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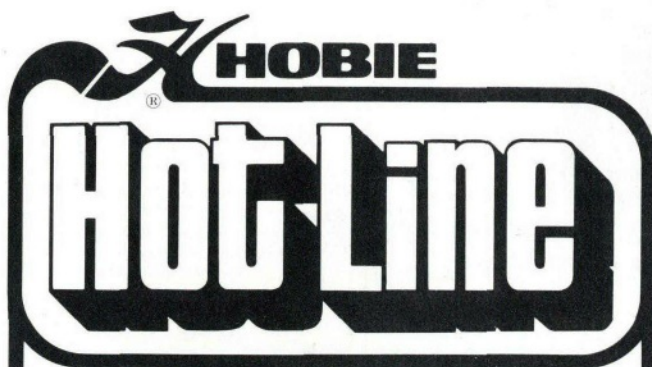
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2026 McGaw Avenue

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Hobie Class Association Director . . .Sandy Banks

EDITOR

Van Bagley

ASSOCIATE EDITOR

Mary Soderberg

ADVERTISING DIRECTOR

Van Bagley

NATIONAL RACE COORDINATOR Rich Jeffries

HOBIE MODEL COMPANY

Bob Brown

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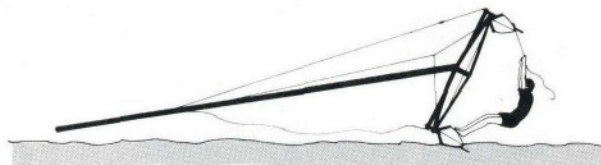
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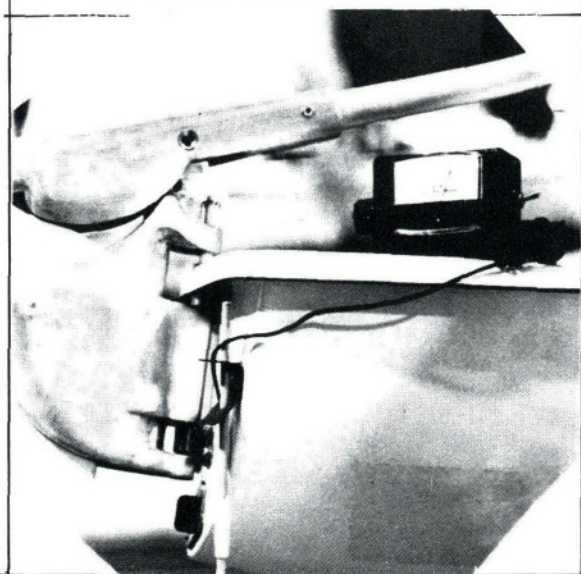
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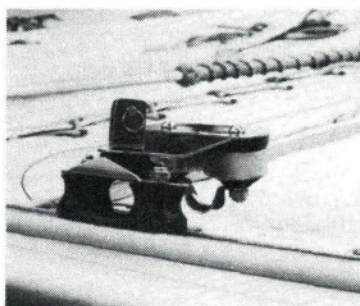
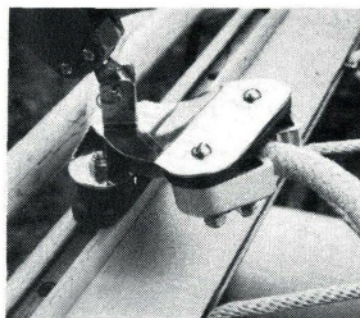
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## EDITORIAL

It will be exactly six years ago this month that a well known surfboard manufacturer introduced an amazing new boat he'd designed—the Hobie Cat 14. It was the beginning of a new breed . . . of not only catamarans, but **people** as well. Hobie started a way of life that every Hobie Cat owner became a part of—a common bond was shared by Hobie skippers throughout the world. A means of communication was needed. Thus, three years ago, the Hobie Hot Line was born, a short typewritten newsletter that informed the Hobie people of upcoming events where they could get together and results of races they'd been in. As the number of Hobie skippers continued to grow so did the need for a more informative and lengthy newsletter. It wasn't long before the Hot Line became an actual magazine—**your** magazine.

Needless to say, along with the increase in quantity and quality there was also an increase in expense. In an attempt to meet this ever-growing expense we sought out advertisers, ones with products that would be of interest to Hobie owners. The advertising did help the budget a little, but with nearly a 100% increase in the cost of paper and printing, we're still having trouble keeping the Hot Line alive. The Hot Line is **your** magazine and we need **your** help!

In the past, every Hobie owner has been receiving the Hot Line free of charge for an indefinite period. However, so that we may continue to expand and improve the Hot Line and services of the Hobie Class Association, we've established a new policy. You will receive the Hot Line free of charge for one year. After one year it will be \$2.50 per year or \$10.00 for five years. For non Hobie owners the subscription rate is \$5.00 per year. What does all this mean? You will become a dues paying member of the Hobie Class Association and you will receive the Hot Line to keep you informed of upcoming events and special packages traveling to regattas (Hawaii, Europe, Tahiti . . .).

The Hot Line is published not only **for** you, but **because** of you. You're the newsmakers. We try to cover as many events as possible, but unfortunately can't be everywhere at once. If your area has a "hot item" for the Hot Line, be sure to let us know. Take some photos, jot down a few words about it and we'll print it. **Every** Hobie enthusiast can be our correspondent in the field—let's work together!

Van Bagley  
Editor

# INLAND TRANSPAC

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**RACE COURSE:** Boats will be towed to the starting line off Treasure Island. (Note: Skippers will be given T-shirts which they must be wearing when they cross the starting line **and** the finish line . . . to guard against "sneak-ins"). From Treasure Island, race across San Francisco Bay to San Pablo Bay, up the Sacramento River and on to the finish at Rio Vista . . . a 50 MILE JOURNEY!

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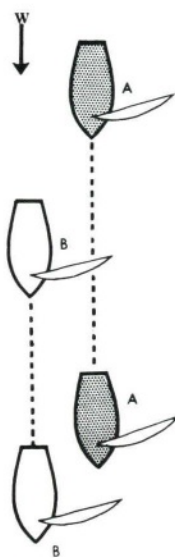
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## Most Common Fouls - 3. Maneuvers

### Maneuvers Creating New Right-of-Way Require Room For Others (to give way only beginning after the maneuver is completed!)



A becomes leeward; B begins keeping clear when overlap begins... if unable, A is out.

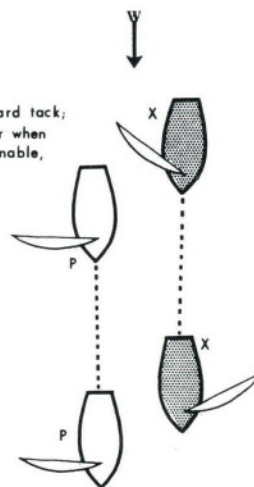
1. Overtaking too close

NOTE: in all three cases, the dark boat has a burden of proof that she did not maneuver too close.



X tacks in front; S becomes "over-taking" and must begin keeping clear when X's sail fills... if unable, X is out.

2. Tacking too close



X jibes to get Starboard tack; P begins keeping clear when jibe is complete... if unable, X is out.

3. Jibing too close

Although you may often achieve a right-of-way by tacking, jibing, or overtaking to leeward, **YOU MUST LEAVE ROOM FOR THE OTHER BOAT TO KEEP CLEAR STARTING TO DO SO AFTER YOU COMPLETE YOUR MANEUVER.** The benefit of any doubt as to what's "too close" goes to the boat that didn't maneuver.

A frequent source of protests, this group of fouls is messy because they all involve boat loads of judgment as to what's "too close."

In the cases of tacking and jibing into a new right-of-way, the rule clearly states that the boat tacking or jibing must keep clear of a boat that is on a tack, and the boat on a tack is under no obligation to anticipate the coming right of way of the maneuvering boat.

A tack or jibe is complete when your sail is filled.

ref: rule 41.1

ref: rule 41.2

ref: definitions  
Tacking, Jibing

Now that your tack or jibe is complete, you have a newly-created right-of-way, and the other boat begins trying to keep clear; if he misses you, that's evidence that you didn't tack (jibe) too close, and everything's OK; if he hits you, you're out.

Now the not-so-simple case: the other guy thinks it's going to be close, and starts moving out of your way while you're still in the process of tacking (or jibing) ... and he shouts "protest!" as he goes. In this case, the other guy has put himself in a can-win-can't-lose situation. If the race committee decides he used good judgment, had to move when he did to avoid contact, you're out for maneuvering too close. If the race committee decides he was just being too cautious, no one's out, protest is simply disallowed. Note again, you have the "onus of satisfying the race committee." In case of doubt, you (the maneuvering boat) lose.

ref: rule 41.3

Conclusion: do your tacking and jibing far enough away from the other boats that it never occurs to anyone to protest you.

Overtaking, the rule is as clear as any could be. A yacht which establishes an overlap to leeward from clear astern "shall allow the windward yacht ample room and opportunity to keep clear..."

ref: rule 37.3

The most frequent violations occur running downwind; the overtaking boat puts a wind shadow on his opponent, and trying to hold the "blanket" to the last moment comes close aboard the leading boat's quarter. The leading boat (on same tack) is under no obligations until the overtaker establishes an overlap. The boats get closer, the blanket gets heavier, and the overtaking rate zooms ... suddenly, they overlap, overtaking boat becomes leeward boat with his bow inside the span of windward's boom.

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

Continued next page



Windward may be unable to move out of the way of (faster moving) leeward; obligated to keep clear under these circumstances, overtaken windward is entitled to "room and opportunity" to do so. If he can't keep clear, beginning after the overlap was established, the overtaker to leeward is the one that's out.

Another frequent foul arises from misunderstood rights of overtaken boats. Blissful Bob knows that overtaking boats keep clear, so he imagines that he has rights so long as he's being passed. He somehow never remembers that "overtaking" ends when "overlap" begins, and the boat passing to leeward becomes a right-of-way boat at the first point of overlap.

Overlap means any part of boats and equipment overlapped ... bowsprit or spinnaker overlapping rudder does it.

ref: definition  
Clear Astern,  
Clear Ahead;  
Overlap

Conclusions: leave lots of room when overtaking to leeward; a full boat length is usually nice and safe; it doesn't hurt to hail the boat you're overtaking (before you overlap) to remind him he's going to have to keep clear, and hail again the moment you claim overlap. (Never overtake close-aboard to windward -- he can murder you with a luffing maneuver, a lesson coming up.)

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# NEW 1974 RUDDER RULE NOW IN EFFECT

The intent behind the Hobie Class Association Rules has been and will always be to keep the boat simple to sail with the least amount of cost to the owner. In evaluating any change in the Rules, especially those directly related to a physical change in the boat, the advantages and disadvantages are weighed against the cost incurred to the owner. Also a concern of major importance is to keep the Hobie Cat strictly a one-design boat. The decisions which made it Class Legal to modify your mainsheet block, traveler car and sheeting device were based on the fact that these changes would allow the boat to be sailed more easily, while the cost to each owner desiring to make these changes would be nominal.

Many skippers who consistently sail in heavy winds and severe sea conditions have encountered extreme rudder stress and are faced with the problem of frequently breaking rudders. Even though the Hobie Cat was designed to be an extremely durable and easily maintained boat, this type of **consistent** strain has taken its toll on the rudders. It came to the point where many skippers sailing in a heavy-wind regatta were being forced to drop out of the competition due to rudder breakage.

As a result, and after a great deal of thought and research, we have determined that allowing "modifications" to the Hobie Cat rudders will, in fact, be advantageous to the majority of owners and are therefore amending the Rules accordingly. THE NEW RUDDER RULE NOW READS:

"RUDDER BLADES OF ANOTHER MATERIAL, YET CONFORMING WITH THE SIZE (MAY NOT EXCEED PERIMETER DIMENSIONS) OF STOCK COAST CATAMARAN RUDDERS, WILL BE ALLOWED. THEY MUST BE SYMMETRICAL AND THE MINIMUM WEIGHT SHALL BE SIX (6) LBS. EACH. THE MAXIMUM THICKNESS SHALL NOT EXCEED ONE INCH (1"), TAPERING OVER A DISTANCE OF TWO FEET (2') TO A MAXIMUM THICKNESS OF ONE-HALF INCH (½"), TWO INCHES (2") FROM THE BOTTOM TIP OF THE RUDDER."

In essence, what we're allowing you to do is either build your own or purchase rudders made of any material desired, so long as they conform in size, shape and weight with the existing stock design. This Rule has been confirmed and is Class Legal effective July 15, 1974.

Just remember though, if you do build your own rudders, you will be under the close scrutiny of your fellow skippers and if a rudder does not conform to the specifications outlined in the new Rule, you can be immediately disqualified from any Hobie Class Regatta. Full scale templates for the rudder are available from the Class Association for \$2.00 including postage.

Coast Catamaran is presently researching a new rudder that will be priced competitively with our existing rudder and we hope to have these available shortly. Other manufacturers are already in production and offer an immediate source for rudders; it is entirely up to you, however, to make sure that any set you may purchase meet the required specifications.





# BEACH LAUNCHING AND LANDING ILLEGAL?

*Not true, according to the recently formed  
'United States Surf Boat Association'.*

Bob Conlen

The majority of Hobie Cat owners apparently do not realize that it is **unconstitutional** for local governing authorities to prohibit beach launching and landing of surf boats. They can control but **not prohibit**. We have checked with American Civil Liberties Union and legal council, etc.

We'd like to advise the Hobie Clan on the illegal closing of beaches to surf boats. We have broken through the barrier here in Ocean City, New Jersey by using the following process:

1. Advertised for members and formed a surf boating association and treasury through dues collection.
2. Contacted governing authorities at the local level and discussed the problem peacefully. We indicated a strong attitude of cooperation toward authorities. (Rather than threats of legal action.)
3. We requested and got two temporary beaches for launching and landing through surf. This was a test situation for all concerned.
4. Association membership self-policed sites, and proved that boaters were responsible and considerate people.
5. City as a result expanded launch and landing

sites to six. Good relationship exists now. (We work at it continually.)

