA	4	Fleet #57 Fun Race	2	Marina del Rey	Dave Lind - 213/395-7889	
(DIV. 3) 4 Schie 12 Regatta 3 Mantaca Budge Broom - 209/823-7765 800/821-0006 6-7 Almo Finecracker Championhips 3 Almeda Baech Bod Outlear - 415/524-4994 Championhips 7 Jerbores & B.B.G. 3 Millerton Lake Fleet \$62 - Tum Syken 209/439-4312 13-14 San Luis Wind Bash 3 San Luis Reservoir Fleet \$62 - Tum Syken 209/210 Fleet \$117 Series 3 Union Valley Roger Rioter - 916/482-2392 COLORADO 14 Richie Sunday 5 Cherry Creek Reservoir Moore Blackern - Fleet \$61 20-21 Fleet \$61 Series 5 Dillon Moore Blackern - Fleet \$61 20-21 Fleet \$61 Series 5 Dillon Moore Blackern - Fleet \$61 20-21 Fleet \$411 Night Race 8 Jackconville Worey Blackern 20-21 Rudder Club 8 Orange Park 21 Fleet \$444 Series 8 Ft. Lauderdale Solo/585-695 303/585-964 303/585-964 303/585-965 303/585-965 303/585-965 303/585-965 303/585-965 303/585-965 303/585-965 303/585-965 303/585-966 4-9-6 Fleet \$105 Series 4 Cascade Mike Incharry-209/345-4356 MARYLAND 13 Fleet \$45 Series 11 Baltimore Bob Ball 301/467-3608 MASSACHUSETTS 25, 26 Martlehead Race Week 12 Quince Bay Goodhus 617/537-991 Algo 4 Quince Bay Roce Week 12 Quince Bay Goodhus 617/537-991 Algo 4 Lake Buron Regatta 10 Can Lake Ma. Bayden Bark 46-7 Rot Place Regatta 10 Lexington The Boat Place 13-14 Lake Buron Regatta 10 Lexington CRW / Del Davidson 13-14 Lake Buron Regatta 10 Lexington CRW / Del Davidson 13-14 Lake Buron Regatta 10 Mincher Ray 10 Stome Marker 131/488-3311 13-14 Lake Buron Regatta 10 Diemond Lakes John School 131/467-3608 20 Fleet \$60 Series 10 Thander Ray Stowe Bues 517/334-594 20 Fleet \$60 Series 10 Thander Ray Stowe Bues 517/334-594 20 Fleet \$117 Series 10 Thander Ray Stowe Bues 517/334-594 20 Fleet \$60 Series 10 Thander Ray Stowe Bues 517/334-594 20 Fleet \$60 Series 10 Thander Ray Stowe Bues 517/334-594	(DIV. 2)	6-7		2	Malibu		
6-7 SHEA Firecracker Chepstombips 3 Alameda Beach Bob Gultzer - 415/524-4994		7		2	Oxnard		
6-7 SHEA Firecracker Chepionships 3 Alsmeda Beach Bob Gulter - 415/524-4994 Chepionships 7 Jamborne 6 B.B.Q. 3 Millerton Lake Floet #62 - Tun Sykes 200/439-8123 200/439-8123 200/439-8123 200/439-8123 200/439-8123 200/439-8123 200/439-8123 200/439-8124 200/439-8124 200/439-8124 200/289-9392 200/439-8124 200/289-9392 200/439-8124 200/289-9392 200/439-8124 200/289-9392 200/439-8124 200/289-9392 200/439-8124 200/439-72225 21 Fleet #61 Series 5 Dillon Morey Blackman - Fleet #61 Sunday 5 Cherry Creek Reservoir Morey Blackman - Fleet #61 Sunday 5 Cherry Creek Reservoir Morey Blackman - Fleet #61 Sunday 6 Fleet #111 Night Race 8 Jackscoville Fhil Childress-904/387-2225 21 Fleet #44 Series 8 Fr. Louderdale Chris Christensen - 300/585-6955 21 Fleet #44 Series 8 Fr. Louderdale Chris Christensen - 300/585-6955 21 Fleet #44 Series 4 Rodfish Mike McMarry-208/345-4356 MARYLAND 13 Fleet #54 Series 4 Rodfish Mike McMarry-208/345-4356 MARYLAND 13 Fleet #54 Series 11 Baltimore Bob Ball 301/467-5608 27-28 Fleet #54 Series 11 Baltimore Bob Ball 301/467-5608 27-28 Marblehead Race Week 12 Quince Bay Cocchus Enterprises Joc Goodhus Enterprises Joc Go	(DIV. 3)	4	Hobie 12 Regatta	3	Manteca	Budge Brown - 209/823-7765	
13-14 San Luis Wind Bash 3 San Luis Reservoir Fleet #20 Dony Cox 408/289-9878 13-14 Fleet #17 Series 3 Union Valley Roger Richt - 916/482-2392 COLORADO		6-7	MHRA Firecracker	3	Alameda Beach		
13-14 Fleet #17 Series 3 Union Valley Roger Richt = 916/482-2392		7	Jamboree & B.B.Q.	3	Millerton Lake		
COLORADO		13-14	San Luis Wind Bash	3	San Luis Reservoir		
FLORIDA		13-14	Fleet #17 Series	3	Union Valley	Roger Riott - 916/482-2392	
FLORIDA 6-7 Fleet #111 Night Race and Weeny Roast 21	COLORADO	14	Hobie Sunday	5	Cherry Creek Reservoir		
20-21 Rudder Club 8 Crange Park 20-21 Rudder Club 8 Crange Park 21 Fleet #44 Series 8 Ft. Lauderdale Chris Christensen - 305/565-6955		20-21	Fleet #61 Series	5	Dillon	Morey Blackman	
20-21 Rudder Club 8 Orange Park 21 Fleet #44 Series 8 Ft. Lauderdale Chris Christensen - 305/565-6955	FLORIDA	6-7		8	Jacksonville	Phil Childress-904/387-2225	
HAWAII 7		21		8	п	н	
HAWAII 7		20-21	Rudder Club	8	Orange Park		
IDAHO		21	Fleet #44 Series	8	Ft. Lauderdale		
MARYLAND 13 Fleet #105 Series 4 Redfish Mike McMurry-208/345-4356	HAWAII	7	Kahana Bay Regatta	1	Kahana Bay	Hawaii Hobie Cat Assoc. Mike Look 808/262-6447	
MARYLAND 13 Fleet #54 Series 11 Baltimore Bob Ball 301/467-3608 MASSACHUSETTS 25,26 27,28 27,28 31 thru Aug. 4 Marblehead Race Week 12 Quince Bay Race Week 12 Quince Bay Goodhue Enterprises Joe Goodhue 617/537-0991 MICHIGAN 6 Fleet #117 Series 10 Gun Lake Ms. Heyden Berk 616/457-3395 6-7 3rd Annual Thunder Bay Regatta & Hull Flying Contest 10 Port Ruron The Boat Place Ed Shumaker 313/884-3311 13-14 Lake Huron Regatta 10 Diamond Lakes John Realke 219/291-2109 13-14 Fleet #60 Series 10 Diamond Lakes John Realke 219/291-2109 20 Fleet #60 Series 10 Gun Lake Ms. Heyden Berk 616/457-3395 20 Fleet #60 Series 10 Diamond Lakes John Realke 219/291-2109 20 Fleet #60 Series 10 Thunder Bay Steve Buse 517/354-5364 20 Fleet #60 Series 10 Gun Lake Ms. Heyden Berk 616/457-3395 27-28 Lake Michigan Regatta 10 Thunder Bay Steve Buse 517/354-5364 27-28 Lake Michigan Regatta 10 Mt. Clemens CRM / Del Davidson 313/632-7063 <t< th=""><th>IDAHO</th><th>4-5-6</th><th>Fleet #105 Series</th><th>4</th><th>Cascade</th><th>Mike McMurry-208/345-4356</th></t<>	IDAHO	4-5-6	Fleet #105 Series	4	Cascade	Mike McMurry-208/345-4356	