6. We never threatened legal action, we did stress our being anxious to help the town. (Rather than harass) we also demonstrated a sincere interest in cooperating with authorities.

## IT WORKED BEAUTIFULLY!

There are innumerable other resort beaches in the U.S.A. **closed tight** to surf boating. These could and should be opened by surf boaters in those areas. Beaches can be opened if you will pass the word and get the unified action started.

Our Association uses the name:

United States Surf Boat Association  
New Jersey Division  
c/o 610 South Second St.  
Philadelphia, Pa. 19147

Name signifies national rather than local scope. It does impress local authorities; all are welcome to use it.

If more detailed information is desired, please write to us. We can give you a lot more background information on the program used.



# THE RACE COMMITTEE

by Rich Jeffries

Those of you who have served on a race committee know the problems that can arise. Some are the race committee's fault, some are the skipper's fault—but which are which?

How many of you really understand the job of a race committee? How much of it is controlled by N.A.Y.R.U. and the Hobie Class Association? How much is left to the discretion of the race committee?

N.A.Y.R.U. has established certain rules which must be followed by race committees across the nation. The Hobie Class Association has also established a number of their own rules. These rules combined are the "law" of every Hobie Regatta.

The race committee must take into account all these rules and, with a course chart in one hand and N.A.Y.R.U. book in the other, they head for the course area. The course marks (according to wind direction), the starting order and starting time are all pre-determined. It is entirely up to the race committee, however, to make the immediate decisions. Is the starting line long enough? Is it slightly port favored to eliminate barging? Etc. One of their main decisions is that of which course to give each fleet. The race committee must choose courses that will be competitive for each fleet. They must give the first-starting fleet a long enough course so that the last-starting fleet will also have a good course. They must also take into consideration the number of races scheduled to run that day and the time it would take each fleet to sail a particular course. This can be a difficult task, as it's very easy to misjudge the wind speed and distance of a course. The race committee should budget enough time to set these up properly.

However, a race postponed 15 minutes to assure a good line-up and course is well worth the wait.

What can the race participants do to help a regatta run smoothly? A skipper should have his boat rigged and pre-race tuned as early as possible. He should attend the skippers' meeting and **ask questions** on things he does not fully understand. He should arrive at the course area early enough to locate the marks and study his "plan of attack." Race instructions are covered on the course chart and at the skippers' meeting; it should not be necessary to question the race committee on the boat—this causes unfair delays and confusion. If a question **does** arise, one of the other skippers will most likely have the answer. Such questions as, "When do we start?", "What's the course?", etc., can be eliminated by listening carefully at the skippers' meeting. When a skipper "42.1(E)'s" his way through the skippers' meeting and/or to the starting area for last-minute information he is, in fact, delaying the entire regatta. The race committee should not have to answer questions while on the boat. A skipper is concerned with only **one** boat—his own. A race committee often has upward of **150** boats to coordinate and must be fair to all.

If you've never served on a race committee I strongly suggest you do. How many times have you privately or openly admitted that the "problem" you had with the race committee was really due to your ignorance of the rules or the functions of a regatta? I'm not saying that the race committee is incapable of making mistakes—everyone knows they can and do. But by understanding **your** duties as well as **theirs**, any regatta can be run smoothly and efficiently. All it takes is a little "team work"!

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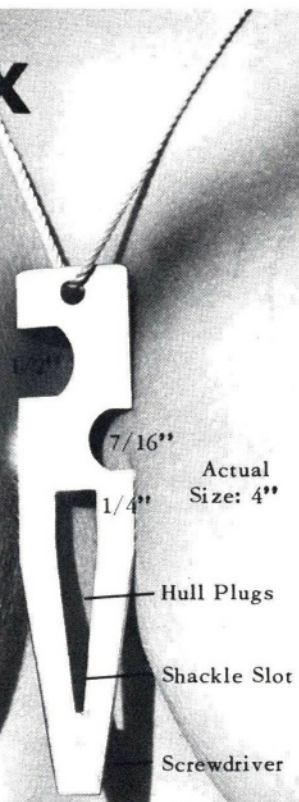
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## GOING TO A HOBIE CAT REGATTA FOR SERIOUS RACING

by Sandy Banks and Wayne Schafer

*The following article is a condensed introduction to a series of detailed articles on competitive Hobie Cat racing. This general summary will introduce and prepare the new Hobie skipper to the world of racing. Following articles will be more complex and cover in detail specific areas of Hobie Cat racing.*

Hobie Cat regattas are designed with fun in mind, but also to provide good competition among Hobie skippers. If you want to become a top competitor there's a point at which you must **seriously** concentrate on preparing for the race, and not just the good time.

The number one important factor in winning a regatta is your mental attitude. If you're bummed out at the boat because this went wrong or that won't work, or you have to engage in a "mad rush" of preparations at the last minute, your mental attitude is not going to be the best for going out and winning a race.

The first preparations begin the

day you decide you'd like to start racing your Hobie Cat. Get your boat completely assembled, with the sails up, just as if you were ready to go in the water. Check your mast rake. On the 16' it should be raked back one foot from perpendicular to the wing section. This is good positioning for all types of wind conditions. On the 14', a general rule of thumb is to have the mast raked nine inches forward of the center of the boat. The easiest way to determine this is to lay the boat on its side and, taking two 24' pieces of line, tie one to the bow and one to the stern. Where they come together near the top of the mast, measure nine inches

forward and this is where your mast should be. Your rudders should be in line with the hulls. You can adjust them by removing the rivets in either the top rudder casting or your tiller end caps and twisting the tiller until you get them in line.

The next area, and probably the most important area of tuning, is your sail shape. You have to be able to anticipate the wind conditions to determine the type of sail shape you are going to want. For heavy weather, say 15 knots and above, you want your sail pretty flat. For lighter airs, you want your sail fuller. To achieve a flat or full sail you'll have a number of adjustments to





make. For the full sail, downhaul hard and slacken up on the outhaul, and have your battens fairly tight. For the flatter sail you do just the opposite—tighten up on your outhaul, slack up on your downhaul, and slack up a little on the battens.

There have been a number of articles written on the subject of battens and batten tapering. In general, you should lay the boat over on its side with the sail up and sheeted in pretty tight (as though you were going to weather) and look down your sail to see where your battens need to be stiffer or more limber. Sometimes this can't be corrected by the tightening or loosening of the batten itself, so a lot of skippers are presently using a stock set of battens and moving each up one. That is, you get an extra bottom batten and then move the rest of your battens up one position, cutting them to fit at the tapered end. This will give you a stiffer batten and flatten the sail out.

Come regatta day, clean your boat and make sure everything is working right. Be sure to get there early so you can tune your boat to the prevailing conditions. Go over your boat thoroughly; check shackles to make sure they're tight, stay adjuster pins and rings to make sure they're installed correctly—everything—down to the slightest detail. (A little tape around the stay adjuster pins and rings is a good idea.) There's nothing worse than going out to the start of a race and having your mast fall down because of a frayed halyard wire that you thought would make it through one more race. Double check your mast rake and sail shape. Now go for a quick sail. This will serve as a double check on your fine

tuning and give you a chance to get the feel of the boat in the water and wind. Come back in and relax a few minutes before the skippers' meeting.

The skippers' meeting is **very** important to the serious competitor. Any peculiarities in the race area will be pointed out. The course will be shown and any deviations from the written course chart or rules will be announced. Occasionally a local skipper might point out to everybody the holes and areas where a wind shift may occur.

After the skippers' meeting, study the course chart and the course that has been laid out for you and determine your strategy. Your strategy is your "plan of attack," i.e., how you're going to get from A to B, by noting the favored tack going to the weather mark. Your strategy should change with each race. If you know where you stand, position-wise, it will help you to determine whether you're going to try a radical plan and shoot for first place or just settle for the top five and not take any changes.

Now let's get down to the race itself.

At the start of a race the most ideal position to be in is at the starboard end of the line, then crossing just as the gun goes off. However, if you have 20 to 50 other boats doing the same thing, this could be difficult. There are different ways to set up for the start. One is to hang in above the top (starboard) end of the line and slightly back, then start coming in closer as you get to the starting gun. Hopefully, the people below you will come up and try to cover you and be forced across the line, leaving

an opening for you. This is called control barging. If you do end up going over the line, you obviously have to react fast. You have no rights at all, but there are a number of things you can do. You can run down the line and dip in for the start. Or, if you're blocked in and can't do that, you can get to the port end of the line, turn around and take off on a port tack. You'd be in clean air and could go a while on this tack, and if starboard is the favored tack to the weather mark, go on to starboard and head on. Being in clean air at the start is one of the most critical aspects. It's a bad idea to start way back in the fleet and just follow it. Your chances of picking up positions are slight and you're better off to tack over, get in the clean air, and then get back on the favored tack, and concentrate on going to weather.

In going to weather, the most important thing is to keep your boat speed up. If you're having trouble pointing as high as the rest of the fleet, drop off a little bit and keep your boat going.

In light air and choppy seas you should be using a full sail. Travel out about six inches, and fall off a little bit. This will keep your momentum up and drive you through the chop, whereas if you're sheeted in tight and traveled in the center and trying to pinch, you'd be doing so much hobby-horsing that you wouldn't make any ground to weather.

To sail as efficiently as possible going to weather in heavier air, you should be traveled in and sheeted down tight. But in a good breeze, you're going to have trouble holding it down. Your alternative is to travel out twelve inches or so, say to the hiking strap, and keep your sails sheeted down tight. You won't be pointing as high, but you're better off doing this than pinching and luffing every time you come close to tipping. This is much better than sheeting in and out, which is causing a lot of turbulence around the sail and the boat. You're much better off being able to sheet it in and leave it there—concentrating on sailing a smooth and efficient course.

As you approach the weather mark you should be considering how you're going to round it. If it's crowded, take the outside and come down on it. This will give you a good line for the next mark and keep you out of the way of any congestion that may be there. If it's clear and you can



establish an overlap, then take it.

Your next leg of the race will probably be a reach. Here you will have a chance to make up any lost time and catch a lot of boats. If this is a long leg of the race, you'll want to have your boat tuned to meet these conditions. You should probably be traveled all the way out, main and jib, and sheeted down relatively tight, depending on how broad of a reach it is. You may possibly, in light air, want to kick up your weather rudder. In heavy air have both rudders down because you will need the control. The fleet is usually pretty well spread out by the time you get to the reaching mark. You shouldn't have any trouble rounding it and heading to the downwind mark.

Going downwind, you have the option of tacking downwind (sailing on a broad reach) or taking the rumline and going dead downwind. Sometimes in the lighter airs it's best to take the rumline. As the wind starts picking up though, you can cover a lot of ground very fast by reaching. This is an art and takes practice to accomplish; if you go too high, you'll cover too much ground and if you go too low, you'll be going slower **and** covering more ground than the skipper going dead downwind.

The best way to determine your angle on the wind is to be traveled all the way out and sheeted in slightly. Pick your fastest point of sail and keep in mind the angle on the wind that you are traveling. If it looks like you are heading too high, then fall off a little bit, easing the sheet. The most important thing here is to get your speed up and **maintain** it.

If you don't get the speed up, sheet in a little bit and head up, then try to fall off. The whole object here is to sail as far off the wind as possible, as fast as possible.

When rounding the downwind mark, it's better to round it wide. You stand less chance of hitting the mark and you can usually get yourself set up better for the beat back to the finish.

If the starboard tack is favored going back to the finish, it's not a bad idea to hold off tacking until you have sailed a bit on port tack and feel sure that once you do tack over to starboard you can lay the finish. As a general rule, it's best to finish on the starboard tack. I've seen a number of skippers loose positions, **and** races, by having to stall out to give the right-of-way to a starboard tack.

In a nutshell, the "trick" for winning races is to sail **consistently**, making as few mistakes as possible. The skipper who never blows a tack will always finish up there in the top. If you take even a **little** too long to tack, or miss it and have to start over, it's costing you at least two or three boat lengths—and those are hard to make up!

Skippers that don't do well and go back to the beach and start picking their boat apart, are making a mistake. They may find something on their boat that's a little different from the next guy, so they use it as a crutch for not having done better in the race. The only things that should concern you in tuning your boat to make it go faster are the sails, mast rake and rudder alignment—and in that order of importance. Your main effort should be concentrated on the

sail—it rates **far** above mast rake and rudder alignment for boat speed.

It's not a bad idea to keep a log on the various adjustments you make to your boat and the results you get. Put a piece of tape on the mast so you know where you've downhailed it. If this proves out, leave the tape there then try another position, making note of it also, and keep experimenting until you find the best position. This way you won't be guessing the next time you go to downhaul or outhaul. Make note of how your sail shape works in various conditions. Watch what the other guy is doing and maybe give it a try to see if it works well for you. Don't get hung up on what one skipper is doing though—what works well for one person on his boat may not work for another.

Another good thing to try is switching boats with a skipper who is sailing a little better than you. Pick a mark and sail his boat to weather, then switch back and try it again. Try his sails on your boat. See if you can determine what the difference is—whether it lies with the boat or you. The ultimate difference between a top skipper and an "average" skipper is practice and experience. It would be advantageous to practice with another boat or two on a non-racing weekend, but actual racing is the only place where you're going to get the necessary experience for starts, tactics and so forth.

Just remember—it's the **person** sailing the boat that is winning the races. Get your boat tuned as best as you can. Get out there and keep it moving. Make as few mistakes as possible . . . you'll be surprised at the end result!





# Hobie Crewing, The Womens' Point of View

by Pat Hastings



It has been observed that wherever you find athletic, virile men engaged in a thrilling sport, you will find glamorous girls watching and being watched. So it is in Hobie racing with but one exception. You will have to sail out yourself to see the girls, for they are on the boats with the men.