MASSACHUSETTS 25,26 27,28 27,28 31 thru Aug. 4 Marblehead Race Week 27,28 31 thru Aug. 4 12 Quince Bay Race Week 27,28 31 thru Aug. 4 12 Quince Bay Race Week 31 Quince Bay Goodhue 617/537-0991 MICHIGAN 6 Fleet #117 Series 10 Gun Lake Ms. Heyden Berk 616/457-3395 6-7 3rd Annual Thunder Bay Regatta & Hull Flying Contest 10 Port Huron The Boat Place Ed Shumaker 313/884-3311 13-14 Lake Huron Regatta 10 Diamond Lakes John Roelke 219/291-2109 John Roelke 219/291-2109 20 Fleet #60 Series 10 Gun Lake Ms. Heyden Berk 616/457-3395 20 Fleet #60 Series 10 Gun Lake Ms. Heyden Berk 616/457-3964 20 Fleet #60 Series 10 Gun Lake Ms. Heyden Berk 616/457-395 27 Fleet #60 Series 10 Thunder Bay Steve Buse 517/354-5364 27-28 Lake Michigan Regatta 10 St. Josephs John Schuch 313/468-0362 28 Lake St. Clair Metro Beach Regatta 10 Mt. Clemens CRM / Del Davidson 313/632-7063 MINNESOTA 4,5 The Walker, Minnesota Invitational 7 Walker Sports Craft, Inc. MEVADA 13 Fleet #51 Series 2 Lake Mead Terry Fulbright		27-28	Fleet #105 Series	4	Redfish	Mike McMurry-208/345-4356	
27,28 31 thru Aug. 4 Quince Bay Race Week 12 Quince Bay Goodhue Enterprises Joe Goodhue 617/537-0991	MARYLAND	13	Fleet #54 Series	11	Baltimore	Bob Ball 301/467-3608	
MICHIGAN 6 Fleet #117 Series 10 Gun Lake Ms. Heyden Berk 616/457-3395 6-7 3rd Annual Thunder Bay Regatta & Hull Flying Contest 6-7 Boat Place Regatta 10 Port Huron The Boat Place Bd Shumaker 313/884-3311 13-14 Lake Huron Regatta 10 Lexington CRAM / Del Davidson 313/632-7063 13-14 Fleet #89 Series 10 Diamond Lakes John Roelke 219/291-2109 20 Fleet #60 Series 10 Thunder Bay Steve Buse 517/354-5364 20 Fleet #117 Series 10 Gun Lake Ms. Heyden Berk 616/457-3395 27 Fleet #60 Series 10 Thunder Bay Steve Buse 517/354-5364 27-28 Lake Michigan Regatta 10 St. Josephs John Schuch 313/468-0362 28 Lake St. Clair Metro Beach Regatta 10 Mt. Clemens CRAM / Del Davidson 313/632-7063 MINNESOTA MINNESOTA 13 Fleet #51 Series 2 Lake Mead Terry Fulbright	MASSACHUSETTS.		Marblehead Race Week	12	Marblehead	Goodhue Enterprises Joe Goodhue 617/537-0991	
616/457-3395 6-7 3rd Annual Thunder Bay Regatta & Hull Flying Contest 6-7 Boat Place Regatta 10 Port Huron The Boat Place Ed Shumaker 313/884-3311 13-14 Lake Huron Regatta 10 Lexington CRAM / Del Davidson 313/632-7063 13-14 Fleet #89 Series 10 Diamond Lakes John Roelke 219/291-2109 20 Fleet #60 Series 10 Thunder Bay Steve Buse 517/354-5364 20 Fleet #117 Series 10 Gun Lake Ms. Heyden Berk 616/457-3395 27 Fleet #60 Series 10 Thunder Bay Steve Buse 517/354-5364 27 Fleet #60 Series 10 Thunder Bay Steve Buse 517/354-5364 27-28 Lake Michigan Regatta 10 St. Josephs John Schuch 313/468-0362 28 Lake St. Clair Metro 10 Mt. Clemens CRAM / Del Davidson 313/632-7063 MINNESOTA 4,5 The Walker, Minnesota 7 Walker Sports Craft, Inc. 6,7 Invitational 7 Sailboat Week Magazine Paul Powers - 312/337-5335 NEVADA 13 Fleet #51 Series 2 Lake Mead Terry Fulbright			Quince Bay Race Week	12	Quince Bay	Goodhue Enterprises	
Regatta & Hull Flying Contest	MICHIGAN	6	Fleet #117 Series	10	Gun Lake		
13-14 Lake Huron Regatta 10 Lexington CRAM / Del Davidson 31.3/632-7063 13-14 Fleet #89 Series 10 Diamond Lakes John Roelke 219/291-2109 20 Fleet #60 Series 10 Thunder Bay Steve Buse 517/354-5364 20 Fleet #117 Series 10 Gun Lake Ms. Heyden Berk 616/457-3395 27 Fleet #60 Series 10 Thunder Bay Steve Buse 517/354-5364 27-28 Lake Michigan Regatta 10 St. Josephs John Schuch 313/468-0362 28 Lake St. Clair Metro Beach Regatta 10 Mt. Clemens CRAM / Del Davidson 313/632-7063 MINNESOTA 4,5 The Walker, Minnesota 7 Walker Sports Craft, Inc. Sailboat Week Magazine Paul Powers - 312/337-5335 NEVADA 13 Fleet #51 Series 2 Lake Mead Terry Fulbright Te		6-7	Regatta & Hull Flying	10	Alpena	Fleet #60/ Dan Hemple	
13-14 Fleet #89 Series 10 Diamond Lakes John Roelke 219/291-2109 20		6-7	Boat Place Regatta	10	Port Huron		
20 Fleet #60 Series 10 Thunder Bay Steve Buse 517/354-5364 20 Fleet #117 Series 10 Gun Lake Ms. Heyden Berk 616/457-3395 27 Fleet #60 Series 10 Thunder Bay Steve Buse 517/354-5364 27-28 Lake Michigan Regatta 10 St. Josephs John Schuch 313/468-0362 28 Lake St. Clair Metro 10 Mt. Clemens CRAM / Del Davidson 313/632-7063 MINNESOTA 4,5 The Walker, Minnesota 7 Walker Sports Craft, Inc. 6,7 Invitational 7 Sailboat Week Magazine Paul Powers - 312/337-5335 NEVADA 13 Fleet #51 Series 2 Lake Mead Terry Fulbright		13-14	Lake Huron Regatta	10	Lexington		
20							
27 Fleet #60 Series 10 Thunder Bay Steve Buse 517/354-5364 27-28 Lake Michigan Regatta 10 St. Josephs John Schuch 313/468-0362 28 Lake St. Clair Metro 10 Mt. Clemens CRAM / Del Davidson 313/632-7063 MINNESOTA 4,5 The Walker, Minnesota 7 Walker Sports Craft, Inc. 6,7 Invitational 7 Sailboat Week Magazine Paul Powers - 312/337-5335 NEVADA 13 Fleet #51 Series 2 Lake Mead Terry Fulbright							
27-28 Lake Michigan Regatta 10 St. Josephs John Schuch 313/468-0362 28 Lake St. Clair Metro 10 Mt. Clemens CRAM / Del Davidson 313/632-7063 MINNESOTA 4,5 The Walker, Minnesota 7 Walker Sports Craft, Inc. 6,7 Invitational 7 Sailboat Week Magazine Paul Powers - 312/337-5335 NEVADA 13 Fleet #51 Series 2 Lake Mead Terry Fulbright		20	Fleet #117 Series	10	Gun Lake		
28 Lake St. Clair Metro Beach Regatta MINNESOTA 4,5 The Walker, Minnesota 6,7 Invitational 20-21 Great Lakes Multihull Regatta 7 Walker Sports Craft, Inc. Sailboat Week Magazine Paul Powers - 312/337-5335 NEVADA 13 Fleet #51 Series 2 Lake Mead Terry Fulbright		27	Fleet #60 Series	10	Thunder Bay	Steve Buse 517/354-5364	
Beach Regatta 4,5 The Walker, Minnesota 7 Walker Sports Craft, Inc. 10-21 Great Lakes Multihull 7 Sailboat Week Magazine Paul Powers - 312/337-5335 NEVADA 13 Fleet #51 Series 2 Lake Mead Terry Fulbright					-		
6,7 Invitational 20-21 Great Lakes Multihull 7 Sailboat Week Magazine Paul Powers - 312/337-5335 NEVADA 13 Fleet #51 Series 2 Lake Mead Terry Fulbright		28		10	Mt. Clemens		
Paul Powers - 312/337-5335 NEVADA 13 Fleet #51 Series 2 Lake Mead Terry Fulbright	MINNESOTA			7	Walker	Sports Craft, Inc.	
		20–21		7			
	NEVADA	13	Fleet #51 Series	2	Lake Mead		