What are they doing out there flying high above the water? Is it an adventurous breed of super women? It looks as if they could get hurt. They seemed normal on the beach; smiled a lot, but there was an intense gaze in their eyes. Why are they there? How did they become Hobie crews?

It generally happened when a young woman dated or married a Hobie Cat Racer. This disaster led to four choices:

1. Sit on the beach while skipper sails. Eat food, drink beer and get fat.
2. Sit on the beach and watch skipper take some other young lovely out racing.
3. Stay home and do housework.
4. Become a part of the Hobie Sailing Scene.

After decision four has been reached, her development into one of the top sailboat racing crews in the world begins.

## HOW TO BECOME A GOOD WOMAN HOBIE CREW

You will be confused by all the sailing terminology used by the Hobie bunch, so should borrow or buy a book on basic sailing or make points with new skipper by asking to borrow his. In a few evenings you will have begun to understand most of the boat parts and functions. You will also realize that there will be some basic talents and virtues required of you. These are patience, alertness, quickness, an ability to take orders under stress, acceptance of constructive criticism and the most important virtue which will make the above come naturally: dedication of your whole body and mind toward your skipper's winning the race.

When a woman is invited to any event in the world, her first question is "What shall I wear?". For Hobie crewing, this is very pertinent. Super crew Sandy Churchill replies:

"Practically everything! Almost every inch of my body is covered. I wear shorts, Hobie T-shirt, wet suit bottom with glued on knee pads. If no wet suit, use football knee pads, large band aids on knees or nothing on knees and show off scrapes and bruises Monday morning. I use a wet suit top without sleeves so my arms can be flexible, a trapeze harness to hook onto



trapeze, a light but buoyant life jacket over that, non skid tennis shoes or wet suit booties, hat and sailing gloves. The hat is to keep the hair out of my eyes; the gloves to keep the skin on my hands." Darlene Piety of Long Beach adds a red bandana around her neck in case it's needed as a protest flag. She makes sure not to have a permanent so her hair won't become frizzy in the wind. Carmen Karady likes a bikini in hot weather but adds cut off jeans to keep her skin from rubbing off on the canvas. She wears a compass around her neck to keep her boyfriend on course and ties a string around her sunglasses so they won't fly off when taking sudden trips up on the trapeze. Sherri Garrison stashes sticks of gum under her sailing hat in case their mouths get dry. Some women wet their clothing under the wet suit so the water and air temperatures will be equalized.

Second question from most women is: "What should I bring?"

"Mainly Lifesavers (food to the laywoman)," replies Sandy. "A lunch, apples, oranges, plus the car keys. I put them in my wet suit. It helps the shape of my figure until they fall down around my waist." Darlene adds pliers in case something needs tightening, and a course chart from the Skippers' Meeting:

Next question: "What do I have to do?"

Before race day, have him take you for a few spins. It would all be too much "new" on the big day itself. Now, go with me on a hypothetical race and I'll tell you what you'll probably have to do.



### Before the Start

Go easy on the coffee. One skipper was quite upset at having to come in before the last race was over because crew was too uncomfortable. Stash the lunch and beer on board wherever he prefers. (You'll eat with the other Hobie people in your class on some desolate beach while other Hobies with different ratings are racing.) Tape course chart on forward section of canvas and an extra one on the back of your jacket so skipper can't help but read it. Help him push Hobie into the water (not hard). You will be told to hop up onto canvas when the boat is deep enough to float the hulls. Grab jib sheet and get jib drawing, but be ready to help push the rudders down if he screams. Check to see if any lines like the main or jib sheets are dragging. Find committee boat and starting flags. If the wind dies, paddle there while he steers. Since

the first leg is usually up wind, adjust jib traveller in-board. He'll show you exactly where. He might give you his stop watch to time the start. Set it when you hear the ten minute gun and call out elapsed minutes and the last thirty seconds. Look for flag upwind from starting line that might be first mark and line it up with something on shore or note compass course to it. When course number is displayed from the committee boat at five minutes before start, read the course chart and memorize mark locations and whether they are rounded to port or starboard. If wind is brisk, crouch on canvas frame ready to hike out.

### The Start

**DON'T TALK!!** Skipper is very busy. He'll probably yell orders. Don't be mad. Just do it **fast**. You are his very essential second hands and eyes. (If he had an engineering type man crewing, he'd be frustrated because he wouldn't want to hurt another male ego. There would also be a tendency for them to call a meeting and analyze the situation while other boats fly by. He may not realize it, but having a female on board is good at this point.) If you are "flying an ear," you'll be able to sight down the line and spot what boats are coming across early or late and be able to note where his most fierce competitors are in case he asks. Know your sail number in case committee calls you for being over the line. If he is on port tack, look for boats that might starboard tack you. Help him yell at other boats if you are on starboard or if they are barging the line.

### Upwind Leg

"Hog" in the jib. Look for converging boats and be sure they see and hear you. In Hobies going eighteen knots over the water, you could slice each other's boat in two. Scan water ahead for debris or kelp. Be ready to come about swiftly. This is when those knee pads help as you crawl fast across the canvas. If you're out on the trapeze and the water is smooth, fold your arms to reduce windage and stay close to skipper to keep weight concentrated at one point. He can't see through the mainsail too well, but you can crouch down occasionally and tell where the boats are that he wants to beat and tell him of impending collisions. This leg will require the most action as you tack several times and hold the jib in hard. There will be much going out on trapeze and coming back in if the wind is gusty. When you near the upwind mark, help skipper determine the lay line for your last tack toward it. At this point there might be boats converging near the mark and he'll be trying to get an inside berth around it. He may shoot up or fall down around other boats. You will have to play the jib accordingly in or out as he maneuvers **without his having time to tell you**. (That's why those practice spins.) As you round the mark, let the jib out as the boat falls off to a reach, but don't let it luff.

### Reaching Leg

You both will immediately move way back to keep the bows from diving into a wave. Right after rounding, he might get into a luffing match with other boats in order to keep the windward berth toward the next mark. Again, be ready to play the sail fast according to his maneuver. In a good breeze you'll be out on

Continued page 18



# "CHICKEN OF THE

... a Van Bagley experience

The debut of our Hobie 10's on their first race course was an undisputed success! The Leeway Sailing Club of Alamitos Bay, Calif. hosted the Wednesday afternoon regatta. That's right . . . Wednesday. How can you hold a regatta in the middle of the week when all the men are at

work, you ask? Easy—when all the skippers are women!

The day before this great event a letter came across my desk from Ann Hagen of Malibu, telling us about these races "the girls" (about 60 of them!) have every Wednesday. Beats playing bridge . . . She said they sail Sabots, Lasers, etc., and thought it would be fun to have a few Hobie 10's show up—they wanted to be the first on their block.

Well, how can anyone refuse 60 enthusiastic women? So I rounded up four 10's, popped them into the back of the company van and drove the 25 minutes up to Alamitos Bay (home of the Naples Sabot). I stopped by Hobie Long Beach and told the manager, Kevin Shipman, what I was up to. "How many girls?!", he asked—with a little gleam in his eye—and before I knew it he'd thrown his Hobie 10 on the van and was ready to go . . . just to help out and all.

By 9:00 am, as we're driving along by the Bay talking about boats and racing, we can already see some 50 Sabots, all rigged, sails flapping in the breeze. As we pulled up we caught the smell of fresh donuts and coffee . . . and a touch of perfume. Ann Hagen came running out of the old Leeway Sailing Club to greet us, followed by an amazing number of ladies—and hardly the type you'd find at your local sewing circle! They were all eager to try one of the Hobie 10's—battering their eyelashes and asking me who could go first—what's a poor guy to do?! Late as usual, everyone pitched in and in a few minutes all 5 Hobie 10's were race ready.

Before we knew it the skippers' meeting was over and the races were on. Suddenly all of those laughing and giggling women were transformed into hard-core, dead serious racers—some of those Sabots had more gear on them than an America's Cup contender.

Since the Hobie's are much faster than the other boats, they were the first to start. The course was a good length; a short weather leg at the beginning, with a long reaching and downwind leg, then back to the finish. Barbara Bishop was the winner of the first race, while Ann Hagen was the first girl to find out how easy it is to right a Hobie 10. Oh well, those early morning swims are great for the circulation . . . As the breeze got hotter so did the racing. Barbara Katz, battling a 12-14 knot wind, was the overall winner.

After the race it was time for lunch (and what else would one expect to have but chicken), with plenty of gossip and some great racing stories. Many thanks, girls, I had a "peachy keen" Wednesday afternoon!





# SEA REGATTA





the trapeze and really flying. You will hardly feel the hull rise up with you, but will gulp when you see how high the other girls are. It is fun to watch the rudder slice through the water and listen to the hum of the rigging and glory in the exhilarating feel of flying over the water, but as soon as you do, he'll tell you to pay attention. That's because you could be up at "borderline capsize" the whole long leg and should be ready to fall down with a clunk if the wind dies suddenly. You must pay constant attention to the jib, keeping it drawing at the verge of a luff every second. When the waves are rough you will have to hold on to the stay with one hand and put arm around skipper with the other. (He doesn't mind.) Some women straddle their legs around back of sitting skipper to keep weight concentrated. Watch the compass course and spot the next mark for him. Be ready to duck as boom comes over for the jibe around.

### Downwind

Hobies go so fast reaching that they get to the leeward mark faster broad reaching and jibeing than taking a straight downwind run. Adjust the jib traveller out so the sail will be at a good outward angle. The weight should be forward in order to have the least transom drag and allow the following waves to lift the hull and push it forward. Be careful to hold on well because you can hit a wave from ahead and be flung forward, generally landing in front of the mast between the two hulls, holding on to the canvas frame with your legs dangling underneath in the water. In one race as boats were barreling down to the finish, people heard lots of splashing and thrashing and a feminine voice screaming "let me on, let me on!" while a male voice shouted "Let me finish, let me finish!!"



### After the Race

Be ready to console or congratulate him. Be first to make up after you've yelled at each other. If you can't do it, stand up with paddle held high and yell "DIVORCE!!" Either way, try to let all the steam out and the lid settle down before you get back on land. Even if you are exhausted, help stow the gear and get yourselves a beer. It is a good feeling to know you've completed the whole trip with him.

## REASONS FOR HAVING A WOMAN CREW

### Physical Assets

The minimum racing weight in a Hobie is 285 pounds. If a man weighs 185 lbs., he would want a crew weighing 100 lbs.; no more. A 165 lb. man would want a 120 lb. crew (average woman). A woman is also better proportioned to have more weight where it counts when hiking out.

### Dependability

There will be no loosing a crew at the last minute because of another date. This is her big date and she'll be there to race, help rig the boat, fetch things from the car and be a companion for after the race festivities.

### Devotion

Because she is there to share his experience completely, she will do almost anything asked of her. One new crew I know, when yelled at to get out (instead of "Hike out.") did just that and slid into the water.

A well known crew in Seattle, Mrs. Don McVitty, comments that: "When a woman is chosen in lieu of a man to crew, she should do it better, faster and more gracefully. A mate is going to be the most dependable crew. There will be the best rapport and communication without talking. It is natural to have violent disagreements at times, but without them one of the two would be completely wish-washy and who needs that on a boat."

In my experience, after several poor races, we were developing a poor emotional relationship. It was coming to the point where I had to shape up or leave. The next race I was surprised to hear him give "suggestions" in the most charming, chivalrous tone I had ever heard from any man. By the end of the race I was so unsettled that I was begging him to be his old self again. The air cleared and we were finally on our way to some harmonious understanding and much better racing.

A woman who is devoted to her skipper emotionally will be just as competitive as he is. But, being a social sort, she will start communicating with the other couples and so develops the well known "talk" and "camaraderie" between Hobie people.

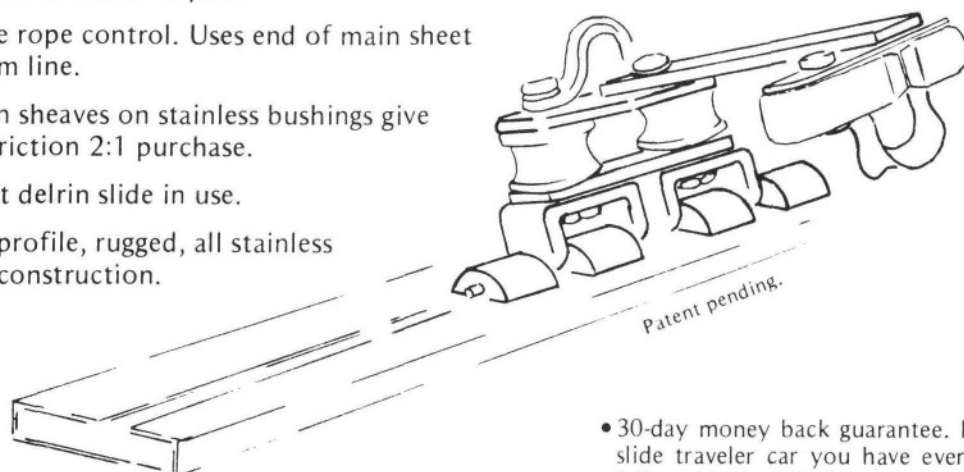
Remember the woman who took choice number three. Let's not negate her completely. Sometimes she finds a fifth choice: Join the Hobie Shore Scene. Then she can help the race committee tabulate results, send fleet news flyers, plan parties and spread fleet gossip. She is the type that shows up after a race inviting everyone to come in from the cold for a cup of coffee at her house. This generally runs into the likes of a fire in the living room, chips and dips, women fluttering around the kitchen and men swapping tall Hobie tales.

What about the bone weary but happy woman crew? Has it all been worth it? Let's watch when she brings the coffee and hands it to her skipper. He says thanks and holds her glance just a little longer. It is then she knows he thinks she's a special person and that having her for his own crew is to be very blessed indeed!