REGATTA SCHEDULE

		EVENT	DIV.	LOCATION	SPONSOR & CONTACT
NEW JERSEY	6	Fleet #114 Series	11	Harvey Cedars	Richard O'Such - Fleet #114 609/494-9241
	13	Fleet #114 Series	11	и	"
	20	Fleet #114 Series	11	п	"
	27	Fleet #114 Series	11	55	v
NEW YORK	13-14	Fleet #78 Series	12	Lake Chautauqua	Janet Schaddick (No Phone #) Jamestown, N.Y.
	13-14	Sundance Regatta	12	Bemus Point	Bob Karbacka - 488-9288
	20	Hambury Regatta	12	Lake Erie	Jim Foote 716/727-9221
	27-28	Lakewood Yacht Club Invitational	12	Lakewood	Ron Bery 716/386-3337
NO. CAROLINA	20-21	Fleet #92 Series	9	Cowans Ford Country Clu	b Lee Holman-704/394-0111
	27	Fleet #97 Series	9	Satterwhite Point	Hayne Palmour-919/832-0782
ОНЮ	7	Firecracker Folly	10	Hoover Reservoir	Fleet #85 / Joe McHenry 614/888-3234
SO. DAKOTA	6-7	Fleet #103 Series	7	Sioux Falls	Donald Kenyon-605/338-5939
	27-28	Fleet #103 Series	7	Sioux Falls	Donald Kenyon-605/338-5939
TEXAS	6-7	Governor's Cup	6	Lake Travis	Lewis Thompson - Fleet #64 512/452-0434
	14	Fleet #8 Series	6	Texas City Dike	Shirley Martin-713/498-0287
	20-21	Fleet #33 Series	6	Surfside Beach	Wayne Humbird-713/233-4923
	27-28	Fleet #23 Open	6		
UTAH	4-5-6	4th of July Regatta	5	Sweetwater Resort	Walter Berger-801/254-3871
	20-21	Sweetwater Regatta	5	Antero Reservoir	Walter Berger-801/254-3871
WASHINGTON	6-7	Sudden Valley Regatta	4	Bellingham	Fleet #37
	13	N.W.H.C. Assoc.	4	Kirkland	Dave Harris-206/392-6342
	27-28	Seattle Regatta	4	Seattle	Olympia - Sailboats Northwes 206/285-1100
		AUG	UST		

	DATE	EVENT	DIV.	LOCATION	SPONSOR & CONTACT
CALIFORNIA	4	Fleet #15 Series	2	Oxnard	Dave Churchill 805/252-0000
(DIV. 2)	10-11	Senior Olympics	2	Long Beach	Coast Cat - Rich Jeffries 714/979-2880
(DIV. 3)	10	Fleet #17 Series	3	Donner Lake	Roger Riott 916/482-2392
	11	B.B.Q. Regatta	3	Millerton Lake	Fleet #62 - Tom Sykes 209/439-8132
	17-18	Division 3 Regatta	3	Alameda Bay	Bob Guletz 415/524-4994
	24-25	Fleet #62 Open	3	Millerton Lake	Ron Phipps 209/246-0663
	31 thru Sept. 2	Annual Labor Day Regatta	3	Tomales Bay	Fleet #87 - Bob Guletz 415/524-4994
COLORADO	4	Hobie Sunday	5	Cherry Creek Res.	Morey Blackman-303/838-5041
	10-11	Dillon Open	5	Dillon Reservoir	DCYC - John McGann 303/355-4643
	24-25	Divisional Championships	5	Dillon Reservoir	Morey Blackman-303/838-5041
FLORIDA	3-4	Fleet #111 Spring & Summer Series Championsh:	ip 8	Jacksonville	Phil Childress-904/387-2225
	25	Fleet #111 Fall Series	8		

REGATTA SCHEDULE

AUGUST

	DATE	EVENT	DIV.	LOCATION	SPONSOR & CONTACT	
HAWAII	17-18	14' Divisional Championships	1	Kaneohe Bay	HHCA - Mike Look 808/262-6447	
	24-25	16' Divisional Championships	1	п	"	
IDAHO	17-18	Fleet #105 Series	4	Payette	Mike McMurry-208/345-4356	
LOUISIANA	3or4	Fleet #93 Series	6	Lafayette	Mark Thompson-318/234-3573	
	17	Fleet #93 Series	6	"	"	
MARYLAND	3	Fleet #54 Series	11	Baltimore	Pob Poll 201/467-2600	
MARILAND	17-18	Ocean Pines Regatta	11	Baltimore	Bob Ball 301/467-3608 Bob Ball 301/467-3608	
MICHICAN		•				
MICHIGAN	3-4	Rogers City Regatta	10	Lake Huron	Steve Buse 517/354-5364	
	10	Fleet #60 Series	10	Thunder Bay	Steve Buse 517/354-5364	
	10 10–11	Fleet #117 Series	10	Gun Lake Holland	Ms. Heyden Berk 616/457-3395	
	17	Lake Malatawa Regatta Fleet #60 Series	10	Thunder Bay	Bob Blaflin 616/375-2820 Steve Buse 517/354-5364	
	24	Fleet #60 Series	10	Thunder Bay	Steve Buse 517/354-5364	
	25	Lake Huron Regatta	10	Lexington	Del Davidson 313/632-7063	
	31	Alpena Yacht Club	10	Thunder Bay	Alpena Y.C. / Fleet #60	
	21	Regatta	10	O Tale	Steve Buse 517/354-5364	
	31	Fleet #117 Series	10	Gun Lake	Ms. Heyden Berk 616/457-3395	
NEVADA	10	Fleet #51 Series	2	Lake Mead	Terry Fulbright 702/734-2904	
NEW HAMPSHIRE	17-18	5th Annual Hobie Regatta	12	Lake Winnetesaukee	John Nimphius 603/673-6052	
NEW JERSEY	3 Fleet #114 Series		11	Harvey Cedars	Richard O'Such - Fleet #114 609/494-9241	
	10	Fleet #114 Series	11	"	"	
	17	Fleet #114 Series	11	п	"	
	24	Fleet #114 Series	11	"	"	
	31	Fleet #114 Series	11	"	"	
NEW YORK	3-4	Seneca Lake Regatta	12	Furtree Point	Boats-A-Sailing - Jim Peele 607/243-8444	
	17-18	Fleet #78 Series	12	Lake Chautauqua	Janet Schaddick (No Phone #) Jamestown, N.Y.	
	24-25	Sunset Bay Regatta	12	Sunset Bay	Jim Wolfe 716/633-9980	
NO. CAROLINA	10-11	Fleet #92 Series	9	Cowans Ford Country Clu	ib Lee Holman-704/394-0111	
1101 01 1110 1111	24	Fleet #97 Series	9	Satterwhite Point	Hayne Palmour-919/832-0782	
ОНЮ	3-4	Ohio State National	10	Hoover Reservoir	Fleet #85 / Joe McHenry	
SO. DAKOTA	17-18	Regatta Fleet #103 Series	7	Sioux Falls	614/888-3234 Donald Kenyon-605/338-5939	
SOI BAIRO IA	17 10	Ticce #100 Delico		D1041 14115	201121	
TEXAS	3	Fleet #33 Series	6	Surfside	Wayne Humbird-713/233-4923	
	3-4	Multihull Regatta	6	Lake Travis	Lewis Thompson-512/452-0434	
	17-18	Fleet #33 Series	6	Surfside	Wayne Humbird-713/233-4923	
	24-25	Fleet #91 Series	6	Fort Worth	Gary Rothrock-817/292-5015	
	31 thru Sept. 1	Surf Banger Regatta	6	Surfside	Multihull Sailing Assoc.	
WASHINGTON	17-18	Ocean Shores Regatta	4	Ocean Shores	J.T. Quigg - 206/533-1530	
MEXICO	17-18	2nd Annual Todos Santos Regatta	2	Ensenada, B.C.	Fleet #4 - Doug Mihoky 714/223-8445	

If your race did not appear, it is because the Hot Line did not have sufficient and/or complete information. Regatta date, name, location & contact must be received 6 weeks prior to publication date!