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# FLEET

## HOBIE CLASS ASSOCIATION

### 'JULIE BIRD' TAKES OUT GORDON STUART TROPHY

#### AUSTRALIA

Royal Queensland Yacht Squadron, as well as playing host to the Hobie 14's, played host to the Hobie Cat 16 National Titles who were competing for the Gordon Stuart Award.

The series were held concurrently with the 14's on the same course. The series was dominated by N.S.W. — with Carlingford, N.S.W. skipper Ron Evans, sailing 'Julie Bird', emerging as clear victor with a near perfect score of 3¼ points (1,1, (2), 1,1,1). Ron, with crew Bill Sykes, sailed an exceptional series; tactics that called for boat speed and clear wind certainly paid off for this Sydney duo. Ron, a quiet, calculating sailor, never got ruffled by a bad start or a bad position at the first buoy — he just sailed his own pre-planned race and slowly wittled down the leading boats. The heat that Ron scored a 2nd place in was won magnificently (although closely) by Les Nygeres from Southport Queensland sailing 'Hankie Pankie'. Les led from start to finish in the light, almost drifting conditions; he had a perfect start while all the other competitors had left their run to the line too late. Les just cleared out until the last leg where, with Ron Evans breathing heavily down his neck, he lost his jib after a halyard broke. Keeping his cool and boat speed, he managed to hold off his competition by 2 seconds. John Aldritt (Karma Sutra) and Denis Cabban (Mother Duck) sailed neck and neck throughout the series, with John slightly having the upper hand. John went into the last heat determined to confirm 2nd place and also give Ron Evans a run for his money. With a copybook start and sailing 'Karma Sutra' from one of his many positions, he was commanding a fine lead; then a shackle gave out and John lost his jib . . . and his lead. In fact, he fell back to near back marker and, deciding to use that race as his drop race, he retired.

Interesting to see how the whole fleet had improved over the series, with the times for finishing getting closer and closer. With the World Titles being for Hobie 16's next year (possibly in Florida) I think we are going to see some very much improved crews and a lot larger fleets.

FLEET #9 Lake Charles, La.

Conditions were great for the Contraband Days Regatta held May 11-12 at Lake Charles. The regatta was co-sponsored by the city of Lake Charles and Jack Daniels Co. Trophies were silver platters donated by the Yacht Club and brass engraved buckles, sets of cocktail glasses, trays and small kegs donated by Jack Daniels. Everyone left having a great time and "J.D." will co-sponsor again next year.

#### HOBIE CAT 14

POSITION	NAME	SAIL #	TOTAL POINTS
1.	Allan Heath	8526	2¼
2.	Davis Tucker	1124	6
3.	Bill Groves	8339	12
4.	Joe Gordon	8780	16
5.	George Church	655	17
6.	Gretchen King	257	18
7.	Dudley Johnson	11377	22
8.	Charlie White	5621	23
9.	Jim Van Dyke	6022	23
10.	Reed Fontenot	9648	25

#### HOBIE CAT 16

1.	Bob Holleyman	1232	5½
2.	Ron Koenig	5048	10¾
3.	Ned Plumer	53	11
4.	Dennis Teddlie	6224	13
5.	Tommy Gayle	3992	13
6.	Jeff Shaddock	514	14
7.	Grady Broussard	1201	24
8.	Curtis Birch	7106	25
9.	Don Blocker	4870	28
10.	Terry Shoemaker	4708	29
11.	Dave Powell	770	29
12.	Martin Hamilton		31

#### JETTY PARK OCEAN REGATTA

Cocoa Beach, Florida was the site of the Jetty Park Ocean Regatta May 25, 26 and 27. Entrants included 34 Hobie 16's, 22 Hobie 14's and 19 Tornados. The race was co-sponsored by Hobie Fleet #45 and the Southeast Regional Tornado Association.

Winds on Saturday and Sunday were out of the southeast ranging from 5 to 12 knots. Monday morning brought 20 to 25 knot winds and threatening skies. The last race on Monday was cancelled to allow boats to seek shelter before the thunderstorm hit.



# NEWS

AUGUST 1974

## FLEET CHALLENGE

Want to know which is the hottest Fleet in your area? Why not have a Fleet Challenge Regatta?

Contact the local Fleets in your area and get together for a week-end of heavy competition. Each Fleet could "chip in" to make a great regatta—one Fleet could supply the race committee, one could provide the trophies, one could bring the beer, and so on.

Race as many classes as possible and work out a system of your choice to award points. For example, score each race as you would in a normal regatta, then add up each Fleet's top five finishers in each class (A, B, C) and award points as follows to the top three Fleets within each class:

(A) 1st—15 Pts.	(B) 1st—9 Pts.	(C) 1st—3 Pts.
2nd—13	2nd—7	2nd—2
3rd—11	3rd—5	3rd—1

The above scoring system is just a suggestion—you may use any way that you like. This type of regatta, of course, would not count towards any Class points, but would certainly be an interesting and enjoyable event for all.

Give it a try . . . and be sure to let us know which Fleet is your local champ!

### BAIE DE MATAVIA

Papeete, Tahiti  
June 16, 1974

### HOBIE CAT 14

POSITION	NAME	TOTAL POINTS
1.	K. Salmon	5¾
2.	D. Salmon	10¾
3.	G. Sachet	11
4.	B. Burgaud	16¾
5.	B. Harin	18
6.	B. Mathieu	19
7.	J. Fiei	20½
8.	J. Besson	23
9.	T. Tamata	24
10.	A. Burjaud	27
11.	J. Lejojuer	34
12.	L. Rouleau	38
13.	G. Martinez	39
14.	J. Burjaud	42
15.	R. Wong	43
16.	Peacellier	44

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\*Rudders have been developed and used by Chris and other top heavy-weather skippers throughout Florida, Texas, Hawaii and Puerto Rico for the past two years.

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### FLEET NEWS:

Joining our International Fleet Organization consisting of Guam, America Samoa, Tahiti, Switzerland and Canada, we now have Fleet #122 from Fortaleza, Brazil. We welcome "Flotilha Fortaleza," its 23 members and Walter R. O'Grady, Commodore.

## LOST AND FOUND NOTICE

STOLEN—Hobie 16, all white hulls, yellow tramp., yellow & white stripe sails. Sail #9316, CF 5519 FH. Trailer, all black, license #LB2484, make & ID. T.H.E. 1103. Taken from 610 Venice Blvd. between 4-15 & 6-8-74. Contact Tom Webb at 213/887-5956 or the Venice Police Dept.

LOST—Trapeze harness, no markings, red w/blue lining. Lost at Fleet #15 regatta, Channel Islands Harbor, June 2nd. Contact Rick Kellogg at 213/396-5071.



# Seaway's NEW QUICK DISCONNECT Adjustable HIKING STIK



New model of the famous Seaway tiller extension. Great for the occasional racer. Hike out . . . move fore & aft . . . stay in control. When cruising, simply press the button and "quick disconnect" the extension if it's in the way. Attaches to existing tiller by means of durable, corrosion-resistant stainless steel Quick Disconnect coupler. Take control with a Seaway Hiking Stik.

Adjustable  
Quick Disconnect  
Hiking Stiks



Model	Length	Extended	List
S-507	21"	34"	\$18.45
S-508	29"	50"	19.45
S-509	41"	74"	20.45

Seaway Adjustable Hiking Stiks

Model	Length	Extended	List
S-500	21"	34"	\$15.50
S-501	29"	50"	16.50
S-502	41"	74"	17.50
S-503	53"	97"	19.25

Std. (non-adjustable) Hiking Stiks also available.

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## SECOND ANNUAL HOBIE SURF BANGER REGATTA

Wildwood Crest, New Jersey  
June 1st & 2nd, 1974

The sponsors, Bob Sterling, Buck Fleming and Tevis Wernicoff came up with another great affair at Diamond Beach Lodge, that included free beer, free lunch, pizza party for the kids and a Hawaiian bash Saturday night with grass skirts.

The 100 boat fleet represented sailors from New York, Pennsylvania, New Jersey, Delaware, Maryland, Virginia and California—yes, California!

As part of the weekend events, Wayne Schafer from Capistrano Beach, Calif., held an on-the-beach sailing clinic the previous Friday and raced a Hobie Cat 16 on Saturday and a 14 on Sunday. Wayne finished 9th—1st—3rd in the 16 and 1st—1st—3rd in the 14. His scores in the 14 fleet were good enough to place him 5th overall with two DNS. Quite a sailor. Everyone really enjoyed Wayne and we hope he had a great time in the East.

John Flanagan, III, just pushed past Lou Lindy by winning two races on Sunday in the 16A's and Bob Shoemaker led all the way in the 14A's. The races were sailed in light winds with overcast skies on Saturday and in a driving rain storm with heavy winds and seas on Sunday. Even though the weekend weather was poor to miserable, six races were sailed and the entire crowd had a great time at Diamond Beach—especially due to the careful planning of events by the sponsors.

Bob Sterling and Cary Stone won the "Bob Friendenberg 1776" five foot perpetual trophy for the Best in South Jersey.

### HOBIE CAT 16

#### A FLEET

POSTION	NAME	TOTAL POINTS
1.	Flanigan	15-1/4
2.	Lindy	16
3.	Johnson	22-3/4
4.	Fowler	27-3/4
5.	Leech	35

#### B FLEET

1.	Wilkins	11-1/4
2.	Tilham	19-1/2
3.	Allen	23-3/4
4.	Curry	28
5.	Norris	34

### HOBIE CAT 14

#### A FLEET

POSTION	NAME	TOTAL POINTS
1.	Shoemaker	11-1/2
2.	Salmon	12-3/4
3.	Star	15-3/4
4.	Francis	22
5.	Schafer	26-1/2

#### B FLEET

1.	Hess	7
2.	Knop	18
3.	Horey	20
4.	Muffer	21-3/4
5.	Batzer	33

## THE 2ND ANNUAL LAKE POWELL HOBIE CAT REGATTA

The 2nd Annual Lake Powell Hobie Cat Regatta was held May 25th and 26th in Page, Arizona. The regatta was sponsored by Fleet #66 of Phoenix and the Page-Lake Powell Boating Club, Inc.

The weather was beautiful, but the wind was not as strong as it could have been (based on 14 years of recorded history) reaching 10-12 mph Saturday but only 2-4 mph Sunday. Saturday night over 250 race participants, boat club members and their guests attended a gala beach party and barbeque by the lake.

The first three winners in each fleet received silver



cups and letters validating their participation and their places. Mitch Erickson, a 14A Skipper, was awarded the Perpetual Trophy, having won three first places. Mitch, along with 16A's winner Morey Blackman, also received a silver medallion.

Everyone had a great time and is looking forward to future races. Lots of thanks go to Pat Larabee in Coast Cat's Regatta Dept. and Mark Crutchfield for their special help in making this a very successful Regatta.

#### HOBIE CAT 16

##### A FLEET

POSITION	NAME	SAIL #	RACES			TOTAL POINTS
			#1	#2	#3	
1.	M. Blackman	3706	3	3/4	2	5-3/4
2.	E. Raphael	4953	3/4	2	3	5-3/4
3.	D. Hawkins	2793	2	4	6	12
4.	T. Fulbright	6952	4	3	DNF	15
5.	J. Milne	6226	7	6	4	17
6.	B. Day	9507	8	10.5	3/4	19-1/4
7.	B. Weiler	9770	6	DNS	5	20
8.	R. Karpinski	1634	5	DNS	DNF	22
9.	P. Henry	2791	9	DNS	DNS	27

##### B FLEET

1.	D. Litvak	9537	3/4	2	3/4	3-1/2
2.	D. Barker	2228	2	9	2	13
3.	M. Kindved	11520	7	3/4	6	13-3/4
4.	R. Decosta	6257	5	4	5	14
5.	J. Stahnke	5421	6	3	7	16
6.	C. Coman	6907	3	7	DNF	20
7.	C. Trafford	10437	4	8	8	20
8.	S. Lindstrom	6999	8	10	3	21
9.	L. Agnir	10625	9	9	4	22
10.	D. McCarter	6406	12	5	DNS	30
11.	D. Larson	3874	10	11	DNF	31
12.	G. McConnell	8540	11	DNS	DNS	37

#### HOBIE CAT 14

##### A FLEET

POSITION	NAME	SAIL #	RACES			TOTAL POINTS
			#1	#2	#3	
1.	Mitch Erickson	12778	3/4	3/4	3/4	2-1/4
2.	B. Dawson	5601	2	3	2	7
3.	Tom Biglione	7964	3	2	DNF	9
4.	Ronald Thomas	12567	4	4	3	11

### HOBIE 16 ICEBREAKER REGATTA

Clarklake, Michigan

Twenty-nine hardy skippers and their crews turned out for the Fleet #58 Hobie 16 Icebreaker Regatta on May 19, 1974. There was good weather and winds of 15-18 mph. Conditions also seemed right for lots of partying at the Hospitality party on Saturday night—and more whooping-it-up and good food at the trophy presentations at the Clarklake Lodge on Sunday.

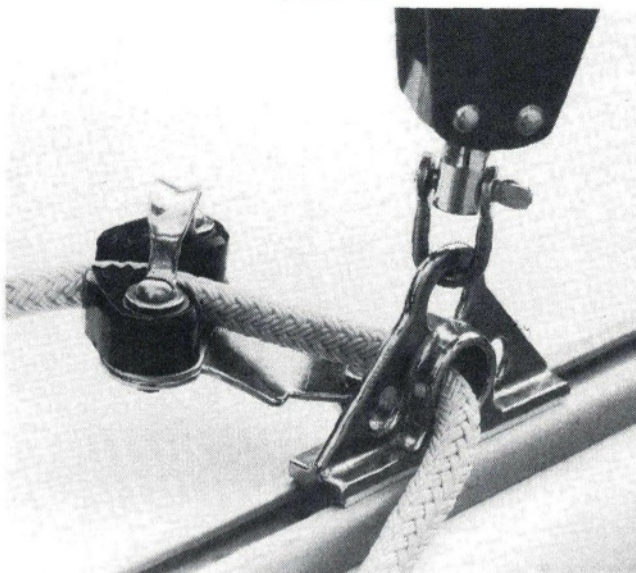
The race results are as follows:

POSITION	NAME	SAIL #
1	Beffel/Beffel	11304
2	Nichols/Vermuelen	2291
3	Vermuelen/Vermuelen	7424
4	Nichol/Nichol	2491
5	Wurster/Wurster	10186
6	Schwynn/Calvert	9758
7	Cassens/Carrington	9352
8	Clark/Clark	7508
9	Dake/Dake	5886
10	Avis/Avis	8312
11	Lyke/Lyke	8302
12	Horthrup/Horthrup	10261
13	John Schuch/Schuch	2257
14	Barnett/Reeves	2349

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Chosen again for the Hobie Worlds Championships!