REGATTA RESULTS

REGATTA RESULTS APPEAR AS SUPPLIED BY THE REGATTA COMMITTEES.

London Bridge Regalla

Hobie Cal 14

				10	D- 3 O	25.40	23	27	W 12: 1	22	100	40	Danie Wedimon	7524	108
A FLE	ET			12.	Rod Curry	3549 12609	31 36	37. 38.	Kent Wilson	77 11849	100	49.	Dennis Kodimer	7524 1329	108
				14.	Kevin C. Hutton	8265		38.		11049	100	50.	Nick Corea	4387	109
POSI-			TOTAL		James Murphy	7840	39		_			51.	Wendell Mayberry	1723	109
TION	NAME	SAIL #	POINTS	15.	Kelly Shaw		43	B FLEE	FT			52.		3255	109
1.	John Ross-Dugan	315	3-1/2	16. 17.	Jim Antonson	439	44	1.	Greg Simpson	1954	13		Greg Samp	8827	109
2.	Phil Berman	49	8		Clint Miller	12611	45	2.	John Hauser	9561	13-3/4	54.		360	109
3.	Mike Boman	7678	12	18.		2436	46 47	3.	Jock McGraw	2755	16	55.		4545	109
4.	Craig Barto	2424	13-3/4	19.		6440	4/	4.	Dan Brown	4510	25	57.		11074	109
5.	Terence Haake	486	25					5.		9753	30	58.		1467	109
6.	Steve Grimshaw	11849	26		. 0.11			6.	Rocky Fletcher	4882	31-3/4			1401	109
7.	Gunter Hagen	561	29	Hob	ie Cat 16			7.	Robert Howland	7577	36-3/4	C FLE	ET		
8.	Jeff Jones	3102	29					8.	Mayf Marshall	1559	40	1.	Luis Lopez	9539	5-3/4
9.	Eric Barto	1315	30	A FLEE	ET			9.	Jimmy Brooks	3919	43	2.	Done moper	8524	21
10.	Dave Boyle	606	30				-	10.	Dick Kun	1469	43	3.	Paul Parizean	4809	22
11.	John Cockrell	406	34	POSI-		1000 No. 0	TOTAL	11.	Steve Leo	4161	44	4.	5.5	2205	23
12.	Lon Walckey	3573	37	TION	NAME	SAIL #	POINTS	12.	Steve Gilbert	7119	50	5.	Bart Cerini	1389	24
13.	John Golden	334	37	1.	Bob Beauchamp	1400	7-1/2	13.	Paul Hart	4856	51	6.	Terry Niemeyer	7500	30
14.	Burton W. Scott	4118	37	2.	Ted Hendrickson	20	16	14.	Philip Hernandez	1832	53	7.	Robert Bream	3906	36-3/4
15.	Paul Hindle	2691	38	3.	Richard Loufek	10649	20	15.	John R. Miller	2912	56	8.	Mike Heniq	6822	37
16.	Pat Benedict	1539	39	4.	Bob Seaman	13	20	16.	Dennis Soden	3617	56	9.	Manuel Banuelos	500	44
17.	Ben Rose	868	45	5.	Dick Hatfield	66	23	17.	Ron Atwood	271	58	10.	Paul Clemmer	1914	45
18.	Jerry Robinson	8823	54	6.	Hobie Alter	36	23-3/4	18.	John Hillebrecht	3744	59	11.	W.C. Hilliard	8827	46
19.	Don Dally	2433	54	7.	George Folgner	8156	24	19.	Douglas Airey	7135	59	12.	Jeff Matthews	4504	51
20.	Susan Henderson	3311	56	8.	Byron Watson	4238	29	20.	Ray Weismann	486	60	13.	Harry Thaete	11074	52
21.	Jerry Kermode	4888	56	9.	Wayne Schafer	315	36	21.	Mark McCormack	7	61	14.	Norm Farguhar	4700	59
22.	Chris Sebelius	2696	59	10.	Jerry Wetzler	8	36	22.	M. Van Der Goot	8408	61	15.	Tom Hatch	3556	61
23.	Daro E. Shaw	12984	60	11.	Russ Eddington	3847	37	23.	R.R. Woodside	787	61	16.	David Kisling	7951	66
				12.	Doug Mihoky	2453	37	24.	Jim Cotton	540	64	17.	Doug Hawkins	2793	72
B FL	EET			13.	Jared Piety	1238	38	25.	J. Perkins	73	65	18.	Marc Samson	1808	78
1.	Chris Caswell	5566	3-1/2	14.	Joe Eichblatt	9067	42	26.	Richard Karpinski	1634	71	19.	Chuck Hollweg	7572	79
2.	Mike Whalen	21	6-3/4	15.	Rich Jeffries	1902	50	27.	Jim Grimes .	7459	72	20.	William Schultz	3074	80
3.	Bruce Fields	360	9	16.	Tom Eckles	3300	50	28.	Lou Szedlacsek	3308	73	21.	Dave Spencer	144	80-3/4
4.	David Taylor	1223	15	17.	Steve Murray	2068	53	29.	Lercy Wilson	2402	74	22.	Robert Ferrell	5092	82
5.	Alex Ross	1329	15	18.	Gene Foster	7799	55	30.		8623	74	23.	Michael Roggero	4328	83
6.	Erich Kessler	1662	17	19.	Mike Staudt	05	56	31.	Frank Murphy	3935	75	24.	Thomas Gilbert	2204	85
7.	Mac Wright	4545	23	20.	Alan Walti	60	56	32.	Sam Palmitier	4471	80	25.	Rick Andrs	8686	86
8.	Don Walton	8	25	21.	Alan Johnston	4380	58	33.		6952	86	26.	Stephen Hendrix	9536	87
9.	T.D. Andros	4618	26	22.	Don Oltmans	1819	63	34.	Richard Martin	8949	88	27.	Jami Olson	7878	90
			77	23.	Dave Churchill	5081	65	35.	Lee Thompson	7643	88	28.	Dennis Dowling	5589	92
C FL	THEFT			24.		10166	67	36.	Ken Greeley	1451	89	29.	Mike Hartman	9715	92
		0500	11	25.	Jerry Kuehner	3771	70	37.	Richard Bail	5071	90	30.		1723	94
1.	Jim Stockwell	8683	5-3/4	26.	Larry Cooke	45	78	38.	Bill Cummins	2100	91	31.	Kevin McPadden	8806	94
2.	Hal Ross	11673	9	27.	Lon Wagniere	11	79	39.	Steve Trainer	3444	92	32.	David Lampila	8461	95
3.	Stevan Payne	1335	13	28.	David Klug	8623	82	40.	Walter Baird	7038	93	33.	Arthur White	6139	96
4.	Eric Malm	8012	15-3/4	29.	Bernard Weiler	9770	83	41.	Morey Blackman	3706	98	34.	Greg McConnel	8540	97
5.	Tony Piety	348	16-3/4	30.	George Nedlman	929	84	42.	Bill Carey	637	100	35.	Tom Dodd	8246	98
6.	John Marshall	11396	19	31.	Noble Warrun	2X	84	43.	Donald Hebard	7232	100	36.	Bryan Day	9507	98
7.	Paul Mayeski	3740	19	32.	James Dalton	8376	88	44.	Ed Harding	23	103	37.	George Bristol	7091	99
8.	Mitch Erickson	12778 2211	25	33.	W/ W11-	1723	90	45.	William Francis	7406	106	38.,	Dave Hansen	2373	100
9.	Eric Oldendorf		27	34.	Jim Black		91	46.	T. b	4817	107	39.	Glen Pickren	7391	100
10.	John S. Nelson	6040	28 31	35.	Dean Wickstrom	9	94	47.	John Hershfield	1862	107	40.	Daniel Parker	2228	101
11.	Larry Thomas	12567	21	36.		49	99	48.	Harry Donovan	1967	107	41.	*SEE BELOW		

^{*} Remaining 'C' Fleet entries received 101 points each, as regatta sponsor did not score beyond 40th place.