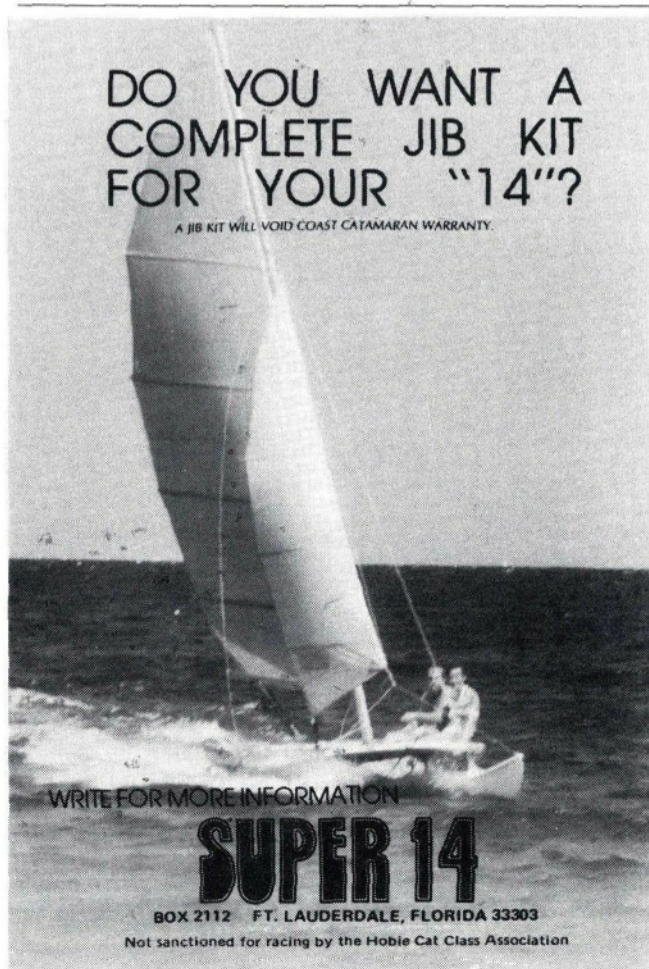
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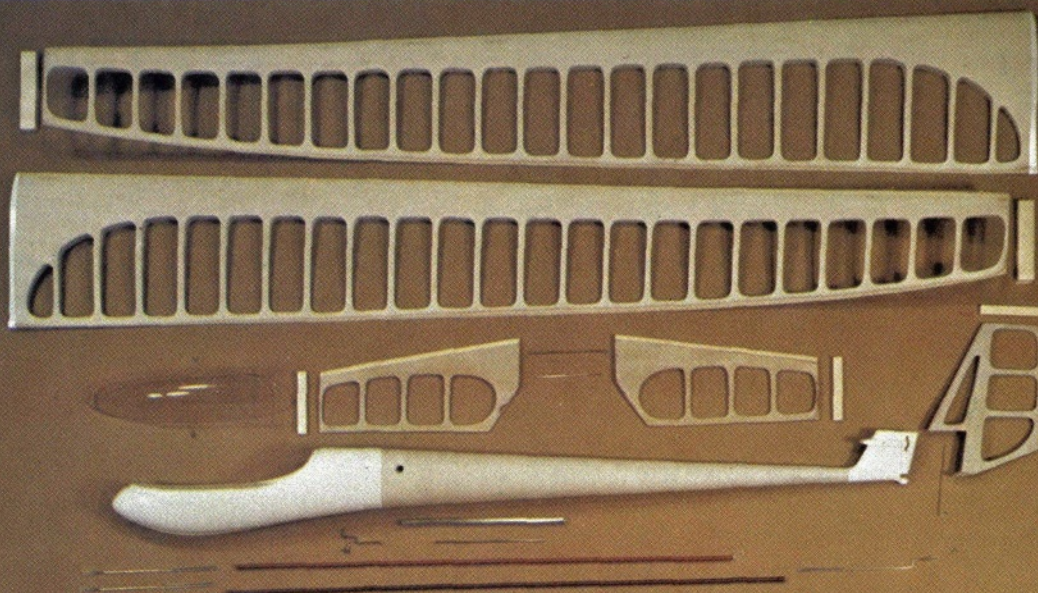




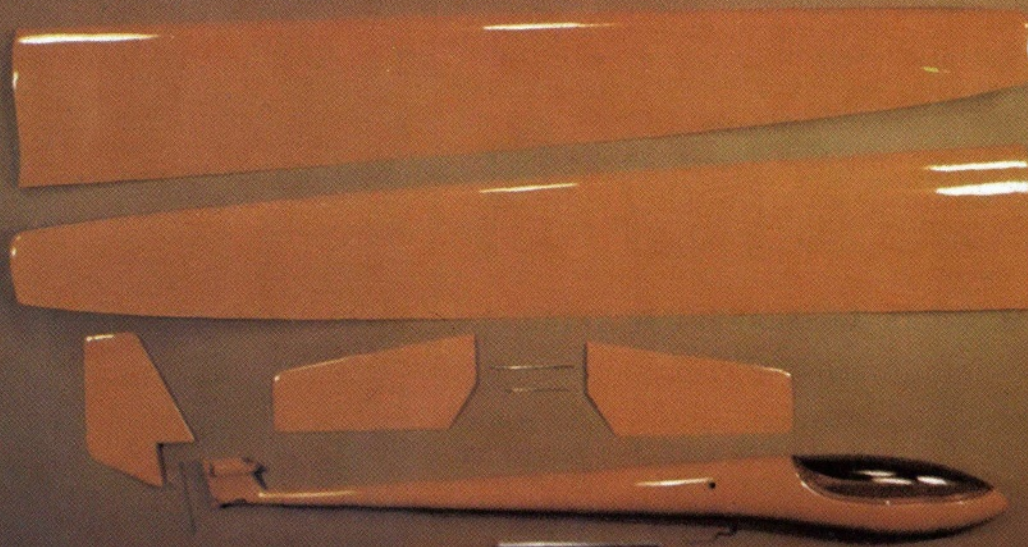
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Designed by Hobie Alter—Designer and Manufacturer of Hobie Surfboards and Hobie Cats

Complete Kit \$89.00,  
Easy to finish glue-on  
tips—sand—paint—cover



Finished Plane \$129.00,  
Entirely ready to fly.  
Monokoted and painted  
(your choice of colors,  
orange, white, or yellow)  
Just install R/C gear.



Weight—30 oz. less  
R/C gear  
Wing Length—99 inches  
plus  
Wing Area—590 square  
inches / 4.1 square feet  
Wing loading—(with 8  
oz. R/C gear) 9.2 oz.  
Airfoil (undercamber)—  
our own design

Above, you see my shot at R/C sailplanes. I have put a tremendous amount of time, thought and tooling into the Hobie Hawk, trying to use the right materials in the right places to give the highest strength-to-weight ratio possible. It's not indestructible, though surprisingly strong. I think you'll find the design and construction unique. Even more interesting are the Hobie Hawk's flight characteristics. Elliptical dihedral gives you the best of both worlds of dihedral and polyhedral. The thin undercamber air foil gives high lift and penetration, making for excellent thermal and ridge soaring.

*Hobie Alter*

## Construction:

### Wing

Top Skin—1/32" plywood  
Inner Core—High-density foam  
Bottom Skin—1/64" plywood  
Root Rib—Injection-molded A.B.S.  
Leading Edge and Wing Tips—Pine

### Stabilizer and Rudder

Same as wings except both top and bottom skins 1/64" plywood

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Nose Cone—Rotationally molded of cross-linked polyethylene (a tough resilient material)

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6 layers pre-impregnated epoxy fiberglass formed under 150 P.S.I. at 300 degrees

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# REGATTA SCHEDULE

## AUGUST

	DATE	EVENT	LOCATION	SPONSOR & CONTACT
<b>DIVISION I</b>				
	17-18	14' Divisional Champ.	Kaneohe Bay, Oahu	Mike Look-808/262-6447
	24-25	16' Divisional Champ.	Kaneohe Bay, Oahu	"
<b>DIVISION II</b>				
	1,8,15, 22,29	Summer Series #4 Fleet #57	Marina del Rey, Ca.	Dave Lind-213/399-0801
	4	Fleet #15 Series	Oxnard, Ca.	Dave Churchill- 805/252-0000
	4	Summer Series #2 Fleet #4	Mission Bay San Diego, Ca.	Doug Mihoky- 714/223-8445
	8,15, 22,29	Summer Series #3 Fleet #3	Belmont Shores Long Beach, Ca.	John Hauser-714/536-1901
	10	Senior Olympics	Mission Bay San Diego, Ca.	Coast Cat/Rich Jeffries 714/979-2880
	10	Summer Series #3 Fleet #51	Lake Mead, Ariz.	Terry Fulbright- 702/734-2904
	17-18	2nd Annual Todos Santos Regatta	Baja California	Doug Mihoky/Fleet #4 714/223-8445
<b>DIVISION III</b>				
	10	Summer Series #7 Fleet #17	Donner Lake, Ca.	Roger Riott-916/482-2392
	11	Fleet #62 B.B.Q.	Millerton Lake, Ca.	Tom Sykes-209/439-8132
	17-18	DIVISIONAL CHAMP.	Alameda Bay, Ca.	Bob Guletz-415/524-4994
	24-25	Fleet #62 Open	Huntington Lake, Ca.	Ron Phipps-209/246-0663
	31 thru Sept. 2	Annual Labor Day Regatta - Fleet #87	Tomales Bay, Ca.	Bob Guletz-415/524-4994
	31 thru Sept. 2	Lake Tahoe Regatta Fleet #20	Lake Tahoe, Ca.	Doug Cox-408/289-9878
<b>DIVISION IV</b>				
	17-18	Fleet #105 Series	Payette, Idaho	Mike McMurry- 208/345-4356
	17-18	Ocean Shores Regatta	Ocean Shores, Wash.	J.T. Quigg-206/533-1530
	31 thru Sept. 1	Fleet #72 Series	Oregon	John Rueter-503/228-9847
<b>DIVISION V</b>				
	4	Hobie Sunday	Cherry Creek Reser., Colorado	Morey Blackman- 303/838-5041
	10-11	Dillon Open	Dillon Reservoir, Colorado	D.C.Y.U./John McGann 303/355-4643
	17-18	DIVISIONAL CHAMP.	Shadow Mountain Reservoir, Colo.	Morey Blackman- 303/838-5041
	31 thru Sept. 1	Governor's Cup	Lake McConaughy	"



# REGATTA SCHEDULE

AUGUST

	DATE	EVENT	LOCATION	SPONSOR/CONTACT
DIVISION VI	3, 17-18	Fleet #33 Series	Surfside, Texas	Wayne Humbird-713/233-4923
	3 or 4	Fleet #93 Series	Lafayette, La.	Mark Thompson-318/234-3573
	3-4	Fleet #64 Multihull Regatta	Lake Travis, Tx.	Lewis Thompson-512/452-0434
	10-11	1st Annual Mid-America Long Distance Race	Dallas, Texas	Gordon Wallace-214/522-0223
	17	Fleet #93 Series	Lafayette, La.	Mark Thompson-318/234-3573
	17-18	DIVISIONAL CHAMP.	Corpus Christi, Tx.	Bill Domig-512/855-2295
DIVISION VII	17-18	Fleet #103 Series	Sioux Falls, S.D.	Don Kenyon-605/338-5939
DIVISION VIII	3-4	Fleet #111 Spring & Summer Series Champ.	Jacksonville, Fla.	Phil Childress-904/387-2225
	25	Fall Series Fleet #111	"	"
DIVISION IX	10-11	Fleet #92 Series	Cowans Ford Country Club, N.C.	Lee Holman-704/394-0111
	24	Fleet #97 Series	Satterwhite Point, N.C.	Hayne Palmour III-919/832-0782
DIVISION X	18	Michigan State Hobie Championships	Muskegon, Mich.	Sail Place/Tim Fulbright 616/866-0658
	3-4	Ohio National Regatta	Hoover Reservoir, Ohio	Fleet #85/Joe McHenry 614/888-3234
	3-4	Rogers City Regatta	Lake Huron, Michigan	Fleet #60/Steve Buse 517/354-5364
	10,17	Fleet #60 Series	Thunder Bay, Mich.	"
	10,31	Summer Series #3 Fleet #117 Open	Gunlake, Michigan	Barry Heydenberk 616/457-3395
	10-11	Lake Macatawa Race	Holland, Michigan	Bob Claflin-616/375-2820
	4,11, 18,25	Fleet #115 Series	Big White Fish Lake, Michigan	Robert Brace-616/636-4869
	24	Fleet #60 Series	Thunder Bay, Mich.	Steve Buse-517/354-5364
	25	Lake Huron Regatta	Lexington, Mich.	CRAM/Del Davidson 313/632-7063
	31	Alpena Yacht Club Regatta	Thunder Bay, Mich.	A.Y.C./Fleet #60 Steve Buse-517/354-5364
	3	Fleet #54 Series	Baltimore, Maryland	Bob Ball-301/467-3608
	17-18	DIVISIONAL CHAMP.	Ocean City, Maryland	"
DIVISION XI	17-18	Fishing Bay Regatta	Deltaville, Virginia	Dean Sword-804/484-4070
	31 thru Sept. 1	Fleet #32 & Norfolk Yacht Club Regatta	Norfolk, Virginia	"
	3,10, 17,24, 31	Fleet #114 Series	Harvey Cedars, N.J.	Richard O'Such-609/494-9241
	3-4	Seneca Lake Regatta	Furtree Point, N.Y.	Boats-A-Sailing/Jim Peele-607/243-8444
	10-11	2nd Annual Long Island Masters Open	Sayville Yacht Club, New York	Larry Deering-516/286-1754
DIVISION XII	17-18	Bay Shore Invitational	Sayville Yacht Club	"
	17-18	5th Annual Hobie Regatta	Lake Winnepesaukee Guilford, N.H.	John Nimphius-603/673-6052
	17-18	Fleet #78 Series	Lake Chautauqua, N.Y.	Janet Schaddick Jamestown, N.Y.
	24-25	Sunset Bay Regatta	Sunset Bay, N.Y.	Jim Wolfe-716/633-9980
	31 thru Sept. 2	Labor Day Invitational	Sayville Yacht Club, New York	Larry Deering-516/286-1754