Hobie Cat 14

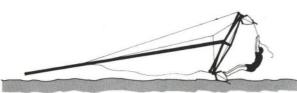
2nd Annual Gulfstream Regatta

1. 2. 3.	Jim McCann		#1	#2	#3	#4	#5	POINTS
2.		3588	1	2	3	1	3	9-1/2
	Craig Yandow	3836	6	3	3 2 1	2	1	13-3/4
	J. Allyn Stevens	12277	3	3 5 1 8	1	4	DSQ	20
4.	Ron Tusker	3849	2	1	12	DSQ	2	24
5.	Rhodes Blair	3944	7	8	4	DSQ	DNF	36
6.	Tom Wickenhauser	12457	8	10	7	8	4 .	37
7.	Mac Crowell	3650	4	7	8	10	DNF	38
8.	Don Crowe	4188	5	4	DSQ	DSQ	DNS	39
9.	John Hamilton	3850	9	6	DSO	7	DNS	44
10.	Ralph Linero	7961	11	11	9	11	6	48
11.	Pat Elshire	1047	12	12	11	9	7	51
12.	Marcus Emery	12568	10	9	10	DNS	DNS	53
B FLEE	<u>er</u>							
1.	P. Hawkins	8354	1	3	DNF	1	DNF	9-1/2
2.	B. Campbell	5990	3 2	3	2	2	1	9-3/4
3.	R. McKee	9274		1	2	DNS	DNS	13-1/2
4.	T. Adkins	9732	5	DNS	3	DNS	DNS	23
5.	T. Mollands	10414	4	DNS	DNS	DNS	DNS	24
Hob a flee	ie Cat 16 ••		RACES:					TOTAL
POSI-								
POSI- TION	NAME	SAIL #	#1	#2	#3	#4	#5	POINTS

3.	John Steverding	7017	4	5	DSQ	1	3	17
4.	Eric Arens	8780	2	2	DSQ	4	4	20
5.	Pat Rafter	715	5	4	5	5	5	24
6.	Wayne Schofield	1144	7	6	8	6	DNF	33
7.	Gordon Wing	2040	6	7	DSQ	DNS	DNF	34
8.	James Coston	6429	DNF	8	7	DNS	DNS	42
9.	Tom Forrester	8173	8	DSQ	DNS	DNS	DNS	47
B FLE	ET							
1.	Bob Dunchel	2045	5	3	6	3	1	17-3/4
2.	Herbert Tripp	9855	3	2	9	8	2	24
3.	Pete Guthrie	8705	1	4	1	11	8	24-1/2
4.	Pete Pancoast	3861	11	6	5	4	7	33
5.	Frank Agliano	5183	4	5	12	1	DNF	40-3/4
6.	Elliot Weil	10075	19	1	11	2	10	42-3/4
7.	R. Tiederman	7511	DSQ	18	4	6	6	44
8.	Bill Schell	6238	7	7	2	10	DNF	45
9.	Ray Mallory	8769	12	DNF	3	17	3	57
10.	Jim Oliver	5516	8	19	7	DNS	5	64
11.	Bill Sturm	37X	10	14	16	9	DNF	68
12.	Earl Jones	8836	22	10	15	16	DNF	72
13.	Jim Davis	6931	16	DSQ	DNS	5	4	73
14.	John Small	5239	DNF	DNF	13	7	9	74
15.	C.R. Chappell	8853	17	9	14	15	DNF	74
16.	Robert Laird	8808	6	20	DNS	14	11	77
17.	Greg Masciana	8103	21	11	DNF	13	DSQ	78
18.	Bob Real	9395	9	DSQ	10	12	DNF	81
19.	Paul Zell	5892	15	DSQ	DNF	19	13	83
20.	Al Jenny	1612	18	8	8	DNS	DNS	84
21.	Andy Anderson	8248	14	DSQ	DNS	18	DNS	104
22.	Brad Northeen	3551	20	12	DNS	DNS	DNS	107
23.	Paul Pollard	7377	13	DNF	DNS	DNS	DNS	110
24.	Earl Bradford	5751	DNF	21	DNS	DNS	DNS	119
25.	R. Milch	2450	DNF	DNF	DNS	DNS	DNS	120

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AT LAST, an important contribution to safe and solo sailing of Hobie 16's. A thoroughly tested, compact, and rugged device. Brings security to youngsters, women and other light displacement crews. Right a CAPSIZE, SOLO in under 1/2 minute, a TURTLE in 4 minutes...SOLO!

Weighs only 2 pounds, quickly installed...only \$120.00, including domestic postage.

NOTE: The Class Association recognizes the EASY RIGHTER as a definite safety asset for the quick and efficient righting of a Hobie Cat 16. However, because of the obvious time-saving advantage the owner of this device would have, we must consider it illegal for use in a Class Regatta. The EASY RIGHTER can easily be detached, so we ask that you please do so before racing.



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FLET

HOBIE CLASS ASSOCIATION

FLEET #95—WASHINGTON

The April 27th regatta at Vasa Park was well attended, but turned out to be a wet drifting match. Our thanks go to Susan Drew for handing out the trophies, and to Ray Wianscott for putting on the aerobatic display in his Pitts Special.

RESULTS:

112002101	HOBIE	CAT 16			
A FLEET		B FLEET			
1. R. Poe	#923	1. C. Sorensen	#6688		
2. B. Guptil	10800	2. S. Butchart	1486		
3. J. Turner	9752	3. J. Carlson	5811		
4. M. Eaton	7337	4. R. McConnel	9100		
HOBIE CAT	14A	HOBIE 12	2		

HOBIE CAT 14A

1. Scholfield 1. B. Acker 2. D. McClain 2. C. Tarleton 3. L. McAnally 3. Vincent 4. G. Baker

FLEET #6—HAWAII

The first annual Pan Am Kailua/Kahana Bay Regatta held April 27-28 proved to be an enjoyable and interesting affair (if not frustrating at times). Light and variable winds kept everyone out of trouble but also resulted in some surprising race results. Several B-fleet skippers, especially among the 16's, sailed very well and had A-fleet skippers talking to themselves. This was very evident when B-fleet boats, led by Jack and Claudia Whitman, finished 1st, 3rd and 5th on the Kailua to Kahana Bay leg on Sunday. However, the return trip saw the winds pick up and the A-fleet salvage some pride by taking the first five places.

Deane Froome sailed away with 1st place in the 14's, closely followed by Jay Anderson, with both skippers awarded round-trip tickets to the Tahiti Worlds. Since the first three 14's qualified for the Worlds, Alan Dowsett, in 3rd place, will also be going to Tahiti. In the 16-fleet, Andy Lopez edged out Rick Naish for the remaining round-trip ticket by winning the Kahana Bay-Kailua race on Sunday afternoon. As Rick and Andy were previously qualified for the Worlds, we will have at least five top skippers representing us in Tahiti, with several others hoping to go for the late qualifying.

The awards dinner at Sandy and Keith Baxter's was enjoyed by all and had the best food in memory. Thanks go to everyone who worked on the Pan Am Regatta to make it a a memorable one. Special thanks go to Herb Andresen and Gene Goo for Pan Am's sponsorship and to Kimo Goo for the great job he did in designing the print on the T-shirts.

Fleet #62 has a new Commodore:

Thomas Sykes 1689 East Los Altos Fresno, California 93710.

NEWS

JUNE/JULY 1974

NEWPORT BEACH, CALIF.

Division II's high-ranking skippers were honored Sunday, May 19th at an informal get-together and hamburger fry. Dick Beauchamp graciously offered the use of his house, which is nestled in a small private cove in Corona del Mar, with the Pacific Ocean in the front yard. Well, far be it from the Division II clan to turn down such a kind offer. Along came party day and the Beauchamp's quiet little cove was filled with 65 fun-loving Hobie skippers, a pyramid of hamburger patties, an endless supply of spirits and that unmistakable atmosphere that goes with every Hobie Happening!

While the B.B.Q. coals were warming up, the game-playing was going strong—with one by the name of "Foos Ball" (there's no guarantee on that spelling!) stealing the show. In fact, it probably won't be long before we'll be summoned to cover the "Division II

Foos Ball Championships!

Hobie Alter was among the crowd and (after dragging him away from the Foos Ball table) he presented the trophies to the top ten skippers in both the 14' and 16' classes. Based on the number of points accumulated in the best four out of six Division II point regattas, Bob Seaman was awarded the 1st place trophy in the 16 class and in the 14 class Randy Hatfield received the 1st place honors. Dick Beauchamp proved to be not only a great host, but a great skipper as well, and took the 2nd place award in the 16 class, with John Ross-Dugan, Jr. claiming 2nd place in the 14 class.

Needless to say, everyone who attended the festivities had a grand time. On behalf of all the "Division Il'ers", we'd like to thank all the folks who helped with the party, and especially Dick and Carol Beauchamp for the use of their "front yard"!

16A

- 1. Bob Seaman
- 2. Dick Beauchamp
- 3. Jerry King
- 4. Nick Steele
- 5. Richard Loufek
- 6. Mike Staudt
- 7. Russel Eddington
- 8. Jerry Wetzler 9. Hobie Alter
- 10. Bob Beauchamp

14A

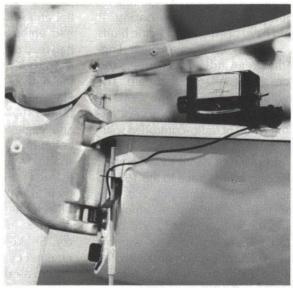
- 1. Randy Hatfield
- 2. John Ross-Dugan, Jr.
- 3. Craig Barto
- 4. Ben Rose
- 5. Gunter Hagen
- 6. Phil Berman
- 7. Mike Bolman
- 8. Wayne Schafer
- 9. Lon Walker
- 10. Everett Baggs

LOST AND FOUND NOTICE

LOST—16' sail, jib and boom. Sail #4571, white w/red panel. If you have any information please contact Dave Lind at (213) 395-7889.

LOST—In San Diego area, 16' sail, all white, no numbers. Also, white & yellow jib, boom and 5:1 Seaways. Contact Paul at (714) 224-6544. REWARD!!

SENSITIVE RELATIVE SPEED INDICATOR



It won't tell you how fast you're going—it's not a knotmeter—but it will tell you, when you make adjustments and trim changes, whether they improve your speed or not. So you can leap-frog the usual time consuming practice to learn how to get the most out of your boat. Move your weight half a foot, and this device will immediately tell you whether that was a good move or bad move. Or your traveller. And so forth.

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:

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RADIO-CONTROLLED SOARING

By Le Gray

It may have started on Germany's legendary Wasserkuppe, the mighty mountain of early man-soaring. It could have been off the Pacific bluffs of Southern California, New England's green hillsides, or the sand dunes of the Atlantic seaboard. The downunder skies of New Zealand might have been first to accept airborne wings of radio-controlled soaring. There is no record . . . no date . . . no place or name to remember.

Pioneer efforts trace to the 1930's, when the model sailplane was little more than a vibration-free vehicle for crude, radio-transmitted code commands. There are tales of wartime projects . . . of experimental missiles guided to destruction by remote pilots. But the sport, the silent sport of r/c soaring, quietly emerged throughout the world in the mid-1960's.

The Harbor Slope Soaring Society, founded in 1963 in Costa Mesa, California, was the first organized, exclusively r/c soaring club in the United States. The sailplanes of this group, and of other individuals along the West Coast, emulated the fascinating grace and effortless flight of Nature's soarers . . . the antecedents of Jonathan L. Seagull. Pacific offshore breezes, diverted upwards by vertical bluffs, provided a nearly inexhaustible source of lift. Wouldbe soaring sportsmen throughout the land explored and exploited their local terrain. Those fortunate enough to have properly oriented and structured hills were quick to share the excitement of soundless flight.

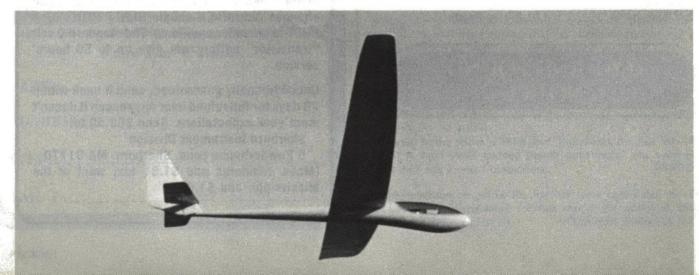
But the United States doesn't have just a single topography. The great flat and rolling lands of the country had enthusiasts, too ... men who had read of the mountain and coastal sport, but who watched and envied the skills of their own soaring birds. Flatlanders had long known the sustained flight capabilities of hawks and eagles, turning and drifting in columns of invisible lift . . . thermal soaring. Man-carrying sailplanes had learned the magic of flatland lift, and their activities ... once isolated to hillsides and ridges . . . had become common in coyote and cactus country. Snakebite kits were standard emergency gear in cockpits readied for cross-country flights.

A major hindrance to development of r/c thermal soaring was lack of convenient launching methods. Sportsmen who flew the ridges had only to cast their sailplanes into the face of the wind. Manned soarers, in the early days, had been pushed and pulled down steep mountain sides, often with the assistance of cooperative ground crews tugging heavy bungee ropes. Whether manned or model, the goal was to get the craft off the bluff and into its own element.

In early flat country soaring, mancarrying sailplanes often were launched by automobiles pulling long tow ropes. In Europe . . . and at some isolated American centers of activity . . . the automobile engine powered winch was used. This device provided a forward thrust and climb power for sailplanes by reeling in a towline on a high-speed drum. Subsequent to World War II, the airplane tow became a standard launch technique.

Some of the more devoted r/c sailplane sportsmen tried aerial towing, auto and cycle towing, and even launches by athletic young men running with a towline in a fashion not unlike kite flying. Experimenters built elaborate gasoline-powered winches, incorporating lawn mower type, single-cylinder engines, but these were awkward to transport and costly to build. In 1966, members of the District of Columbia Radio Control Club (DC/RC) introduced a simple, automobile battery powered, electric winch based on an inexpensive Ford starter motor. At about the same time, DC/RC members . . . as well as others around the country . . . were touting the merits of selected bungee cord that could catapult the heaviest models . . . upwards of 10 to 12 pounds . . . to workable altitudes.

The flatlanders still didn't have the convenient launch technique that was available to the slope soaring clan, but they now had two practical launch systems, and their thermal soaring wasn't limited to ridge running. Both the electric winch and the bungee cord or "Hi-start" systems have been refined and perfected, and both are in wide use today. Each has its own advantages and almost cult-like supporters. The hi-start has even splintered into two sub-groups: advocates of the original bungee cord, and those who prefer large, sur-



gical tubing as the energy source. The convenience and economy of the histart has brought it favor as an individual's item of equipment, whereas the winch is more commonly utilized by organizations for launching sailplanes in major soaring competitions.

Soon after the flat land launch problem was resolved, casual groups of soaring enthusiasts could be identified in some areas, but no new formal organizations were initiated. Most sailplane pilots also were active in r/c powered model flying. Only members of the Harbor Slope Soaring Society and a few isolated individualists around the country considered soaring . . . thermal or ridge . . . as a first line interest. Sales of imported kits ... domestic kits were all but nonexistent . . . began moving through hobby mail-order houses. A few of the very large, metropolitan shops offered off-the-shelf sailplane kits. The national magazines carried an occasional article or column on some aspect of the movement, but in general it was treated as a novelty . . . especially thermal soaring.

By the summer of 1968, some of the more visionary and concerned supporters of r/c soaring recognized the silent depth to which the movement had grown. Still small in numbers, certainly by comparison to other types of r/c modelling such as aerobatic competition and speed, dedication of the new breed seemed to be paralleled only by its quiescence. The leaders, by long-distance telephone and personal contact, formed the first nonlocal organization, The National Radio Control Soaring Society. The group was a conventional, dues-membership structure with the purpose of providing communication and representation to its followers. Response was immediate and universally favorable, but soaring is a personal type of sport. It appeals to the individualist, and it may have been this individuality that let the NRCSS wither and pass from the scene. The soaring sportsman was not yet ready to be organized. He was much too busy hunting invisible lift.

Classically, the sport of model airplane flying has been conducted in large, open areas at the outskirts of population centers. The need for unobstructed space originated with the requirements of free-flight model activities, wherein the craft drifted with the winds to land at unpredetermined destinations. The introduction of radio guidance reduced real estate requirements, but the inherent noise and associated hazards of powered craft kept them socially unacceptable to the general public. To add to the modelers problems, the nation's population explosion and urban expansion brought significant reduction of flying site availability.