# REGATTA SCHEDULE

SEPTEMBER

	DATE	EVENT	LOCATION	SPONSOR/CONTACT
<b>DIVISION II</b>	1	Fleet #15 Series	Oxnard, Ca.	Dave Churchill- 805/252-0000
	8	Summer Series #3 Fleet #4	Mission Bay San Diego, Ca.	Doug Mihoky- 714/223-8445
	14-15	Ancient Mariner Regatta	Newport Beach, Ca.	Coast Cat/Rich Jeffries 714/979-2880
	8,12, 19,26	Summer Series Fleet #3	Belmont Shores Long Beach, Ca.	John Hauser- 714/536-1901
<b>DIVISION III</b>	7-8	Inland Transpac	San Francisco Bay	Mike Douglas/J.C. Beery 415/523-8500
	7-8	Valley Sailboat Regatta	Lake Don Pedro, Ca.	Randy Olsen-209/524-8210
	14-15	Tahoe Trophy Regatta (Fleet #17 members only)	Lake Tahoe, Ca.	Roger Riott- 916/482-2392
	15	Millerton Open	Millerton Lake, Ca.	Tom Sykes-209/439-8132
	22	Ladies Day Regatta	Millerton Lake, Ca.	"
	21-22	Fleet #87 Series	San Francisco, Ca.	Bob Guletz-415/524-4994
<b>DIVISION IV</b>	21	N.W.H.C.A. Year Ender	Washington	Bob Whisler-206/747-6619
	21-22	Fleet #105 Series	C.J. Strike, Idaho	Mike McMurray- 208/345-4356
<b>DIVISION V</b>	14-15	Cherry Creek Invit.	Cherry Creek Res., Colorado	Morey Blackman- 303/838-5041
	21-22	Laser-Ball Open	"	"
<b>DIVISION VI</b>	14	Fleet #14 Series	Texas	Paul Ulibarri- 206/772-2622
	14 <u>or</u> 15	Fleet #93 Series	Lafayette, La.	Mark Thompson- 318/234-3573
	21-22	Fleet #33 Series	Surfside, Tx.	Wayne Humbird- 713/233-4923
<b>DIVISION VII</b>	1	Fleet #103 Series	Sioux Falls, S.D.	Don Kenyon-605/338-5939
	13,14, 15	DIVISIONAL CHAMP.	Clear Lake, Iowa	Paul Hansen- 515/357-5792
<b>DIVISION VIII</b>	1,8, 22	Fleet #111 Series	Jacksonville, Fla.	Phil Childress- 904/387-2225
	14-15	Disneyworld Regatta	Orlando, Fla.	Jim McCann- 305/241-2481
<b>DIVISION IX</b>	7-8	Hobies Heros Regatta	Cowans Ford Country Club, N.C.	Lee Holman- 704/394-0111
	21-22	Raising A Little Hull	"	"
	28	Fleet #97 Series	Satterwhite Point, N.C.	Hayne Palmour III- 919/832-0782
<b>DIVISION X</b>	2	Fleet #115 Regatta	Big White Fish Lake, Michigan	Robert Brace- 616/636-4869
	7	Fleet #60 Series	Thunder Bay, Mich.	Steve Buse-517/354-5364
	7-8	DIVISIONAL CHAMP.	St. Josephs River Yacht Club, Mich.	John Schuch- 313/468-0362
	8	Metro Beach Regatta	Mt. Clemens, Mich.	Del Davidson/CRAM 313/632-7063
	14-15	Eastern Indiana Fall Regatta	Richmond, Ind.	Boats-A-Sailing- 317/966-0918
	22	Kensington CRAM Regatta	Brighton, Mich.	Del Davidson/CRAM 313/632-7063
	28-29	Fleet #26 Series	Lake Monroe, Ind.	Clarence Kirk- 317/251-9880
<b>DIVISION XI</b>	7	Fleet #114 Series	Harvey Cedars, N.J.	Richard O'Such- 609/494-9241
	14-15	Fleet #32/Outer Banks Sailing Assoc. Regatta	Manteo, N.C.	Dean Sword, Jr.- 804/484-4070
<b>DIVISION XII</b>	7-8	DIVISIONAL CHAMP.	Belport Bay, N.Y.	Bellpat Marine- 516/286-8368
	21	Hambury II Regatta	Hambury Beach, N.Y.	Jim Foote-716/627-9221



# REGATTA RESULTS

REGATTA RESULTS APPEAR AS SUPPLIED BY THE REGATTA COMMITTEES.

## BOB WALLACE REGATTA

Cabrillo Beach, Ca.

### HOBBIE CAT 16

POSIT- TION	NAME	SAIL #	RACES					TOTAL POINTS
			#1	#2	#3	#4	#5	
1.	Dick Beauchamp	2	3	2	3/4	3/4	2	8-1/2
2.	Jerry King	2414	8	3	2	2	3	18
3.	Jared Piety	1238	3/4	5	4	10	13	32-3/4
4.	Larry Cooke	45	5	6	6	16	5	38
5.	Jerry Wetzler	8	7	4	20	5	4	40
6.	Steve Leo	4161	10	7	16	4	6	43
7.	Jay Gifford	8524	18	12	7	3	7	47
8.	Dick Hatfield	66	6	DNF	5	12	8	56
9.	Steve Grimshaw	144	16	9	12	9	10	56
10.	John Hauser	9561	9	14	9	13	12	57
11.	George Folaner	8165	4	8	19	18	9	58
12.	Bob Beauchamp	1400	12	3/4	3	11	DNF	58-3/4
13.	Ricky Eddington	619	11	13	10	14	11	59
14.	Byron Watson	4238	17	10	21	6	15	69
15.	Paul Lovejoy	4779	22	15	14	8	16	75
16.	Doug Mihoky	2453	14	16	DNF	15	3/4	77-3/4
17.	Noble Varrum	2X	21	19	11	7	22	80
18.	Dave Churchill	5081	23	11	8	19	20	81
19.	Richard Maxey	2013	26	17	15	21	19	98
20.	Dave Lind	11524	20	23	22	23	14	102
21.	Steve Murray	2068	27	24	18	22	17	108
22.	Jerry Kuehner	3771	28	21	17	26	21	113
23.	Dean Wickstrom	9	2	18	DNF	DNF	DNF	116
24.	Don Oltmans	1819	DNF	20	13	24	DNF	118
25.	Alan Johnston	4380	25	22	DNF	25	18	122
26.	Nick Steele	107	13	DNF	DNF	DNF	DNF	133
27.	John Daigh	0	19	DNF	DNF	DNF	DNF	137
28.	Joe Eichblatt	9067	15	DNF	DNF	DNF	DNF	143
29.	Bob Wallace	310	DNF	DNF	DNF	20	DNF	145
30.	Tom Eckles	3300	24	DNF	DNF	DNF	DNF	152
31.	Dave Crocker	9573	DNF	DNF	DNF	DNF	DNF	157
32.	Russ Eddington	3847	DNF	DNF	DNF	DNF	DNF	160

### B FLEET

1.	Dan Brown	4510	2	3	7	4	2	18
2.	Randy Sarver	4138	3	6	4	2	3	18
3.	Mark McCormick	7	5	3/4	3	5	DSQ	26-3/4
4.	Dick Kun	1469	11	2	5	11	3/4	29-3/4
5.	Jim Foster	7799	6	5	11	3	5	30
6.	Rocky Fletcher	4882	9	4	2	7	12	34
7.	Paul Hart	1650	3/4	13	8	14	11	46-3/4
8.	George Hedley	4731	10	7	24	3/4	13	54
9.	Ray Weismann	486	7	18	20	8	4	57
10.	Jeff Matthews	4504	12	DSQ	9	22	6	62
11.	Gregg Samp	3255	8	14	17	9	18	66
12.	Marty Vandergoot	8404	15	8	15	15	15	68
13.	Mac Wright	7117	16	22	16	6	10	70
14.	L. Szedlacsek	3308	20	17	14	10	DSQ	73
15.	Bill Pettit	1400X	17	9	22	13	14	75
16.	Chris Webster	1929	19	16	13	20	7	75
17.	Robert Off	2127	18	11	12	17	20	78
18.	Bill Carey	637	DNF	12	10	12	17	79
19.	Richard Martin	8949	13	19	19	19	19	89
20.	Terry Neale	101	24	15	21	16	16	92
21.	Bart Cerini	1389	22	21	3/4	23	DNF	94-3/4
22.	Dave Hershfield	1862	21	23	18	18	21	101
23.	Jim Brooks	3919	DSQ	DNF	6	DNF	DNF	108
24.	Phil Hernandez	1832	4	DNF	DNF	DNF	DNF	112
25.	John Hillebrecht	3744	23	DNF	DNF	21	DNF	121
26.	Bryan Larson		25	DNF	23	DNF	22	126
27.	Don Hobard	7232	DNF	20	DNF	DNF	DNF	132
28.	Jerry Perkins	73	DNF	DNF	DNF	DNF	DNF	138

### C FLEET

1.	Scott Nichols	8034	4	4	2	11	8	29
2.	John Anderson	9714	18	8	7	7	3	43
3.	Mike Stang	3161	12	2	5	2	26	47
4.	Glen Pickren	7391	10	13	3	3/4	22	48-3/4
5.	Norm Farguahr	4700	13	7	4	5	20	49
6.	Jami Olson	7878	8	18	14	9	1	49-3/4
7.	Paul Clemmer	1914	3	3	8	22	19	55
8.	Howard Homan	9900	15	6	6	4	29	60
9.	Stevan Payne	4183	11	14	9	8	DSQ	60
10.	Paul Nibecker	1583	35	3/4	19	3	6	63-3/4
11.	Jim Smith	77	7	9	15	13	DSQ	65
12.	Rick Andrs	8686	5	12	11	29	9	66
13.	Marc Samson	1808	28	5	10	25	2	70
14.	Thomas Finley	4634	23	23	30	6	4	86
15.	Steve Elsner	4137	17	DNF	13	10	5	87
16.	Ken Dawson	5734	27	15	17	16	16	91
17.	Terry Miller	2209	20	22	21	12	18	93
18.	Ashford Clark	8006	24	16	31	18	15	94
19.	Brian Bradeson	8048	15	17	16	21	25	94
20.	Carl Schwitzer	8227	25	30	18	15	7	95
21.	Lorrah Craig	1130	21	20	25	20	11	95
22.	Art Cuse	11385	3/4	29	25	24	21	97
23.	Dan Burstein	6152	30	21	20	14	27	112
24.	Jerry Shalhoob	43	22	31	28	23	10	114
25.	Peter Partch	10509	6	32	DNF	19	17	116
26.	Brian Lewis	7186	9	DNF	DNF	17	12	118
27.	Bill Mohler	4965	31	19	26	32	28	136
28.	Neil Brady	5141	26	25	27	31	31	140
29.	Cliff Hilliard	8827	DNF	11	DNF	26	24	145
30.	J. Moore	9497	29	28	24	34	30	145
31.	Mike Pascal	4176	DNF	10	12	DNF	DNF	150
32.	Tom Long	10	19	26	22	DNF	DNF	153
33.	Dave Robison	9919	2	DNF	DNF	30	DNF	159
34.	Gary Somerville	3719	33	24	32	28	DSQ	160
35.	Keith Platte	1461	DNF	DNF	3/4	33	DNF	160-3/4
36.	C.W. Richardson	2227	32	27	29	DNF	DNF	174
37.	Charles Ellery	10245	14	DNF	DNF	DNF	DNF	184
38.	Craig Pickett	6016	DNF	DNF	DNF	27	DNF	196
39.	Craig Genereux	2178	34	DNF	DNF	DNF	DNF	204

### HOBBIE CAT 14

#### A FLEET

POSIT- TION	NAME	SAIL #	RACES					TOTAL POINTS
			#1	#2	#3	#4	#5	
1.	Wayne Schaefer	315	3/4	3/4	3/4	3/4	3/4	3-3/4
2.	M. Staudt	3573	2	2	2	2	2	10
3.	B. Seaman	4545	7	4	3	3	5	22
4.	J. Cockrell	406	8	13	4	8	8	40
5.	W. Walker	14533	3	5	16	4	14	42
6.	M. Bolman	7678	6	8	11	6	11	42
7.	E. Baggs	633	9	12	12	5	4	42
8.	T. Haake	486	14	11	9	9	12	46
9.	D. Shaw	12984	13	10	10	7	7	47
10.	G. Hagen	326	12	17	6	11	3	49
11.	D. Soden	15401	15	7	DSQ	13	9	51
12.	B. Rose	868	5	DSQ	8	DNF	DNF	55
13.	B. Sherriff	383	10	9	15	10	13	57
14.	P. Berman	49	4	3	DNF	DNF	DNF	58
15.	T. McDonnell	1749	11	14	13	DNF	6	61
16.	J. Stowell	776	16	16	14	12	10	68
17.	M. Whalen	21	17	15	7	DNF	DNF	73

#### B FLEET

1.	J. Bernhardt	9999	3/4	3/4	3/4	3/4	3	6
2.	T. Andros	4618	3	2	2	2	3/4	9-3/4
3.	P. Mayeski	3740	2	4	3	3	4	16
4.	M. Rudge	12411	4	3	4	4	2	17

#### C FLEET

1.	P. Bettencourt	7359	2	2	3	2	2	11
2.	Kevin Hutton	12609	5	4	2	3/4	6	17-3/4
3.	T. Piety	348	7	3	3/4	4	4	18-3/4
4.	Dave Mertz	8640	8	3/4	4	5	3	20-3/4
5.	R. Anderson	772	4	DNF	DNF	3	3/4	31-3/4
6.	Frank Lang	3311	3/4	DNF	DNF	7	5	36-3/4
7.	A. Payne	49	6	DNF	DNF	7	12	48
8.	Tom Hart	9229	9	DNF	DNF	9	8	50
9.	Ron Heintz	HC	DNF	DNF	DNF	8	7	51
10.	D. Belle	581	3	DNF	DNF	12	12	51
11.	John Slosser	1536	DNF	DNF	DNF	12	12	11
12.	D. Rathbourn	12535	DNF	DNF	DNF	12	12	60

### HOBBIE 12

POSIT- TION	NAME	SAIL #	RACES					TOTAL POINTS
			#1	#2	#3	#4	#5	
1.	Jim Black	7	3/4	3/4	3/4	3/4	DNF	7
2.	Mike Byrne	1	2	3	2	2	3/4	9-3/4
3.	Van Bagley	6	3	2	3	DNF	DNF	16
4.	Jerry Dyreson	2147	DNF	DNF	DNF	DNF	DNF	20

### HOBBIE CAT 16

### CHANNEL ISLAND REGATTA

Oxnard, Calif.

#### A FLEET

POSIT- TION	NAME	SAIL #	RACES					TOTAL POINTS
			#1	#2	#3	#4	#5	
1.	Bob Beauchamp	1400	3	3	3/4	3	7	16-3/4
2.	Doug Mihoky	2453	3/4	2	5	9	3/4	17-1/2
3.	George Folgner	8156	8	4	2	6	2	22
4.	Bob Seaman	13	2	7	7	4	3	23
5.	Byron Watson	4238	12	10	3	2	6	33
6.	Nick Steele	107	7	6	DNF	3/4	8	36-3/4
7.	Kirk Stumy	1972	5	8	4	8	14	39
8.	Dean Wickstrom	9	4	3/4	DNF	11	10	40-3/4
9.	Mike Staudt	05	6	5	8	7	15	41
10.	Joe Eichblatt	9067	10	16	6	5	13	50
11.	Greg Simpson	1954	13	9	9	16	5	52
12.	John Hauser	9561	15	11	11	13	4	54
13.	Dave Churchill	5081	9	15	10	10	11	55
14.	David Crocker	9573	14	13	13	12	9	61
15.	Don Oltmans	1819	11	12	14	15	17	69
16.	Jerry Kuehner	3771	16	14	12	14	16	72
17.	Rick Biddle	330	DNF	DNF	DNF	17	DSQ	86

#### B FLEET

1.	Steve Leo	4161	3/4	3/4	3	2	3	9-1/2
2.	Phil Hernandez	1832	6	3	2	3/4	9	20-3/4



# REGATTA RESULTS

REGATTA RESULTS APPEAR AS SUPPLIED BY THE REGATTA COMMITTEES.

11.	Kevin McFadden	8806	9	12	4	DNF	DNF	57
12.	U. Shelton	9534	15	16	16	11	8	64
13.	Allan Stratford	1718	DNF	14	8	14	9	64
14.	David Antilla	8818	4	10	DNF	DNF	13	65
15.	Mark Wheeler	7800	8	DNF	9	DNF	DNF	68
16.	Jim Ralph	8866	16	13	DNS	16	14	70
17.	Kim Kerwin	9591	13	18	17	13	12	73
18.	William Eaton	1644	14	15	12	DNF	DNF	73
19.	Bill Robertson	6588	15	17	14	15	DNF	76
20.	Jerry Miller	2209	DNS	DNS	DNS	5	DSQ	86

## HOBIE CAT 14

POSITION	NAME	SAIL #	RACES	TOTAL POINTS
			#1 #2 #3 #4 #5	
1.	Warren Walker	14533	3/4 4 3/4 2 3/4	8-1/4
2.	Burt Scott	4118	3 3/4 7 6 4	20-3/4
3.	Gunter Hagen	137	7 7 2 3 2	21
4.	John Cockrell	406	DNF 3 3 5 5	25
5.	Daro Shaw	12984	5 5 4 8 3	25
6.	Tom McDonnell	1749	8 8 5 3/4 6	27-3/4
7.	Terry Haake	486	6 2 6 7 8	29
8.	W. Knaller	326	4 6 DNF 4 7	29
9.	Jan Wallace	2787	2 DNS DNF DNF DNF	44
10.	Ben Rose	868	DNF DNF DNF DNS DNS	50
11.	Wes Goleman	3833	DNS DNS DNS DNF DNF	54

## B FLEET

1.	Rich Buhrer	588	3 3/4 3/4 3/4 DNF	8-1/4
2.	Ron Matson	4010	2 DNF 2 2 3/4	9-3/4
3.	Milton Rudge	12411	3/4 2 3 3 2	10-3/4

## C FLEET

1.	Kevin Hutton	12609	2 3/4 3/4 2 2	7-1/2
2.	Frank O'Brien	868	3/4 DNS DNS 3/4 3/4	8-1/4

## HOBIE 12

POSITION	NAME	SAIL #	RACES	TOTAL POINTS
			#1 #2 #3 #4 #5	
1.	Eric Sturm	726	DNS DNS 3/4 3/4	7-1/2
2.	Randy Scott	412	3/4 3/4 2 2	5-1/2
3.	Chuck Green	531	2 2 DNS DNS	10

## SANDPOINT REGATTA—Seattle, Wash.

## HOBIE CAT 16

### A FLEET

POSITION	NAME	SAIL #	RACES	TOTAL POINTS
			#1 #2 #3 #4 #5 #6	
1.	M. Milburn	5900	2 3 3/4 3/4 7 3/4	7-1/4
2.	R. Whisler	9748	3/4 4 3 5 10 4	16-3/4
3.	V. Workman	10975	6 10 9 DSQ 4 3	26
4.	C. Bergsma	3134	3 7 5 9 11 2	26
5.	R. Millar	2701	5 9 4 10 3-1/2 6	27-1/2
6.	R. Poe	923	11 5 8 2 3-1/2 9	27-1/2
7.	J. Turner	9752	12 3/4 2 DNF 8 7	29-3/4
8.	D. Carpenter	10875	4 8 6 6 9 11	33
9.	B. Gupta	10800	7 DSQ 13 3 2 8	36
10.	R. Humphrey	5190	13 6 10 DNS 5 5	39
11.	D. Harris	3291	8 13 7 8 6 10	39
12.	M. Eaton	7337	9 12 11 7 12 12	51
13.	D. Eaton	9570	10 11 12 11 13 13	57

### B FLEET

1.	K. Kraft	2347	3 3/4 2 3/4 4 3/4	7-1/4
2.	J. Barber	9188	9 12 3 2 3/4 4	18-3/4
3.	A. Nelson	5320	4 3 5 5 5 14	22
4.	J. O'Keefe	8027	10 5 10 4 3 8	30
5.	D. Lichtensteiger	5311	3/4 4 8 DNF 10 9	31-3/4
6.	J. Carlson	5811	8 10 6 6 14 7	37
7.	N. Reid	11311	5 7 12 8 7 13	39
8.	G. Sloulin	9563	16 6 3/4 3 17 DNS	42-3/4
9.	D. Miller	10117	2 13 13 DNS 9 6	43
10.	B. Nam	6010	11 14 15 7 13 2	47
11.	J. Rose	8814	6 2 24 DNF 6 20	51
12.	D. Sandelius	5127	14 8 17 DNS 11 5	55
13.	C. Sorenson	6688	12 21 7 14 12 12	57
14.	L. Butchart	1486	15 20 21 DNS 2 3	61
15.	O'Neill	10371	23 16 9 11 18 10	64
16.	P. Caughlin	4706	17 13 16 12 15 16	72
17.	Buxton	9706	13 17 14 10 21 19	73
18.	R. Gundersen	2795	18 15 18 15 16 11	75
19.	R. McConnell	9100	22 18 22 13 8 15	76
20.	M. Breaker	4970	7 23 4 DNS DNS DNS	85
21.	R. Morris	1581	21 22 19 9 19 17	85
22.	B. Jetland	9094	20 11 11 DNS DNS DNS	92
23.	M. Ward	7772	19 19 23 16 20 21	95
24.	M. Walter	9911	24 24 20 DNS 22 18	108
25.	C. Lyon	10333	DNF DNF DNS DNS 23 22	120

## HOBIE CAT 14

### A FLEET

POSITION	NAME	SAIL #	RACES	TOTAL POINTS
			#1 #2 #3 #4 #5 #6	
1.	J. Rueter	10254	2 2 3/4 3/4 5 3/4	6-1/4
2.	J. Severs	15263	4 3 2 2 3/4 4	11-3/4
3.	G. Baker	5810	3/4 7 5 4 3 3	15-3/4
4.	C. Howell	5719	5 3/4 3 DNF 6 5	19-3/4
5.	J. Scholfeld	395	3 5 6 3 2 8	24
6.	L. McNally	12437	6 6 8 7 4 6	29
7.	J. Bodger	9549	7 4 4 5 DNS DNS	29
8.	D. McClain	3857	9 9 9 8 7 2	35
9.	S. Dickie	5785	8 8 7 6 8 7	36

## B FLEET

1.	J. Mautz	12571	2 3/4 3/4 3/4 3 3	5
2.	D. Mitchell	11711	4 2 3 2 4 3/4	11-3/4
3.	G. Bowden	12809	3 3 2 3 3 2	13
4.	J. Miller	9408	5 4 4 4 2 4	18
5.	R. Hostetler	5153	3/4 5 DNS DNS DNS DNS	23-3/4
6.	B. Edwards	8695	DNS DNS DNS DNS 5 5	28

## HOBIE 12

POSITION	NAME	SAIL #	RACES	TOTAL POINTS
			#1 #2 #3 #4 #5 #6	
1.	B. Acker	855	2 3/4 3/4 3/4 3/4 3/4	3-3/4
2.	C. Marrell		3/4 3 3 DNS 2 2	10-3/4
3.	C. Tarleton	1422	3 2 2 2 3 3	12

## HOBIE CAT 16

### A FLEET

POSITION	NAME	SAIL #	RACES	TOTAL POINTS
			#1 #2 #3 #4 #5 #6	
1.	Dick Beauchamp	2	4 6 DNS 2 3/4 3/4	13-1/2
2.	Bob Beauchamp	1400	5 3 15 3 2 5	18
3.	Hobie Alter	36	6 15 5 3/4 4 3	18-3/4
4.	Jerry King	2414	7 14 6 4 5 4	26
5.	Wayne Schaffer	315	13 4 3 DNF 7 2	29
6.	Rick Eddington	3847	11 2 11 6 6 8	33
7.	Bob Seaman	13	12 5 2 7 9 13	35
8.	Byron Watson	4238	14 16 9 8 3 6	40
9.	John Hauser	9561	2 10 4 14 17 16	46
10.	Doug Mihoky	2453	3 17 13 5 13 15	49
11.	Randy Hatfield	66	3/4 3/4 10 DNF DNF	52-1/2
12.	Jerry Wetzler	8	15 11 8 DNF 10 10	54
13.	Nick Steele	107	8 12 18 19 8 9	55
14.	George Folgner	8156	20 19 7 10 12 7	55
15.	Greg Simpson	1954	10 8 14 9 DNF DNF	62
16.	Steve Grinshaw	144	9 13 12 15 18 17	66
17.	Steve Leo	4161	22 23 16 12 11 14	75
18.	Don Oltmans	1819	24 18 3/4 16 19 19	77-3/4
19.	Alan Johnston	4380	19 7 17 17 20 18	78
20.	Noble Warrum	2X	23 25 20 11 14 11	81
21.	Dave Crocker	9573	16 22 19 13 15 21	84
22.	Dean Wickstrom	9	17 21 23 18 16 12	84
23.	Alan Walti	60	18 9 24 DNF DNF	92
24.	Everett Baggs	1685	21 24 22 DNF 21 20	104
25.	Mike Staudt	05	DNF 20 21 DNF DNF	104
26.	Kent Wilson	77	25 DNF DNF DNF DNF	112
27.	Bob Friendenberg	1776	26 DNF DNS DNF DNF	113