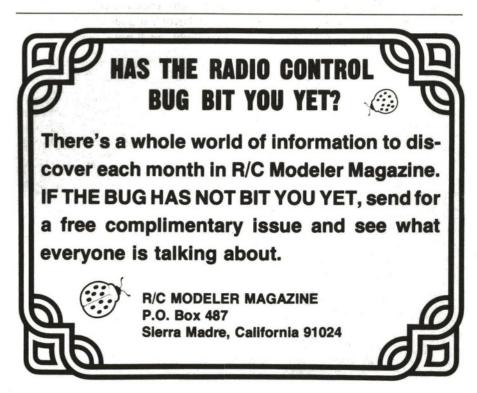
As the launch methods became commonplace, the numerous advantages unique to r/c sailplanes became obvious. There were no engines required for power, so there was no noise and no danger from whirling propellers or hazard of volatile fuels. Sailplanes were relatively large and easily seen. The low wing loadings necessary for soaring capability also produced slow flying characteristics. It became apparent that sailplanes and soaring could be the answer to many of the problems that were handicapping the powered model flyer. The r/c sailplane was quiet, safe, and reasonably easy to fly. It was completely acceptable in an ecologically oriented society.

In the 1967 DC/RC Technical Symposium at Johns Hopkins University, a paper was presented that detailed

the r/c sailplane as a system, considering the craft in association with its launch techniques, flying sites, and competition procedures. Of principal interest was the paper's discussion of flying areas. It suggested that the r/c sailplane enthusiast had many locations available for his activities that would be off-limits to powered model flyers. These potential sites were the athletic grounds and playing fields of the nation's schools and colleges. Though not all would be usable, some 10,000 possible locations existed, and at least one was within walking distance of most every hobby workbench.

A small group of r/c soaring converts in the Santa Clara Valley of California explored the schoolyard flying site hypothesis. Their experience proved it not only workable. but showed that the varied typography of facilities provided interesting thermal generation potential. Civic officials approved the additional utilization of public lands. The good news spread up and down the West Coast, and then, by hobby media coverage, moved inland and across the country. Similar, happy experiences were reported from many localities.

With the major technical problems resolved, the next question was that of utilization. What could one do with a sailplane to prove his own



skills and the superiority of his vehicle. The challenge of thermal flight was fascinating, but competition was required to keep the movement dynamic.

The historic approach to model airplane competition was that of man-to-man comparative performance. Contests to fly longer or faster or with the greatest piloting skill were sponsored by many clubs as well as regional and national organizations. These were carnival-like affairs, attracting participants and spectators for many hundreds of miles. But some modellers could not, and some would not, attend for any number of personal reasons, though they were completely involved in the hobby/sport at their own place and pace.

It was believed by some that the uniqueness of r/c soaring, and the opportunities it offered should be exploited even in competition. The philosophy that man's greatest challenge was himself . . . rather than his fellow man . . . provided interesting possibilities. This concept, it was argued, could be ideal to foster the growth of the new sport. Certainly the early day enthusiasts were few in number and widely scattered over the country. If a formula could define a personal challenge and record skill and accomplishment, a meaningful comraderie might be developed without the need or requirement of personal contact. The lone, soaring sportsman in Bowlegs, Oklahoma, or the Gold Coast of Africa could participate . . . could identify . . . with his fellows as readily as could members of a metropolitan club. Soaring would someday have its own national and international competitive fairs, but recognition by one's peers, a timeless goal, should be universally obtainable.

The League of Silent Flight (LSF) was founded in 1969. The purpose of the League was to provide collective identification for active radio control soaring enthusiasts throughout the world. It established a program to recognize individual proficiency and accomplishments through documented performance of standard criteria. The organization imposed no dues, but, rather, specific soaring achievements were requisite for membership. The LSF defined a Soaring Accomplishments Program that progressed from the primary Level I, required for membership, to the very advanced Level V, which represents the pinnacle of piloting skill and soaring experience.

To become a member in the LSF, an r/c soaring sportsman must fulfill the requirements of Level I of the program: a 5-minute thermal soaring flight, a 15-minute slope duration or a second 5-minute thermal flight, and five spot landings within 3 meters (9.84 feet) of a target point. Advanced levels are progressively more difficult. Level V requires a 2-hour thermal flight, an 8-hour slope flight, a

10-km (6.21 miles) goal and return flight, as well as considerable success in major contests.

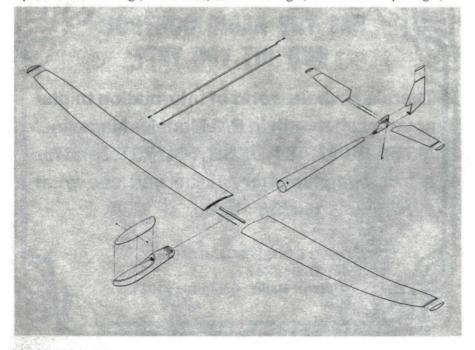
The challenge offered by the League's Accomplishments Program caught the imagination of the soaring community. It also initiated a discipline of activity that improved the skills of participating pilots by a notable degree. In less than five years, almost 1,000 sportsmen and sportswomen in more than a dozen countries have earned LSF membership. At least as many more are working toward membership.

The East Coast Soaring Society (ECSS) also was founded in 1969, as an outgrowth of the DC/RC's soaring activities. The original objectives were to coordinate soaring meets and to provide competition standards for sailplane enthusiasts who were members of the several r/c clubs in and around the Washington, D.C. area. Through monthly publication of their journal, Sailplane, the influence of the ECSS has grown with the expansion of the sport and membership has spread far beyond the original charter boundaries. The ECSS Journal has been especially instrumental in providing a source of technical material and general news of interest to sailplane buffs.

In 1970, the South Bay Soaring Society (SBSS) was organized on the San Francisco Peninsula. It was the first thermal soaring radio control club in the country. At about this same time, the Harbor Slope Soaring Society made official revision of its name to Harbor Soaring Society in recognition of the changing emphasis of the growing sport.

Official rules for soaring competition within the United States were adopted by the Academy of Model Aeronautics (AMA) in 1972 on a provisional basis. The AMA is the governing body for all sporting model aviation in the United States, operating under the franchise of the National Aeronautic Association (NAA) and the Federation Aeronautique Internationale (FAI).

The AMA rules were established by coordinated efforts of leaders of the r/c soaring movement within the country to provide an open and flexible contest format, as opposed to the



highly limiting rules of the Europeans. The American concept deemphasized specialization by recommending contests which incorporated multiple tasks or types of events. Wherein the European FAI rules specified thermal duration as the single contest event, the rather revolutionary AMA rules allowed, but did not require, multiple events flown with a single sailplane. These events often resulted in competitions that required the overall winner to be outstanding not only in thermal duration, but also in speed or distance and precision flying . . . such as spot landing at an exact time after takeoff.

The AMA rules permitted use of the FAI single task format in order to satisfy the preferences of all segments, but as the multiple event concept was understood and utilized by clubs and contest directors, few elected to regress to the European formula. The multiple task approach to r/c soaring competition has been accepted by other countries, and a current proposal to the FAI submitted by Sweden, would similarly update the international rule book.

International soaring records . . . not competition achievements . . .

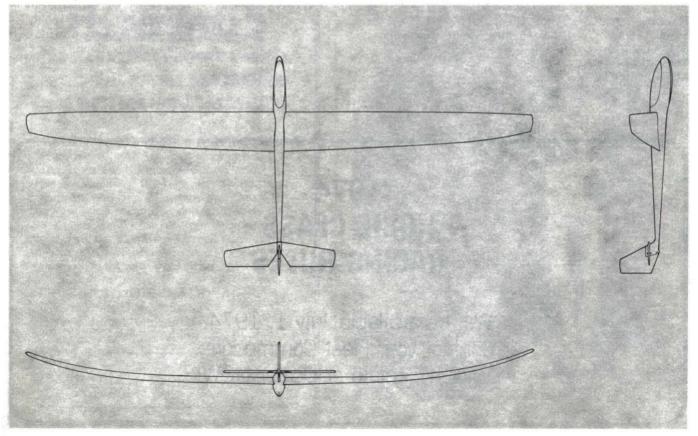
currently recognized by the FAI include Straight Line Distance, 18.44 miles; Closed Course Distance, 284.6 miles; Duration, 19 hours, 19 minutes, 9 seconds; Height, 4,988 feet; and Speed, 113.24 mph. The duration record is held by a Norwegian, and the speed record by a Russian. The other three records are in the possession of United States soaring pilots.