### B FLEET

1.	Jay Gifford	8524	3/4 11 12 3/4 2 7	21-1/2
2.	Jim Brooks	3919	8 12 3/4 11 3 3/4	23-1/2
3.	Jim Cotton	540	9 7 8 5 6 6	32
4.	Veli Galingier	9539	16 4 4 3 8 13	32
5.	Dick Kun	1469	2 17 15 10 7 2	36
6.	Jim Foster	9330	11 14 6 13 5 5	40
7.	Rocky Fletcher	4882	10 22 3 9 14 4	40
8.	Paul Hart	4856	23 9 19 4 3/4 8	40-3/4
9.	Wendell Mayberry	3744	4 19 2 17 9 11	43
10.	Ron Atwood	271	15 3 13 7 12 10	45
11.	Randy Sarver	4138	6 6 5 15 19 DNF	48
12.	Dan Brown	4510	21 13 DNF 2 11 3	50
13.	Lou Szediacsek	3308	7 3/4 7 DNF 20 DNF	50-3/4
14.	Ray Wesmann	486	13 8 11 6 16 15	53
15.	Bill Giles	6148	19 5 18 12 4 DNF	55
16.	Dirk Woodside	787	12 2 20 14 18 9	55
17.	Robert Off	2127	5 15 10 19 13 DNF	59
18.	Jeff Mathews	4504	19 10 9 16 15 14	64
19.	Phil Hernandez	1832	14 21 22 8 10 DNF	69
20.	Greg Samp	3255	3 18 14 23 DNF DNF	72
21.	Sam Palmittier	4471	20 16 16 21 17 12	81
22.	Richard Soth	1991	17 DNF DNF 18 DNF DNF	95
23.	Mayfield Marshall	1559	22 20 DNF DNF DNF DNF	102
24.	Richard Martin	8949	26 23 DNF 20 DNF DNF	103
25.	W. Cummins	2100	DNF 25 17 DNF DNF DNF	103
26.	Doug Hawkins	2793	24 26 21 24 DNF DNF	106
27.	William Carey	637	26 24 DNF DNF DNF DNF	108
28.	Rick Severson	4489	27 DNF DNF 22 DNF DNF	109

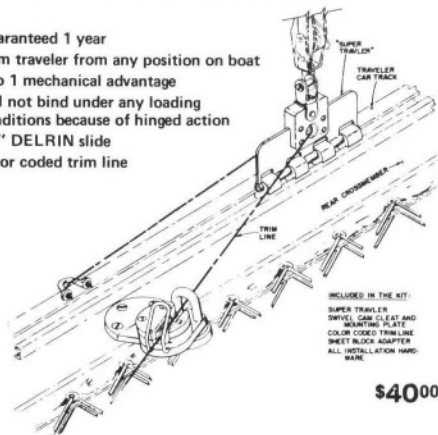
### C FLEET

1.	Nick Carter	1583	2 3 4 10 4 3/4	13-3/4
2.	Lance Consard	3906	19 6 6 3 2 3/4	16-3/4
3.	Glen Pickren	7391	6 14 5 8 3 6	28
4.	Paul J. Clemmer	1914	22 4 20 3 2 3	32
5.	Rick Andrs	8686	8 2 13 7 6 11	34
6.	Colin Hatch	3556	11 5 11 3/4 8 11	35-3/4
7.	Harry Thaebe	11074	9 21 8 9 5 7	38
8.	Brian Lewis	619	3/4 10 3/4 21 11 DNF	38-1/2
9.	Jami Olson	7878	10 23 7 6 9 8	40
10.	Mike Stang	3161	5 15 18 4 7 DNF	47
11.	Terry Miller	2209	4 12 12 11 13 DNF	52
12.	Glenn Griley	1900	7 9 2 DNF DNF DNF	55
13.	Manuel Banualds	500	20 7 6 15 20 12	60
14.	Ken Dawson	5734	12 30 16 13 18 2	61
15.	Joe Martin	3136	15 8 17 22 10 4	65
16.	Jim Garver	4797	16 17 9 24 15 14	71
17.	Randy Wittman	4106	13 3/4 DNF DNF DNF DNF	73-3/4
18.	Mike Cibellis	3296	3 22 DNF 14 DNF DNF	76
19.	Todd Donahue	277	17 18 14 12 DNF DNF	77
20.	Becky Short	1725	18 25 10 23 17 10	78
21.	Don Noe	3521	28 11 15 19 19 DNF	80
22.	Jim Clark	8006	32 20 21 20 16 9	86
23.	Bob Atkins	1452	14 16 DNF 25 DNF DNF	90
24.	Howard Homan	9900	27 32 DNF 16 12 13	91
25.	Tom Hooker	6969	21 13 DNF DNF DNF DNF	94
26.	Scott Nichols	8034	DNF DNF DNF 5 DNF DNF	100
27.	Mark Wheeler	7800	23 24 DNF 17 DNF DNF	101
28.	Bill Mohler	4965	36 29 19 25 14 15	102



## HOBIE SUPER TRAVELER

- Guaranteed 1 year
- Trim traveler from any position on boat
- 2 to 1 mechanical advantage
- Will not bind under any loading conditions because of hinged action
- 4½" DELRIN slide
- Color coded trim line



\$4000

## MOLDED MAST STEP BEARING

- Injection molded DELRIN
- Matches base and step contours
- Will not work out of base
- Eliminates or reduces galling between sides of base and step
- 5 times the strength of teflon

\$250

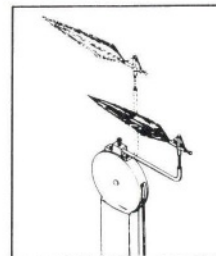
## MAST ROTATION CALIBRATION KIT

Increase boat speed by as much as 7%. There are at least 4 variables for best sail shape. One that is frequently overlooked is mast rotation. 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

\$2500

## 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

See your Hobie Dealer  
or write:

## SAILING SYSTEMS ASSOCIATES

Route 4, Box 20P5

LEXINGTON, TENNESSEE 38363

# 1974 DIVISIONAL CHAMPIONSHIPS

Only the top skippers living in each Division will qualify to the Nationals.  
Skippers from out of the Division can earn points.

DIV.	LOCATION	DATE	CONTACT
1	Kaneohe Bay, Oahu	(14's) 8/17-18 (16's) 8/24-25	Mike Look—808/262-6447
2	Cabrillo Beach, Ca.	8/24-25	Rich Jeffries—714/979-2880
3	Alameda	8/17-18	Bob Guletz—415/524-4994
4	Ocean Shores, Wash.	8/17-18	J.T. Quigg—206/533-1530
5	Shadow Mount. Reservoir, Colo.	8/17-18	Morey Blackman 303/838-5041
6	Corpus Christi, Tex.	8/17-18	Bill Dominy 512/855-2295
7	Clear Lake, Iowa	9/13-14-15	Paul Hanson 515/357-5792
8	Cocoa Beach, Fla.	8/24-25	Barry Oltman 305/784-2628
9	NOT SCHEDULED AT TIME OF PRINTING		
10	St. Joseph Y.C., Mi	9/7-8	John Schuch 313/468-0362
11	Ocean Pines, Md.	8/17-18	Bob Ball 301/467-3608
12	Bellport Bay, N.Y.	9/7-8	Bellpat Marine—516/286-8368

## MILLER HIGH LIFE

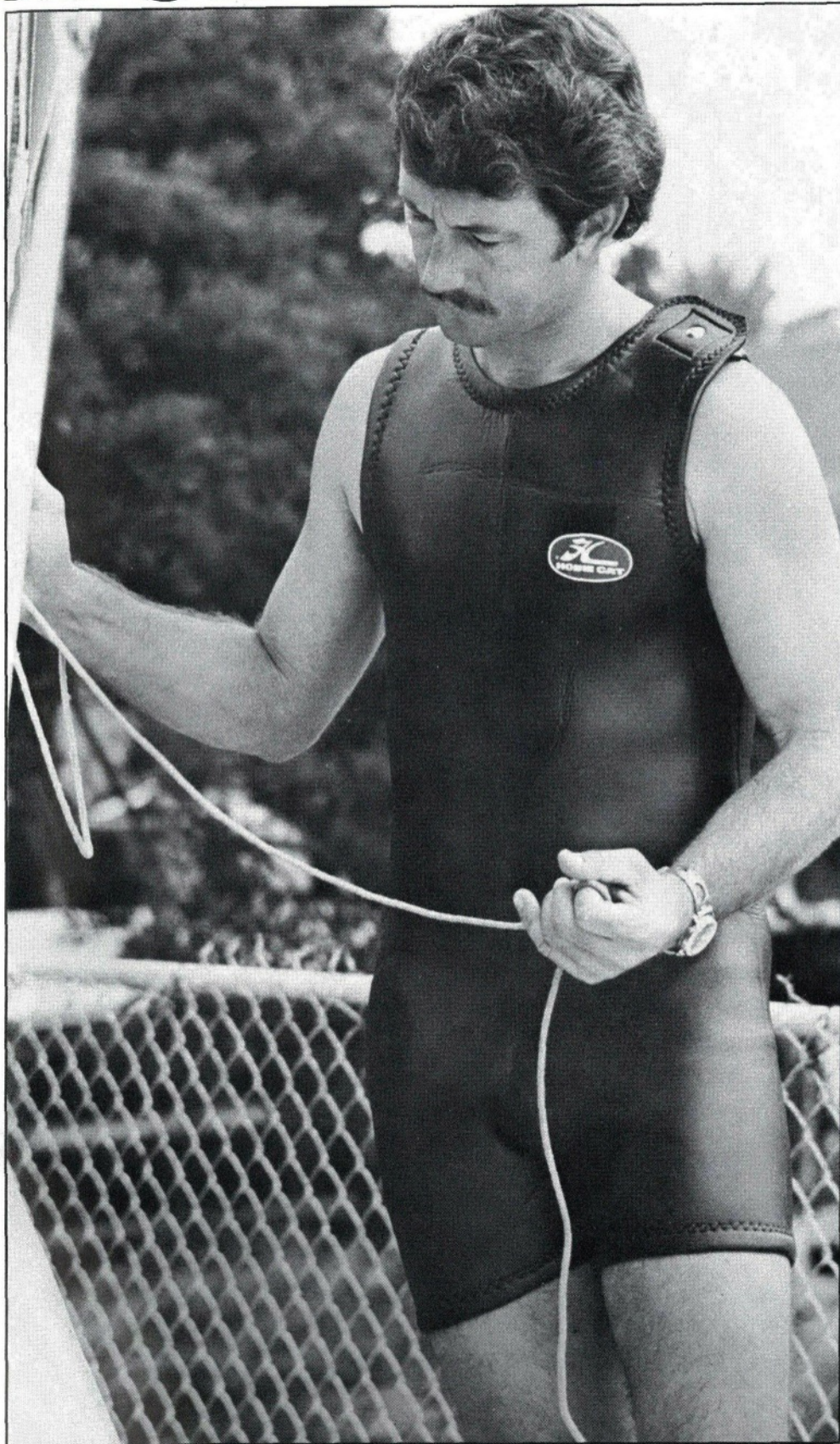
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October 9th thru 13th  
San Diego, Calif.

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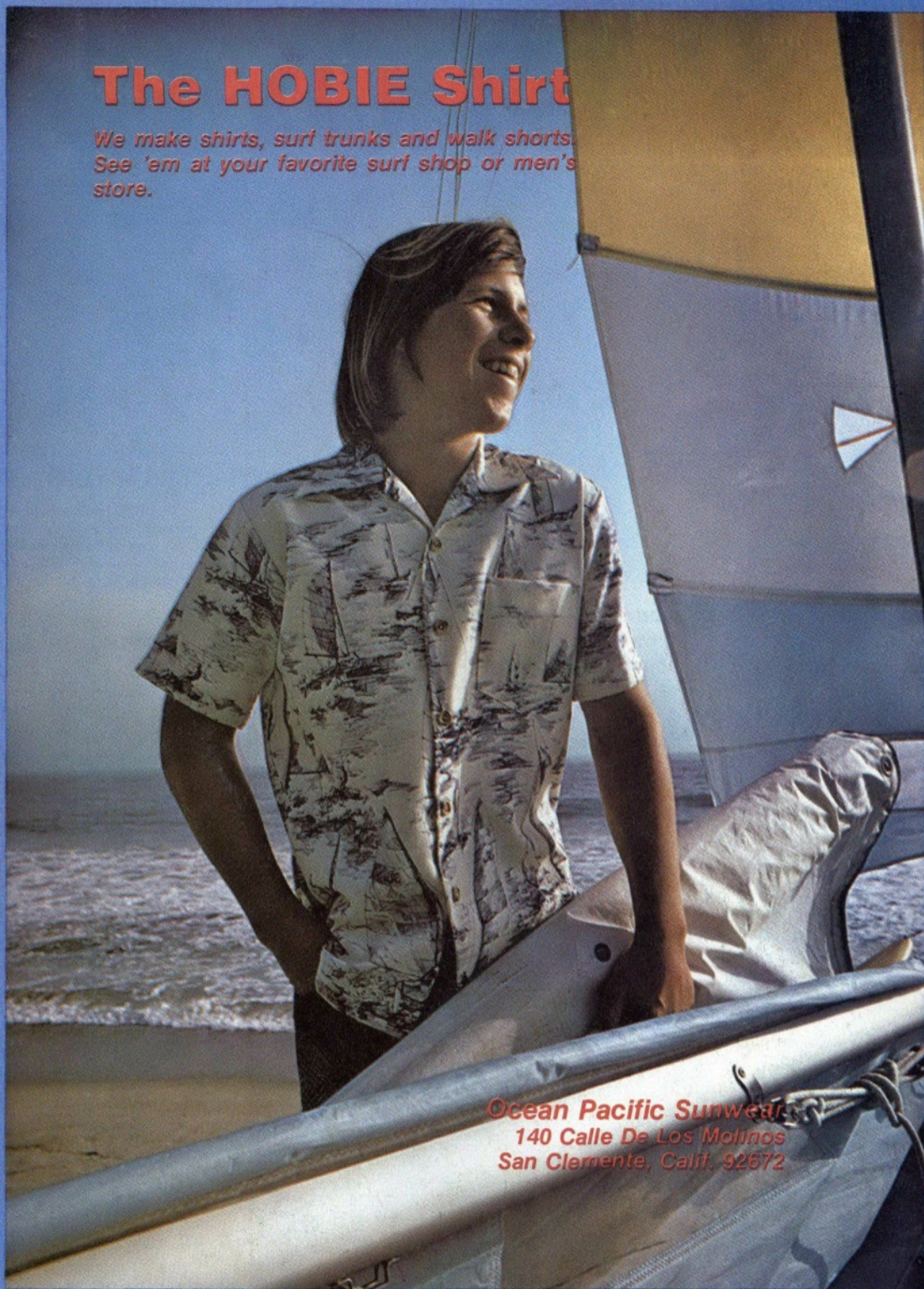
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