Radio controlled soaring has its big competition events now. Several held throughout the country each year are two- or three-day affairs, attracting more than a hundred competing pilots and many hundreds of spectators. Oftentimes organizational or technical meetings are held in the evenings, between competition days, and a social banquet is always scheduled. Of the more noteworthy are the RC Soaring Nationals, scheduled 21 through 25 July 1974, at Lewis University, Lockport, Illinois, and the LSF 1974 RC Soaring Tournament traditionally scheduled for late August in Southern California, The RC Soaring Nationals is sponsored by the Silent Order of Aeromodelling by Radio (SOAR). The LSF Tournament is hosted by the twenty or so member clubs of the Western Soaring Council.

For the first time, a soaring event will be included in the annual AMA National Model Airplane Championships, to be held at Chennault Airbase, Lake Charles, Louisiana from 5 through 15 August 1974.

Radio controlled soaring has come of age. The orphan sport of five years ago is growing at a faster rate every year with no slowdown in sight. This is true in the United States, and equally so in most of Europe, and much of Africa, Australia and the Orient. R/c sailplanes are relatively simple machines offering the maximum challenge. They're ideal for beginners to the sport of r/c aeromodelling, they sustain an excitement level for the imagination of experienced flyers that has yet to be jaded. They're clean, safe, guiet and provide a medium for healthy, outdoor activity that is shared by many families. Often the entire family is involved. Actively.

The art and science of r/c soaring is perhaps similar to the lure of fishing. Many sailplane launches result in enjoyable and interesting but unspectacular flights . . . but the next launch may be the one to remember. And often is.



Like to join a Fleet?

Below is a listing of Hobie Cat Fleet locations. When writing to the Hobie Class Association for more information, please indicate the fleet closest to you and we'll send you the Commodore's name and address. If you find that there are no fleets in your area, write to us for information on organizing a fleet of your own. All you need is a minimum of 5 boats!

ARIZONA:

Phoenix; Lake Havasu City;

Tucson

CALIFORNIA:

Laguna Beach; Corona del Mar; Long Beach; San Diego; Camarillo; Van Nuys; Sacramento; Capitola; Modesto; Marina del Rey: Crestline: Santa Monica; Fresno; Costa Mesa;

El Cerrito

COLORADO:

Pine

CONNECTICUT: New Fairfield; Weston;

Newark

Old Greenwich

DELAWARE:

FLORIDA:

Largo; North Palm Beach; Pensacola; Miami; Sarasota; Tampa;

Tallahassee; Cocoa Beach; Atlantic Beach; Leesburg; Sugarloaf Shores; Daytona Beach; Jacksonville; Winter Haven

GEORGIA: HAWAII:

Savannah; Atlanta; Augusta Kailua; Lahaina

IDAHO:

Boise Chicago

ILLINOIS: INDIANA:

Indianapolis; South Bend;

Richmond

IOWA:

Clear Lake; Des Moines Lake Charles; Monroe; Lafayette

LOUISIANA: MARYLAND:

Baltimore

MASSACHUSETTS:

Brockton

MICHIGAN:

Warren; Saginaw; St. Clair

Shores; Clark Lake; Alpena;

Owosso; Greenville

MINNESOTA: MISSISSIPPI:

Rockville Biloxi

NEVADA:

Las Vegas

NEW JERSEY:

Bricktown; Clementon; Toms River; Harvey Cedars

NEW MEXICO: Albuquerque

NEW YORK:

City Island; Jamestown; Hector;

New York City; Port Washington

NORTH CAROLINA: Charlotte; Raleigh; Atlantic

Beach; Wilmington

Cincinnati; Mansfield; Worthington

OKLAHOMA:

OREGON:

OHIO:

Norman Portland Allentown

PENNSYLVANIA: SOUTH CAROLINA: Mt. Pleasant SOUTH DAKOTA:

Sioux Falls

TEXAS:

Houston; Plano; Freeport; Austin;

Fort Worth; Corpus Christi;

Brownsville

UTAH:

Riverton

VIRGINIA: WASHINGTON: Virginia Beach Seattle: Blaine: Redmond

WISCONSIN:

Milwaukee

INTERNATIONAL:

Agana, Guam; Pago Pago, Amer-

ican Samoa; Papeete, Tahiti; Ridgeway, Ontario, Canada;

Geneva, Switzerland

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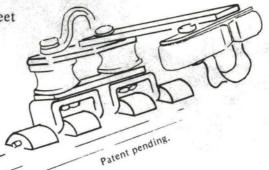
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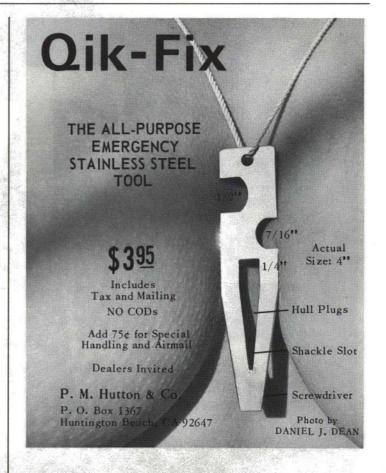
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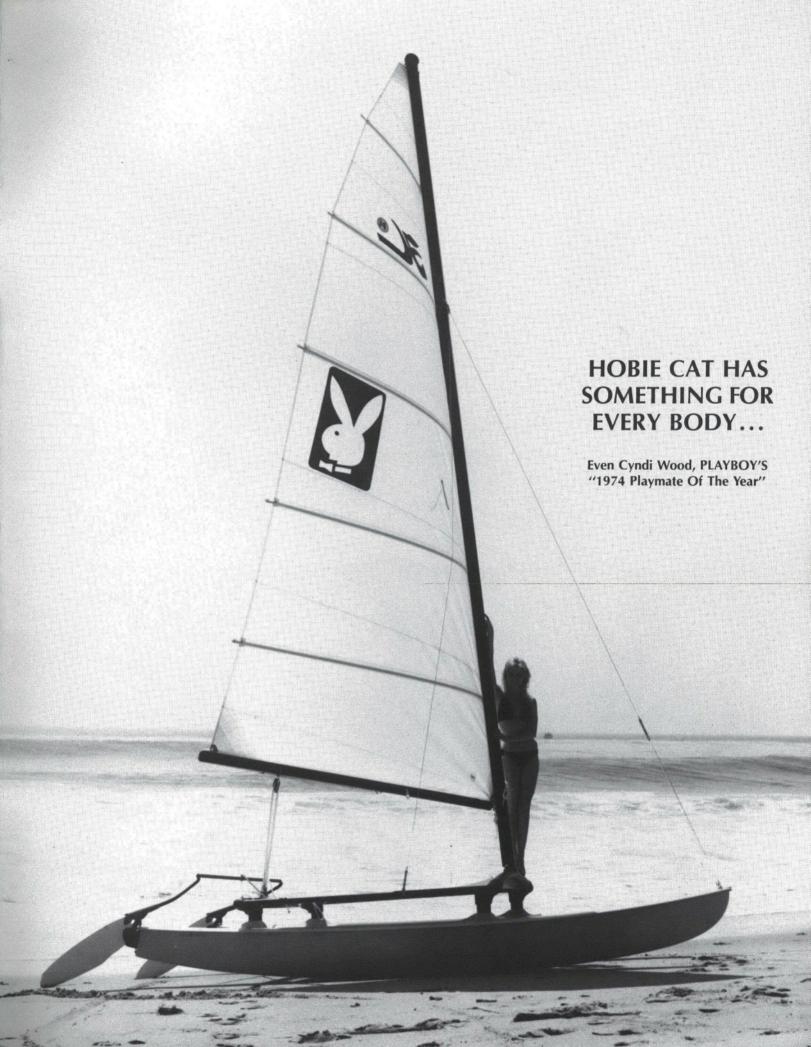
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